CITY OF ABERDEEN
2022 COMPREHENSIVE PLAN

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00 Upfronts

CITY COUNCIL ADOPTION

COUNCIL OF THE CITY OF ABERDEEN
Ordinance No. 23-O-04

Date Introduced:	March 13, 2023
Sponsored by:	Councilwoman Sandra Landbeck and Council President Adam Hiob
Public Hearing:	March 27, 2023
Amendments Adopted:	April 10, 2023
Date Adopted:	April 10, 2023
Date Effective:	May 1, 2023

ORDINANCE NO. 23-O-04
COMPREHENSIVE PLAN 2022

FOR THE PURPOSE OF ADOPTING A NEW
COMPREHENSIVE PLAN FOR THE CITY
OF ABERDEEN AND ALL MATTERS
PERTAINING TO THE PLAN

1　　　　**WHEREAS,** the Land Use Article of the Maryland Annotated Code requires
2　municipalities to periodically adopt comprehensive plans, including policies, statements, goals and
3　interrelated plans for private and public land use, transportation and community facilities,
4　documented in texts and maps, which constitute the guide for future development; and
5
6　　　　**WHEREAS,** the City of Aberdeen adopted such a Comprehensive Plan for the City in
7　1969, 1994, 2002, and 2011; and
8
9　　　　**WHEREAS,** beginning December 8, ~~2022~~ 2021, to February 22, 2023, the City of
10　Aberdeen Planning Commission held numerous meetings where each element of the 2011 Plan
11　was carefully reviewed and updated; and
12
13　　　　**WHEREAS,** on December 14, 2022, the Planning Commission conducted a public hearing
14　with regard to the Plan; and
15
16　　　　**WHEREAS,** the Planning Commission adopted the final draft 2022 Comprehensive Plan
17　by Resolution and, pursuant to the Land Use Article of the Maryland Annotated Code, provided
18　copies of the recommended Plan to Harford County Government, Department of Planning and
19　Zoning, and to the Maryland Department of Planning which have responsibility for financing or
20　constructing some of the public improvements necessary to implement the Plan; and
21
22　　　　**WHEREAS,** on February 22, 2023, the Planning Commission approved the Aberdeen

23 Comprehensive Plan 2022 at its regular meeting and recommended the Plan to the Mayor and
24 Council of the City of Aberdeen for adoption; and
25
26   **WHEREAS,** on March 27, 2023, the Mayor and Council conducted a public hearing
27 regarding the Plan; and
28
29   **WHEREAS,** the Mayor and Council has determined that it is in the public interest that the
30 Plan, recommended by the Planning Commission, be adopted as the Comprehensive Plan for the
31 City of Aberdeen,
32
33   **NOW, THEREFORE, BE IT ENACTED BY THE MAYOR AND COUNCIL OF**
34 **THE CITY OF ABERDEEN** that the City of Aberdeen 2022 Comprehensive Plan, a copy of
35 which is attached to this Ordinance, is hereby adopted. The Plan shall be known as the "City of
36 Aberdeen 2022 Comprehensive Plan."
37
38   **AND BE IT FURTHER ENACTED,** that this Ordinance shall be effective at the
39 expiration of twenty (20) calendar days after date of its adoption.

COUNCIL OF THE CITY OF ABERDEEN

_____
Patrick L. McGrady, Mayor

_____
Adam M. Hiob, Council President

_____
Sandra J. Landbeck, Councilwoman

_____
Timothy W. Lindecamp, Councilman

_____
Tandra A. Ridgley, Councilwoman

ATTEST: **SEAL:**

Monica A. Correll, City Clerk
Date _April 10, 2023_

PLANNING COMMISSION RESOLUTION

CITY OF ABERDEEN

PLANNING COMMISSION

RESOLUTION ADOPTING
2022 COMPREHENSIVE PLAN

WHEREAS, the City of Aberdeen, Maryland (the "City"), the Planning Commission, the Department of Planning and Community Development, and the City Council have engaged in the process of updating and revising the Comprehensive Plan for the City, which is attached hereto and which is comprised of Chapters 1-11.

WHEREAS, the Planning Commission conducted a Public Hearing on December 14, 2022, regarding the 2022 Comprehensive Plan and desires to adopt the Comprehensive Plan and to further recommend to the City Council to adopt the Comprehensive Plan for the City.

NOW, THEREFORE BE IT RESOLVED, by the Planning Commission of the City of Aberdeen, Maryland, that the Planning Commission hereby adopts the 2022 Comprehensive Plan, and further recommends to the City Council that it likewise adopt the 2022 Comprehensive Plan for the City.

ADOPTED by the Planning Commission of the City of Aberdeen, Maryland this 22 day of February , 2023.

Planning Commission of the
City of Aberdeen, Maryland

Mark Schlottman, Chairman

ATTEST:

Recording Secretary

ACKNOWLEDGEMENTS

A project of this scope and magnitude could not be realized without the support and commitment of many individuals. It is important to acknowledge the vision and leadership of those that assisted in the preparation of the 2022 City of Aberdeen Comprehensive Plan Update, especially the elected and appointed officials of the City of Aberdeen, as well as the City Staff that supported the technical work required. In addition to those listed below, we would like to thank the many citizens of the City of Aberdeen who participated in the planning process by attending public meetings and workshops, completing the community survey, or by otherwise participating through comments.

Mayor and City Council

Patrick McGrady, City Mayor
Adam Hiob, Council President
Sandra Landbeck, Councilwoman
Tim Lindecamp, Councilman
Tandra Ridgley, Councilwoman

Planning Commission

Mark Schlottman, Chairman
Dominique Gillis, Vice Chairman
Susan Brown
Michael Hiob
Samuel Posten
Terri Preston
DeAunte Printup

City Staff

Phyllis Grover, Director of Planning and Community Development
Stefani Spector, Senior Planner
Sydnie Trionfo, Planning Assistant
Kyle Torster, Director of Public Works
Costa Maistros, Department of Public Works
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Cassie Williams, Environmental Planner – Wallace Montgomery
Danielle Lloyd - Remline
Lauren Good, Planner – Wallace Montgomery
Nichole Wiley, Planner – Wallace Montgomery
Nick Walls, Associate Vice President – Wallace Montgomery
Ray Moravec, Vice President, Planning – Wallace Montgomery
Wayne Martin, Project Engineer – Wallace Montgomery

01 Introduction

Chapter 1- Introduction

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Our City. Our Plan. Our Future.
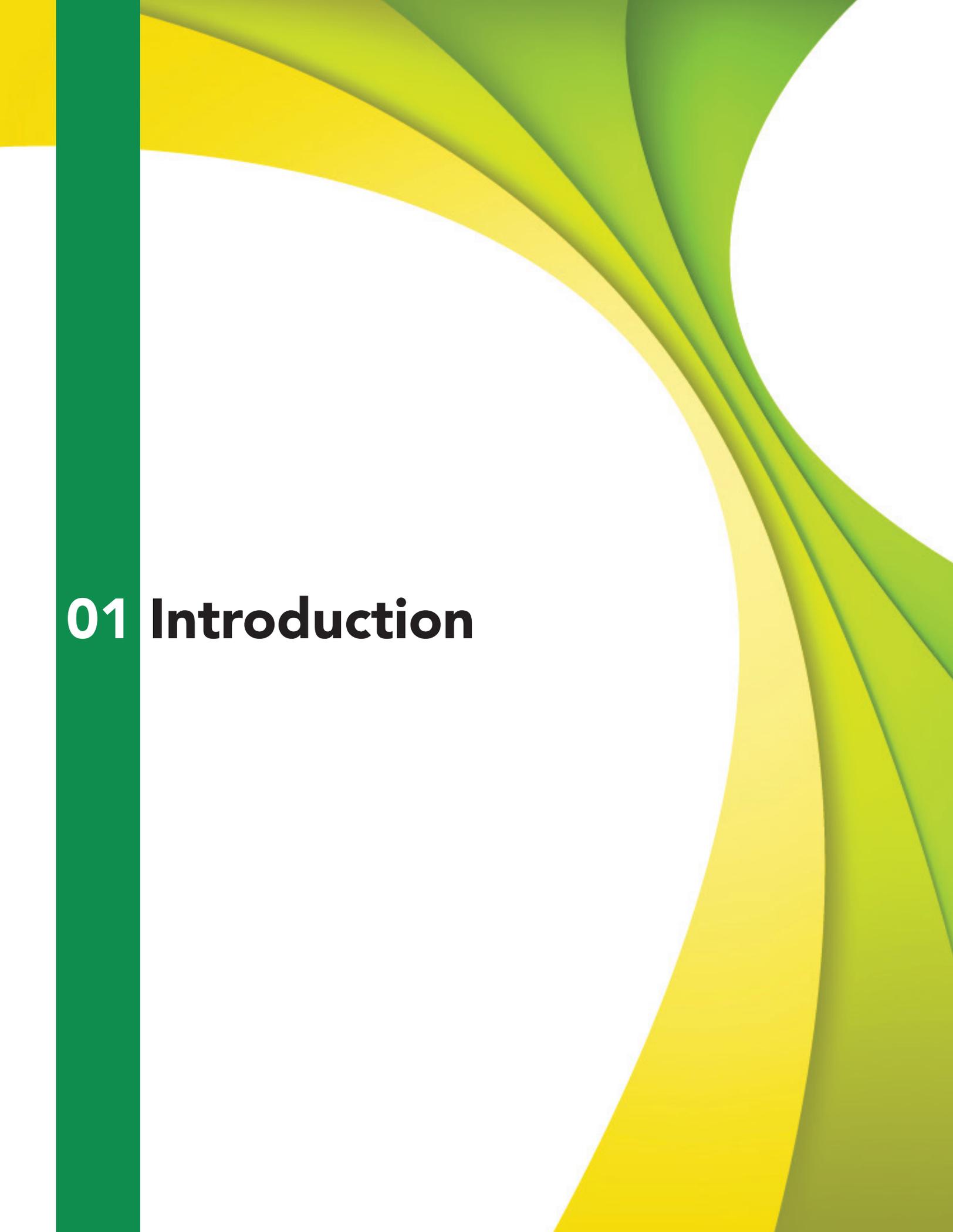
WELCOME TO PLAN ABERDEEN!

Plan Aberdeen, the 2022 update to the City of Aberdeen (City) 2011 Comprehensive Plan (2011 Plan), is an official long-range policy document adopted and amended by formal resolution by the City Council. This Plan is a major component of the City's planning process as it guides the long-range, comprehensive decision-making process involving primarily physical development and those City actions expected to influence development in the long-term. Plan Aberdeen strengthens the City's long-standing guiding principles and growth management policies, while identifying goals and objectives to continue to improve the existing and future needs for the City of Aberdeen.

Aberdeen is located on the southeast quadrant of Harford County, along the I-95 Corridor between Baltimore, Maryland and Wilmington, Delaware (**See Figure 1-1, Regional Location Map**). This Plan incorporates components to support a sustainable and active community and works in coordination with Harford County and the State of Maryland's Smart Growth goals and objectives.
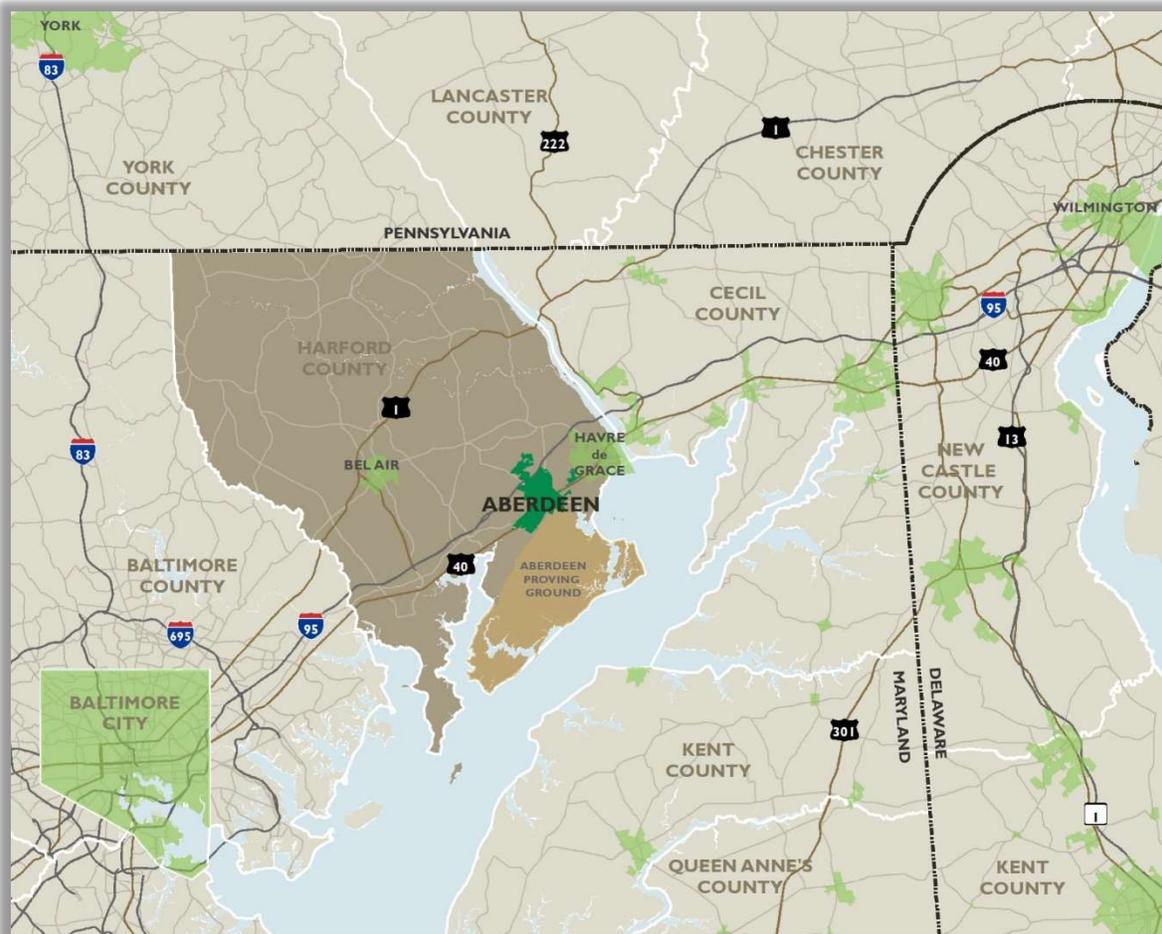

Figure 1-1. Regional Location Map

COMMUNITY VISION

During the Plan Aberdeen public outreach process, City residents, business owners, and other stakeholders expressed what they most valued about Aberdeen and identified issues that should be addressed over the next 10 years. The vision statement for Plan Aberdeen was developed through working sessions with the Planning Commission and community input from the Visioning Workshops.

> *The City of Aberdeen is a destination to work, live, learn, and play with an actively engaged community, diverse neighborhoods, thriving businesses, economic opportunities, transportation options, and a sustainable future.*

This vision—and the goals proposed to achieve it are highlighted in subsequent chapters—represents the community's efforts to build upon the past and strengthen the foundation for Aberdeen's future. Detailed information on the City's three Community Visioning Workshops is found in **Appendix C—Public Involvement Summary**.

COMPREHENSIVE PLAN ROLE

Plan Aberdeen is a guide for future decisions about appropriate land uses, based on forecasts of existing land use patterns and anticipated trends. It addresses environmental resources, population, demographics, land use, transportation, water and wastewater utilities, community facilities, housing, economic development, historic resources, and municipal growth.

Plan Aberdeen establishes priorities as well as direction to achieve desired future land use patterns. It identifies goals and recommendations to maintain the overall community vision and is intended to guide City officials when making decisions about future land use issues, prioritizing infrastructure needs, and budgeting for capital projects.

The Plan also provides an opportunity to set the stage for updates to zoning districts as well as revisions to the Development Code. Updating the Plan provides an opportunity for City officials to review current zoning maps and regulations to identify where revisions may be needed to better help the City reach its stated vision and goals. Ideally, the changes and revisions identified and proposed within this document address and provide solutions to any issues the City is currently facing as well as issues that may arise in the future.

POLICY & LEGAL CONTEXT

The state of Maryland delegates planning and land use regulatory authority to all incorporated municipalities through the *Local Government* and *Land Use Articles* of the *Annotated Code of Maryland*. The *Local Government* and *Land Use Articles* require local jurisdictions to prepare comprehensive plans, zoning ordinances, and subdivision regulations. The Comprehensive Plan is reviewed by the Aberdeen Planning Commission for updates at least once every ten (10) years pursuant to these *Articles.*

The state of Maryland's twelve Planning Visions (Twelve Visions), outlined in the *Smart, Green & Growing* legislation of 2009, are incorporated throughout the Plan:

1. Quality of Life and Sustainability: A high quality of life is achieved through universal stewardship of the land, water, air, and protection of the environment.
2. Public Participation: Citizens are active partners in the planning and implementation of community initiatives.
3. Growth Areas: Growth is concentrated in existing population and business centers.
4. Community Design: Compact, mixed-use, walkable design, consistent with existing community character and located near available or planned transit options, is encouraged to ensure efficient use of land and transportation resources.
5. Infrastructure: Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. Transportation: A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. Housing: A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. Economic Development: Promoting job growth, business vitality, and employment opportunities is essential to continue our prosperity.
9. Environmental Protection: Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. Resource Conservation: Waterways, forest, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Stewardship: Government, business entities, and residents create sustainable communities by balancing efficient growth with resource protection.
12. Implementation: Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure and transportation are integrated across local, regional, state, and interstate levels.

Plan Aberdeen addresses these Twelve Planning Visions through the various chapter elements and was prepared to be consistent with, and in consideration of, ongoing efforts in the State and Harford County to work toward these Visions. The following section denotes other major planning legislation followed by municipalities within the State of Maryland and are included as part of the Plan.

Economic Growth, Resource Protection & Planning Act

In 1992, the Maryland General Assembly adopted the *Economic Growth, Resource Protection, and Planning Act* (*1992 Act*) to articulate the State's growth policy and intent to reduce sprawl, concentrate growth in and near existing development areas, promote economic development, and protect sensitive natural resources. It required that comprehensive plans include seven Vision Statements (amended to eight in 2000 and twelve in 2009).

The *1992 Act* required comprehensive plans to include a Sensitive Areas Element establishing policies to protect wetlands, stream buffers, and habitats of rare, threatened, and endangered species. It also required local governments to review their comprehensive plans at least every six years and perform updates, as necessary.

In 2013, the General Assembly approved House Bill 409, changing the Comprehensive Plan review period to every 10 years to coincide with the Decennial Census. It also required annual reports to be filed with the Maryland Department of Planning (MDP) as well as a 5-Year Mid-Cycle Review that includes a narrative on the comprehensive plan's implementation status.

Smart Growth Legislation

In 1997, the State enacted Smart Growth legislation, giving it programmatic and fiscal authority to encourage local governments to implement "smart growth" planning. The *Priority Funding Areas Act* directed State funding for growth-related infrastructure to Priority Funding Areas (PFAs), providing a geographic focus for its investments. It designated certain areas as PFAs and established local designation criteria, including permitted density, water and sewer availability requirements, and the designation of growth areas in the comprehensive plan.

Subsequently, MDP and other State agency initiatives provided resources, incentives, and programs to achieve smart growth goals. The General Assembly also passed related legislation modifying and expanding planning goals and requirements.

Smart, Green & Growing

In 2009, the General Assembly passed three planning bills as part of its *Smart, Green & Growing* legislation to protect environmental resources and promote sustainable growth across the State:

Smart & Sustainable Growth Act	Planning Visions Implementation	Planning Visions
• Local jurisdictions must implement and follow adopted comprehensive plans	• Established State land use goals • Jurisdictions must collect smart growth measures and indicators	• Established 12 state planning visions • Local jurisdictions must submit an annual report on changing development patterns and implementation of Vision regulations

Areas of State Concern

In 2017, Governor Hogan signed an executive order directing the Maryland Department of Planning to create a State Development Plan to replace *PlanMaryland*, leading to the adoption of *A Better Maryland* in 2019. To support the implementation of *A Better Maryland* and the State's smart growth policies, MDP has identified several Areas of State Concern, a list of spatially designated areas, plans and programs that local jurisdiction may consider when developing and implementing their comprehensive plans.

The State's Smart Growth Subcabinet, made up of several state agencies that review and implement the State's Smart Growth policies, has endorsed the list, and may update it periodically. The list includes topic areas that transcend local jurisdictional boundaries; state-level initiatives and plans that are relevant to local comprehensive plans; implementation programs and measures that require coordination or collaboration between and among state and local governments; and subjects that involve collaboration and planning across state agencies.

A Better Maryland clarifies that local governments may address additional topics that are not required by state law or identified as Areas of State Concern. This plan addresses these Areas of State Concern, and issues or items of relevance to this list are cited throughout the document.

Other Planning Legislation Guiding the Plan

Additional State Planning legislation includes:

HB 90
Adopted in 2021, HB 90 requires all housing elements for municipalities and non-charter counties to "affirmatively further fair housing." This adds to the requirements to plan for affordable housing that HB 1045 (2019) initiated.

HB 90 also requires that the Maryland Department of Housing and Community Development submit a report on fair housing to the Governor and General Assembly by Dec 1, 2023, and every five years thereafter. The bill mandates that DHCD complete this report in consultation with local governments and housing authorities in Maryland and develop a template that these partners can use to gather and present data on fair housing within their own jurisdictions.

HB 90 defines affirmatively furthering fair housing as, "taking meaningful actions to:
- Overcome patterns of segregation;
- Foster inclusive communities free from barriers that restrict access to housing and opportunity based on protected characteristics;
- Address significant disparities in housing needs and access to opportunity;
- Replace segregated living patterns with truly integrated and balanced living patterns; and
- Foster and maintain compliance with civil rights and fair housing laws."

The bill intentionally refrains from specifying the actions jurisdictions must implement. Rather, they can develop their own approach for furthering fair housing in their communities, given that their chosen approach includes meaningful actions to address the issues listed above. *(See Chapter 6—Housing)*

HB 1045

HB 1045, adopted in 2019, amended the Land Use Article to require all Maryland jurisdictions to include a housing element in their comprehensive plans after June 2020. The element must address the need for affordable housing within the jurisdiction, including workforce and low-income housing and may include goals, objectives, policies, plans and standards.

The law allows jurisdictions flexibility to address affordable housing issues. Because municipalities may have limited undeveloped land or redevelopment opportunities, the law allows that jurisdictions may address some future housing needs within municipal growth areas outside existing boundaries. *(See Chapter 6—Housing)*

HB 1141

Adopted in 2006, HB 1141 requires inclusion of a comprehensive plan Water Resources Element (WRE) to addresses the relationship of planned growth to water resources for wastewater treatment and disposal, safe drinking water, and non-point source pollution of nitrogen and phosphorus. *(See Chapter 9—Water Resources)* HB 1141 also requires municipalities to prepare a Municipal Growth Element (MGE) as part of their comprehensive plan, identifying areas for future growth through annexation and allowing for coordination around municipal boundaries. *(See Chapter 5—Municipal Growth)*

HB 1160

In 2006, HB 1160 established a Workforce Housing Grant Program within the Maryland Department of Housing and Community Development (DHCD). To participate, jurisdictions must adopt a Workforce Housing Element containing an assessment of needs, goals, objectives, and policies that preserve or develop workforce housing. *(See Chapter 6—Housing)*

Sustainable Communities Act

The *Sustainable Communities Act of 2010* strengthens reinvestment and revitalization in Maryland's older communities by renewing an existing rehabilitation tax credit; creating "sustainable communities" to simplify the framework for designated target areas in the Community Legacy (CL) and Neighborhood Business Works (NBW) programs; establishing a new transportation focus in older communities; and enhancing the role of the Smart Growth Subcabinet (SGSC) in community revitalization. *(See Chapter 8—Economic Development)*

Sustainable Growth & Agricultural Preservation Act

The Maryland General Assembly approved the *Sustainable Growth and Agricultural Preservation Act of 2012* (also known as the Septic Bill), during the 2012 General Assembly session. This Act provides an option for local jurisdictions to adopt growth tier designations and has associated requirements related to residential subdivisions. *(See Chapter 4—Land Use)*

Sustainable Communities Tax Increment Financing Designation & Financing Law

The 2013 *Sustainable Communities Tax Increment Financing (TIF) Designation & Financing Law (TIF Law)* authorizes local governments to designate places as a Sustainable Community. In turn, they may finance the costs of infrastructure improvements in these areas in a manner similar to Maryland Department of Transportation (MDOT) designated Transit-Oriented Development (TOD) methods. These approaches

include issuance of bonds, creation of special taxing districts, and tax increment financing. This allows local governments to make important infrastructure and asset investments in their Sustainable Community areas to spur economic development and ensure quality of life and livable communities.

The *TIF Law* provides for new funding uses that include historic preservation, environmental remediation, demolition, site preparation, parking lots, facilities, highways, or transit assets that support Sustainable Community residents, schools, and affordable or mixed-use housing. It gives Sustainable Communities the opportunity to utilize Maryland Economic Development Corporation (MEDCO) bonding authority, which can finance, acquire, develop, own, and/or operate projects for economic development purposes. *(See Chapter 8—Economic Development)*

PLANNING HISTORY

The City of Aberdeen adopted its first full scale-zoning ordinance in 1957 and its first Comprehensive Plan in 1969. Since the adoption of the first Comprehensive Plan there have been three updates: 1994, 2002, and 2011. Plan Aberdeen is the 2022 update to the 2011 Plan. Plan Aberdeen strengthens the City's long-standing guiding principles and growth management policies, while identifying goals and objectives to continue to improve the existing and future needs for the City of Aberdeen.

PLAN ABERDEEN UPDATE

Using the 2011 Plan as a baseline, the planning team evaluated existing conditions and trends, and incorporated newly available data and studies completed in the last decade. The team also identified and analyzed priority issues, evaluating those from the 2011 Plan in addition to new issues that evolved during the Plan Aberdeen process. Plan Aberdeen builds on the 2011 Plan process and seeks to exceed the technical analyses and community outreach that helped the 2011 Plan remain applicable over the last decade. Starting with such a solid foundation has allowed this subsequent effort to truly seek to enhance and expand on the hard work that has come before, helping to update the community vision, refine and develop goals and strategies, and identify policies and actions in a fashion familiar to those involved in the process. These goals, objectives, strategies, and actions highlighted in this 2022 Plan Aberdeen emerged during the planning process, informed by community and citizen input.

PUBLIC PARTICIPATION

Consistent with the Twelve Visions, for public participation, Plan Aberdeen utilized an outreach process to identify priority issues and visions for the future. In addition to technical analyses, its preparation included a community public opinion survey, stakeholder input meetings, public workshops, and discussions with the Planning Commission, Economic Development Commission, and City Council. Community outreach was a key component of the comprehensive planning process. The opinions of residents, businesses, property owners, employees, and visitors helped identify important issues and growth and preservation priorities.

Chapter 1- Introduction

Three separate Visioning Workshops were held in order to receive community and stakeholder input on the update for Plan Aberdeen. Various activities allowed citizens and stakeholders to share their point of views, concerns, and ideas for the future of Aberdeen. These events were also used to gather input and help prepare the overall Vision Statement listed in the beginning of this chapter.

Community Survey

A thorough understanding of community and citizen attitudes toward growth and development provides a strong foundation on which to build policy for the Plan. In January 2022, the City released a 16-question community survey (online and in print) as part of its effort to solicit public input into Plan Aberdeen's development. The survey was administered online using Survey Monkey; hardcopies of the print survey were located at City Hall.

The survey's purpose was to identify what issues respondents felt were most important to the City's preservation, enhancement, and physical development; it served as a key public participation component. A total of 105 responses were received through the end of February 2022, focused on the following areas:

- Uses the City should encourage or discourage
- The importance of various housing types
- Attributes that make a community appealing
- Types of businesses sought
- Importance of quality-of-life elements
- Concerns about Aberdeen's future
- Recreational facilities, programs, and improvements
- What people like most and least about the City
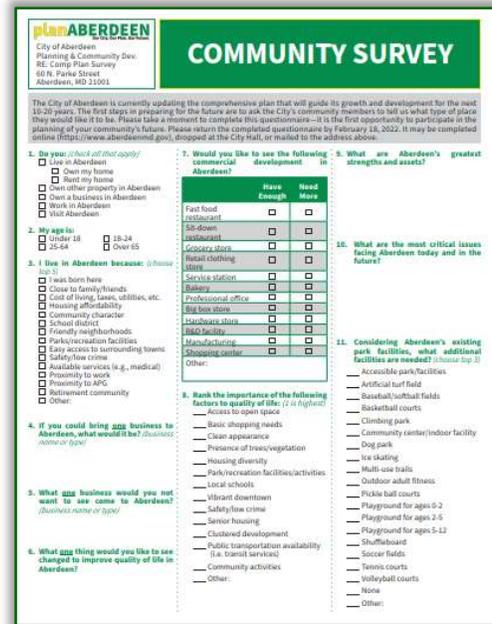
Most survey respondents live within the City of Aberdeen (75 or 71%) and/or work in Aberdeen (24 or 22%). The vast majority of those who live in Aberdeen also own their own home (68 or 91%). Nearly three-quarters of the respondents are between the ages of 25-64 (77 or 73%), while over one-quarter are over the age of 65 (28 or 26%). Over 75% of respondents already knew that the City had a Comprehensive Plan (171 or 76%). The two reasons most frequently identified by residents as to why they live in Aberdeen are to be close to family and friends (32 or 42%) and housing affordability (24 or 32%). Plan Aberdeen integrates the survey results throughout various elements and a summary of results can be found in **Appendix C—Public Involvement**.

Highlights from the survey responses include the following:

What residents wish they had
- Revitalized downtown
- Community Center
- More sit-down restaurants

What residents do not want
- Adult entertainment
- Fast food restaurants
- Rehabilitation facility/adult counseling

What would improve the quality of life in Aberdeen
- Reduce crime
- More community Activities
- Revitalize downtown area
- Increase green space/parks throughout the City

Aberdeen's greatest strengths
- Community
- Ripken Stadium
- Diversity

Aberdeen's most critical issues
- Crime
- Code Enforcement
- Downtown area/sustaining businesses

Residents top concern
- Crime
- Safety

Strengths Weaknesses Opportunities and Threats (SWOT) Analysis

The Planning Commission, Economic Development Commission, City Council, and applicable City staff conducted a SWOT analysis as a homework exercise for the Plan update. SWOT stands for ***Strengths, Weaknesses, Opportunities, and Threats***. The responses received were used to help determine key issues and to initially conceptualize Plan Aberdeen's goals and recommendations.

Reviewing these often divergent issues, risks, and opportunities allow the Plan to consider a wide array of future projects, the economic responsibilities associated with those projects, and to prepare to combat any considerable threats. The following section summarizes the responses received to the SWOT Analysis (**See Appendix C—Public Involvement** for complete responses).

- **Strengths: Internal elements that give the City an edge or competitive advantage. These can be unique assets, skills, or resources that Aberdeen can use to its benefit.**
  - Aberdeen Proving Ground
  - Ability to expand
  - Affordable shopping
  - Amtrak/MARC line
  - Business friendly
  - City staff/officials
  - Diversity
  - Havre de Grace water partnership
  - Healthcare hub (Upper Chesapeake)
  - Infrastructure investment
  - Low cost of living
  - Low traffic
  - Own wastewater treatment plant
  - Ripken Stadium/sports tourism
  - Schools
  - Strategic location
  - Multimodal transportation hub
  - Transit Oriented Development
  - Volunteers (organizations/individuals)

- **Weaknesses: Internal elements that hinder the City's ability to reach optimal performance and prevents Aberdeen from reaching its goals. The goal is to make improvements to these.**
  - Appearance/aesthetics
  - City interactions with communities/citizens
  - Code enforcement/property maintenance
  - Concentration of low-income areas
  - Over-extended public works staff
  - Downtown activity/variety/streetscape
  - Extent of supportive services/programs
  - Extent of warehouse facilities
  - Few ties/events to Aberdeen Proving Ground
  - Future vision
  - Lack of long-term infrastructure plan
  - Lack of parks/recreation program/facilities
  - Lack of youth activities
  - MDOT/FHWA/CSX/Amtrak
  - Mix of restaurants/retailers
  - Needed revitalization
  - Perception of safety
  - Perception of schools
  - Relationship with Harford County
  - Road conditions

- **Opportunities: External circumstances and potential situations that can be used or exploited to benefit Aberdeen. They are beyond the City's control, but Aberdeen can make the most of them.**
  - Aberdeen Proving Ground
  - Affordable housing
  - Amtrak/MARC
  - Availability of downtown properties/properties for lease
  - Federal infrastructure investment
  - UMD Upper Chesapeake Medical Center
  - Land for future growth
  - Proactive adaptation to lifestyle changes
  - Recreation Center
  - Ripken Stadium
  - Stagnant growth of nearby cities
  - Strategic location

- **Threats: External circumstances that pose a threat to Aberdeen's current or future ability to achieve what it wants to. The City should mitigate or avoid these potentially damaging effects.**
  - Aesthetics/appearance
  - Business closures
  - Reduction in Employment at Aberdeen Proving Ground
  - Concentration of low-income areas
  - COVID-19 pandemic
  - Crime
  - Extent of warehouse distribution facilities
  - Harford County coordination efforts
  - Housing mix
  - Lack of vision
  - Overdevelopment
  - Perception of safety
  - Retailer locating
  - School ratings
  - State legislation guided by Baltimore politics
  - Teleworking impacts
  - Traffic issues
  - Trash collection
  - Water cost

USING PLAN ABERDEEN

As with the previous Comprehensive Plans, Plan Aberdeen represents the Vision for the City of Aberdeen and provides direction to public and private stakeholders and representatives to help guide the City as it equitably and sustainably meets resident's current needs, while providing a platform to continue this growth into the future. Plan Aberdeen strengthens the City's long-standing guiding principles and growth management policies, while identifying goals and objectives to continue to improve the existing and future needs for the City of Aberdeen.

This Plan represents a coordinated effort to serve as the basis for decision-making for the City, representing the social, economic, and environmental realities of today, while promoting balanced services, initiatives and infrastructure required for the future. Changes to the Plan may be initiated through private application or through the State process of updating the Plan by the City every 10 years.

Ultimately, the City will be able to guide decisions based on the goals and objectives outlined in Plan Aberdeen and will continue to develop and move the City forward cohesively – taking into account the thoughts, concerns and input provided by stakeholders, residents, and businesses alike. Goals and Objectives for each chapter in Plan Aberdeen are summarized in Chapter 11 – Implementation. Following adoption of Plan Aberdeen, the Planning Commission will work with City Staff and City Council to identify priorities for implementation of the various goals and objectives. Priorities will be identified as: high - occurring in the first five years; medium- between 5 and 10 years; and low, occurring in 10 or more years. Priorities are subject to change as situations may change following adoption of Plan Aberdeen. All efforts are subject to availability of funds and resources to help meet the goals and objectives identified as part of this plan update.

02 City Profile
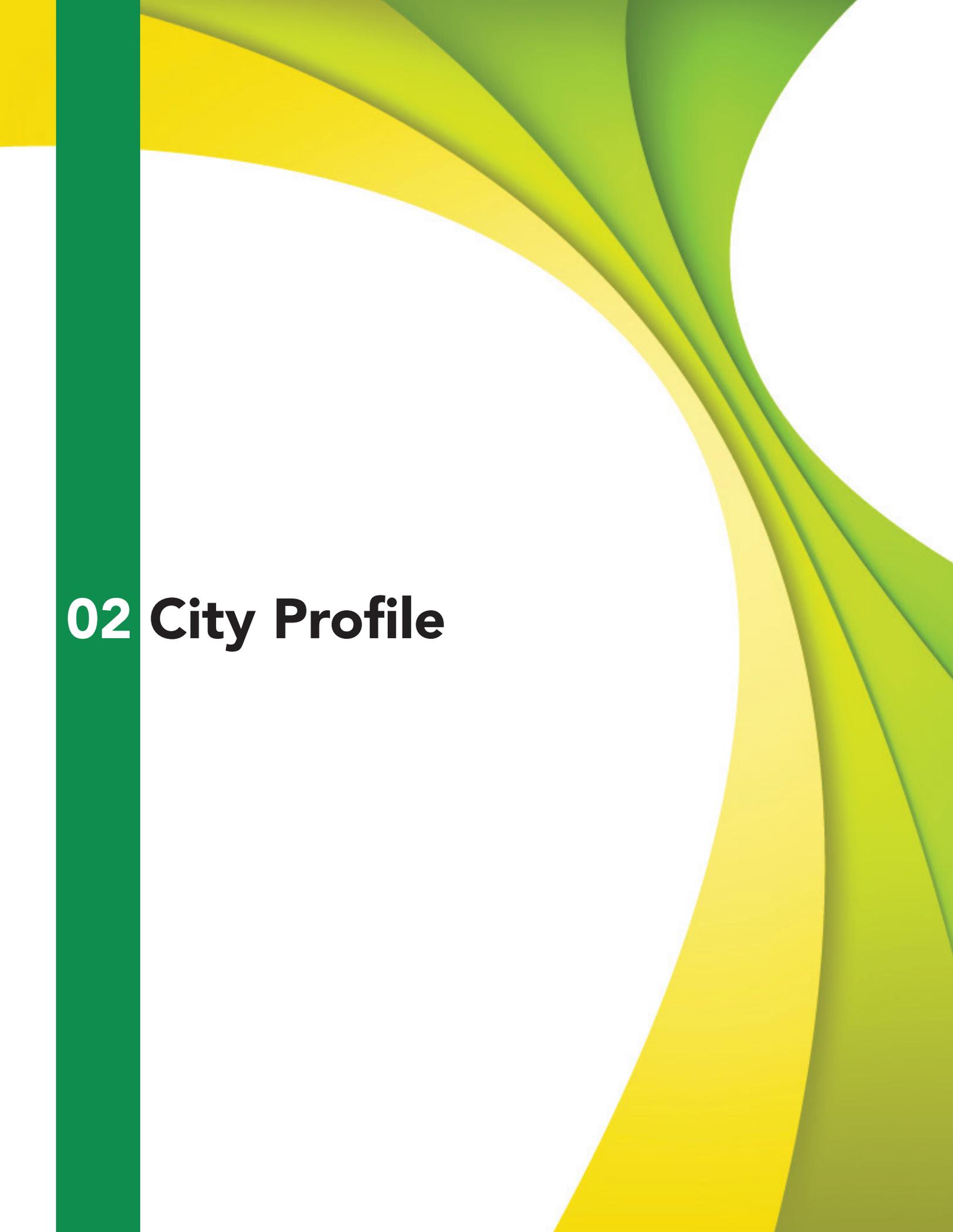
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INTRODUCTION

The City's geographic and demographic profile, location and connectivity to the region, heritage and population characteristics are discussed in this chapter. The City of Aberdeen takes pride in its rich history and historic homes with a strong military and railroad influence, its prime location, its inclusive parks and recreation facilities, and its incremental and planned growth. The City Profile helps to capture a snapshot of the existing framework in order to create goals which can be clearly articulated and defined in planning the next 10 years. The City of Aberdeen is committed to maintaining consistency with Maryland's Twelve Planning Visions which address Quality of Life and Sustainability, Public Participation, Growth Areas, Community Design, Infrastructure, Transportation, Housing, Economic Development, Environmental Protection, Resource Conservation, Stewardship, and Implementation. The City of Aberdeen's community design focuses on compact, mixed use, walkable areas that are both consistent with the existing community character and located near available transit options.

LOCATION

The City of Aberdeen is the largest municipality in Harford County and is located 26 miles northeast of Baltimore, at the north end of the Upper Chesapeake Bay. Home to well-known landmarks such as Aberdeen Proving Ground, the Ripken Experience™, and Leidos Field at Ripken Stadium, the City is within a one to three-hour drive to many major cities including Baltimore, Wilmington, Philadelphia, Washington, D.C., and New York City. **Figure 2-1. Aerial View of the City of Aberdeen** shows an aerial view of the City's location.

Figure 2-1. Aerial View of the City of Aberdeen

Aberdeen is served by several major highways, with I-95 being the most prominent. Access to the City is provided via an interchange with MD 22 (Churchville Road), which also connects directly to Aberdeen Proving Ground and the greater Churchville - Bel Air area. US 40 is another major thoroughfare, generally running east to west, parallel to I-95, and stretching from Baltimore, Maryland to Wilmington, Delaware. Other State highways serving Aberdeen include MD 7, MD 132, MD 159, MD 462, and MD 715. In addition to the various highway routes, there are several rail access points within the City. The Maryland Area Rail Commuter (MARC), Amtrak, and the Norfolk Southern/CSX railways all provide means of transportation into and through the City. The Aberdeen Train Station located in the heart of the downtown area serves as a key multimodal connection serving the City and providing regional connectivity. **See Chapter 7— Transportation** for additional information on the City's transportation system.

CITY HISTORY

Aberdeen began as a farming community in 1720, when Charles Calvert, the fifth Lord Baltimore, granted 1,140 acres of fertile land to Edward Hall. Located on the western edge of the Chesapeake on the main road between Alexandria and Philadelphia called the Old Post Road, the village at Halls Cross Road remained small until the Philadelphia, Wilmington, and Baltimore Railroad scouted the area for a watering

station in 1835. One of the railroad company's engineers was Edmund Law Rogers who saw the great potential for development. Rogers developed the Village of Aberdeen around 1800. The name originated from its mother city, Aberdeen, Scotland, as a result of the close relationship the Rogers family had with their cousin, the Earl of Aberdeen, who became Prime Minister of Great Britain in 1852. The history of Aberdeen has always been centered around transportation, military presence, and its overall prime regional location.

The area that now comprises Aberdeen was originally a cluster of three communities: Hall's Cross Roads, located at the intersection of Old Philadelphia Road (MD 7, also known as Old Post Road or Philadelphia Post Road) and Bush River Neck Road (then the main road from Swan Creek); Mechanicsville; and the Village of Aberdeen. In 1892, Aberdeen was reconstituted as a town under Chapter 136 of the Acts of 1892 and the Town became a city in 1992, after amending its charter and celebrating its centennial.

As a part of the Centennial, a new seal was designed by Jim Wilkinson, under the Centennial Committee. The original seal, created in 1920, acknowledged the focus on agriculture and the proving grounds at that point in time. The seal's update included the various transportation improvements and additions (Rt. 40 and Rt. 95), a nod to the agricultural roots of the City, as well as the importance of the history of the Proving Grounds.
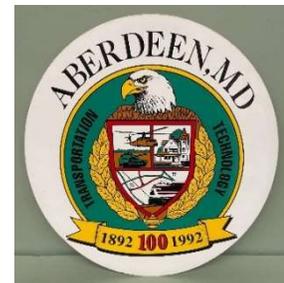
In 1987, The Aberdeen Historical Museum was established. This small nonprofit 501(C)(3) museum was initially referred to as the Aberdeen Room Archives and Museum, Inc. It is open to the public on Tuesdays and Thursdays as well as Saturdays and is run primarily by volunteers. It allows visitors and residents to visit the rich history of Aberdeen's roots as well as enjoy various events such as the Richard Morton Art Show held recently.

Since 1992, the City has continued to grow and prosper. In addition to being a destination as a place to live and work, Aberdeen also serves as a recreational and tourist destination. The opening of the Ripken Stadium in 2002 has aided in Aberdeen's recreational appeal. The Stadium, now named Leidos Field at Ripken Stadium, is home to the Aberdeen IronBirds, an affiliate of the Baltimore Orioles. Leidos Field hosts

a wide assortment of events each year, from charity races and walks, autocross, and seasonal festivals to weddings, corporate meetings, concerts, and The Ripken Experience™ Aberdeen. The Ripken Youth Baseball Academy, located adjacent to the Stadium consisting of now nine youth baseball fields, holds numerous events at the facilities including tournaments, week-long experiences, summer collegiate leagues, spring training, camps, and clinics. In 2022, Ripken Baseball estimated hosting over 1,500 teams and 25,000 participants, bringing approximately 100,000 visitors to Aberdeen.

Aberdeen Proving Ground

Aberdeen is home to the U.S. Army's Aberdeen Proving Ground (APG), which was established by an Act

of Congress and came into operation in January 1918. APG serves as the headquarters of the U.S. Army Test and Evaluation Command (ATEC). It occupies more than 72,500 acres (113 sq. mi.) in Harford County. APG is the largest employer in Harford County and the sixth largest in the state of Maryland. It has played a major role in the development and growth of the City over the past 100 years. Additional information on APG is found in **Chapter 8—Economic Development.**

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Historic Sites

Aberdeen has a rich history. There are many properties that provide historic, architectural, archeological, or cultural significance where events of historic significance took place or are the locations of structures, whether standing or ruined. With over 300 years of history, the preservation of the City's history is an important and a key element of the character for the community.

The City aids owners in getting properties listed on the National Register of Historic Places (NRHP) or the Maryland Inventory of Historic Properties (MIHP). The structures/sites listed in **Table 2-1, NRHP Listed or Eligible Historic Properties** are on the MIHP and are either listed on the NRHP or are eligible for listing. Several hundred additional properties are also listed on the MIHP but were either determined not eligible for listing, or no eligibility determination has yet been made regarding inclusion on the NRHP.

Table 2-1. MIHP/NRHP Listed or Eligible Historic Properties

MIHP/ NRHP #	Property Name	Location
HA-781	Aberdeen Train Station "MARC/Amtrak"	18 E Bel Air Avenue
HA-841	B&O Railroad Station	408 W Bel Air Avenue
HA-1559	James B. Baker House	452 W Bel Air Avenue
NRHP - 94000730	Swansbury – Jay House	Beard's Hill Road Extended
NRHP- 73000922	Sophia's Dairy	Belcamp Road/US 40
NRHP - 78001465	Griffith House	1120 Old Philadelphia Road
NRHP - 76000998	Poplar Hill – Cranberry Hall	115 Poplar Hill Road
NRHP - 83003780	Chestnut Ridge – Christian Hoopman House	3850 West Chapel Road

Source: Maryland Historical Trust, Cultural Resource Information System (June 2022)

Notable properties within Aberdeen that are included in the National Register of Historic Places include the Griffith House, James B. Baker house, Poplar Hill, Aberdeen Train Station, B&O Railroad, Sophia's Dairy, Chestnut Ridge, and Swansbury (also known as Jay House). Full descriptions and history of each of these properties can be found on Maryland Historical Trust's website (https://mht.maryland.gov/research_nationalregister.shtml). **Map 2-1, Historic Sites** shows the locations of these properties throughout the City.

MAP 2-1

Historic Sites

City of Aberdeen
Water Bodies
Railroad
Maryland Inventory of Historic Places
National Register of Historic Places
Major Roads
Interstates
US Highways
State Routes
Local Routes
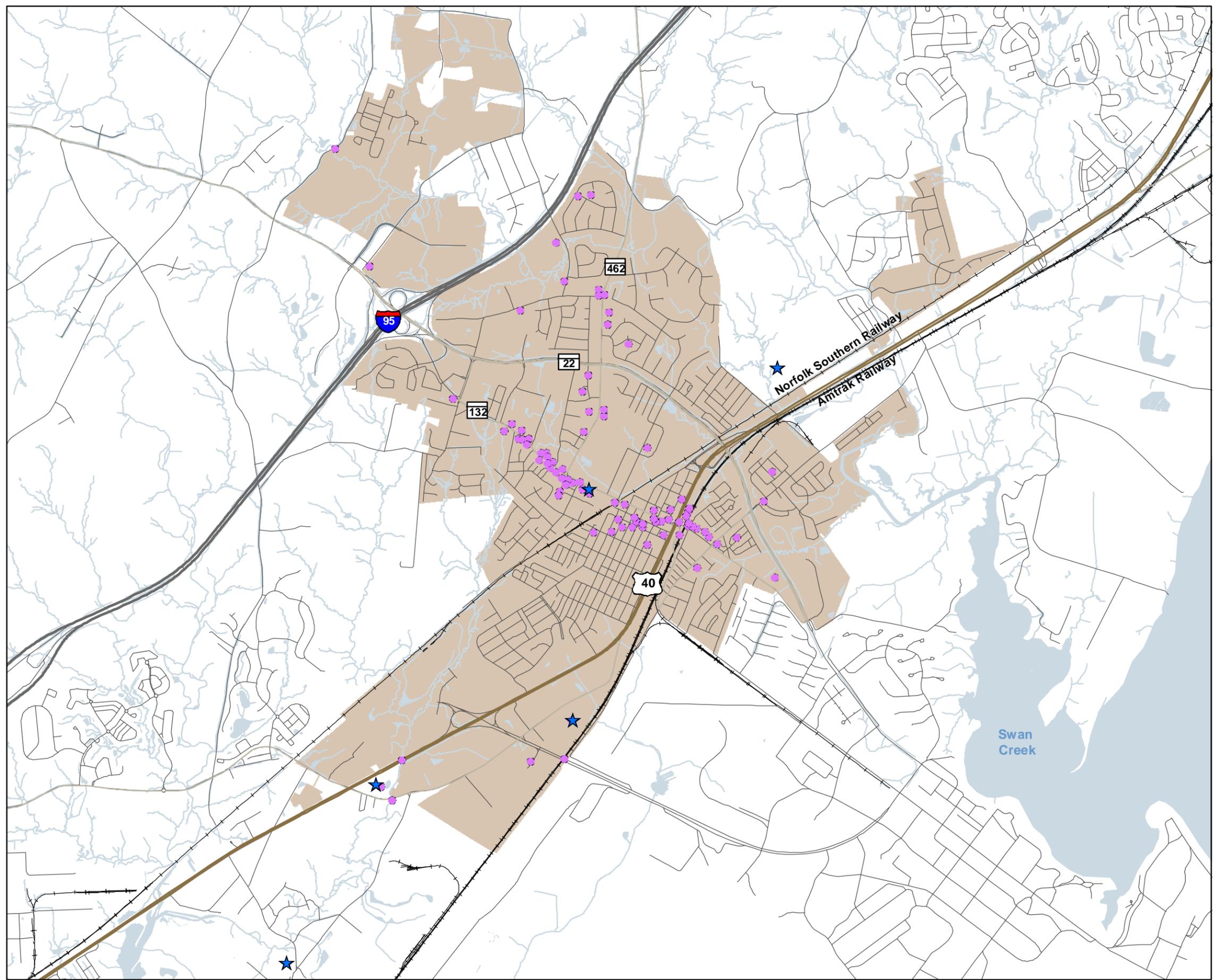
Norfolk Southern Railway
Amtrak Railway

Swan
Creek

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Source: MD iMAP

*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.*

April 2023
0   0.175 0.35   0.7
                        Miles

The B&O Railroad Station continues to be a historical landmark in the City. The train station was central to the economy and culture of the City of Aberdeen for many generations. When the train line expanded in 1886 with the completion of the Susquehanna River bridge, the B&O connected Baltimore to Philadelphia and New York. This resulted in freight and passenger service becoming available to Aberdeen. The station was a key factor in the city's canning industry as the canneries shipped their products nationwide.

In 1917, the federal government's establishment of the Aberdeen Proving Ground made the B&O station important for transporting troops, military weaponry, and supplies. Post World War I, train line expansion allowed for citizens and freight to depart and arrive at the Aberdeen B&O station to reach cities such as Pittsburgh, St. Louis, Cincinnati and Chicago. In 1958, passenger service on the line ended and the station was no longer used.

A new 501(c)(3) corporation (Friends of the Aberdeen B&O Train Station) was formed in June of 2020. This group was formerly connected to the Aberdeen Historical Museum. In April of 2022, it was announced that the Friends of the Aberdeen B&O Train Station, Inc. was awarded $850,000 in State bonds to put towards the task of updating and renovating the train station, allowing for Phase 3 of their project. Phase 1 relocated the Station; Phase 2 included a structural stabilization of 75% of the station. Phase 3 will include finishing the stabilization, replacing the roof, and rehabilitating the exterior of the station as well.

Aberdeen Historical Museum

The Aberdeen Historical Museum is dedicated to remembering Aberdeen's history. Here, you will find pictures, maps, and historical archives that will take you back to Aberdeen's beginnings. Not to mention the large collection of baseball memorabilia. The museum is located at 18 N. Howard Street, and is open Tuesdays, Thursdays, and Saturdays from 10am to 1pm.

Chapter 2 – City Profile

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DEMOGRAPHIC CHARACTERISTICS & TRENDS

Introduction & Data Overview

Understanding the historical population growth of the City, as well as the trending population dynamics, is critical in identifying future housing, employment, community services and public infrastructure needs for supporting a vibrant community. This demographic information, when compared to Harford County and Maryland, helps identify local and regional trends that may impact the City's growth. Using this information helps direct the goals through the Plan to serve residents, businesses, and other stakeholders today, tomorrow and in the long-term future.

Aberdeen's demographics were drawn from U.S. Census products. Due to sampling and surveying error, the data contained cannot be construed as an irrefutable measure of existing conditions. It is important to note that the U.S. Census Bureau changed the method it uses to collect and disseminate much of its information. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional 'long form' survey that historically provided enhanced data, published as Summary File 3 and Summary File 4. These included social statistics (e.g., educational attainment, household relationships, veteran status, disability status, ancestry, language spoken) and economic data (e.g., employment, occupation, poverty status). These summary files were replaced by American Community Survey (ACS) data, which are available in five-year estimates. For this Chapter's purposes, all references to ACS data is assumed to mean the 2016-2020 ACS, unless otherwise noted; references to the Census refers to the decennial U.S. Census and will note the applicable year.

In addition, full release of 2020 Census statistics has not occurred due to delays caused by the COVID-19 pandemic. Where possible, the 2020 data was utilized; however, the more descriptive data is only available from the ACS at this time. Data sources are clearly identified for each table and figure. See **Chapter 6—Housing** for additional statistics on the City's housing stock and **Chapter 8—Economic Development** for statistics on related topics.

Population

According to the 2020 Census, Aberdeen has a population of 16,254 residents. This change in population when measured from the 2010 Census is an 8.7% increase from the 2010 population count of 14,959. The average annual growth rate for the City is 0.83%. During the same period, the County's population saw a lesser increase at 6.6% from 2010-2020 or 0.64% average annual growth rate. The State's population increase landed between the other two areas, demonstrating an increase of 7.0% from 2010-2020 or 0.68% average annual growth rate. The Population Trends (**See Figures 2-2 through 2-4, Population Trends**) depict the population trends for the City, County, and State since 1920. *Note: If ACS data are used for analysis, total population counts will differ from those stated in this section*.

As shown in **Figure 2-2, Population Trends - City of Aberdeen**, the City experienced incremental growth of over 8% in population since the year 2000, a population increase of 2,412 as measured from the 2020 data. This increase indicates a very well established, stable community and points to a desire for residents to want to stay or move to the City. This increase in growth can also be attributed to infill development and the annexations in the City that have occurred over the last few years to meet the residential demand.

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Figure 2-2. Population Trends—City of Aberdeen
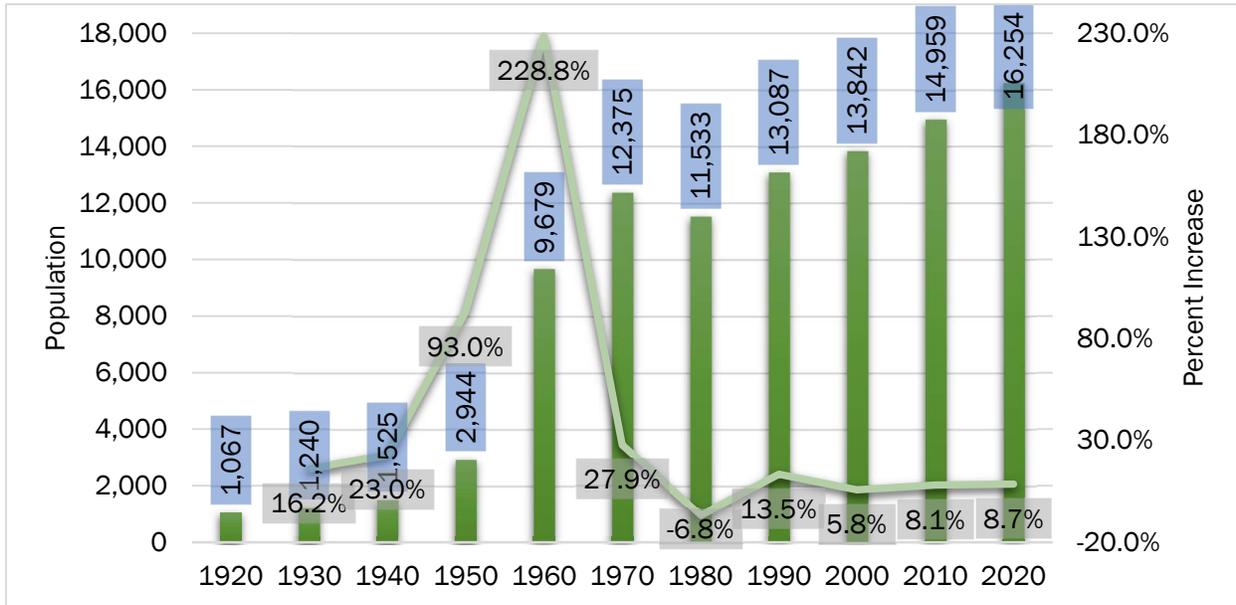
Source: U.S. Decennial Census (1920-2020)

As shown in **Figure 2-3, Population Trends – Harford County**, the County experienced a decrease in the high rate of population growth that was occurring since the year 1980. While the County is still experiencing an overall increase in population; however, the overall rate of growth is decreasing as measured from 1980 to present. In comparison, Aberdeen continues to show a positive trend on the rate of population growth over this same time span. This indicates that residents are continuing to select Aberdeen as their home and will likely continue to drive demand in regional residential markets.
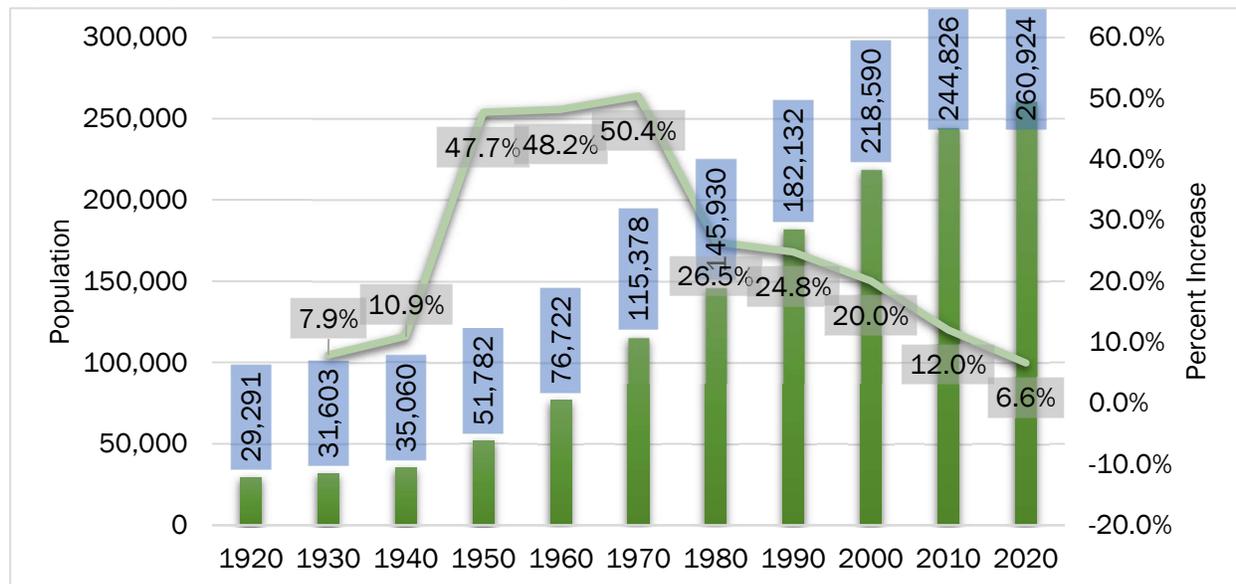
Figure 2-3. Population Trends—Harford County

Source: U.S. Decennial Census (1920-2020)

As shown in **Figure 2-4, Population Trends – Maryland**, the State has experienced a slight decrease in the percentage of population growth that has been occurring since the year 1990. Even though the overall percentage of growth has decreased, the State is still experiencing an overall increase in population. Overall, the City of Aberdeen has seen the highest percentage of population growth in 2020, when compared to both Harford County and State percentages.

Figure 2-4. Population Trends—Maryland
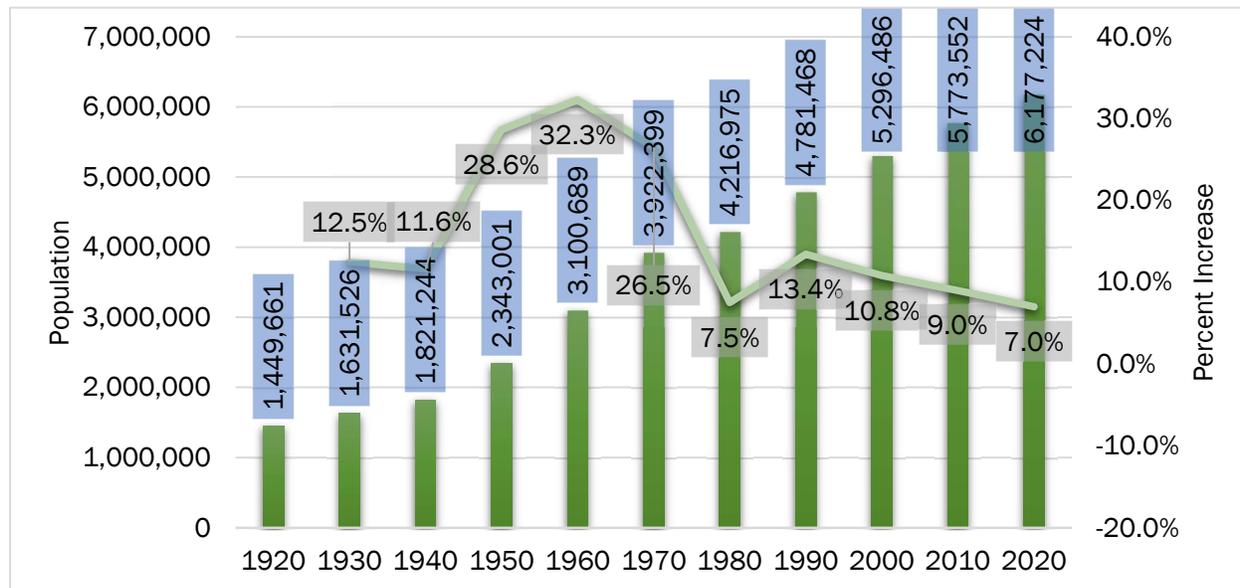
Source: U.S. Decennial Census (1920-2020)

Race and Ethnicity

The diversity of its residents in Aberdeen is a key consideration for planning its future. The U.S. Office of Management and Budget (US OMB) defines the race and ethnicity categories that federal agencies must use to collect data—including the Census Bureau. Local, state, tribal, and federal programs all use these critical factors and data to develop numerous policies, particularly for civil rights. The concept of transportation equity is a central theme in the Federal Highway Administration (FHWA). Transportation projects, or other capital investments, are distributed in a manner that doesn't unfairly benefit some populations and disadvantage others. Aberdeen continues to factor in these types of demographic patterns in the context of their growth plans and infrastructure management budgeting.

According to the census data and based on overall percentages, the City's population is more racially diverse than Harford County but, when compared to the state of Maryland, the City's population is slightly less diverse. Since 2000, the City has shown increasing racial diversity, with a 7% decrease in the White population and over a 32% increase in the Black or African American population. All other non-white races show a similarly increased rate of change for this period. While these minority populations are showing higher rates of growth, their total population remains relatively low. **Table 2-2, Racial Composition Comparisons** compares the City's racial composition to that of Harford County and Maryland in 2020.

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Table 2-2. Racial Composition Comparisons (2020)

Race	City		County		State	
	No.	**%**	**No.**	**%**	**No.**	**%**
One Race	14,972	94.1%	242,425	92.9%	5,695,323	92.2%
White	9,499	59.7%	190,128	72.9%	3,007,874	48.7%
Black or African American	3,728	23.4%	37,706	14.5%	1,820,472	29.5%
American Indian & Alaska Native	43	0.3%	712	0.3%	31,845	0.5%
Asian	681	4.3%	8,173	3.1%	420,944	6.8%
Native Hawaiian & Pacific Islander	0	0.0%	198	0.1%	3,247	0.1%
Some Other Race	1,021	6.4%	5,508	2.1%	410,941	6.7%
Two or More Races	932	5.9%	18,499	7.1%	481,901	7.8%
Total Population	**16,254**		**260,924**		**6,177,224**	

Source: 2020 U.S. Decennial Census (Redistricting Data)

Over the last 20 years, Aberdeen's population has also grown more racially diverse. **Table 2-3, Change in City Racial Composition** summarizes changes in the City's racial composition from 2000-2020.

Table 2-3. Change in City Racial Composition (2000-2020)

Race	2000		2010		2020		Change		
	No.	**%**	**No.**	**%**	**No.**	**%**	**00-10**	**10-20**	**00-20**
One Race	13,361	96.5%	14,166	94.7%	14,972	94.1%	6.0%	3.3%	9.5%
White	8,984	64.9%	8,815	58.9%	9,499	59.7%	-1.9%	-5.4%	-7.1%
Black or African American	3,790	27.4%	4,564	30.5%	3,728	23.4%	20.4%	9.8%	32.3%
American Indian & Alaska Native	34	0.2%	59	0.4%	43	0.3%	73.5%	27.1%	120.6%
Asian	343	2.5%	437	2.9%	681	4.3%	27.4%	12.8%	43.7%
Native Hawaiian & Pacific Islander	13	0.1%	52	0.3%	0	0.0%	300.0%	28.8%	184.6%
Some Other Race	197	1.4%	239	1.6%	1,021	6.4%	21.3%	181.2%	241.1%
Two or More Races	481	3.5%	793	5.3%	932	5.9%	64.9%	104.5%	237.2%
Total Population	**13,842**		**14,959**		**16,254**		**8.1%**	**8.7%**	**17.4%**

Source: 2000-2020 U.S. Decennial Census

Table 2-4, Change in Hispanic & Latino Population provides a summary of the City's population self-reporting as Hispanic or Latino origin. The absolute number of people reporting Hispanic or Latino origin increased by 1,290 from 2000-2020, as did the percent change (increasing by almost 223%). Significant trends like this rate of growth indicate that there may be a near-term rise in the need for translation services or similar support. Reviews of governmental customer service interactions should be considered to ensure communication gaps are not impacting residents' access to services.

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Table 2-4. Change in Hispanic & Latino Population (2000-2020)

Ethnicity	2000		2010		2020		Change		
	No.	%	No.	%	No.	%	00-10	10-20	00-20
Hispanic or Latino (any race)	477	3.4%	815	5.4%	1,767	11.1%	70.9%	89.0%	222.9%
Not Hispanic or Latino	13,365	96.6%	14,144	94.6%	14,137	88.9%	5.8%	4.0%	10.1%
Total Population	13,842		14,959		16,254		8.1%	8.7%	17.4%

Source: 2000-2020 U.S. Decennial Census

Age

When discussing housing needs, community services, schools, and other public services, age is a key factor considered throughout the Plan to ensure that the needs of the community are addressed. **Table 2-5, Age Distribution Comparison** indicates that the City's population is younger on average than that of Harford County and Maryland. The overall median age of City residents decreased by 1.4 years during the 2010-2020 period. Conversely, the median age of residents in the County increased by 2.1 years, and by 1.2 years in the State, over the same period. The share of the City's population that is of working age, or between 20-64 years old, is slightly less than the County or State's; the City's population over 65 years is greater than both the County and State.

Table 2-5. Age Distribution Comparisons (2020)

Age	City		County		State	
	No.	%	No.	%	No.	%
Under 5 Years	1,156	7.3%	14,178	5.6%	363,618	6.0%
5 to 19 Years	3,003	18.9%	48,067	18.9%	1,131,200	18.7%
20 to 64 Years	9,107	57.2%	150,449	59.2%	3,611,931	59.9%
65 Years & Over	2,638	16.5%	41,042	16.1%	930,875	15.6%
Median Age	37.5		40.8		38.8	
Total Population	16,254		253,736		6,037,624	

Source: 2016-2020 American Community Survey

Table 2-6, City Age Distribution shows that the City experienced some changes in the distribution of its population's age groups. During the 2010-2020 period, increases were seen in the Under 5 Years and 65 Years and Over age categories. It is important to the City to maintain an even distribution of ages within the population to ensure a sustainable City.

Note: detailed age data has not yet been released for the 2020 Census.

Table 2-6. City Age Distribution

Age	2010		2020		Change
	No.	%	No.	%	10-20
Under 5 Years	776	5.2%	1,156	7.3%	49.0%
5 to 19 Years	3,148	21.1%	3,003	18.9%	-4.6%
20 to 64 Years	9,250	62.0%	9,107	57.2%	-1.5%
65 Years and Over	1,761	11.8%	2,638	16.5%	49.8%
Median Age	38.9		37.5		-3.6%
Total Population	14,920		16,254		6.6%

Source: 2000 U.S. Census, 2006-2010 & 2016-2020 American Community Survey. Note: Due to ACS estimate rounding and margin of error, numbers may not add to 100%.

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Changing percentages in the Under 5 Years and 65 Years and Over groups should be watched and are important as these two age groups can result in the need for more specialized services such as pediatric and geriatric medical practitioners, day care, adult day care, senior apartments, assisted living facilities, and skilled nursing care.

Education

Educational attainment is a metric used to identify the level of education completed by the population. This information can help identify the needs for maintaining or improving various institutions, as well as a metric to identify the types of employment or other services required to serve the population.

Table 2-7, Educational Attainment compares the City's educational attainment for the Population 25 Years & Over with that of Harford County and Maryland. As the table shows, Aberdeen has a higher percentage of residents who have not graduated from high school or received their graduate equivalency (GED) than the County or the State, while concurrently, the percentage of the population who have bachelor's degrees or other advanced degrees is almost half that of the County or State. *Note: educational attainment data has not yet been released for the 2020 Census.*

Table 2-7. Educational Attainment (2020)

Education Level	City		County		State	
	No.	%	No.	%	No.	%
Not High School Graduates	1,439	13.4%	12,248	7.0%	393,028	9.5%
High School Graduate	3,159	29.3%	45,907	26.0%	1,006,008	24.2%
Some College, No Degree	2,398	22.2%	38,313	21.7%	779,586	18.7%
Associate degree	1,381	12.8%	14,924	8.5%	282,898	6.8%
Bachelor's Degree	1,379	12.8%	37,733	21.4%	907,523	21.8%
Graduate Degree or Higher	1,027	9.5%	27,393	15.5%	795,655	19.1%
Population 25 Years & Over	**10,783**	**67.8%**	**176,518**	**69.6%**	**4,164,698**	**69.0%**

Source: 2016-2020 American Community Survey

Aberdeen will continue to partner with the Harford County Board of Education, the local schools in the City, and other County and State agencies to better understand the underlying reasons that may explain this discrepancy in High School and GED attainment. Where possible, any additional State, County, or local programs that could be instituted to try and reverse these trends should be studied for implementation. This effort should be focused particularly for those not receiving high school diplomas, as there are studies showing a higher correlation between those without high school diplomas and higher rates of criminal activity and drug and alcohol abuse.
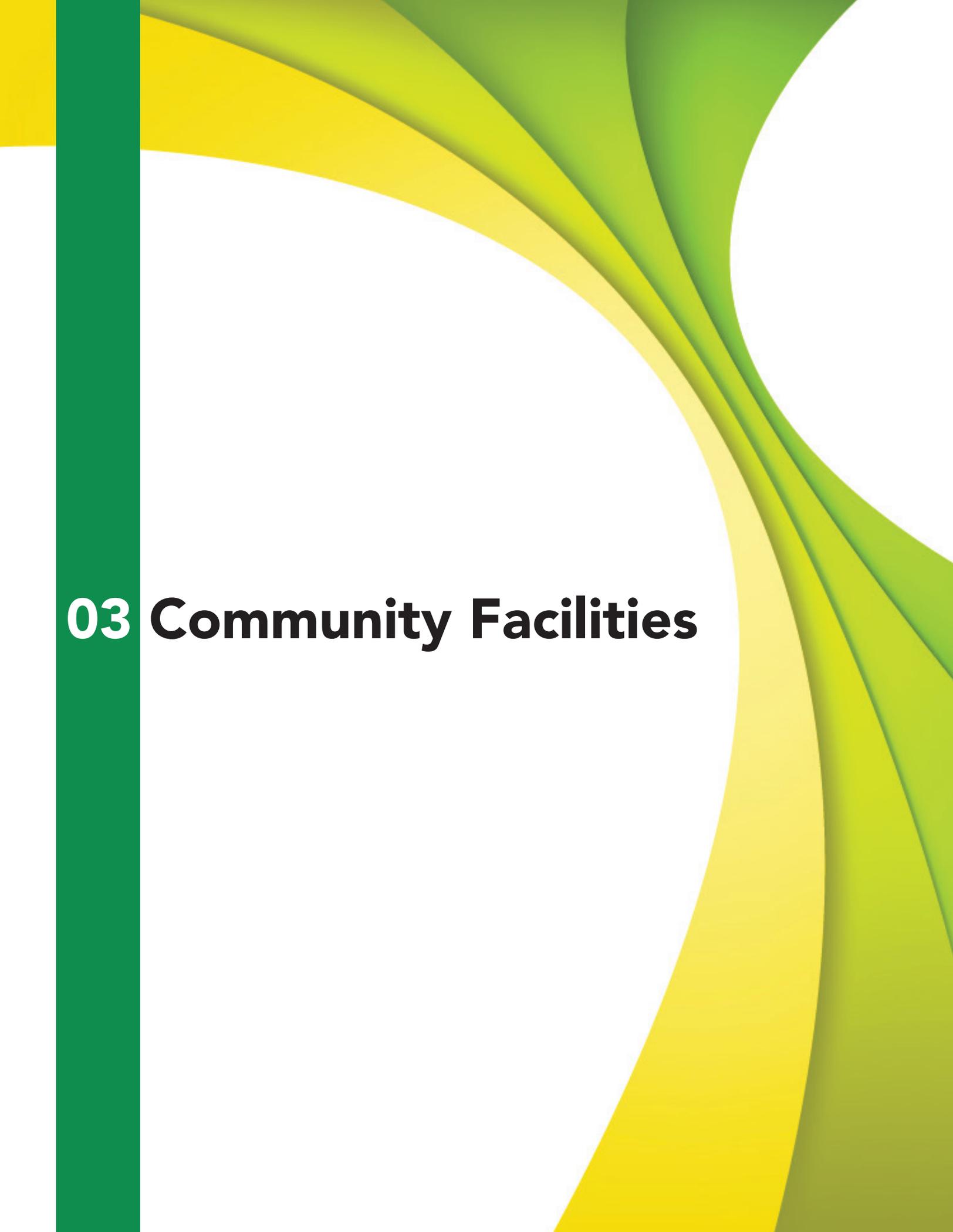
03 Community Facilities

INTRODUCTION

Community facilities and services play a vital role in meeting the City's health, safety, and welfare issues of both its current and future populations. The Community Facilities & Services chapter guides facility and service establishment and programming to serve the City's current and future population as efficiently as possible. This chapter addresses key issues related to providing adequate public facilities and services over the life of Plan Aberdeen. Community facilities include all properties and buildings owned by, or providing a service to, the City of Aberdeen. These facilities are grouped into five categories:

Public Facilities & Services	→	Schools & Cultural Facilities	→	Parks & Recreation	→	Open Space	→	Health Services

The following sections detail the status and projected needs of these community resources. The elements of the state of Maryland's 12 Planning Visions touched on in this chapter are highlighted below and throughout the text, but include infrastructure, transportation, housing, stewardship, and implementation.

GOALS

Maintaining, improving, and providing additional community resources is a key initiative for Aberdeen. In order to continue to provide these services, the following have been identified:

1. **Establish plans and programs for City parks, recreation, and open space management.**
   - Develop a parks and recreation program to support the Aberdeen community, which may include budget allocations, prioritization, and establishing a Department of Parks and Recreation.
   - Amend the Development Code to require recreational amenities in residential developments over 100 residential lots (i.e., multi-purpose fields, walking trails, playgrounds, etc.).
   - Support the design, planning, and construction of the proposed Aberdeen Activity Center with Harford County Parks and Recreation.
   - Partner with University of Maryland Upper Chesapeake to create a walking trail to connect with existing commercial areas and University of Maryland Upper Chesapeake Aberdeen Medical Campus from the new Activity Center site.
   - Construct pocket parks where appropriate in residential developments throughout the City.
   - Utilize the existing facility study for the Aberdeen Swim Center and prioritize the necessary improvements to bring the facility into ADA, electrical, plumbing, and building code compliance.

2. **Maintain the existing and planned public facilities to accommodate growth and sustainability.**
   - Conduct a facility study to determine current and future needs for City departments.
   - Conduct an energy audit and update all public facilities to include lighting, cooling, and heating.
3. **Ensure that the Aberdeen's approved development plans are shared with Harford County Board of Education and other agencies.**
   - Compile building permit data annually and forward to Harford County agencies for review (i.e., Board of Education, Planning and Zoning, etc.) to plan for adequate public facilities.
4. **Continue to coordinate with Aberdeen Providing Ground (APG).**
   - Continue ongoing coordination efforts to ensure that future needs for APG and related community facilities, housing and transportation improvements are addressed.
5. **Continue to offer a semi-annual community bulk item drop off event.**
   - Assist residents by providing a venue to collect and remove unwanted household items.
   - Improve the appearance of our community.
6. **Continue to refine the Adequate Public Facilities Ordinance requirements and process for review.**
   - Establish a process and timeline for reviewing Adequate Public Facilities reports.
   - Coordinate with Harford County Government to ensure that effective planning and implementation occurs for public facilities and utilities located adjacent to the City limits.
   - Develop a long-term capital improvement plan (10 years) consistent with the adopted Plan Aberdeen.
   - Promote innovative and sustainable strategies for the orderly extension of public facilities to include transportation facilities and other related services.

GOVERNMENT STRUCTURE

The City of Aberdeen is presided over by the Mayor and a City Council, with several boards, committees, and governmental agencies assisting the executive and council in the implementation of their duties. The organization of City bureaucracy has been revised since it was founded; the most recent revision to the City Charter (No. 22-CR-01, as amended) removed the position of City Manager, whose duties were reallocated to other staff, made the Mayor the Chief Executive and Operating Officer of the City, and created a Council President role among other changes. **Figure 3-1, City Organizational Chart** is presented below to provide a visual representation of the City's governmental structure and organization.
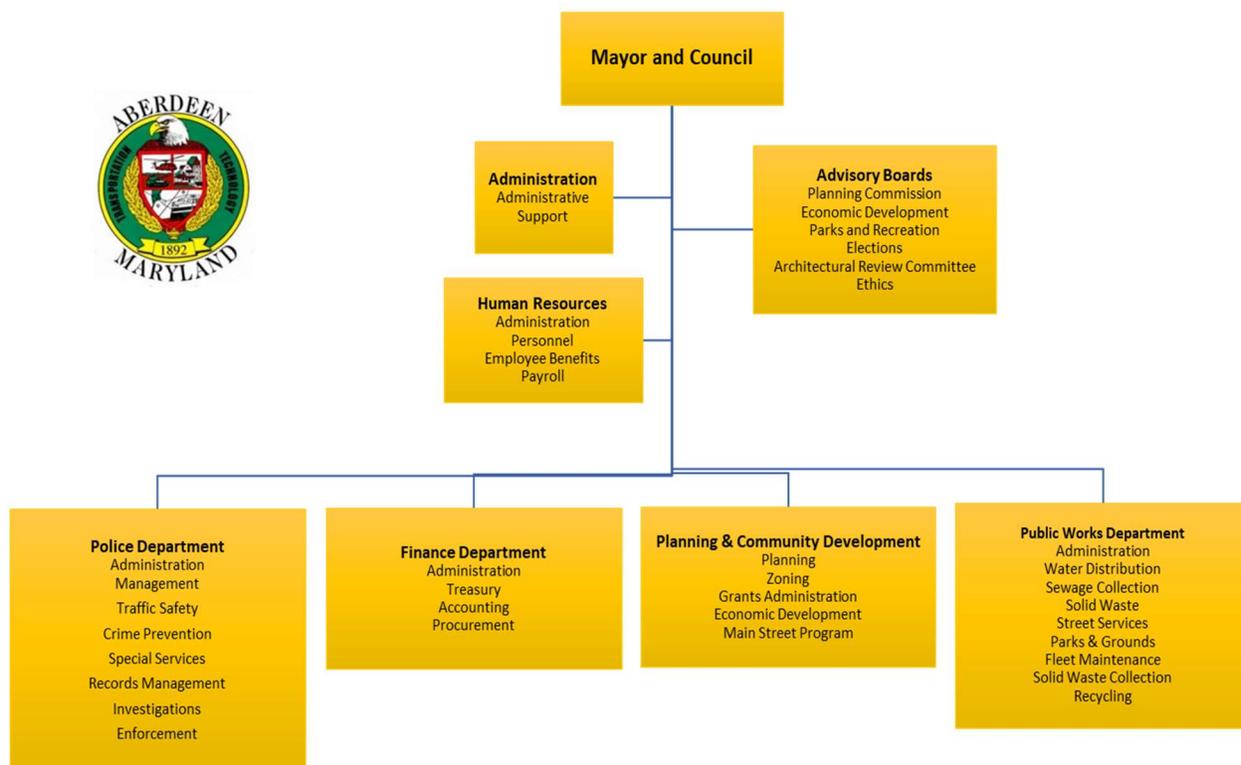
Figure 3-1. City Organizational Chart

In addition to the Mayor and City Council, several advisory committees have been established since the City was founded. The following volunteer boards support and improve the City by providing their subject-matter expertise to the Mayor, City Council, and other decision makers.

Aberdeen Parks & Recreation
The City's Parks and Recreation Board is responsible for assessing, enhancing, and promoting parks and recreation throughout Aberdeen, as well as programming recreational activities. Aberdeen Parks and Recreation Board works closely with Harford County's Department of Parks and Recreation for programming recreational activities. A full list of programming is available on the Board's website.

Architectural Review Committee
The Architectural Review Committee (ARC) duties include reviewing applications for (re)development, renovations, or additions to existing buildings within the designated overlay districts and determining whether an application and its proposed construction are in accordance with the overlay district regulations and design requirements. (Refer to the Development Code, *§235-40* for further information. The City does not have a designated historic overlay district).

Board of Appeals
The City's Board of Appeals acts as a quasi-judicial board reviewing variance and special exception requests and provides interpretations of the Development Code as required.

Board of Elections
The Board of Elections consists of three members, appointed by the Mayor and approved by Council for four-year terms. Members must be qualified voters of the City, both at the time they are appointed and throughout their term in office.

Economic Development Commission
The duties of the Economic Development Commission (EDC) include promoting economic development for the City, supporting and encouraging growth and retention of existing businesses and industries, recommending financial incentives or financing methods that will foster economic development, and supporting and encouraging conventions and tourism beneficial to the City and surrounding area.

Ethics Commission
The five members of the Ethics Commission are appointed by the Mayor and approved by Council to three-year terms. The Commission reports to the Maryland State Ethics Commission on or before October 1, annually, to certify that the City is in compliance with the requirements of *State Government Article, Title 15, Subtitle 8, Annotated Code of Maryland*, for elected City officials.

Planning Commission
The Planning Commission is comprised of seven appointed members who each serve five-year terms. The Commission is responsible for overseeing updates to the Comprehensive Plan, as well as reviews of site plans, subdivision plats, zoning district changes, text amendments to the development code, and land acquisition and development for City open space.

PUBLIC FACILITIES AND SERVICES

Public Facilities are important to both the City and its residents. The state and availability of these facilities dictates that growth should be directed to suitable areas where facilities are able to support the surrounding population and, restricting it in areas where certain public facilities are inadequate. Development approvals are based on public facility capacity standards to curtail development in areas where they are not sufficient to serve the needs of the community, and to delay development in Growth Areas until appropriate service levels are in place or reasonably assured.

Governance & Administration

Aberdeen's City Hall is located at 60 North Parke Street in the heart of downtown. City Hall houses the City's administrative offices for Finance, Public Works, Human Resources, and Planning and Community Development. City Hall has been home to these departments for over 20 years. In addition to providing office space, the building also houses the City's Council Chambers and Aberdeen Police Department.

The City's FY 2022-2026 Capital Improvement Plan indicates a few issues with the aging City Hall:

- HVAC Modernization – City Hall's heating, ventilation, and air conditioning system is 20 years old and in need of energy enhancements to provide efficient and effective cooling and heating. Energy enhancements have a higher priority than unit replacements.
- Administrative Workspace – As the City grows, departments are quickly running out of administrative space for staff members, including City administrative support and the Police Department. As part of any analysis, the City should consider whether moving some employees to an alternate facility/location would be feasible or practical. This may include repurposing existing facilities such as the existing Activity Center on Franklin Street.
- Elevator Modernization – City Hall's elevator requires upgrading and will be out of service in spring 2023 to make the upgrades.

A facilities study is recommended within the next five years to determine the current and future needs for the City's Department of Public Works and Aberdeen Police Department.

Police Services

The City of Aberdeen Police Department (APD) currently employs 42 sworn law enforcement officers, 5 full-time police communications officers (dispatchers), 5 administrative personnel, and 7 crossing guards. APD is a full-service police agency, funded through County and State budgets as well as City tax dollars, consisting of a Patrol Division staffed by 24 patrol officers overseen by a lieutenant (**see Figure 3-2, APD Organizational Chart**). The Criminal Investigation Division (CID) has three full-time investigators and a crime scene technician; three additional detectives (including a K-9) are assigned to the Special Operations Unit and are responsible for street-level narcotics and vice investigations. A fourth detective is assigned full-time to the Harford County Task Force, a countywide multi-jurisdictional unit investigating mid- and upper-level drug trafficking organizations. CID is supervised by a lieutenant. The Administrative lieutenant

supervises the Administrative Sergeant and is responsible for procurement, quartermaster inventory, fleet maintenance, records management, police communications, and numerous other related activities. The administrative sergeant oversees two School Resource Officers, crossing guards, and a civilian clerical supervisor. APD also deploys a Special Weapons and Tactics Team, an Honor Guard, and a Vehicle Accident Reconstruction Team. Under the Office of the Chief is a Deputy Chief, who is responsible for APD's day-to-day operations and a civilian Commission on Accreditation for Law Enforcement Agencies (CALEA) manager. In 2016, the APD became responsible for investigating complaints from citizens on municipal code violations pertaining to environmental control.

Figure 3-2. APD Organizational Chart
Source: Aberdeen Police Department Policies & Procedures Manual (July 16, 2021)

The Uniform Crime Reporting Model (UCRM) applies a standard of 2.4 officers for every 1,000 residents to evaluate the adequacy of service for a community. Using this standard, Aberdeen has adequate officers to serve City residents as their current ratio of officers to residents is approximately 1 officer for every 387 residents.

During Plan Aberdeen stakeholder interviews, APD noted that they have outgrown their space within the Municipal Center and that renovations are needed to keep up with changes to the profession. The City is well known as one of the safest cities in the region based on crime statistics, but the survey did reveal that the there is a perception of crime being a problem within the community (e.g., theft, domestic assaults). The National Council for Home Safety and Security has recognized Aberdeen among the top 10 safest places in Maryland for the past three years. Further reinforcing this position is APD's identification of code enforcement as the predominant type of complaint made to the Department, with the most frequent complaints related to overgrown vegetation, litter, and vehicles.

CALEA Certification

Since 2015, APD has been accredited with the Commission on Accreditation for Law Enforcement Agencies (CALEA). Complying with CALEA Standards requires an agency to produce written policies and practices demonstrating the policies are being followed and to maintain annual compliance. In 2019, APD was recertified by CALEA. APD is the only CALEA certified agency in Harford County. This high standard of policing ensures residents receive the same high quality of service regardless of the officer sent.

Fire Services

The Aberdeen Volunteer Fire Department, Inc. (AVFD), established in 1889, is a robust, 79-person emergency response team that employs a mix of volunteer and career professionals with a passion for protecting and serving the Aberdeen community. AVFD provides fire suppression and prevention, rescue

services, and emergency medical services. Fire and rescue services in Aberdeen are provided by both volunteer firefighters and paid emergency medical technicians (EMTs).

AVFD has a 4/9 Insurance Services Office (ISO) rating, based on how well-equipped the department is to put out fires. The top score (4) is out of 10, with a lower score being the best. AVFD has a dual ISO rating, which is the bottom number (9). This takes into consideration fire station distances from certain areas as well as water supply capabilities in rural areas.

Figure 3-3, Fire Station Locations shows the locations of AVFD's four fire stations. The main fire station, located on Rogers Street, is centrally located and has ready access to major streets in all directions. In

Figure 3-3. Fire Station Locations

October 2019, AVFD broke ground on their $9 million renovations to the nearly 50-year-old facility. These renovations, completed in September 2021, greatly enhance efficiency in providing emergency services.
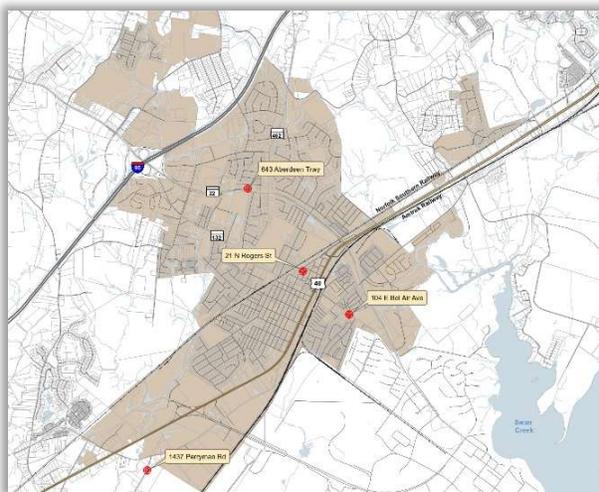
The City also has two substations, one located on MD 22 and the other on East Bel Air Avenue. There is also one substation located in Perryman that is owned and operated by AVFD but is not located within the corporate limits of Aberdeen. AVFD utilizes seven trucks, three Emergency Medical Service (EMS) units, and four additional utility vehicles to aid in fire rescue and recovery.

During Plan Aberdeen stakeholder interviews, AVFD noted that they have had difficulty attracting new members to the all-volunteer company in the past few years and predicted there will be a need to move to at least a partial paid firefighting force in the next 10-20 years.

Department of Public Works

Aberdeen's Department of Public Works (DPW) is responsible for the maintenance of approximately 61 miles of City-owned roads, sidewalks, and stormwater management infrastructure like curbs and gutters. DPW is also charged with the maintenance and enhancement of public water supply, sanitary sewer services, public-area snow removal, as well as the maintenance of City owned buildings, properties, and parks. DPW is also responsible for the administration and implementation of all capital construction projects, stormwater management, and construction permits.

The Public Works Maintenance Facility is located off Michaels Lane next to the Aberdeen Wastewater Treatment Plant (WWTP), providing office space for staff as well as a covered storage area for maintenance vehicles, equipment, and refuse trucks. With the continued growth of the City, this facility needs to be expanded to accommodate staff and equipment. The City's FY 2022-2026 Capital Improvement Plan reiterates this need by providing capital programming to expand the facility's footprint. This involves expanding existing fencing, adding a covered storage area, and adding a concrete pad to the grounds as well as expanding or retrofitting existing facility space for equipment, showers, locker rooms, and offices. It also identifies the need to upgrade the emergency power generator, which currently is only able to power part of the facility.

Chapter 10—Water Resources covers the City's drinking water, wastewater, and stormwater in much more detail. **Chapter 7—Transportation** and **Chapter 9—Environmental Resources and Sensitive Areas** discuss topics and services for which DPW also has a significant role (e.g., the City's transportation network, review and protection of natural resources).

Aberdeen Branch Library

The Aberdeen Branch of the Harford County Public Library System is located at 21 Franklin Street, across from the Aberdeen City Hall and Festival Park. The branch has a full rental library of books, DVDs, and music, as well as an early literacy play area, free public WiFi, public access computers, and printing capabilities. In addition to traditional resources, the library also offers collections such as American Girl dolls and superhero action figures. The library has teamed with local non-profits to provide services like "Lawyer in the Library", which allows members to meet with a Lawyer to provide legal services. In addition to providing services within the walls, the library also provides a delivery type of service for both the general and aging populations. The "Rolling Reader" and "Silver Reader" both provide a book delivery/exchange program to those who may not be able to physically get to the library, extending services outside of the traditional building.

Harford County Public Library prepared a Facilities Master Plan in September 2018. The Facilities Master Plan included recommendations for the Aberdeen Branch prioritizing those by conditions; by functionality and utilization of space; and by order of magnitude at an estimated budget of $4.75 million, with funding provided by Harford County Public Library System. Recommendations for the Aberdeen Branch for expansion, updates and reconfiguration include:

- Consider a 7,500 SF addition, potentially north of the building, to include a Makerspace, dedicated Quiet Areas, and a re-configured Entry.
- Consider expanding the entry vestibule at the existing covered entry to provide increased services, a more inviting entry experience, free standing material return unit, and merchandising opportunity for new/popular/themed materials
- Consider adding a mobile service point that is moved closer to the Teen Area during peak usage times
- Reallocate adjacent spaces for staff work areas and storage to increase size
- Reallocate space to create improved meeting room storage
- Expand meeting room
- Consider additional acoustical screening between the Children's Area and Staff Area to resolve noise issues
- Consider reducing shelving heights in the adult area and updating the look and functionality of end panels
- Update all finishes, furniture, shelving, technology, and lighting throughout the building
- Investigate options for adding adequate parking

Little Free Libraries

While not an actual facility and not associated with the public library system, the Little Free Library is a small, outdoor cabinet that allows readers to donate or borrow a book without needing a library membership. These facilities are increasingly popular with residents and can now be found along West Bel Air Avenue, Victory Street Park, and the ReStore by Habitat for Humanity, in addition to the original location at Swan Meadows. Little Free Libraries are often sponsored by local groups or individuals but are organized under the umbrella of the nationwide Little Free Library organization. Local sponsors include Harford Habitat for Humanity.

Aberdeen Activity Center

The Aberdeen Activity Center is currently located at 7 Franklin Street. The building is 7,800 square feet in area and offers a variety of recreational services for all ages and a wide array of programs tailored to various community interests.

The City purchased 684 W. Bel Air Avenue for the future site of the Aberdeen Activity Center. It is centrally located along West Bel Air Avenue across from Middleton Road. The Aberdeen City Council and Staff, with the help of a mobilized

citizenry, urged elected County officials and staff to include design and construction funding as part of Harford County's FY 2022 capital improvements program in the amount of $9.0 million for the new Activity Center. The estimated construction budget for the 33,472 SF Activity Center is $16.0M and estimated time to complete the construction is 14 months. The new Activity Center's design is based on the models in Bel Air, Havre de Grace, and Fallston and will be utilized by Harford County's Department of Parks and Recreation for a variety of community activities for all ages. Design began in FY 2022 with construction anticipated in FY 2023 and completion in FY 2024.

Nearly 600 residents and community leaders participated in an online survey that closed in September 2021, providing feedback to assist Harford County in the Activity Center's design and construction. The highest-rated indoor amenities sought included an indoor pool, fitness center, party/event room, and multi-purpose room; the highest-rated outdoor amenities sought included a walking track/trail, playground, outdoor pool, basketball court, and batting cages. In March 2022, the City and the Harford County Department of Parks and Recreation held a listening session to hear what amenities citizens wanted to see at the new Activity Center. The facility will be owned and operated by Harford County.

Aberdeen Post Office

The Aberdeen Post Office is located at 30 West Bel Air Avenue. Feedback from various outreach events during the plan update process has suggested that the aging building be updated, or in some suggestions, moved. Ease of entry and parking have been cited as issues in accessing the building.

Boys & Girls Club

The Aberdeen Boys & Girls Club located at 100 E. Bel Air Avenue is a branch location of the Boys & Girls Club of Harford & Cecil County program. The Aberdeen location historically serves children between the ages of 6-18 years of age. A large focus of their services remains in before and after care programs, providing tutoring assistance as well as lessons in character and leadership development. The center also facilitates camps during the summer months, providing health and life skills, arts, sports, fitness and recreation. In addition to daily activities, the club has annual events such as the Youth Celebration Dinner. The dinner serves as the largest fundraiser for the facility each year and highlights one youth that has served the community with distinction. The Boys & Girls Club manages the Aberdeen Family Swim Center and sponsors activities throughout the summer season.

Aberdeen Family Swim Center

In November 1985, the City purchased the Aberdeen Family Swim Center facility utilizing Maryland Department of Natural Resources' (DNR) Program Open Space (POS) funds. Located at 615 Old Robinhood Road—just east of Paradise Road and one mile north of MD 22—the property is approximately 11.2 acres in size. The property provides recreation and leisure opportunities to area residents and features an Olympic-sized, 50-meter outdoor swimming pool, pavilion, picnic area, and restrooms. The Center hosts a summer youth camp each year.

The Aberdeen Department of Public Works (DPW) and leadership from the Aberdeen Aquatics Organization and Boys & Girls Club have worked together to maintain the facility and grounds. Capital Improvement Program requests to the City for support of the Swim Center were $271k in FY 22 and $196k in FY 23.

In Summer 2021, the City identified defects in the pool's plaster lining that required repairs not identified for the FY22 budget. An engineering study has been completed and capital improvements have been identified with projected costs to upgrade the facility and property.

Ripken Stadium

Leidos Field at Ripken Stadium is home to the Aberdeen IronBirds, an affiliate of the Baltimore Orioles. The IronBirds are in the High-A East Minor League Baseball organization and offer a full-season venue.

The 6,300-seat state-of-the-art minor league baseball facility held its first game in June 2002 and is located just off I-95 at MD 22 on Long Drive. In addition to its seasonal IronBirds baseball games, Leidos Field hosts a wide assortment of events each year, from charity races and walks, autocross, and seasonal festivals, weddings, and corporate meetings.

Ripken Youth Baseball Academy

A separate but related entity, Ripken Baseball developed The Ripken Experience™ Aberdeen. Established in 2002, the facility hosts retail and corporate offices, 15 batting cages, 16 bullpens, one warm-up area, and nine fields developed as replicas of some of the most notable Major League Baseball (MLB) ballparks of the modern era, including Oriole Park at Camden Yards; Philadelphia Phillies' Citizen's Bank Park; Boston Red Sox Fenway Park; Washington Nationals' Nationals Park; Pittsburgh Pirates' PNC Park; Chicago Cubs' Wrigley Field; and several others. The Ripken Youth Baseball Academy holds numerous events at these facilities including tournaments, week-long experiences, summer collegiate leagues, spring training, camps, and clinics.

SCHOOLS

The Harford County Public School System (HCPS) maintains a uniform system of education for its youth, providing educational experiences and opportunities designed to meet unique student needs. Curriculum in various skill areas, in the academic disciplines, and in the arts is developed, implemented, evaluated, and revised on a systemwide basis so that each student receives a well-balanced, carefully articulated, and appropriately diversified education. The HCPS curriculum is comprised of the following academic programs: art, business education, career and technology, early childhood education, English/language arts, family and consumer sciences, health, library/media, mathematics, music, physical education, science, social sciences, technology education, and world languages. **Map 3-1, School Locations** shows the location of the school facilities.

Chapter 3 – Community Facilities

Aberdeen High School

Aberdeen High School, located at 251 Paradise Road, was opened in 2004. Since then, improvements have included classroom additions in 2008, and the school now has an area of 229,000 square feet on 20.4 acres of land, 18 acres of which is considered outdoor activity area. The High School recreational facilities include a gym, eight tennis courts, two indoor basketball courts, one 60'-75' diamond, two 90' diamonds, four full-size athletic fields (220'x360'), a storage building, field lighting, and a restroom building.

Beyond the core curricula, HCPS high schools offer a wide range of extracurricular and club related activities, which can include experiences in music, drama, fine arts, publications, and areas of student interest. Aberdeen High School also supports a complete program of interscholastic athletics.

The Science and Mathematics Academy (SMA) is based in Aberdeen High School and provides 55 students per grade-level with the opportunity to engage in science, technology, engineering, arts, and mathematics (STEAM) through non-traditional educational programs. Students must apply for this program as well as provide written teacher recommendations for consideration in attendance. Four-year course driven program yields proven results, as test scores from those participating in SMA are on average, an entire point above the global mean. This popular program continues to attract students from across the county.

Aberdeen Middle School

Aberdeen Middle School, located at 111 Mount Royal Avenue, opened in 1974, has an area of 196,800 square feet on 43.8 acres, 17 acres of which are considered outdoor activity area. Facility features include a gym, two indoor basketball courts, one 60' diamond, two 60'-75' diamonds, and three full-size athletic fields (220'x360'). The HCPS 2021 Educational Facilities Master Plan's Facility Needs Summary identified the need for a major HVAC system renovation; the Harford County Capital Improvement Program (CIP) funding request year has tentatively been identified for FY 2028.

Aberdeen Middle School offers comprehensive programs of study designed to meet state grade level and graduation requirements. Additional evening and summer courses are available through the Alternative Education Program. Schools offer a wide and varied range of extracurricular and club related activities, which can include experiences in music, drama, fine arts, publications, and other areas of student interest.

MAP 3-1

School Locations

Legend:
- City of Aberdeen
- Water Bodies
- Railroad
- Schools

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes
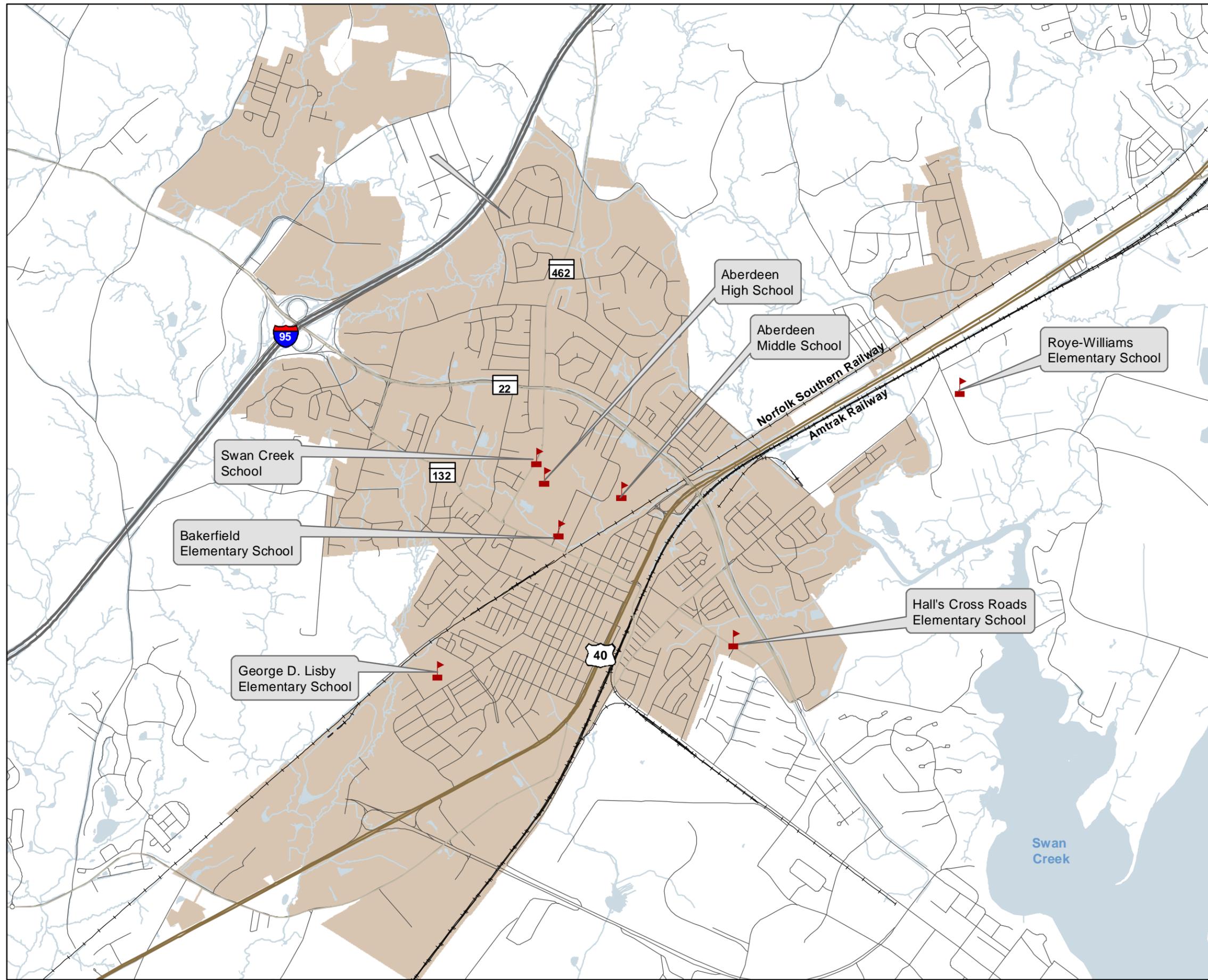
Aberdeen High School

Aberdeen Middle School

Roye-Williams Elementary School

Norfolk Southern Railway

Amtrak Railway

Swan Creek School

Bakerfield Elementary School

Hall's Cross Roads Elementary School

George D. Lisby Elementary School

planABERDEEN
Our City. Our Plan. Our Future.

Source: City of Aberdeen

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.

April 2023
0 0.125 0.25   0.5
Miles

N

Swan Creek School

Swan Creek School, located at 253 Paradise Road, provides students with flexible learning options through two Blended Virtual Programs for students to choose from. The eLearning Blended Virtual Program is available to students in Grades K-12, while the In-Person Blended Virtual Program is available to students in Grades 6-12. The facility opened in 1965, has an area of 107,087 square feet on 23.5 acres, 18 acres of which are considered outdoor activity area.

Elementary Schools

HCPS offers a wide variety of programs at the elementary level including gifted education, summer school, and instrumental music. Prekindergarten programs in the elementary schools are designed to meet the needs of at-risk students. There are also before and after school on-site daycare centers available for the community. All kindergarten programs are full day.

Bakerfield Elementary School

Bakerfield Elementary School was opened in 1961, and is located at 36 Baker Street. The one-story school has undergone renovations in 1961, 1962, 1989, and 1999 and additions in 1962 (classroom/teacher support), 1989 (media center), and 1999 (classroom/teacher support) and now has an area of 65,691 square feet on 10 acres of land, 8 acres of which are considered outdoor play/activity area. The school serves Grades PK- 5. Bakerfield Elementary is also a community school that sees student's education as a shared responsibility between the school, the family, and the community. Facility features include a gym, one multipurpose court, two outdoor basketball courts, one indoor basketball court, two 60'-75' diamonds, one full-size athletic field (220'x360'), and two playgrounds.

George D. Lisby Elementary School at Hillsdale

George D. Lisby Elementary School at Hillsdale provides education for Grades PK-5 and is located at 810 Edmund Street. The school opened in 1968 and, with the addition of a media center in 1998, now has an area of 56,295 square feet on 20 acres of land, 15 acres of which is considered outdoor activity area. Facility features include a gym, one multipurpose court, two outdoor basketball courts, one indoor basketball court, one 60' diamond, one 60'-75' diamond, one full-size athletic field (220'x360'), and two playgrounds. The HCPS 2021 Educational Facilities Master Plan's Facility Needs Summary identified the need for a renovation and additional capital projects to replace aging infrastructure; a timeline has not been identified.

Hall's Cross Roads Elementary School

Hall's Cross Roads Elementary School opened in 1943 and is located at 203 E. Bel Air Avenue. It has had subsequent additions in 1955 (classroom), 1968 (kindergarten annex), and 1997 (elevator) and renovations in 1955, 1968, 1993, and 1996 and now has an area of 63,082 square feet on 12.7 acres of land, of which 9 acres are considered outdoor activity area. Facility features include a gym, one multipurpose court, two outdoor basketball courts, one indoor basketball court, one 60'-75' diamond, one full-size athletic field (220'x360'), and two playgrounds.

Projected School Enrollment

In accordance with the Harford County Adequate Public Facilities (APF) provisions of the Harford County Code (§267-126), testing for adequate school capacities occurs on June 1 and December 1 of each year. The school system updates their enrollment figures and projections after the Maryland State Department of Education certifies the official September 30, 2020, enrollment (**see Table 3-1, School Capacity Utilization and Project Enrollment**). The adopted adequacy standard for HCPS is for projected enrollment not to exceed 110% of the rated capacity within three years for both elementary and secondary schools. Preliminary plans for new subdivisions of greater than five lots or site plans for multi-family residential development exceeding five units cannot be approved where the standard is exceeded. None of the Aberdeen feeder schools exceed the 110% rated capacity in the next three years or in projections through 2028.

Table 3-1. School Capacity Utilization and Project Enrollment

School	State Rated Capacity	Actual Enrollment 2022-2023	Projected Enrollment						
			2024	2025	2026	2027	2028	2029	
Elementary Schools									
Bakerfield Elementary	500	463	468	471	473	476	478	480	
G. Lisby Elementary at Hillsdale	473	503	508	510	512	514	515	516	
Hall's Cross Roads Elementary	552	454	457	456	460	451	455	454	
Roye-Williams Elementary	703	443	442	448	442	451	447	446	
Middle Schools									
Aberdeen Middle	1,624	1,086	1,100	1,106	1,112	1,118	1,124	1,130	
High Schools									
Aberdeen High	1,720	1,499	1,539	1,529	1,523	1,535	1,543	1,545	

Source: Harford County Public Schools & Department of Planning & Zoning, Amendment to 2020 Annual Growth Report (September 2022).

PARKS & RECREATION

The City's numerous park and recreation facilities provide programs and space for residents, workers, and visitors to explore, relax, and play. These facilities take many forms and serve various areas of the City. The City will continue to maintain as well as identify opportunities and needs to update facilities when needed. **Table 3-2, Park & Recreation Facilities** list the existing park and recreational facilities with the City. The City is also within close proximity to Susquehanna State Park, Shucks Regional Park, Flying Point Park, and Cedar lane Regional Park for residents to enjoy. **Map 3-2, Park & Recreation Areas** shows the location of the City facilities.

Table 3-2. Park & Recreation Facilities

Name	Location	Acreage	Designation
A.B. DeMarco Memorial Park	971 Middelton Road	3.8	Community
Aberdeen Family Swim Center	615 Old Robinhood Road	11.4	Community
Church Green Park	75 E. Bel Air Avenue	0.5	Community
Festival Park	60 N. Parke Street	1.07	Community
North Deen Park	Center Deen Avenue off Old Post Road	11.0	Community
Plater Street Park	687 Plater Street	0.9	Neighborhood
Rock Glenn Park	200 Rock Glenn Blvd	21.4	Community
Twin Oaks	Courtney Drive	0.7	Neighborhood
Veterans Memorial Park	N. Parke Street/Rogers Street	0.5	Community
Victory Street Park	Victory Street	6.20	Community

Source: City of Aberdeen

Park & Recreation Facilities

A.B. DeMarco Memorial Park

A.B. DeMarco Memorial Park is located off Ruby Drive and MD 22 near Beards Hill Shopping Plaza. This facility is a 3.8-acre community park featuring open spaces for a variety of active and passive recreational activities. A parking lot and vehicular access to the site is gained off Middelton Road. Sidewalks along Middelton Road provide pedestrian access to the park. The park is actively used by the North Bay Rugby Association.

Church Green Park

In 2018, Aberdeen built a new park at Church Green Square, which was one of the first teen- and adult-oriented parks in northeastern Maryland. The park is located on 0.5 acres at the Intersection of New County Road and Osborne Road and features adult exercise equipment and a playground.

Festival Park

Located in the heart of Aberdeen's downtown across from City Hall, and with nearby on-street parking, Festival Park is home to many community events including the annual Earth Day Celebration, Christmas Tree Lighting, Police Community events, Farmers' Markets, 5-k racing events, and other celebrations held year-round.

Equipped with a playground, restrooms, a pavilion, music system, picnic and chess tables, Festival Park is used frequently as a location for lunch with friends, weekend playground trip, or a quick game of catch. It is also available to rent for private occasions year-round. Other features include a statue of an Eagle in flight, art works, 911 Memorial, and the Aberdeen Proving Ground (APG) Workers Memorial.

North Deen Park

North Deen Park is an 11-acre community park featuring active and passive leisure opportunities in a residentially developed area. Primary access to the park is from Old Post Road and the North Deen residential community. North Deen Park is improved with a baseball/softball field, a football/soccer/lacrosse field, seating, playground, and a large parking lot. It also features an inline hockey skating rink and a skateboard park, which are free to use year-round. The primary attraction at this park is the skateboarding facility. The skate park offers two half pipes joined by spines, platforms, three sided hips, a large pyramid with rails, a raised box with bench and grind rail, and two quarter pipes with grind rails and platforms.

On June 29, 2022, the City hosted a community meeting to obtain feedback from the community on the state-of-the-art skate park being planned for the site with the American Ramp Company. The new state-of-the-art skate park will be completed in the spring/summer of 2023.

Plater Street Park

Plater Street Park is located off Plater Street near Moyer Drive. This site features a neighborhood park under 1 acre in size, with improvements including a pavilion, picnic area with grills, and playground equipment.

MAP 3-2

Park & Recreation Areas

Twin Oaks

Aberdeen Family
Swim Center

A.B. DeMarco
Memorial Park

462

95

22

132

Rock Glenn Park

Norfolk Southern Railway

Amtrak Railway

North Deen Park

Veterans Memorial Park

Plater Street Park

Festival Park

40

Church Green Park

Victory Street Park

Swan
Creek

Legend

- City of Aberdeen
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

Parks & Recreation
- A.B. DeMarco Memorial Park
- Aberdeen Family Swim Center
- Festival Park
- North Deen Park
- Plater Street Park
- Victory Street Park
- Twin Oaks
- Rock Glenn Park
- Veterans Memorial Park
- Church Green Park
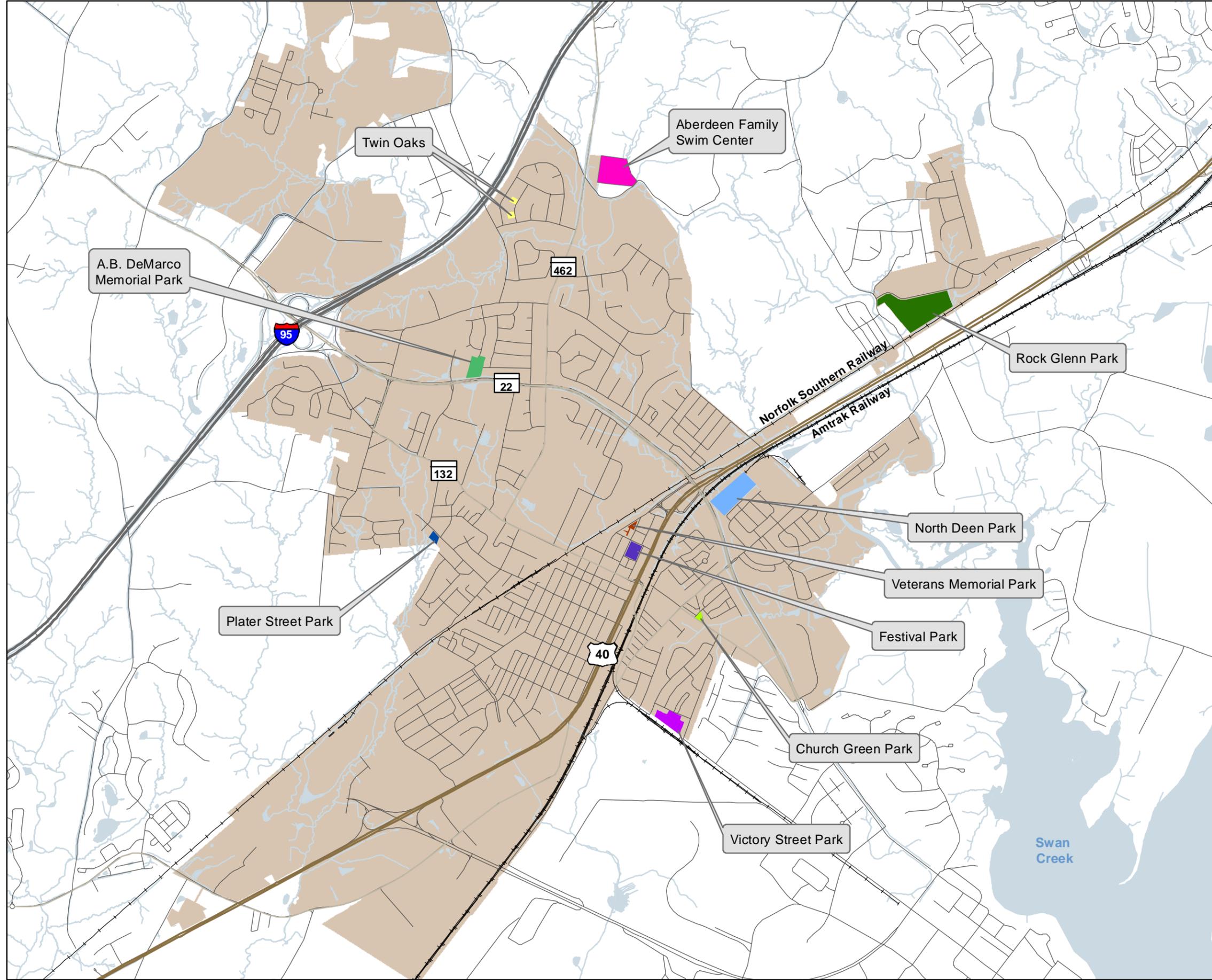
planABERDEEN
Our City. Our Plan. Our Future.

Source: City of Aberdeen

WM

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.

April 2023

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Miles

N

Rock Glenn Park

In 2018, the City began planning efforts with Harford County Department of Parks and Recreation to build a new multi-use recreation field in the Rock Glenn area to be completed in 2023. Harford County Department of Parks and Recreation funded $1.0M towards the park improvements. Located off Old Robinhood Road and Rock Glenn Boulevard, the park will be a 22-acre facility complete with multi-purpose fields and courts, walking trails, a playground, and a parking lot. For FY 2022, Maryland Department of Natural Resources (MDDNR) awarded the City with a $400K grant to fund Aberdeen's share of improvements, which include two multi-purpose fields, a multi-purpose double-sized court for basketball and pickleball, a walking trail, playground, and a parking lot.

Twin Oaks

Twin Oaks was purchased for neighborhood open space in the Maxa Woods subdivision located off Courtney Drive and Cronin Drive. The open space area consists of two residential lots, one of which features an historic Swamp White Oak tree that is estimated to be over 100 years old, the Maryland Big Tree Program Harford County Champion of 2019. Both lots are landscaped and can be used as picnic areas for the residential community.

Veterans Memorial Park

Veterans Memorial Park is located immediately north of the intersection of North Rogers Street and North Parke Street, landscaped with azaleas and mature shade trees. The half-acre park is traditionally the location for Veterans Day activities.

Victory Street Park

Located off APG Road and Victory Street. The park occupies 6.2 acres of land and features mature trees for shade. Facilities include a large playground that features dinosaurs, a basketball court, picnic tables, pavilion, and 6 hole disc golf course. Victory Street Park suffered a devastating fire in 2016 with damages estimated at $100K. The City invested in the park's complete reconstruction, which included the addition of a 6-hole disc golf course and a multi-feature dog park. In October 2018, Aberdeen leaders and community members joined in the official ribbon cutting ceremony for the Aberdeen Dog Park, one of northeast Maryland's largest "bark parks." The Dog Park features a split park for small and large dogs, ramps, exercise tunnels, a community dog toy bin, benches, and plenty of shade.

OPEN SPACE

Maintaining and providing more opportunities for connecting to open space is important to the quality of life in Aberdeen. These areas include the public parks, recreational areas, and other open space areas throughout the City. As the City has grown, the amount of open space available for public use and protection is limited. It is important as part of the ongoing development and redevelopment opportunities, that consideration should continue to be given to provide additional open space areas for public use.

Open space is required not only for providing or planning for park and recreational areas, but also for the for the protection of environmental features and resources. There are approximately 168 acres of recorded open space within the City limits that include parks, recreational facilities, stormwater management facilities, non-tidal wetlands, floodplains, forest conservation easements, and required open space.

When reasonable and feasible, the City should continue to identify land that can be designated as open space to be acquired or preserved. This includes coordination with property owners and developers through the planning review process to ensure consideration is given when applicable. These efforts also include the continued coordination with Harford County to protect and preserve open space areas around the City and in particular the designated Planning Areas included in **Chapter 5 – Municipal Growth**.

Additional discussion of open space areas, particularly those with environmental constraints or sensitive areas, is found in **Chapter 9—Environmental Resources and Sensitive Areas.** Information as it relates to water resources and stormwater management related to the importance of open space can be found in **Chapter 10—Water Resources**.

HEALTH SERVICES

There are many medical, dental, physical therapy, and mental health practitioners' offices in or near Aberdeen to provide health services and needs to the community. Two dedicated urgent care facilities serving the Aberdeen community including University of Maryland Urgent Care (744 S. Philadelphia Blvd., Suite B), and Patient First (995 Hospitality Way).

In November 2021, University of Maryland Upper Chesapeake Health (UM UCH) opened Phase 1 of its 60-acre multi-phase $120 million medical campus in Aberdeen, Maryland. The first phase included redevelopment of a preexisting building which now functions as the Health and Wellness Center and the construction of a new Medical Center building.

The Health and Wellness Center presently serves patients and families seeking care in the following areas:

- Primary Care
- Cardiology
- Endocrinology & Diabetes Care
- Hematology & Oncology
- Chemotherapy Infusion
- Orthopedics
- Rehabilitation & Sports Medicine
- Wound Care

By winter 2023, additional programs will include:

- Radiology Imaging & Diagnostics
- Cardiac Nuclear Imaging
- Outpatient Behavioral Therapy
- Laboratory Services

Late winter of 2023 to early 1st quarter of 2024 will herald the opening of the Medical Center on the Aberdeen campus, which will include a new, state-of-the-art, 24-bay Emergency Department with specialized capabilities in the areas of geriatrics, behavioral health, and chemicals and toxicology. In addition, the Medical Center will house an advanced 33 bed inpatient Behavioral Health Pavilion, with expansion capabilities to 40 beds. Lastly, short stay medical observation beds serve short-stay patients that typically require less than 48 hours of care. This initial observation unit will have 17 beds with the potential to expand to 24.

To support the campus a state-of-the-art Heliport will provide access to the multi-faceted specialties within the University of Maryland Health System such as the world-renowned R Adams Cowley *Shock Trauma* Center in Downtown Baltimore.

The campus also boasts designated meeting rooms, designed to host a variety of community health, civic and non-profit organization-based meetings, events and discussion forums.

04 Land Use

INTRODUCTION

Land use is the general term referring to the actual uses or activities that occur on a parcel of land at any given time, be it residential, commercial, industrial, recreational, or another use. Land use is not permanent and can change over time. It is important to note that land use is different from zoning. Zoning is the tool a municipality uses to regulate what can be built on a parcel of land and how it should be developed or redeveloped. Land uses can be nonconforming, meaning that they do not conform with the zoning because they were in existence when the land was zoned for another use. These nonconforming uses are often referred to as "grandfathered" and are generally permitted to remain in use. Like land use, zoning can change over time. For example, parcels that are currently zoned to allow only commercial uses today may one day be changed to allow for a mix of uses, including residential, commercial, and more.

Plan Aberdeen is intended to serve as a guide for the continued evolution of land uses within the City. Consistent with the State of Maryland's Twelve Planning Visions, by understanding the most likely locations for growth, knowing what additional demands this growth will have on infrastructure, and planning for controls on the scale and intensity of this growth, Aberdeen can effectively prepare to support its future residents and stakeholders so they can attain the quality of life they associate with Aberdeen.

This chapter provides information on land use categories and distribution within the City, zoning districts, and recently completed development projects and recent development approvals. Information in this chapter should be used in conjunction with the other chapters that comprise Plan Aberdeen as land use defines a community's physical form and function and provides a framework for all infrastructure related decisions. The City's future growth is discussed in **Chapter 5—Municipal Growth**. Combined, these elements provide the City with a framework for making decisions on both the appropriateness and timeliness of private development proposals within the context of the adopted goals, objectives, and policies for growth.

GOALS

To assist in ensuring that land use and zoning requirements are met to best serve the City of Aberdeen, the following goals and recommendations have been identified:

1. **Use the projections and analysis included in Plan Aberdeen to evaluate the current distribution of land uses compared to future growth scenarios.**
   - Review the Aberdeen Zoning Map for any sectional map amendments and rezonings.
   - Conduct a comprehensive rezoning after adoption of Plan Aberdeen.

2. **Evaluate opportunities for redevelopment and identify infill parcels.**
   - Promote revitalization of older neighborhoods.
   - Establish a grant program using available Maryland Department of Housing and Community Development program funds and HUD Community Development Block Grant funds as available, to revitalize residential neighborhoods to include interior and exterior renovations, energy efficiency upgrades, and streetscape improvements.
   - Market infill parcels to homebuilders and developers.

3. **Consider rezoning opportunities for the Transit Oriented Development (TOD) District.**
   - Identify parcels within the TOD District for rezoning and pursue a sectional map amendment after adoption of Plan Aberdeen.
   - Evaluate the TOD Regulating Plan and form-based code for amendments regarding height, density, and use requirements.
   - Draft amendments to the Development Code for the TOD District.
   - Create an overlay zone for the Main Street area and establish architectural design criteria, signage, and landscaping.

4. **Ensure sufficient lands are available for commercial and industrial/light manufacturing uses.**
   - Perform an annual analysis on commercial lands to ensure that capacity is available to meet the evolving demands of the area.
   - Assess the future population needs to address job training and advance workforce skills, use of technological innovations, and reduce economic barriers to employment.
   - Identify market segments that are growing and correlate these demands to locations that can support the required uses. If vacant parcels with the correct zoning are not available to meet the demands, Aberdeen should evaluate options for rezoning.
   - Ensure suitably zoned lands are distributed throughout the City to provide all residents with close, easy access to their daily commercial needs.

5. **Ensure existing residential areas are protected from incompatible land uses.**
   - Preserve and improve the integrity of existing residential neighborhoods by prohibiting encroachment of incompatible land uses.
   - Require commercial uses to provide measures designed to reduce impacts and nuisances to abutting residential area.

6. **Evaluate the effectiveness and vision of the Integrated Business District.**
   - Evaluate the purpose of the Integrated Business District, allowable uses, and consider an overlay zone for new development or redevelopment.
   - Encourage pedestrian and bicycle connections between new residential subdivisions with commercial uses.

LAND USE

Land use policies impact all other aspects of community development addressed in Plan Aberdeen's various chapters and as articulated through the Twelve Visions of the State's Land Use Article. This chapter emphasizes the utilization of smart growth land management methods to support the City's intertwined goals of supporting population growth, providing sufficient services and infrastructure to address demands, and protecting the natural environment from the impacts of growth and development. This chapter addresses several of the twelve Planning Visions for quality of life and sustainability, growth areas, and community design. The City will ensure that any changes to the development regulations it foresees will provide for flexibility, any innovations that might improve efficiency in the review process and improve streamlining of applications to encourage reinvestment into the community. By developing

policies and strategies for managing land use growth, Aberdeen is engaging in community development efforts that can:

- Influence the amount and timing of critical infrastructure improvements (e.g., schools, water, sewer, roadways) and strained community facilities.
- Influence the City's ability to create a balanced tax base through a mix of land uses at appropriate locations, supporting commercial economies that are thriving.
- Assist other planning agencies in achieving regional planning goals through interjurisdictional cooperation and collaboration.
- Identify, minimize, and mitigate impacts to water resources from non-point and point pollution sources and similarly to protect other sensitive natural resources from loss or impacts to forests, wetlands, and wildlife habitats resulting from development.
- Identify and implement economic development opportunities and improve the conditions of the local economy.
- Ensure that local employees have suitable and sufficient workforce housing options, thereby providing employers with a readily available labor pool.
- Continue to improve the fiscal health of the City by altering established levels of revenues generated through impact fees, taxation, and user fees for public services and infrastructure.

Current Maryland land use policies focus on promoting smart and sustainable growth that fosters vibrant, livable communities; preserves and protects the environment; and makes efficient use of resources. Numerous pieces of legislation have been passed by the Maryland General Assembly to protect the environment and natural resources and to promote sustainable growth across the State. **Chapter 1 – Introduction,** includes information outlining key legislation affecting land use planning and resource preservation.

Land Use Categories

Residential Land Use

Residential land uses are defined as areas that are used for development of structures that will house individuals and families. This could include the traditional single-family dwelling, townhomes, or large multi-family apartment buildings. The section below details the three different categories of residential land use that are reflective of their differing densities.

Plan Aberdeen's housing element and proposed goals are discussed in *Chapter 6 – Housing Element*. Generally stated, Plan Aberdeen continues to call for a sustainable pace of housing growth, with particular focus on ensuring adequate supplies of workforce housing, provision of water and sewer infrastructure to match development, focus on the quality of life, and for the protection and enhancement of natural and communal resources.

Low-Density Residential

Low-Density Residential land use predominantly contains single-family homes but may include duplexes in some instances. Most parcels in these areas are at least 0.5 acres but can range up to 20 acres in size. Typical residential density in these land uses do not exceed 2 dwelling units per acre.

Medium-Density Residential

Medium-Density Residential land use categories are typically assigned to areas characterized by single-family dwellings on parcels less than 0.5 acres, townhome developments, or true multi-family apartment-

like buildings. These medium-density areas represent the transitional area between low-density residential homes to high-density residential areas found in urbanized settings. Lots sizes generally range from one-half to one-eighth of an acre and densities can range from 2 to 8 dwelling units per acre.

High-Density Residential

High-Density Residential lands are typically those with the greatest concentration of people per acre. Therefore, typical housing units found in these areas include attached townhouses, garden apartments, high-rise apartments/condominiums, and similar multi-family units. These land uses generally contain at least 8 dwelling units per acre.

Commercial Land Use

Commercial Land Use refers to lands supporting the buying, selling or trading of merchandise or services and may include shopping centers, office complexes, restaurants, hotels, or museums. The vast array of commercial applications, and the associated variation in intensity of use related to each form of commercial business, requires more descriptive categorization of commercial lands so that Plan Aberdeen can outline sufficient goals, permissions, and prohibitions to ensure these areas contribute to a vital city. The more detailed commercial land use categories are presented below.

Plan Aberdeen's economic development goals emphasize the City's desire and commitment for the existing downtown to serve as a location for new commercial enterprises including boutique retail shopping, professional offices, cafés, breweries, restaurants, a multimodal transportation hub, and service-oriented businesses. To assist in the recruitment of new commercial uses, Aberdeen will expand on opportunities to designate Transit Oriented Development (TOD) areas; leverage Maryland Main Street Area designations; and engage with local and regional commerce organizations. These programs, and similar economic development efforts, are described in more detail in **Chapter 8 – Economic Development**.

Neighborhood Commercial

The Neighborhood Commercial land use is intended to address business-related uses outside the Central Commercial areas and features low-intensity retail shops and services. Commercial uses here focus on furnishing goods and services to meet the daily needs of the residents of the surrounding neighborhood. These areas are not intended to be used for high intensity shopping centers, big-box-type stores, or high-traffic warehouse operations; rather uses here would include the small convenience stores, law offices, or boutique clothing shop. Intensity of use in these areas should match the scale of the adjacent residential areas and must be compatible in physical scale and architectural themes with surrounding residential neighborhoods.

Central Commercial

The Central Commercial land use designation is commonly understood as the core of the downtown area. Uses in this area would typically include multi-story office buildings, attached commercial stores with residential or office spaces above ground floor retail, or government office buildings. The Central Commercial land use includes opportunities for transit-oriented development, including multimodal transportation center and mixed-use projects. It is important for the permitted uses in this area to retain some flexibility; this allows for the core downtown area to continue to evolve with consumer and resident

demands. All new development in the Central Commercial area shall comply with the Aberdeen Overlay District Regulations and Design Requirements or the Transit Oriented Development District requirements.

Highway Commercial

The Highway Commercial land use is designed to provide for uses and facilities that commonly serve the traveling public such as automobile-oriented facilities, tourist facilities, motels, hotels, and high-to- low-intensity commercial activities that may not be conveniently accommodated elsewhere. This would include big-box stores, retail outlets, car and vehicle sales lots, and similar uses. Restaurants, both dine-in and drive-thru, are included in the standard uses along with office space and grocery stores.

Mixed Land Use

One of the newer categories of land use that has increasingly been desired and assigned to planning areas is the designation of Mixed Use. Mixed Use lands are those that contain more than one other category of land use; most typically, Mixed Use designations indicate a combination of residential and commercial activities. The goal for these newer land use designations is to establish areas that are somewhat self-contained in that local residents are not required to leave their residential community to travel to another land use district to engage in commercial activity like grocery shopping or dining. By providing for a mixture of uses within one district, Aberdeen can reduce the amount of vehicular travel residents need to perform in order to complete their daily routines. This can effectively reduce contributions to climate change while improving the overall quality of life for local residents as they no longer need to spend as much time driving. Within Aberdeen, there are a handful of zoning categories that fall under the Mixed-Use umbrella including the Transit-Oriented Development zones and the Integrated Business District.

Open Space Land Use

Lands designated as Open Space are typically those that feature undeveloped areas that have been left, generally, in their natural state and that often provide the public with opportunities to engage in passive recreation on natural lands. It is important to note that lands designated as Open Space may not remain undeveloped; such a designation either on the current or future land use maps does not deprive the property owner of their right to develop that parcel consistent with the underlying zoning regulations. However, it is common for Open Space lands to contain a high proportion of protected natural resources like floodplains or wetlands which will be protected from development by provisions of the zoning code. Only lands that are encumbered by easements that prevent development from occurring can be relied on to remain as Open Space into the future. It is important that residents of Aberdeen demonstrate their support for preservation of Open Space so that City government can target funding for conservation easements on those lands the public deems critical to preservation of Open Space.

Institutional Land Use

Institutional land uses are those that are intended to support public or non-profit purposes and includes schools, churches, libraries, community centers, hospitals or medical facilities, and government buildings. These uses are often excluded from local property tax programs as they are determined to augment public life in non-monetary means.

Industrial Land Use

Industrial Land Use would be defined as manufacturing and industrial parks, including associated distribution warehouses, research laboratories, and parking areas. Also included are BG&E substations.

The light industrial land use provides for existing warehouse distribution facilities that may be redeveloped into such uses as light manufacturing, commercial, defense contractors/research and development supporting the Aberdeen Proving Ground, military installation, and e-commerce and fulfillment centers which have access to major roads.

Current Land Use

An inventory of available land within the City was performed in July 2022 as part of the Plan Aberdeen analyses. **Table 4-1, Current Land Use Composition** shows the total City land inventory of 3,880.67 acres. Of that total, almost 70% of land has already been developed (2,592.29 acres). Within current corporate limits, about 1,288.38 acres are undeveloped, with 35.2% allocated to Residential Land Uses and 34.4% allocated to Mixed Land Uses using the current land use classifications. For the purposes of this analysis, 'lands available for development' are those without any existing structures. Current land uses are graphically depicted on **Map 4-1, Current Land Use**.

Table 4-1. Current Land Use Composition

Land Use	Acres	% of Total
Residential	1,437.8	37%
Commercial	441.8	11%
Industrial	605.1	16%
Mixed Use	117.6	3%
Right-of-Way	55.8	1%
Institutional	234.9	6%
Forested/Open Space	987.55	25%
Total Acres	3,880.7	
% of Total Inventory	100.0%	

Source: City of Aberdeen GIS data (July 2022)

A similar analysis for each of the identified Planning Areas is found in **Chapter 5—Municipal Growth**.
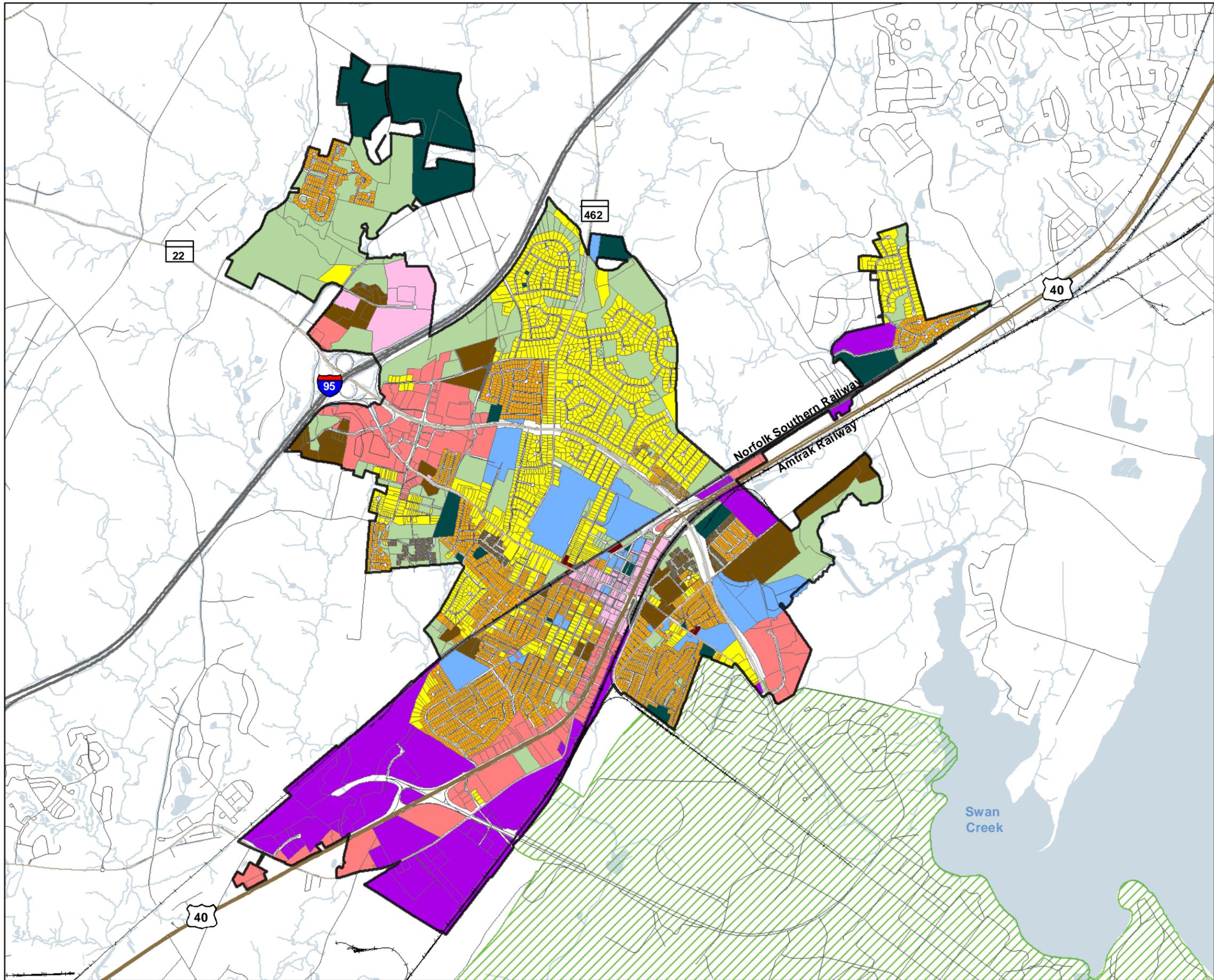
MAP 4-1
Current City Land Use

City of Aberdeen
Water Bodies
Railroad
Aberdeen Proving Ground- Special Growth Area

Major
Interstates
US Highways
State Routes
Local Routes

Current Land Use
Low-Density Residential
Medium-Density Residential
High-Density Residential
Highway Commercial
Neighborhood Commercial
Industrial
Institutional
Mixed-Use
Open Space /
Recreation / Open Space
Transportation

Swan Creek

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Source: Wallace Montgomery

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.

April 2023

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ZONING DISTRICTS

Current Zoning

The current zoning map (**See Map 4-2, Zoning**) depicts Aberdeen's zoning districts. **Table 4-2, Existing Zoning Composition** provides a list of the current zoning classifications. The Zoning information was developed in July 2022 and represents a fixed period in time. Aberdeen reserves the right to create new zoning categories and change property zonings as long as the intent of Plan Aberdeen is upheld. This section is for information only.

Table 4-2. Existing Zoning Composition

Zoning District	Parcels		Acres	
	No.	%	No.	%
R-1 Low-Density Residential	1,097	20.1%	754.4	17.0%
R-2 Medium-Density Residential	2,206	40.5%	612.1	13.8%
R-3 High-Density Residential	1,330	24.4%	526.9	11.9%
RO Residential Overlay	56	1.0%	14.0	0.3%
B-1 Neighborhood Business	7	0.1%	2.3	0.1%
B-2 Central Commercial	35	0.6%	17.9	0.4%
B-3 Highway Commercial	235	4.3%	587.6	13.2%
M-1 Light Industrial	78	1.4%	656.6	14.8%
M-2 Heavy Industrial	4	0.1%	30.2	0.7%
IBD Integrated Business	261	4.8%	611.9	13.8%
TOD Transit Oriented Development	139	2.6%	63.3	1.4%
T4 TOD Neighborhood	*50*	*0.9%*	*15.5*	0.3%
T5 TOD Corridor	*40*	*0.7%*	*22.6*	0.5%
T6 TOD Downtown	*40*	*0.7%*	*10.1*	0.2%
SD TOD Special District	*9*	*0.2%*	*15.1*	0.3%
Unzoned*	N/A	N/A	558.9	12.6%
Total	**5,587**		**4,499.4**	

*Source: City of Aberdeen GIS data (July 2022). *Note: Unzoned lands are primarily right-of-way.*

Zoning is a primary means for implementing Plan Aberdeen, consisting of a written document and a series of maps. The maps show several districts or zones into which the municipality is divided to regulate the use of land. The document specifies the types of activities (uses) that can occur in each district either as a matter of right or under certain conditions. It also regulates building height, lot sizes, setbacks, yards and green space, the number and size of signs, and space for off-street parking.

For additional information on zoning and zoning districts, please refer to the *Code of the City of Aberdeen, Chapter 235–Development Code* and the official Zoning Map designating zoning districts. The description of each zoning designation is provided below and is also located in the *Code of the City of Aberdeen, Chapter 235-18.*

Residential Districts

R-1 Low-Density Residential District

The purpose of this district is to provide for single-family, low-density residential development, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or are compatible with residential surroundings. This district is designated to protect existing development of high character and vacant land considered appropriate for future development. The R-1 District allows detached single-family dwellings with a minimum lot area of 15,000 square feet.

R-2 Medium-Density Residential District

The purpose of this district is to provide for single-family and two-family residential developments of City-scale character, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or that are normally compatible with residential surroundings. The R-2 District allows detached single-family dwellings with a minimum lot area of 7,200 square feet and duplex dwellings with a minimum lot area of 9,000 square feet.

R-3 High-Density Residential District

The purpose of this district is to provide for a high-density residential district within the City, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or are normally compatible with residential surroundings. The R-3 District allows detached single-family dwellings with a minimum lot area of 5,000 square feet; duplex dwellings with a minimum lot area of 7,000 square feet; apartments with a minimum lot area of 7,500 square feet; and townhouses with a minimum lot area of 2,000 square feet.

RO Residential Overlay District

The purpose of this district is to recognize existing uses within certain R-3 Zones within the City; to grant principal permitted use status to existing uses; to avoid creation of nonconforming uses; and to prohibit multifamily uses within the district except those uses existing as of the effective date of the *Code of the City of Aberdeen, Chapter 235–Development Code*.

Business Districts

B-1 Neighborhood Business District

The purpose of this district is to provide limited retail and service facilities convenient to residential neighborhoods. To this end, uses are limited primarily to convenience goods and service facilities satisfying the household and personal needs of the residents of abutting residential neighborhoods. Standards are established compatible with low-density residential districts resulting in similar building bulk and low vehicular traffic. The B-1 District does not require a minimum lot area.

B-2 Central Commercial District

The purpose of this district is to provide retail and office development within the central business district of the City. Appropriate uses are generally the same as for the B-1 District, but with altered yard requirements and altered off-street parking requirements in recognition of the practical difficulty of providing off-street parking in the central business district and in recognition of the collective responsibility to provide off-street parking for smaller establishments. Development/redevelopment in this district shall be compatible with the existing historic, aesthetic, and pedestrian character of the downtown area in terms of scale and design. Residential uses are appropriate in this district. The B-2 District does not require a minimum lot area.

MAP 4-2
City Zoning
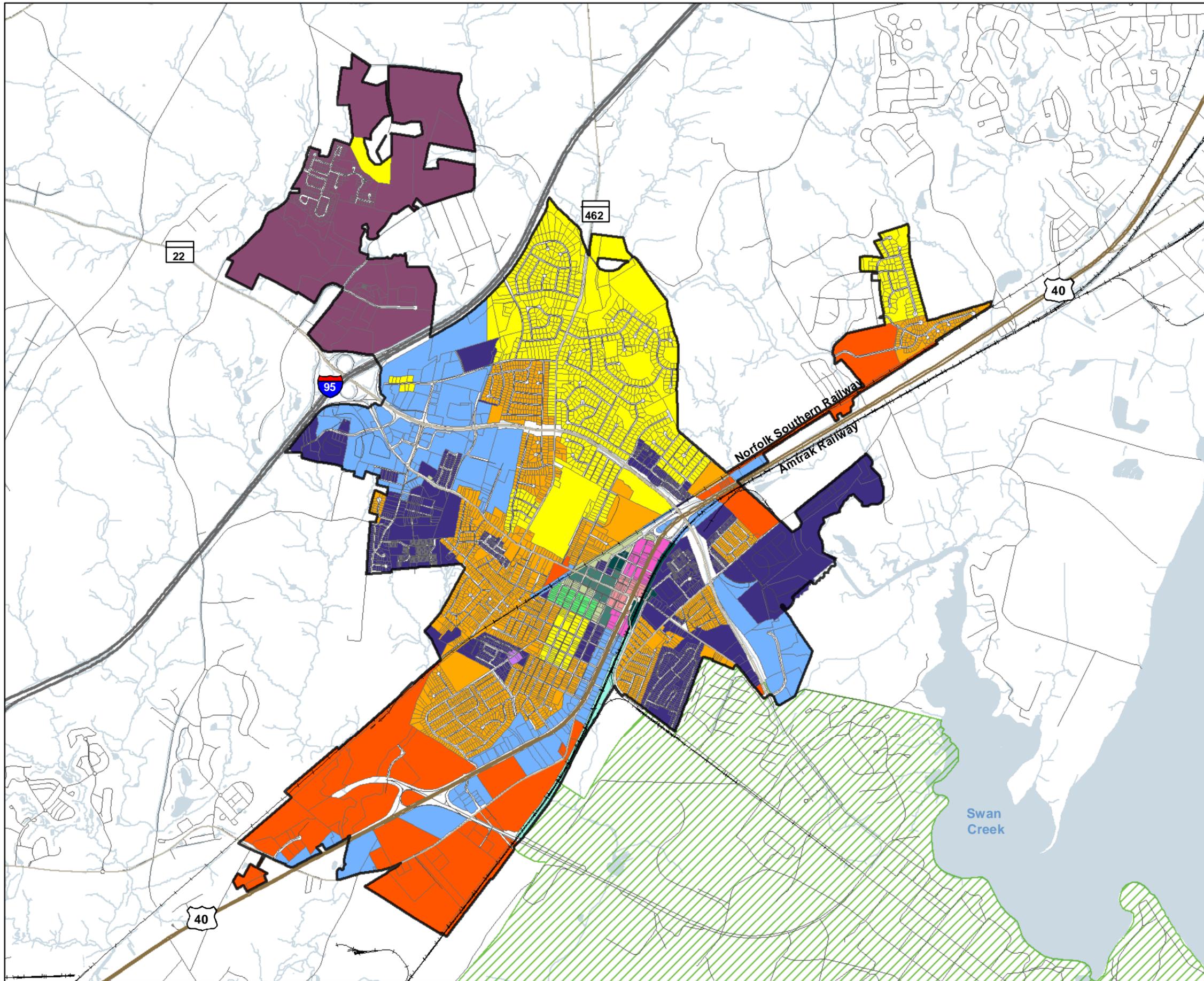
Legend:

- City of Aberdeen
- Water Bodies
- Railroad
- Aberdeen Proving Ground- Special Growth Area

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

Zoning
- R-1 Low-Density Residential
- R-2 Medium-Density Residential
- R-3 High-Density Residential
- RO Residential Overlay
- B-1 Neighborhood Business
- B-2 Central Commercial
- B-3 Highway Commercial
- M-1 Light Industrial
- M-2 Heavy Industrial
- IBD Integrated Business
- T4 TOD Neighborhood
- T5 TOD Corridor
- T6 TOD Downtown
- SD TOD Special District

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Source: City of Aberdeen

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.

April 2023

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Miles

Swan Creek

Norfolk Southern Railway
Amtrak Railway

B-3 Highway Commercial District

The purpose of this district is to provide for a number of retail and office establishments and commercial services for use by the traveling public on or near major roads or streets in the City and, at the same time, is intended to maintain the appearance of the highways and their access points by limiting outdoor advertising and establishing high standards for development. Commercial development in this district shall be in the form of well-planned and heavily buffered commercial concentrations as opposed to traditional forms of highway strip commercial. The B-3 District does not require a minimum lot area.

Industrial Districts

M-1 Light Industrial District

The purpose of this district is to provide for light manufacturing, fabricating, warehousing, and wholesale distributing in low-rise buildings with off-street loading and off-street parking for employees and with access by major thoroughfares or rail. Commercial uses are permitted, primarily for service to employees in the district. The M-1 District has a minimum lot area requirement of 1 acre.

M-2 General Industrial District

The purpose of this district is to provide for industrial operations of all types that are not likely to create any more offensive noise, vibration, dust, heat, smoke, odor, glare, or other objectionable influences than the minimum amount normally resulting from uses specifically permitted.

Mixed Use Districts

IBD Integrated Business District

The purpose of the Integrated Business District (IBD) is to provide residential, recreational, educational, retail, entertainment, and other commercial uses in an aesthetically pleasing and functionally compatible manner, to complement existing residential areas, to blend development with the environmental characteristics of the land, and to facilitate the efficient delivery and use of public services. The object is to use site plan and architectural guidelines to promote land use flexibility and design creativity, to create comfortable and harmonious development that appeals to people living, working, shopping, and socializing within the IBD. The IBD will seek to maintain a common theme and character using specific zoning regulations, design requirements, and architectural review procedures established to encourage flexibility in land planning and generally to align the design, character, and quality of mixed uses. The IBD area west of the I-95 interchange will encourage mixed-use development consistent with the degree and intensity of Ripken Stadium and consistent with the University Center architectural and design standards known already to attract social interchange through commercial, educational, entertainment, and recreational activity.

Transit Oriented Development District

The intent of the Transit Oriented Development (TOD) District is to implement and encourage the redevelopment of properties within the Aberdeen TOD. The TOD District provides specific standards necessary to promote the goals and objectives of the Aberdeen Comprehensive Plan and the Aberdeen TOD Master Plan. These regulations are designed to maximize the development potential of the Aberdeen TOD to foster a mix of vertical and horizontal land uses, promote shopfronts and commercial uses at street level, accommodate wide pedestrian-friendly sidewalks and multimodal streets, and encourage upper-story residential and office uses. Parking is intended to be located to the rear of parcels, with access

provided through rear alleys or side streets. The TOD District allows a range of uses that may be permitted for properties within these areas including a mix of residential, commercial, and institutional uses. The TOD District regulations illustrate the types of streets, buildings, heights, and mixes of use that create the desired "form" presented in the Aberdeen TOD Master Plan. The TOD District regulations provide for, among other subjects, the establishment of building type and orientation, site design, and other standards that apply to all development proposed to be constructed in the TOD District. The TOD District is transect-based with a corresponding regulating plan that prescribes the appropriate permitted uses, building heights, site design, building type, building frontage types, pedestrian environment and streetscape in the TOD Designated Area, based on the parcel's location. There are four transect zones established under the TOD District:

TOD Neighborhood (TOD-N)
The TOD Neighborhood (TOD-N) consists of mixed uses, but primarily residential, and provides for a transition in development size from the adjacent TOD Districts to adjacent residential areas. Buildings range from two to four stories and include a variety of uses and building frontage types. Building placement and landscaping are variable, and streets include curbs and sidewalks to create a highly walkable district. This area is classified as Transect Zone 4 and identified as "(T4)" on the Aberdeen TOD Regulating Plan.

TOD Corridor (TOD-C)
The TOD Corridor (TOD-C) is an area in which parcels are generally within one block of US 40/Philadelphia Boulevard. This area is intended to promote a mix of commercial and residential redevelopment and to enhance areas adjacent to Aberdeen's compact, walkable downtown. An active, primary frontage is created through vertical mixed use as well as residential and workplace buildings. Street-fronting uses are required and will be supported by streetscapes that create a highly walkable zone. Buildings range from two to six stories with bonus provisions for up to two additional stories and include a variety of uses and building frontage types. Building frontages are configured and oriented to public streets. This area is classified as Transect Zone 5 and identified as "(T5)" on the Aberdeen TOD Regulating Plan.

TOD Downtown (TOD-D)
The TOD Downtown (TOD-D) is an area of the highest intensity and greatest variety of uses and is generally located within a one-block area of the Aberdeen MARC/Amtrak train station and the intersection of US 40 and West Bel Air Avenue. This area is classified as Transect Zone 6 and identified as "(T6)" on the Aberdeen TOD Regulating Plan. The TOD-D is intended to be the heart of the TOD area and provide a highly visible presence and identity for Aberdeen along the US 40/Philadelphia Boulevard corridor. This zone will feature a high-intensity, highly walkable mixed-use district with buildings ranging from two to eight stories in height with bonus provisions for up to four additional stories; ground-floor shopfronts, with wide sidewalks to promote a highly walkable district; improved public spaces including public plazas, street trees, pedestrian-scale lights, and public art; and the majority of parking is consolidated in structures, at curbs of public streets and behind buildings.

Special District (SD)
Special Districts (SD) are areas with buildings that by their function, disposition, or configuration cannot or should not conform to the requirements of any of the TOD District zones or combination of zones. Examples include Aberdeen City Hall, the library, and the Aberdeen MARC/Amtrak train station and

supporting parcels. Conditions for redevelopment or development for SD areas shall be subject to review and approval by the Architectural Review Committee, Planning Commission, and City Council.

Special Overlay Districts

Downtown Revitalization Overlay District

The purpose of this district is to enhance the existing assets located in downtown for properties bordering US 40, MD 7, and MD 715, through the application of design requirements. This district is subject to design requirements and review by the Aberdeen Architectural Review Committee. Properties located within the Transit Oriented Development Districts are not subject to the Downtown Revitalization Overlay District regulations and design requirements.

Route 40 Corridor Overlay District

The purpose of this district is to protect the value of public and private investment along the US 40 corridor from MD 7 to MD 22. This district is subject to design requirements and review by the Aberdeen Architectural Review Committee.

I-95 Overlay District

The purpose of this district is to provide for residential, office, research, and educational uses in a campus-like setting with complementary commercial/recreational uses. Ripken Stadium and the Ripken Experience are the major landmarks for this district and will attract interest across the United States and around the world; thus, the principal vision for this area is to attract new development that will complement the strong aesthetic appeal of the Ripken complexes. The I-95 Overlay District boundaries are described as the properties bordering MD 22 (Churchville Road), Gilbert Road, and I-95 located within the current City corporate limits. This district is subject to design requirements and review by the Aberdeen Architectural Review Committee.

ANNEXATION OF LAND

The City has only annexed land when a property owner has initiated a petition for annexation. The adopted Annexation Policy and Procedures can be found in the *Code of the City of Aberdeen, Chapter 235– Development Code, §15* and are also provided in **Chapter 5—Municipal Growth**.

Since the 2011 Plan was adopted, between 2011 and 2022, Aberdeen annexed approximately 319.5 acres, of which 23.0 acres was zoned M-1, 279.8 acres were zoned IBD, and 16.5 acres were zoned R-1 (**See Table 4-3, Approved Annexations**).

In reviewing annexation requests, conceptual development plans and requested zoning must be consistent with the respective Planning Area land use recommendation and Harford County's zoning designation and land use for development to occur in the future. *Code of the City of Aberdeen, Chapter 302–Growth Management* addresses adequate public facilities (APF) for public schools, public safety, transportation, and public utilities to support future growth and development.

Table 4-3. Approved Annexations between 2011-2022

Project	Location	Resolution	Acres	Zoning
Hardy Family Series LLC	249 E Bel Air Ave Tax Map 59 Parcel 16	16-R-03	1.0	M-1
Siebert Farm & Adams Property	NW side Gilbert Rd Tax Map 51 Parcel 99 Tax Map 51 Parcel 250	19-R-03	80.3 total 41.4 38.9	IBD
Locksley Manor, Inc.	W side Gilbert Rd Tax Map 43 Parcel 350 ("A") Tax Map 43 Parcel 381 ("B") Tax Map 51 Parcel 166 Lot 12 ("C") Tax Map 43 Parcel 392 ("D")	21-R-02	206.4 total 20.0 167.7 15.9 2.7	 IBD IBD R-1 IBD
Presbyterian Home of Maryland, Inc.	N side Long Dr Tax Map 51 Parcels 951 & 946	22-R-07	9.1	IBD
FRP Old Philadelphia Road, LLC	Cranberry Run Business Center II Tax Map 58 Parcel 252 & 265	22-R-09	22.0	M-1
2106 Titan Terrace	2106 Titan Terrace Tax Map 52 Parcel 336	22-R-10	0.7	R-1

Source: City of Aberdeen

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DEVELOPMENT

The City of Aberdeen is planning for an adequate supply of residential development to meet existing and future demands and commercial development that supports the needs of new and existing residents. Aberdeen is a community where people work, shop, and live. **Tables 4-4, Non-Residential Development Projects** and **Table 4-5, Residential Development Projects,** list the approved residential subdivisions and commercial developments to be located within the City since 2011. All development projects will comply with the City's Adequate Public Facilities Ordinance (APFO).

Table 4-4. Non-Residential Development Projects

Project	Type/Square Footage	Year
Popeyes, Middleton Holdings Property	Retail	2022
Fieldside Commons	Class A self-Storage, 120,000 SF	2021
Hickory Ridge Industrial Park	Parking Lot Expansion, 95 spaces	2021
Stadium Towne Center	Retail	2021
Parking Lot Expansion	772-spaces	2020
MHRC Head Start Daycare Center	Retail, 7,098 SF	2018
Aberdeen Volunteer Fire Department	20,378 SF	2018
University of Maryland Upper Chesapeake Medical Campus at Aberdeen Corporate Park	125,000 SF free-standing medical facility, 15,400 SF office, renovation of existing 95,870 SF medical office building	2018
Lidl U.S. Operations	Retail, 25,400 SF	2018
Aberdeen Logistics Center	Industrial, 500,000 SF	2017
Fairfield Inn and Suites	75-room hotel	2017
Beards Hill Plaza Expansion*	9,000 sq. ft. retail building	2017
Stadium Town Center	Retail, 54,800 SF and daycare, 12,495 SF	2017
Starbucks, Middleton Holdings Property	Retail, 2,370 SF	2017
Woodspring Suites*	91-room hotel	2017
Aberdeen Station	Retail, 5,125 SF	2016
NTB	Retail, 7,067 SF	2016
Frito-Lay Expansion	Industrial, 42,700 SF	2015
Mt. Zion Baptist Church	Institutional, 40,000 SF	2014
Hampton Inn and La Quinta Inn	La Quinta- 81-room hotel, Hampton Inn, 89-room hotel	2014
Frito Lay Expansion	Storage /Warehouse Exp. 164,244 SF	2014
McDonalds Restaurant	Retail, 4,689 SF	2014
Medline Industries, Inc.	Industrial, 106,885 SF	2014
Aberdeen Xchange	Retail, 14,600 SF	2014
Firestone Complete Auto Care	Retail, 11,668	2013
Chick-Fil-A	Retail, 4,720 SF	2013
Aldi	Retail, 15,945 SF	
Royal Farms	Gas/Convenience, 5,125 SF	2012
Aberdeen Corporate Park (revised)	Office, 254,000 SF; pad sites, 16,100 SF	2011
Grace United Methodist Church Expansion	Institutional, 800 SF expansion and 41-space parking lot	2011
Northgate Business Park*	Retail, Lot B*, 22,328 SF	2011
Home 2 Suites by Hilton	107-room hotel	2011
The Corner at Beards Hill	Retail, 21,462 SF	2011

* - Not constructed

Source: City of Aberdeen Department of Planning and Community Development

Table 4-5. Residential Development Projects

Project Name	Location	Number of Residential Units	Intended Use	Year of Approval
Fields of Aberdeen	Long Drive and Gilbert Road	94 units	Multi-Family Residential	2021
Aberdeen Overlook	Long Drive and Aldino Stepney Road	344 units	Single Family, Villas, and Townhomes	2021
Fieldside Commons Apartments	Long Drive	522 units	Multi-Family Residential	2021
Preserve at Gilbert Meadows	Between Gilbert Rd and Aldino-Stepney Rd	176 units	Single-Family and Villas	2021
The Edge at Middelton	Beards Hill Road and Middelton Road	237 units	Multi-Family Residential	2020
Eagles Rest Phase II	East of Aldino-Stepney Road, north of Carsins Run	58 units	Single-Family and Villas	2017
The Villages at Forest Brooke* *Not Constructed	Bush Chapel Road and Schofield Road	94 units	Townhomes and Villas	2014
Residences at Fieldside Village	Long Drive	216 units	Multi-Family Residential	2012
Highland Commons	Polk and Taft Streets	22 units	Multi-Family Residential	2012
The Colony at Beards Hill - Summerlin Apartments	Beards Hill Road and Middelton Road	192 units	Multi-Family Residential	2012

Source: City of Aberdeen Department of Planning and Community Development.

FUTURE LAND USE

The City of Aberdeen has developed a vision for what the future land use should be for the City of Aberdeen and the areas included in their 13 Planning Areas. Future land use information is intended to serve as a roadmap of sorts to guide the development and evolution of this region. **Map 4-3, Future Land Use** shows the anticipated designations for the future land use for the City of Aberdeen. By identifying those land areas that are best suited to support all the various land uses and planning for how to shape those future areas in the best interest of the residents, Plan Aberdeen can demonstrate that the growth and development of the region matches the input received during this planning process, provides for sufficient growth of land uses to match anticipated future population levels and commensurate needs, and generally provides a sustainable, attractive place to live and work. **Chapter 5 – Municipal Growth**, provides a detailed discussion of what future land use may look like in the Planning Areas if they were to be annexed into the City. Through annexation, the existing City boundary would be expanded to include the additional areas of annexation.

MAP 4-3
Future City Land Use

City of Aberdeen
Water Bodies
Railroad
Aberdeen Proving Ground- Special Growth Area

Major
Interstates
US Highways
State Routes
Local Routes

Future Land Use
Low-Density Residential
Medium-Density Residential
High-Density Residential
Highway Commercial
Neighborhood Commercial
Industrial
Institutional
Mixed-Use
Open Space / Forested
Recreation / Open Space

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Source: Wallace Montgomery

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.

April 2023

0   0.25   0.5
Miles

Swan Creek

05 Municipal Growth

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INTRODUCTION

Consistent with the State of Maryland's Twelve Planning Visions, this section of Plan Aberdeen has been prepared based on Maryland Land Use *Article §3-112* which identifies the requirements for a comprehensive plan's municipal growth element (MGE). The MGE must identify past growth patterns, potential municipal growth areas outside the existing corporate limits, and the capacity of land areas available for development, redevelopment, and infill development. The MGE must describe the relationship of the City's long-term development policy to a vision of its future character, including the protection of sensitive areas. The MGE must also document changes to public services and infrastructure needed to accommodate growth within the proposed growth area relative to population growth estimates.

Inclusion of potential growth areas in a comprehensive plan does not by itself bring the areas into the City's corporate limits; however, for an area to be annexed into the City, the proposed annexation must be consistent with this chapter. Annexation must occur in accordance with the *Maryland Local Government Article §4-401, et seq.*, as well as the City's Annexation Policy and Procedures, Code of the City of Aberdeen, §235-15.

GOALS

The continued redevelopment and growth within the existing City limits are essential in maintaining the quality of life for the City of Aberdeen. In addition, the consideration of opportunities for growth to support the increasing population, employment and recreational needs is also of high importance. Working closely with Harford County, the City will continue to identify opportunities for growth and development opportunities, including opportunities for future annexations into the City.

In an effort to manage, sustain and meet future needs, the City has identified thirteen (13) Planning Areas as opportunities for Municipal Growth, while meeting the public infrastructure and other community services needs for the City. The following are several goals and recommendations identified as part of the Plan to meet these existing and future needs:

1. **Continue to work closely with Harford County Planning and Zoning and the Maryland Department of Planning (MDP) to ensure future annexations are consistent with Priority Funding Areas (PFA), Growth Tiers, Harford County's Master Plan and Master Water and Sewer Plan.**
   - Request updates of the PFA boundary map for future annexations to meet the municipal growth needs and ensure opportunities for funding is consistent with State laws and regulations.
   - Meet quarterly with the pertinent municipal and County Planning Directors to discuss planning and zoning, land use, and annexation issues.
2. **Continue to grow and redevelop the Main Street area as a destination for Aberdeen.**
   - For the redevelopment of Planning Area 1 Aberdeen, consider opportunities to support Main Street and the TOD District through rezoning or an overlay zone.
   - Evaluate the sign requirements in the Main Street and the TOD District to see if they are applicable or need to be amended.
   - Work with property owners to market vacant buildings and lease spaces and utilize available City programs for interior and exterior building improvements.
   - Promote higher density uses on Main Street and the TOD District.

- Continue with the marketing and branding efforts that support Main Street – streetscape enhancements and community events.
- Adopt business incentives to attract new businesses and expand existing businesses in the Main Street and TOD District areas.
- Utilize available grant funding for projects that further economic development and foster creative placemaking.
- Work with Harford County, Harford County Chamber of Commerce, and the Aberdeen Chamber of Commerce to develop a program for entrepreneurs and start-up ventures.
- Work with *Visit Harford!* to market events in the Main Street and grow the downtown as a tourism destination.

3. **Continue to evaluate the existing City processes and procedures to ensure future needs are met based on changing rules and regulations.**
   - Develop a timeline for updating the Comprehensive Rezoning Process and discuss with the Planning Commission and City Council.
   - Review the Aberdeen Development Code and Subdivision Regulations for any updates or revisions necessary to support the goals of Plan Aberdeen.
   - Develop a timeline for updating the Development Code and Subdivision Regulations and present draft amendments to the Planning Commission for review and approval.

4. **Continue to monitor and assess each Planning Area and the potential for growth opportunities.**
   - Further evaluate each Planning Area, based on the City's priorities, for growth and potential annexation.
   - Ensure that identified development and growth opportunities are consistent with the City needs as identified throughout the Comprehensive Plan.
   - Ensure that growth and future annexations are consistent with the Vision Statement and the State of Maryland's Twelve Planning Visions.

5. **Consider developing an incentive policy for annexations that are beneficial to the City.**
   - Identify incentives beneficial to the City to encourage annexations in the higher priority Planning Areas. Incentives could include reduced real estate tax rates for a specified period, reduced water and sewer connection charges, and zoning changes.

6. **Prioritize the public infrastructure needed to support future growth based on Plan Aberdeen recommendations.**
   - Continue to work with Harford County Government to fully understand the constraints and limitations of the existing water and sewer services and transportation infrastructure.
   - Continue to work closely with Harford County Government to identify needs for emergency services and community facilities such as parks, schools, and libraries.
   - Continue to work closely with Harford County Government to amend the Master Water and Sewer Plan biannually to correlate with Aberdeen annexations.
   - Initiate review of the existing Adequate Public Facilities Ordinance (APFO) to identify any revisions to the Ordinance that are required to better support future growth. This review should include consideration of additional public infrastructure or services that should be incorporated into the APFO in addition to water and sewer assets and examination of the user fees and rate structures currently in place.

7. **Develop a capital improvement program to support the infrastructure needed to support future growth.**
   - Identify potential funding opportunities in the form of grant programs to help support infrastructure needs.

- Include requests for funding in the Aberdeen's annual budget for the capital improvement program to plan for and design for future growth. This effort may include feasibility studies and cost estimates, to prioritize needs for the capital improvement program.

HISTORIC GROWTH PATTERNS & EXISTING LAND USE

In the early 1800s, the Aberdeen area was primarily agrarian, with a main road running southwest to Baltimore and northeast to Philadelphia, and a road northwest to Bel Air. A railway connection was subsequently installed to facilitate movement of goods and people. The original railroad was called the Philadelphia, Wilmington, and Baltimore Railroad. This railroad later became the Pennsylvania Railroad, which is now part of the Amtrak rail system. In tandem with the railway, a depot station and an engine water tower were also cited in the immediate area. Eventually, a small portion of the surroundings were divided into building lots, and continued growth along the intersection of the Bel Air and Baltimore to Philadelphia roads and the railroad station led to the establishment of a town. Aberdeen soon became a railroad forwarding point for local agricultural products destined for the markets of Baltimore and Philadelphia. The availability of this transportation infrastructure led to the development of a canning industry in the mid-1850s. Later, another railroad, the Baltimore & Ohio (B&O) Railroad, extended its line through the Aberdeen area, parallel with, and close to, the first railroad. It also had a station and a modest railroad yard close to a canning facility. In 1892, three small areas known as Hall's Cross Roads, Aberdeen, and Mechanicsville were incorporated into what is now known as Aberdeen.

The signature event in Aberdeen's history occurred in 1917, at the outset of America's involvement in World War I, when the U.S. Army established Aberdeen Proving Ground (APG). APG was originally created to facilitate the design and testing of munitions. The Army base was located at the southern portion of Harford County, an area principally used for agricultural purposes. This development reduced available farmland and presented a need for more civilian housing. As a result of these economic pressures, Aberdeen witnessed a growth spurt and started the transition from an economy based on agriculture to a military support and bedroom economy.

World War II increased the pace of the transition, with more housing and support facilities built in the area. After World War II, the first noticeable evidence of local planning taking place was the development of Aberdeen Hills in the mid-1950s. Here, the farmland was plotted for development along one side of Paradise Road, with a large center strip of land left vacant between the two halves of the development. After a decade, this strip of land became the new MD 22 leading into Aberdeen Proving Ground. This was the genesis of Aberdeen's development of zoning regulations and long-range plans for expansion, including establishment of zoning districts and their related requirements. A Planning and Zoning Commission was formed and with that came the start of the City's future planning efforts. Aberdeen adopted its first Zoning Code in 1957 and its first Comprehensive Plan followed later in 1969.

From its early planning start, the City and its Planning Commission began serious efforts to establish guidelines, ordinances, and procedures for the orderly growth of the community, as well as transportation and facilities networks. Since the mid-1950s, projects such as Aberdeen Hills, Hillcrest, Hillsdale, Ramsgate Estates, Royal Exchange, and Windemere were developed consistent with modern planning principles. Likewise, there has been an increase of businesses in the area to accompany the corresponding development.

A big change to the Aberdeen area came around 1960 with the development of the John F. Kennedy Highway (I-95) and construction of the interchange with MD 22 (Churchville Road). This new interstate highway and interchange initiated a rapid evolution in the type and pace of development in the area. The development of these major transportation corridors spurred development in the area of the interchange and brought increased levels of visitors to the region. Aberdeen's position between major employment centers in Baltimore to the south and Philadelphia to the north, combined with direct access to APG, resulted in an influx of commuters relocating to the area. Along with the commuters came an associated increase in residential development needs, infrastructure and services, and commercial activity. These growth trends pushed Aberdeen to expand and evolve to meet the needs of new and old residents.

Evidence of this evolution was seen in the clustering of development around the Aberdeen Shopping Plaza, along with eight hotels, around the south side of the interchange. Dividing the interchange of I-95 and MD 22 into four quarters, the southern two quarters became a dynamic commercial and hospitality focused area. The northwest quarter featured technology and educational uses, eventually expanding to include the Higher Education and Applied Technology (HEAT) Center along Technology Drive. The northeast quarter was more slowly developed and now features recreational facilities, highlighted by The Ripken Experience and Stadium, Wetlands Golf Course, hospitality facilities, commercial and residential development. Further development continues in all four quarters.

Aberdeen's southern end directly abuts Aberdeen Proving Ground and currently contains commercial, distribution facilities, and industrial uses. This area will continue to evolve and redevelop due to its proximity to the primary entrance of Aberdeen Proving Ground and easy access for Aberdeen citizens to major transportation hubs.

The once quiet 1920s village of less than 2,000 inhabitants has grown to a population of 16,254 in 2020. As Aberdeen's boundaries and population grew, so did the demands on its roads, water and wastewater facilities, schools, and fire and police staffing and equipment. Today, these facilities are continuously studied, reviewed, and appropriately increased to meet growth demands. In addition to these demands placed on public facilities and infrastructure, development plans are currently required to address the preservation of non-tidal wetlands, minimization of water quality impacts, protection of endangered species habitats, and preservation of green space, among other sensitive area protections. The expansion of zoning considerations for public infrastructure and natural resources will help ensure Aberdeen continues to provide the support its residents require while attracting new residents and businesses.

Municipal growth is guided by the City's Department of Planning and Community Development and the Planning Commission, with approval authority vested in the City Council. Governing this growth are a number of documents, which are periodically reviewed, revised, and approved by the City Council:

- Aberdeen Comprehensive Plan
- Annexation Procedures
- Code of the City of Aberdeen, Chapter 235 Development Code
- Code of the City of Aberdeen, Chapter 275 Floodplain Management
- Code of the City of Aberdeen, Chapter 280 Forest Conservation
- Code of the City of Aberdeen, Chapter 297 Grading & Erosion and Sediment Control
- Code of the City of Aberdeen, Chapter 302 Growth Management

- Code of the City of Aberdeen, Chapter 465 Stormwater Management
- Code of the City of Aberdeen, Chapter 475 Subdivision of Land
- Code of the City of Aberdeen, Chapter 524 Wellhead Protection

RECENT ANNEXATIONS

The City of Aberdeen has expanded its boundaries over the past ten-year period since the last Comprehensive Plan was completed in 2011. As shown in **Chapter 4 – Land Use**, since the 2011 Plan was adopted, the City annexed approximately 314.22 acres, of which 23.078 acres were zoned M-1 (Light Industrial), 274.552 acres were zoned Integrated Business (IBD), and 16.62 acres were zoned R-1 (Low Density Residential). **Chapter 4 - Land Use** also contains additional goals, objectives, and policies as they relate to the discussions in this chapter of future growth projections and capacities.

In reviewing annexation requests, conceptual development plans and requested zoning must be consistent with the respective Planning Area land use recommendation as well as Harford County's zoning designation and land use for development to occur in the future. The *Code of the City of Aberdeen, Chapter 302–Growth Management* addresses adequate public facilities (APF) for public schools, public safety, transportation, and public utilities to support future growth and development.

PLANNING AREAS OVERVIEW

Planning Areas

Plan Aberdeen presents the path for the City of Aberdeen to continue developing in an orderly manner and with a desirable growth pattern. The Plan and its related growth management strategies provide for a sequenced allocation of land uses that will allow it to meet the State of Maryland's goals for Smart Growth. The Plan's objective is to provide the City with a framework for deciding on both the appropriateness and timeliness of development proposals within the context of adopted goals, objectives, and policies for growth.

The City has planned for growth with a boundary that extends approximately one mile around its corporate limits and is divided into 13 Planning Areas (**See Map 5-1, Planning Areas)**, including land available for infill within the corporate boundaries (referred to as Planning Area 1-Aberdeen). Each Planning Area is comprised of land featuring a unique set of interrelated physical, topographic, and cultural characteristics that gives the area its special identity. Plan Aberdeen encapsulates the long-range vision for development within each Planning Area (see **Planning Area Details** later in this chapter).

Table 5-1, Planning Areas, provides details on each Planning Area. The table displays the overall acreage of each area and estimates the potential number of dwelling units, or Equivalent Dwelling Units (EDUs), that could ultimately be developed based on the permissible building density yields according to the existing land use and generalized zoning constraints. EDUs provide an estimate of the amount of non-residential development expressed in terms that correlate the scope of the non-residential development to similar residential development. This provides a method to estimate the overall development potential for all land areas and land uses and to verify that public infrastructure capacity is available to support the proposed development. The process used to develop these potential dwelling unit yields is detailed later in this chapter, starting on page 5-84. It is important to note that the estimated potential dwelling units that can be created in each Planning Area is not a reflection of the desire for growth in each area; rather

it is a statement of ultimate build-out capacity. The tables presented after each Planning Area discussion show the extent of vacant or underdeveloped land remaining in the Planning Area; lands that are developed are not included in these tables. The additional development capacity of each Planning Area provides an indication of the extent to which the City of Aberdeen will need to establish constraints on the development of these Planning Areas if they are annexed in the future so that their incorporation is consistent with Plan Aberdeen. Conversely, if an area is anticipated to grow significantly, the build out analysis can indicate possible targets for intensification of allowable densities to support additional growth.

Note, the City of Aberdeen encompasses approximately 4,452 acres of land; however, transportation corridors associated with state roads, Interstate 95, and the railroad lines fall within Rights-of-Way that are owned by other entities. The total platted land within Aberdeen is approximately 3,881 acres.

Table 5-1. Planning Areas

	Planning Area	Acres	Type	Priority	Proposed Land Use	EDUs
1	Aberdeen	3,880.66	Growth	High	Existing and Infill Development	3,966
2	Swan Creek	360.55	Buffer	Low	Agricultural	0
3	Pulaski	221.65	Growth	Low	Low-Density Residential, Industrial, and Commercial	176
4	Barkess	385.95	Growth	Medium	Low- to Medium-Density Residential, Agricultural, and Open Space	843
5	Old Robinhood	553.70	Growth	Low	Low- and Medium-Density Residential & Open Space	1,162
6	Titan Terrace	364.41	Growth	Medium	Low- to Medium-Density Residential and Open Space	207
7	Paradise	252.11	Growth	High	Medium Density Residential, Agricultural, and Open Space	656
8	Aldino-Stepney	786.49	Growth	High	Medium-Density Residential, Agricultural and Open Space	1,391
9	Gilbert	251.76	Growth	High	Low- to Medium Density Residential, Mixed-Use, and Open Space	482
10	Long/HEAT	294.11	Growth	High	Mixed Use, Institutional, and Open Space	1,294
11	Grays	836.87	Growth	Low	Low-Density Residential and Open Space	460
12	Bush Chapel	775.93	Growth	High	Medium- Density Residential, Commercial, Industrial, and Open Space	1,697
13	Old Philadelphia	166.59	Growth	Low	Medium-Density Residential & Industrial	149
	Subtotal	**9,130.79**	—		—	*12,483*
	Aberdeen Proving Ground (APG)	72,518.0	—		Current Army Installation	—
	TOTAL	**81,648.79**	—		—	*12,483*

MAP 5-1
Planning Areas

Legend:

Water Bodies
Railroad
Aberdeen Proving Ground- Special Growth Area

Major Roads
Interstates
US Highways
State Routes

Planning Areas
1 - Aberdeen
2 - Swan Creek
3 - Pulaski
4 - Barkess
5 - Old Robinhood
6 - Titan Terrace
7 - Paradise
8 - Aldino-Stepney
9 - Gilbert
10 - Long/Heat
11 - Grays
12 - Bush Chapel
13 - Old Philadelphia

Map labels:

8 Aldino - Stepney
7 Paradise
5 Old Robinhood
9 Gilbert
6 Titan Terrace
10 Long/Heat
1 Aberdeen
4 Barkess
3 Pulaski
11 Grays
12 Bush Chapel
2 Swan Creek
13 Old Philadelphia
Aberdeen Proving Ground
Swan Creek

Amtrak Railway
Norfolk Southern Railway

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Source: City of Aberdeen

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.

April 2023

0   0.2 0.4   0.8
Miles

N
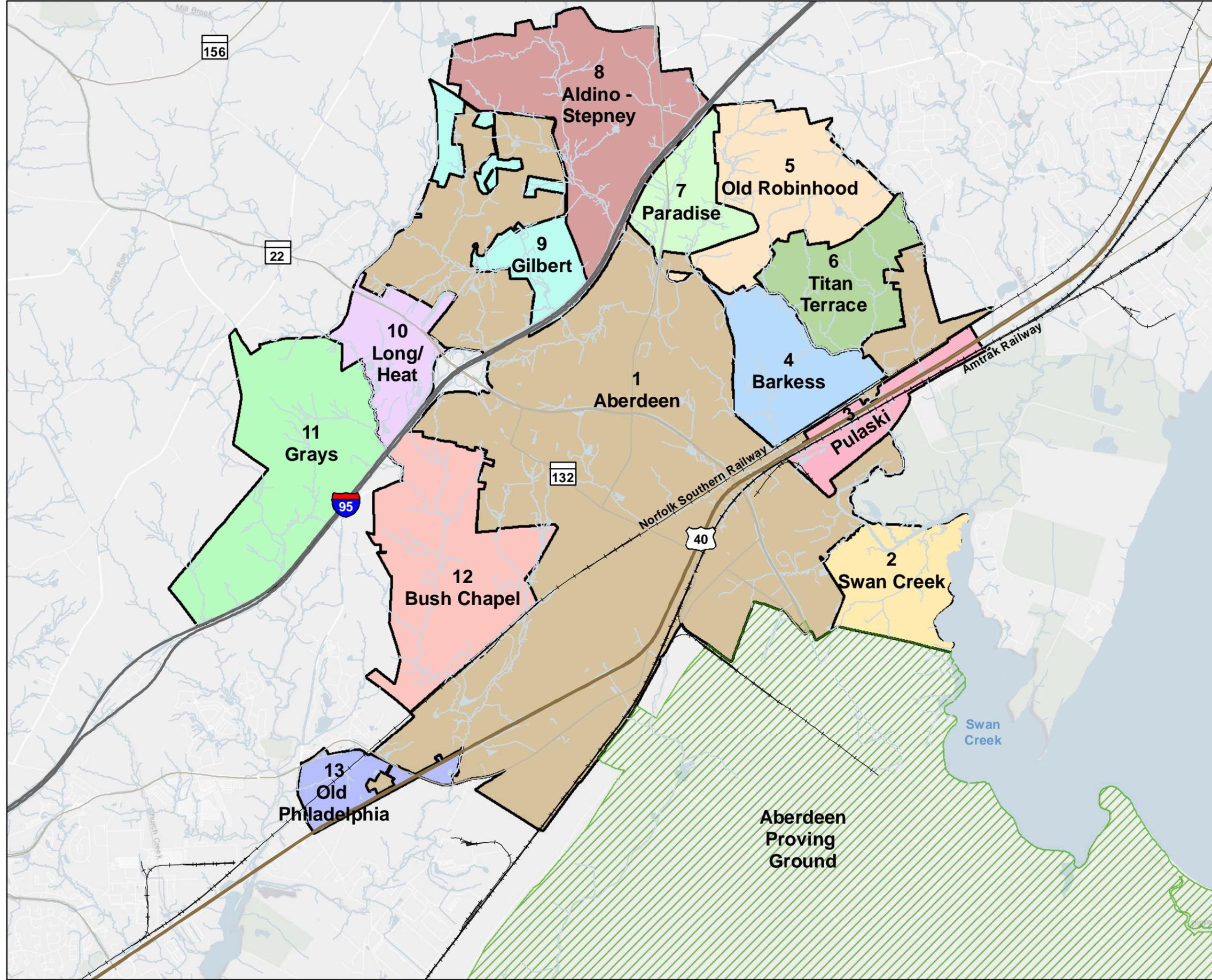
For example, the Bush Chapel Planning Area is identified as a high priority area, targeted for future growth and annexation. Current estimates suggest that nearly 1,600 dwelling units and 61 equivalent dwelling units (non-residential development expressed in terms of an equivalent number of dwelling units for water and wastewater usage purposes) could potentially be developed in this area. An influx of new residential development along with new commercial uses could produce greater demand on water and wastewater services than Aberdeen is able to provide immediately. Therefore, this plan suggests that a phased approach to annexation of this Planning Area be considered in the future if, or when, Aberdeen moves to incorporate these lands. Furthermore, annexation of the lands within the Bush Chapel Planning Area will need to be tied to the expansion of water and sewer infrastructure and transportation improvements. Therefore, use of a phased annexation approach would provide time to synchronize the infrastructure improvements with the annexation process and would then support the goals established in this Plan and would be consistent with Smart Growth-Priority Funding Area requirements and Aberdeen's Future Land Use Recommendations.

The proposed dwelling unit total includes basic assumptions regarding the net developable acreage due to protected natural resource areas, public rights-of-way, or open space. The estimates are discussed in more detail later in this chapter. The proposed equivalent dwelling units (EDUs) based on available water and wastewater capacities are presented in **Chapter 10—Water Resources**.

As mentioned previously, Plan Aberdeen has divided the area where it has analyzed the potential for future growth into 13 Planning Areas, each of which are discussed in more detail in the following sections of this chapter. As part of that analysis, the City identified the Planning Areas where it has the capacity for future growth and thinks future growth is appropriate—these are known as Growth Areas.

The City has analyzed the Planning Areas for their appropriateness to serve as a buffer or transitional area between anticipated growth in the City, or its Growth Areas, and the less developed areas of Harford County. These Planning Areas are termed "Rural Buffer Areas" and are not considered for growth under Plan Aberdeen. The Rural Buffer Areas also serve to protect the natural resources and sensitive areas of Swan Creek, Gashey's Creek, and Cranberry Run. Preserving these Planning Areas as rural buffers also serves to define the development edge of the City. It is important to note that the Planning Areas categorized as Rural Buffer Areas may continue to be developed regardless of Aberdeen's growth plans; each property owner has the inherent right to develop their lands consistent with Harford County's zoning code. This by-right development is why all Planning Areas contain potential residential growth regardless of the City's growth plans.

Previously, the 2011 Comprehensive Plan had identified 17 Planning Areas, including the City and APG as areas. This update has removed the Mullins, Stepney and Oakington Planning Areas, as well as APG, based on feedback from the Aberdeen Planning Commission and Planning Staff. Future development of APG is discussed in the Special Growth Area – Aberdeen Proving Ground section in this chapter on page 5-80. Despite these areas being removed from the 17 original Planning Areas, it is important to note that the City anticipates continued growth and development in these areas, but does not view these areas as potential annexation opportunities in the current planning horizon. The City will continue to coordinate with Harford County and APG to ensure growth in these areas is accounted for in City services, as appropriate. Additionally, revisions to the previous boundaries of Aberdeen, Barkess, Titan Terrace, Aldino-Stepney, Gilbert, Long/HEAT, Bush Chapel, and Old Philadelphia Planning Areas were performed

to provide consistency with ongoing development, expansion of City boundaries through annexations, and to reflect anticipated growth patterns.

While the City is authorized to exercise its planning and zoning powers under the *Maryland Land Use Article* in newly annexed areas, the *Local Government Article §4-416(b)* mandates that development of the annexed property cannot occur if the development would be substantially different than the use authorized under Harford County zoning at the time of the annexation. For five years following an annexation, it also restricts the development density of newly annexed property to no more than 50% greater than would have been permitted under Harford County zoning at the time of annexation; however, the Harford County Council may waive this requirement, if desired. The City's annexation procedures are discussed in more detail in the **Annexation Procedures** section of this chapter. The description of each Planning Area also includes the current Harford County zoning and future land use designations for reference.

Priority Funding Areas

Aberdeen is designated as a Priority Funding Area (PFA) within Harford County (see **Map 5-2, Priority Funding Areas**). The requirement for designating PFAs was established under the *1997 Neighborhood Conservation and Smart Growth Areas Act* (Smart Growth) and supports the State Visions for growth as expressed in the *1992 Planning and Zoning Enabling Act* (*Land Use Article of the Annotated Code of Maryland*). PFAs are locally designated areas eligible for State funding. PFA designations include municipalities, rural villages, communities, industrial areas, and planned growth areas to be served by public water and sewerage. The corporate boundaries of Aberdeen comprise the majority of the PFA.

The intent of the State's Smart Growth legislation, as well as other changes to Maryland laws affecting PFAs, is to marshal the State's financial resources to support growth in existing communities with public service infrastructure and to limit development in agricultural or undeveloped areas that do not have existing public infrastructure. The designation of new PFAs in the State are targeted towards those areas that meet minimum residential density requirements and that currently, or in the near future, provide public water and sewer services in addition to other criteria as outlined in the law.

PFAs are designated locally and Maryland Department of Planning (MDP) neither designates a PFA nor removes a local PFA designation; however, the *State Finance & Procurement Article §5-7B-08* permits Maryland Department of Planning to comment on a locally designated PFA if they determine that the area does not meet PFA designation criteria. If a jurisdiction submits a PFA Certification to Maryland Department of Planning that does not meet one or more of the criteria for PFA designation, Maryland Department of Planning will classify the PFA as a 'PFA Comment Area' on its PFA map. This classification communicates that the area has been designated locally but that, as determined by Maryland Department of Planning, it does not meet one or more PFA requirements. Within Aberdeen, some of the previously annexed properties are designated as PFA Comment Areas primarily due to the fact that these areas are not shown within the Harford County Master Water and Sewer Plan for provision of public infrastructure. Other properties or annexed areas are designated PFA Comment Areas because the annexation petitioner and/or property owner has not requested a waiver from the Harford County Council to permit an Aberdeen zoning designation that differs from the County's prescribed zoning designation.

MAP 5-2
Priority Funding Areas

City of Aberdeen
Planning Areas
Aberdeen Proving Ground- Special Growth Area
Priority Funding Areas
Water Bodies
Railroad

Major
Interstates
US Highways
State Routes
Local Routes
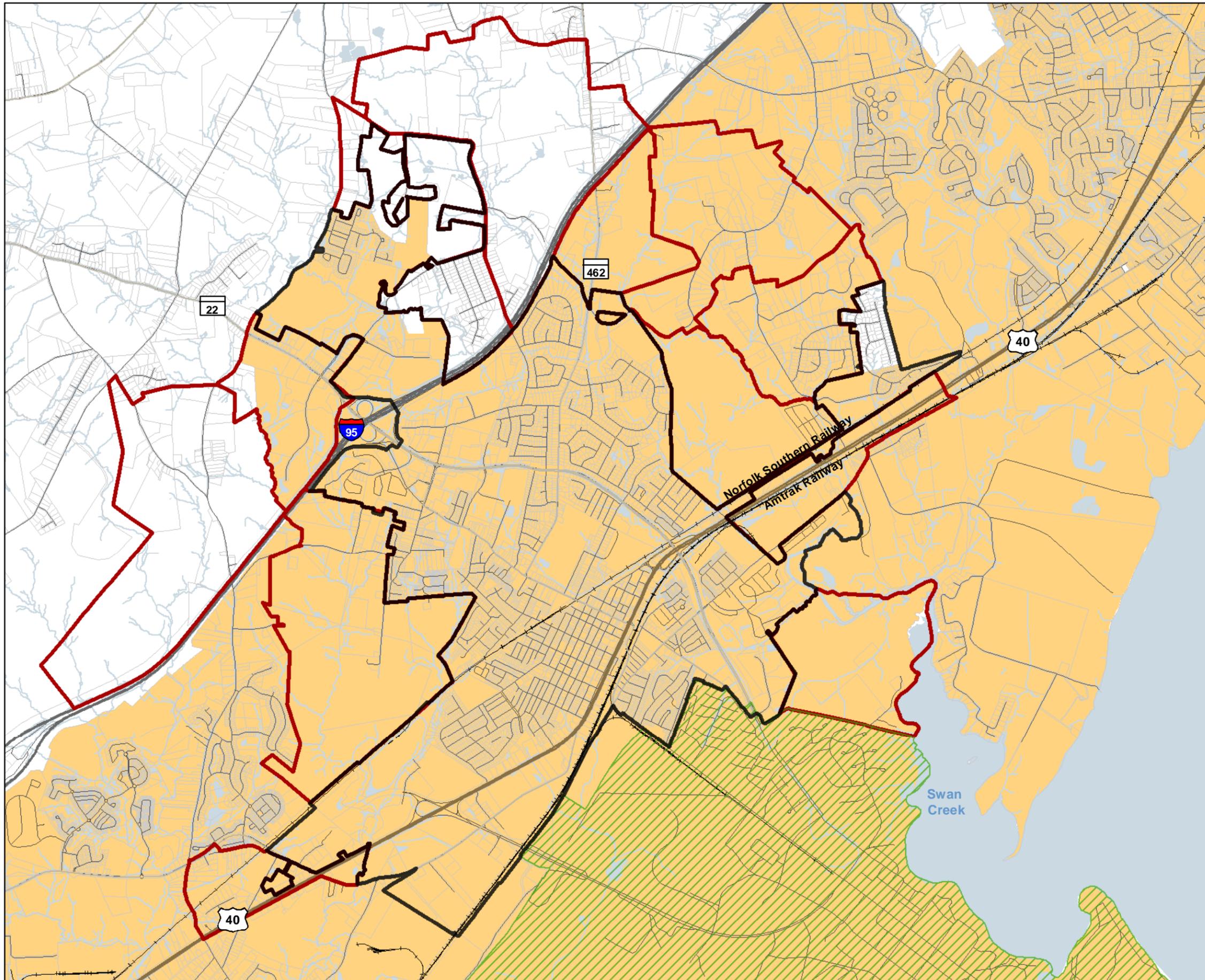
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Source: MD iMAP, MD Department of Planning

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Miles

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22

462

40

95

40

Norfolk Southern Railway
Amtrak Railway

Swan Creek

For the purpose of administering State funded programs that are subject to the PFA laws, State agencies will take into consideration a PFA Comment Area classification when processing funding requests and have typically treated PFA Comment Areas as equivalent to non-PFA areas for purposes of funding determinations. If a jurisdiction would like to remove a Comment Area classification, it should send an official letter to the Maryland Department of Planning, in a manner similar to a PFA Certification letter, requesting removal of the Comment. The letter should provide supporting information as to why the area now meets State criteria for PFA designation.

It is important to note that since October 2006, new municipal annexations seeking PFA designation must be submitted to the Maryland Department of Planning for PFA Certification. According to Maryland Department of Planning, Harford County properties annexed into the City that currently have PFA status do not retain such status and do not automatically become PFAs if annexed. Several of the areas in Aberdeen where future annexation may be considered include properties not currently identified within certified PFAs. Some areas that the City has annexed are shown on Maryland Department of Planning's PFA Map as having been annexed but are not a PFA; other areas are shown as Municipal PFA Comment Areas.

Growth Tiers

In 2012, the Maryland General Assembly passed the *Sustainable Growth and Agricultural Preservation Act of 2012* to address major developments served by on-site sewage disposal systems and their impact on the Chesapeake Bay and its tributaries. The legislation provides an option to local jurisdictions in Maryland to develop and adopt a system of Growth Tiers for future residential development. Four tiers were established by Harford County to identify where major and minor residential subdivisions may be located in a jurisdiction and what type of sewerage system can serve them.

The governing criteria for delineating Growth Tiers are established in the State law which also specifies the requirements for future development in each tier. The criteria for these tiers and the related development requirements are summarized in **Table 5-2, Growth Tier Criteria**. The City of Aberdeen adopted Harford County's Tier Map for the City and its Planning Areas, thereby establishing Growth Tiers under the *Maryland Land Use Article §1-508*, to the satisfaction of Maryland Department of Planning (MDP). Growth Tiers provides an option for local jurisdiction to be incorporated into the City's comprehensive plan. **Map 5-3, Growth Tiers** depicts the Growth Tiers adopted by the City in 2012. The City of Aberdeen will continue to review and revise the location and extent of each of these tiers in order to ensure that they consistently and correctly reflect current and future growth trends and are consistent with Harford County's Growth Tiers.

Table 5-2. Growth Tier Criteria

Tier	Criteria	Development Requirements
Tier 1	• Areas served by public sewer systems • Areas in locally designated growth area	• Major and minor subdivisions are permitted • All new subdivisions must connect to public sewer systems
Tier 2	• Areas that are planned to be served by public sewer systems (per the Harford County's adopted Water & Sewer Master Plan) • Areas in locally designated growth areas	• Major subdivisions are permitted and must connect to public sewer systems • Minor subdivisions are permitted and may connect to public sewer systems or utilize on-site septic systems • Minor subdivisions using on-site septic systems are considered interim and must connect to public sewer when available
Tier 3	• Areas not planned for public sewer service • Areas planned and zoned for large lot or rural development and that do not meet the Tier IV Criteria	• Major and minor subdivisions are permitted and must utilize on-site septic systems or private community systems • Public sewer systems are not available
Tier 4	• Areas not planned for public sewer service • Areas planned for large lot or rural development • Rural Legacy and Priority Agricultural Preservation Areas • Areas subject to conservation easements or covenants • Areas planned and zoned for land, agricultural, or resource protection or preservation • Areas dominated by agricultural or forest land	• Major subdivisions are not permitted • Minor subdivisions are permitted and must utilize on-site septic systems • Public sewer systems are not available

These specific development requirements apply to new residential subdivisions and do not apply to commercial, industrial, institutional, or other non-residential development. A minor subdivision creates five or fewer residential lots; a major subdivision creates six or more residential lots.

Protection of Sensitive Areas

The City places a high priority on the preservation and protection of natural environmental resources and sensitive areas. **Chapter 9—Environmental Resources & Sensitive Areas** describes the various natural resource features that are found within the City of Aberdeen. Included in these sensitive resources are streams; wetlands and their buffers; floodplains; habitats of threatened and endangered species; agricultural and forested lands intended for resource protection or conservation; soils that are especially prone to erosion or that are typically saturated; steeply sloped areas; areas in close proximity to the Chesapeake Bay or tidal wetlands; public wellhead protection areas; and historical sites in and around the City. Many of these sensitive areas are associated with three major stream valleys: Swan Creek, Cranberry Run, and Gashey's Creek.

Policies to protect these natural resources are also further described in **Chapter 10 – Water Resources** and **Chapter 9 – Environmental Resources and Sensitive Areas** elements of the Plan, as well as in the Code of the City of Aberdeen. These policies and ordinances seek to concentrate development in environmentally suitable areas to minimize adverse impact to these sensitive areas.

MAP 5-3
Growth Tiers
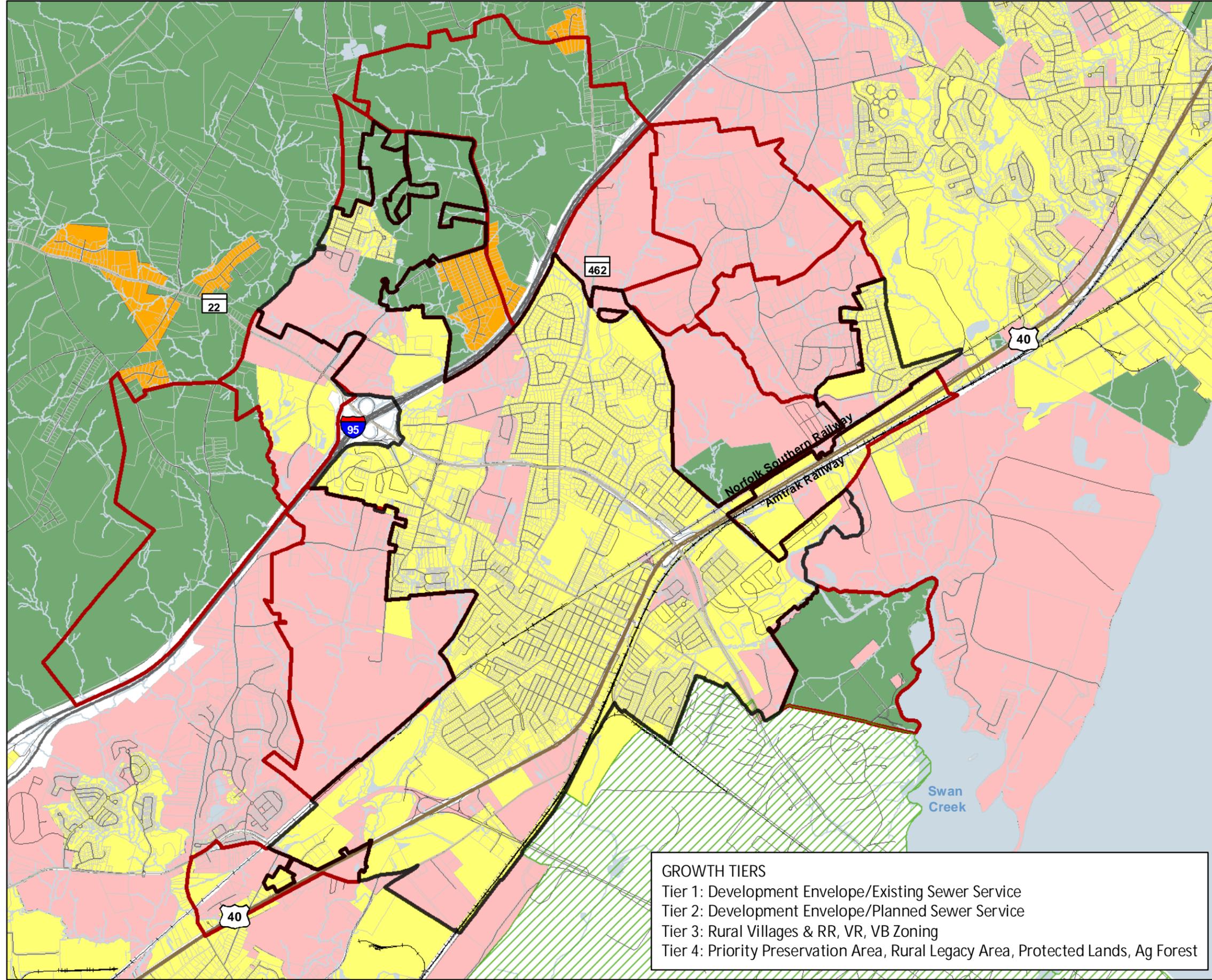
City of Aberdeen

Planning Areas

Aberdeen Proving Ground- Special Growth Area

Water Bodies

Railroad

Major Roads

Interstates

US Highways

State Routes

Local Routes

Growth

Tier 1

Tier 2

Tier 3

Tier 4

Swan Creek

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Source: Harford County

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GROWTH TIERS
Tier 1: Development Envelope/Existing Sewer Service
Tier 2: Development Envelope/Planned Sewer Service
Tier 3: Rural Villages & RR, VR, VB Zoning
Tier 4: Priority Preservation Area, Rural Legacy Area, Protected Lands, Ag Forest

Norfolk Southern Railway

Amtrak Railway

PLANNING AREA DETAILS

For this Plan Aberdeen update, narratives were prepared that summarize the planning analysis for each of the 13 Planning Areas. These narratives, found below from page 5-26 through 5-91, provide details on the characteristics of each area and include descriptions of the boundary of each Planning Area along with quantification of existing land uses; zoning; topography; transportation infrastructure; natural features; and cultural and historic assets. These factors and their interrelationships have a direct bearing on structuring the optimal future land use for any given area. For example, the presence of key topographic features (e.g., major ridges, drainage swales) will more readily support some land use activities, while discouraging other uses. Similarly, future land use recommendations must also account for existing public infrastructure like roads or railroads. These narrative sections will provide insight into the conditions of each Planning Area and how the conditions impact future land uses.

The analysis of the Planning Area's existing land use would typically be based on Harford County's mapping data as the land within these Planning Areas are currently regulated by Harford County. However, the County's land use categories focus more on the intensity of uses, and not as much on the difference in types of uses when drawing the land use boundaries. In the County's land use schema, presented in the bulleted list below, a high intensity commercial use may be included in a land use feature that also contains high intensity residential areas. Aberdeen's land use schema, presented in Chapter 4 *Land Use,* tries to separate these uses with greater focus on the actual use and not just intensity. To provide a more consistent approach to comparing existing and future land uses, as part of this Comprehensive Plan update, we have reviewed the lands within the Planning Areas and created land use features that are consistent with Aberdeen's approach to mapping land use.

The Land Use categories that were applied to enhance Harford County's existing Land Use data include the following:

- **Agricultural.** Areas where agriculture is the intended primary land use. Residential development potential is limited and available at a density of 1.0 dwelling unit for every 10 acres. No new commercial or industrial uses are permitted except those intended to serve the agriculture industry or residents of the area while maintaining the character of the surrounding countryside. No revisions to this Land Use category were necessary as Harford County and Aberdeen's definitions were consistent.

- **Low Density Residential.** These areas are characterized by low-density residential development with densities typically ranging from 1.0 to 3.5 dwelling units per acre. Harford County's Land Uses designated as Low Intensity were often reclassified as Low Density Residential where the use was residential in nature.

- **Medium Density Residential.** These areas are characterized by residential uses with a slightly greater density, typically ranging from 3.5 to 10 dwelling units per acre and may contain attached, multi-family dwelling units. Harford County's Land Uses designated as Medium Intensity were often reclassified as Medium Density Residential where the use was residential in nature.

- **High Intensity Commercial.** These areas were generally located along the Route 40 corridor and feature denser commercial activities as the primary land use. These areas are also appropriate for a wide range of commercial uses including retail centers, home improvement centers,

automotive businesses, and professional offices. Harford County's Land Uses designated as High Intensity were often reclassified as High Intensity Commercial where the use was commercial in nature and where intensity of development warranted.

- **Industrial.** These land use designations are intended to highlight areas where manufacturing, warehousing, and distribution operations are the primary land use. Generally, these designations are situated along major transportation corridors. No revisions to this Land Use category were necessary as Harford County and Aberdeen's definitions were consistent.

- **Institutional.** These land uses are generally devoted to public use or non-profit purposes and often include places of worship, schools and municipal offices, hospitals, or community centers. No revisions to this Land Use category were necessary as Harford County and Aberdeen's definitions were consistent.

- **Open Space / Forested.** These land uses are often characterized by passive or active recreational uses, undisturbed tracts of forests, and generally undeveloped or precluded from development due to environmental constraints or covenants on the title to the land. No revisions to this Land Use category were necessary as Harford County and Aberdeen's definitions were consistent.

- **Municipal.** Those areas that are currently located within the limits of the City of Aberdeen were designated as Municipal Land Uses. No revisions to this Land Use category were necessary as Harford County and Aberdeen's definitions were consistent.

Harford County's land use designations and zoning are important considerations for the analysis of Aberdeen's Planning Areas—each Planning Area description references the existing land use from Harford County's 2016 Master Plan—*HarfordNEXT*. In the build out analysis provided for each Planning Area, the future land use designation used for these projections are based on the future land use category desired by Aberdeen, determined as a part of this plan update.

Descriptions of the City's zoning districts and land use classifications are also found in **Chapter 4—Land Use**. It is important to note that there are significant differences between land use category names and definitions between Harford County and the City of Aberdeen.

Following the summary information presented for each Planning Area, a growth projection table has been created to provide insight into the type and extent of growth that is likely to result from the revisions to the land use designations proposed for these areas. The tables present the acreage of existing land uses as of today; the proposed total acreage of that land use in the future when the areas are annexed into Aberdeen; presents an estimate of the amount of land available for development in each planning area and by land use designation; and also estimates the number of dwelling units, or equivalent residential units, that could be developed in the future. Finally, these tables estimate the total number of residents that could be supported by new residential development in each area. The detailed methods by which the information shown in these tables were developed is provided in the Methodology section of this Chapter.

Some Planning Areas are not being considered for growth at this time due to the lack of public infrastructure, the presence of environmental constraints, or community opposition to growth in specific areas. Regardless of the designation of a Planning Area as a growth or buffer area, and regardless of the prioritization of these areas, all of the Planning Areas are important to the City's future growth as they all contribute to the quality of life and sustainability for Aberdeen. Critically, the designation of a Planning

Area as a non-growth area DOES NOT preclude future development of those areas consistent with the existing zoning of parcels that fall within these areas. This is evident when considering areas like the Swan Creek Planning Area. It is designated for future use as a buffer and for protection of groundwater resources, however this designation still permits property owners to develop their land consistent with Harford County Zoning regulations. If these properties are annexed in the future, they will still retain their underlying development rights consistent with the zoning category that is assigned by the City at the time of annexation. Therefore, even areas marked for buffer uses are shown with the potential for development of new residential units, or equivalent residential units, in the sections that follow. Additionally, this potential build out analysis does not constitute endorsement by the City of this level of, or type of, future development. It is simply a reflection of what is possible under different land use scenarios.

The Harford County Development Envelope, originally adopted in 1977, was focused on concentrating growth along the US 40 corridor. The Development Envelope includes the areas surrounding the I-95 and US 40 corridor as they traverse Harford County from west to east. The Development Envelope also includes the US 24 and MD 924 corridors as they connect from I-95 and US 40 north to Bel Air. Aberdeen falls within the Development Envelope, but some portions of the Planning Areas fall outside the Development Envelope.

The City's Land Use Map (see **Map 4-1, Existing City Land Use**) represents a generalization of planned land use patterns and intensities, roughly defining the intended location of development. The map also depicts the Development Envelope, the areas where public water and sewer services are available, or planned, and that is intended to contain the bulk of future development. As mentioned previously, additional information on the existing Land Use for the City can be found in **Chapter 4 – Land Use**. Note that the City's existing land use does not cover areas outside the City boundary.

The existing and future land uses anticipated for Planning Areas, with the exception of Planning Area 1 – Aberdeen, are shown on **Map 5-4, Planning Areas Existing County Land Use** and **Map 5-5, Planning Areas Future City Land Use**. The existing and future land use maps for Planning Area 1 – Aberdeen are included in **Chapter 4 – Land Use**. The existing land use is determined based on the primary use of the underlying parcel of land. While most parcels contain a single land use, some larger parcels were split to reflect multiple discrete uses on that land. The future land use map data was developed throughout the PlanAberdeen process and is based on input from the community, City officials, and City staff. Future land uses were designated according to the desired shape of growth for the area. Note that land use changes depicted in the future land use map may often require modifications to the underlying zoning designation in order to support the vision of growth reflected in the future land use map.

MAP 5-4

Planning Areas
Existing County Land Use

Legend:
- Planning Areas
- Water Bodies
- Railroad
- Aberdeen Proving Ground- Special Growth Area

Major Roads
- Interstates
- US Highways
- State Routes

Current Land Use
- Low Density Residential
- Medium Density Residential
- High Intensity Commercial
- Industrial
- Institutional
- Agriculture
- Open Space / Forested
- Municipal
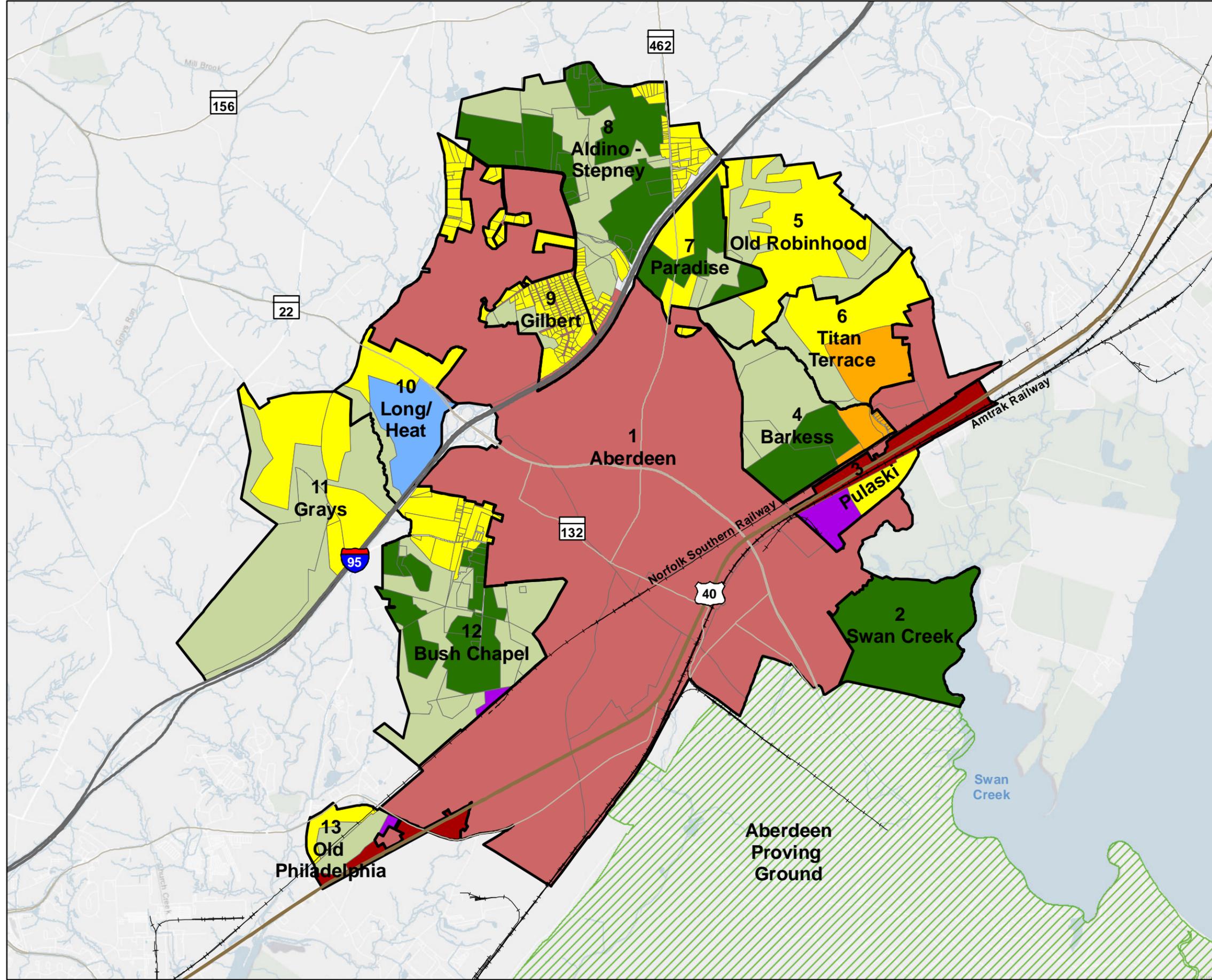
Planning Areas (labeled on map):
1. Aberdeen
2. Swan Creek
3. Pulaski
4. Barkess
5. Old Robinhood
6. Titan Terrace
7. Paradise
8. Aldino - Stepney
9. Gilbert
10. Long/Heat
11. Grays
12. Bush Chapel
13. Old Philadelphia

Aberdeen Proving Ground

Swan Creek

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Source: Wallace Montgomery

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MAP 5-5

Planning Areas
Future City Land Use

Legend

- Planning Areas
- Water Bodies
- Railroad
- Aberdeen Proving Ground- Special Growth Area

Major Roads
- Interstates
- US Highways
- State Routes

Future Land Use
- Low Density Residential
- Medium Density Residential
- High Density Residential
- High Intensity Commercial
- Industrial
- Institutional
- Mixed Use
- Agriculture
- Open Space / Forested
- Municipal
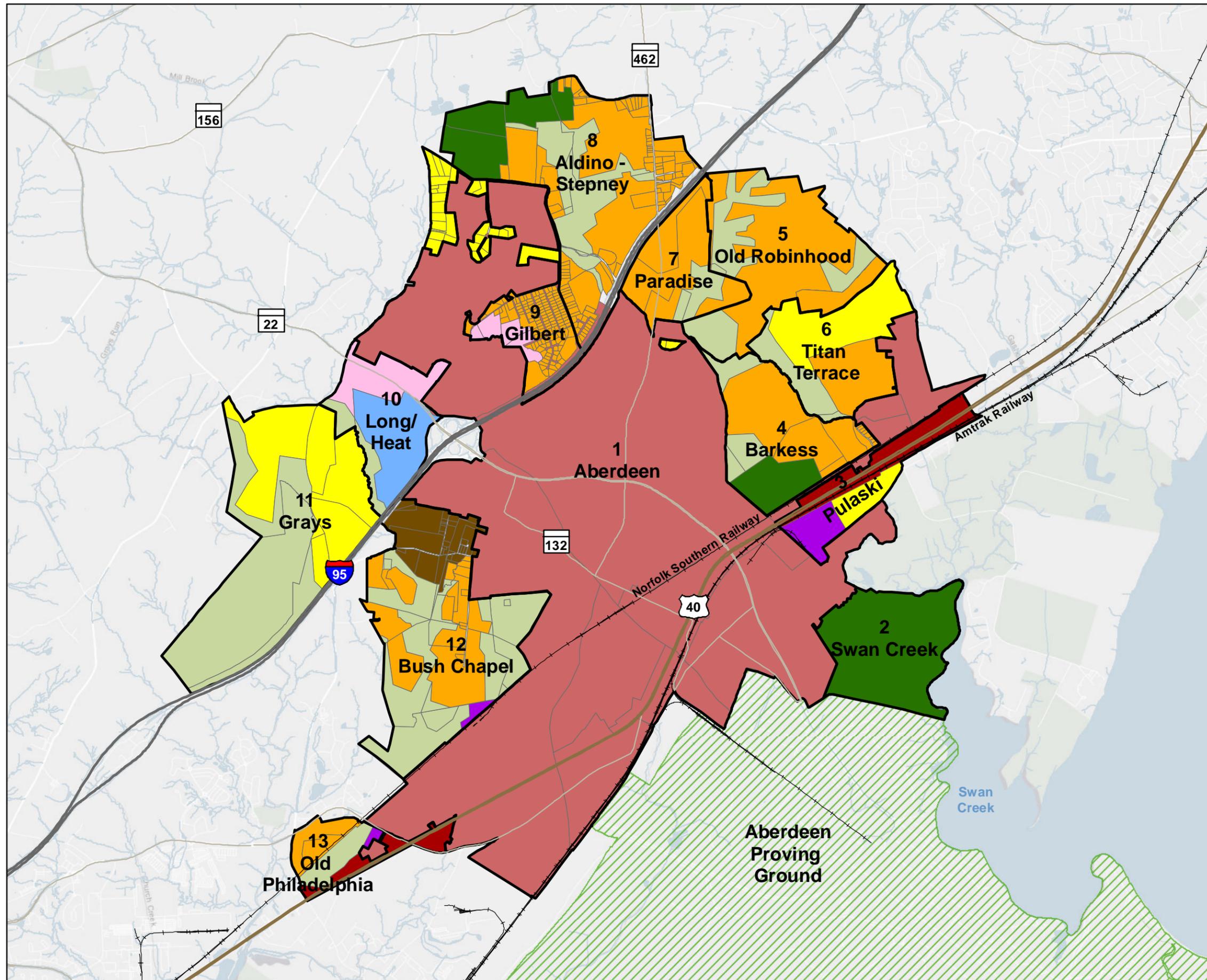
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Planning Areas (map labels):
- 1 Aberdeen
- 2 Swan Creek
- 3 Pulaski
- 4 Barkess
- 5 Old Robinhood
- 6 Titan Terrace
- 7 Paradise
- 8 Aldino - Stepney
- 9 Gilbert
- 10 Long/ Heat
- 11 Grays
- 12 Bush Chapel
- 13 Old Philadelphia

Aberdeen Proving Ground

Swan Creek

Amtrak Railway
Norfolk Southern Railway

PLANNING AREA 1 - ABERDEEN

Planning Area 1—Aberdeen

Size:	3,880.66 acres
Area Type:	Growth Area
Description:	Planning Area 1, Aberdeen (see **Map 5-6, Planning Area 1 Aberdeen**), consists of all the land within the corporate limits. The City of Aberdeen contains 3,880.66 acres (6.04 square miles). According to the U.S. Census Bureau (2017 ACS Census projections) the population is estimated to be 16,254 in 2020.
	Located 30 miles north of Baltimore, Aberdeen flanks the northeastern coastal transportation corridor stretching from Washington to Boston. Direct linkages to this transportation network have been a major force in shaping the City's past growth and will continue to influence its future growth. Two major railroad lines pass through the City. When the divided Pulaski Highway replaced the old, winding Philadelphia Post Road in the 1930s, extensive commercial development followed. As in the past, new development opportunities can be traced to the growth of Aberdeen Proving Ground (APG) and major improvements in the transportation system. With I-95 passing through Aberdeen on the northwest, the pressures for land development opportunities have emerged at the I-95 Interchange, creating an additional focus of activity in Aberdeen.
Key Features:	Within the City limits, key features include the University of MD Upper Chesapeake – Aberdeen Medical Campus; Ripken Stadium Complex; commercial activity along MD 22 and West Bel Air Avenue entering the City from the northwest along with nearly the entire stretch of US 40; Main Street Designation; several parks and open space; 6 school facilities; several fire stations; and the City's administrative facilities. Residential land uses form the predominate land use in the City. Two major roadways are located in the City; Interstate 95 and US 40. Combined with the two railroad lines, Aberdeen features transportation connectivity options that few other areas offer.
Municipal Land Use:	Residential, Commercial, Institutional, Industrial, Mixed-Use, Open Space
Municipal Zoning:	The zoning classifications designated within the City include all those categories detailed in Chapter 4 – Land Use.
Natural Features:	Even though this area has been developed over the decades, there are still substantial natural resources located within the City. Aberdeen contains scores of previously mapped wetlands; according to the Maryland Department of Natural Resources (DNR) approximately 95.5 acres of wetlands are located within City boundaries. Approximately 300 acres of land falls within a designated flood-prone area, including the floodway and 100-year flood hazard zones. Nearly 410 acres of forest has been identified as a Green Infrastructure Corridor; these areas serve to provide wildlife with vital passageways between habitats. An additional 1,182 acres of forest land has been identified as providing interior-dwelling species habitat.

These areas support species that rely on large, forested tracts for their habitats. Nearly 780 acres of land in the City have been designated as Sensitive Species Project Review Areas (SSPRA); these areas exhibit characteristics that rare, threatened or endangered species may use for habitat.

Future Land Use Recommendation: Aberdeen is expected to continue to face development pressure over the next ten years and this Plan Update recommends continuing to focus on the existing town limits for future growth and redevelopment in all sectors. While recent national economic uncertainties may constrain the rate of economic growth, local and regional economic conditions will continue to sustain residential and commercial growth in Aberdeen at a moderate level. As public services and infrastructure exist within the City and capacity is still available for additional residents, the Aberdeen Planning Area should be focused on infill opportunities as this would minimize costs associated with maintenance and expansion of public infrastructure and services as compared to expanded growth in areas outside of the City. In addition to development of currently vacant or underutilized parcels, Aberdeen should consider opportunities to increase the density of land uses. This would be consistent with the State's Smart Growth program and goals.

The TOD and IBD areas should be analyzed recurrently to ensure that the mix of uses is consistent with what the regulations and previous Comprehensive and TOD Master Plans have suggested. A target land use coverage distribution percentage should be established for each general category of permitted use in each TOD and IBD area to maximize the benefit to residents. For example, these targets could be set for an even mix of residential to commercial use, or to preference more commercial uses than residential. Essentially, if the IBD and TOD zoning regulations permit establishment of residential and commercial uses, but the only use that has been developed in these areas are residential, then Aberdeen should modify the specifics of the regulations to incentivize development of commercial uses. This could include providing basic tax incentives, waiving of development fees, increased density or intensity allowances, and similar provisions to encourage the creation of true mixed-use areas. Expansion of these zoning districts should be considered on a recurring basis. Consider establishing maintenance standards for facades and structures in the TOD and IBD areas.

Consider the formulation of Revitalization Committees to analyze the more established residential areas of Aberdeen, with the goal being to identify potential locations that can receive grant funding for blight removal, demolition and redevelopment. These committees should consider development of maintenance standards for residential areas to help ensure sufficient upkeep of residential inventory. Continue to work with economic development organizations to identify potential commercial interests that provide a service or good currently missing in Aberdeen. Where appropriate, utilize zoning incentives to attract these commercial interests.

Monitor the forthcoming University of Maryland Upper Chesapeake Health development to potentially provide additional zoning flexibility to integrate associated health services. Consider opportunities to leverage this new facility with

educational services and workforce development resources to promote a local employment pipeline in health care services. Work with residential organizations and transportation planners to identify locations where public transportation is unavailable but where demand exists. Develop plans to provide increased transportation options for underserved communities.

Determine the proportion of vacant rental housing and compare this to the level of demand both in the City and in the immediate surroundings. Aberdeen should consider implementing a rental registry program to support this analysis of supply and demand as well as to support livability standards and goals for rental stock. Consider provisions to increase rental housing stock through density bonuses or similar regulations. Similarly, continue to coordinate with community organizations to facilitate the path to home ownership for historically disadvantaged residents.

Table 5-3 below presents the existing and proposed land use distribution for Aberdeen.

Economic Development: The City of Aberdeen is well positioned to continue expansion of their economy. Several recent studies performed by, or on behalf of the City have illustrated growth opportunities within this Planning Area. Specifically, the "Aberdeen I-95 Area Land Use Study" from 2019 provides more detailed recommendations that are consistent with the goals and vision established in this and previous Comprehensive Plan efforts. It is important to note that many of these previous studies utilize Census derived population estimates that have been exceeded by more recent projections; this is important as it indicates that the City grew more quickly than anticipated. With this increased rate of growth comes additional demand for goods and services that translates into more economic development.

Aberdeen should build upon the forthcoming University of Maryland Health Upper Chesapeake Medical Center development and identify public-private partnerships that encourage creation of health care related workforce services. This includes educational opportunities to build a health care workforce pipeline with local residents; associated health care services such as private providers and physicians' offices; health care supply chain elements, logistic support, and maintenance providers and their commercial or office fronts; medical research; and biomedical manufacturing. These economic development efforts should also include promotion of standard commercial fare like restaurants, banks, and grocery stores. Aberdeen should also consider this area for development of on-site short- or long-term medical assistance housing, or semi-assisted living quarters, that offer new or additional residential options for aging populations.

Many additional economic development opportunities should be considered for the City including the continued relations with APG, as well as attracting light-industrial/manufacturing facilities; technology-related enterprises; recreational industry facilities like expanded multi-purpose fields, concert halls or outdoor concert facilities; or leisure and entertainment destinations including family entertainment centers like Great Wolf Lodge, attractions like Ladew Gardens, and other family-centric enterprises.

Table 5.3 – Planning Area 1 – Aberdeen

Land Use Class	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)***
High Density Residential	224.91	361.31	52.14	20	10	587	1456
Medium Density Residential	509.27	594.78	135.61	10	3.5	687	1704
Low Density Residential	703.65	672.15	64.23	3.5	1	108	268
Mixed Use	117.63	410.95	158.35	20	5	1,485	3,683
Residential Total	1,555.46	2,039.19	410.33			2,867	7,111

Non-Residential Land Use Class			Projected Developable Area*	Estimated Lot Coverage (ac)	EDU Conversion Ratio (# of EDU per acre of land cover)	Resulting EDUs
Commercial	441.88	477.54	78.56	32.4	11.92 EDUs per ac of land cover	386
Industrial	605.01	600.08	63.52	26.2	18.76 EDUs per ac of land cover	492
Institutional	234.94	271.55	16.11	6.65	33.25 EDUs per ac of land cover	221
Open Space /Recreation/ Forested	987.55	436.48	0	N/A	N/A	0
Transportation	55.82	55.82	0	N/A	N/A	0
Non-Residential Total	2,325.20	1,841.47	158.19	374.61		1,099
Total	3,880.66	3,880.66	568.52			3,966

*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.

MAP 5-6

Planning Area 1 - Aberdeen
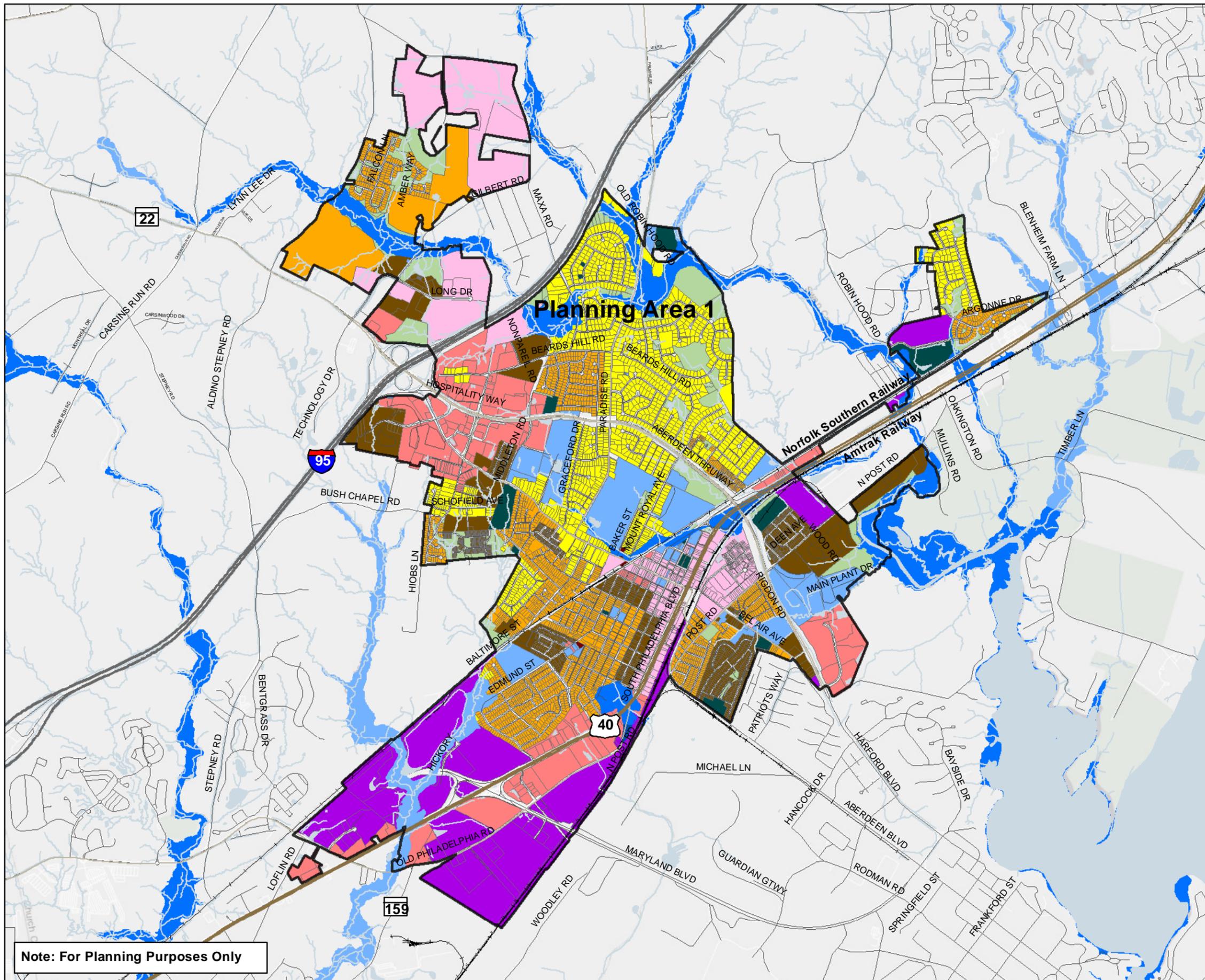
Planning Area 1 - Aberdeen
Water Bodies
Railroad

Major Roads

Interstates
US Highways
State Routes
Local Routes

1% Chance/100-Year Flood Hazard Areas

A
AE
AO

Future Land Use

Low-Density Residential
Medium-Density Residential
High-Density Residential
Highway Commercial
Neighborhood Commercial
Industrial
Institutional
Mixed-Use
Open Space / Forested
Recreation / Open Space

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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Planning Area 1

Note: For Planning Purposes Only

PLANNING AREA 2 – SWAN CREEK

Planning Area 2—Swan Creek

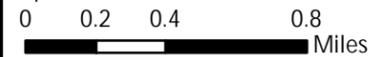|	
Size:	360.55 acres
Area Type:	Buffer Area
Description:	Planning Area 2—Swan Creek (see **Map 5-7, Planning Area 2 Swan Creek**) contains approximately 360 acres (0.56 square miles) and is located east of the City. The boundary begins at the borders of Aberdeen Proving Ground and North Gate Business Park and southeast of the City's Wastewater Treatment Facilities and Maintenance Department and extends to the southern border of the Mullins Landfill site.
Key Features:	The Swan Creek Planning Area is comprised primarily of agricultural properties. Approximately 250 acres of land is under an Agricultural Easement. This easement was enacted by Harford County's Agricultural Preservation program in 2009. There is also a private water line that is located on this property, serving the Father Martins Ashley property (10,000 gal/day). Two large Maryland Environmental Trust (MET) easements are located within this area.
County Land Use:	Low Intensity
County Zoning:	R1 Urban Residential District
Natural Features:	The land is moderately sloped with stands of forested areas along Swan Creek. This planning area is located within the Chesapeake Bay Critical Area - Resource Conservation Area (RCA). The RCA is the most restrictive land use designation in the Critical Area program, intended to limit development in areas historically characterized as undeveloped, natural, or agricultural. Tidally influenced wetlands are present along the shoreline with Swan Creek and non-tidal wetlands dot the area. The majority of the area is currently protected by an agricultural easement.
Future Land Use Recommendation:	This Planning Area is a low priority area recommended for establishing a buffer for the City. The Swan Creek Planning Area is identified as a Buffer Area and has been almost completely preserved through a combination of protective easements. Aberdeen should continue to ensure these easements remain in effect and work with property owners to enhance the established natural resources. The environmental constraints of this Planning Area, combined with the presence of the agricultural and MET easements, leave very little area available for development of any type. Aberdeen recognizes the importance of preserving the natural resources, MET easements, and existing agricultural uses. Any development in this Planning Area will need to address transportation access as the entry to APG is in the immediate vicinity and accessed off the same connecting roadways.

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Table 5.4 – Planning Area 2 – Swan Creek

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	360.55	360.55	0.00	N/A	N/A	0	0
Total	**360.55**	**360.55**	**0.00**	**N/A**	**N/A**	**0**	**0**

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure

Note: For Planning Purposes Only

MAP 5-7

Planning Area 2 - Swan Creek

City of Aberdeen
Planning Area 2 - Swan Creek
Water Bodies
Railroad
Major Roads
Interstates
US Highways
State Routes
Local Routes
1% Chance/100-Year Flood Hazard Areas
A
AE
AO
Future Land Use
Agriculture

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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PLANNING AREA 3 – PULASKI

Planning Area 3—Pulaski

Size:	221.65 acres
Area Type:	Growth Area
Description:	Planning Area 3, Pulaski (see **Map 5-8, Planning Area 3 Pulaski**) contains approximately 221.65 acres (0.35 square miles) and occurs along the US 40 corridor heading northeast, extending about a mile and a half from the edge of the current City boundary. The area generally includes the properties between US 40 and the CSX railroad to the north, and from US 40 to the Amtrak railroad to the south except where it expands to include the properties north of Old Post Road. It extends to the northeast to encompass the Swan Creek Village Center.
Key Features:	The primary features in this Planning Area include the Swan Creek Village Center, a commercial shopping center; undeveloped parcels fronting US 40; a warehouse distribution site; and some low-density residential uses. An 8-inch force wastewater main is located along the northern side of US 40 in this area and provides service to a handful of properties in the area. There are five sites listed on the Maryland Inventory of Historic Properties in this Planning Area. These sites include two historic bridges over Swan Creek, one on US 40 and the other on Old Post Road; the Christie Cabin and Tenant House; Union Church Rectory; and the Union Chapel Methodist Episcopal Church.
County Land Use:	High Intensity and Low Intensity uses split the area roughly in half; within the Harford County Development Envelope
County Zoning:	R2 Urban Residential District; CI Commercial Industrial District; GI General Industrial District
Natural Features:	The Planning Area contains part of the Chesapeake Bay Critical Area around Swan Creek where it intersects US 40. This same area is also a mapped floodplain area, containing floodway and 100-year floodplain features. The forest cover that exists in this Planning Area is part of a larger network of forests and has been mapped as a Green Infrastructure Corridor.
Future Land Use Recommendation:	This Planning Area is a low priority area recommended for future establishment with limited growth and redevelopment . The Pulaski Planning Area proposed future land use is for commercial land uses along the northern side of US 40 but also contains land uses for residential and general industrial uses on the southern side of US 40. Aberdeen should seek to maximize the conservation of existing forest cover in this area to support wildlife passage along the greenway corridor. Priority should also be given to maintaining the character of the historic properties in this area. Aberdeen should consider that development pressure will likely be exerted on the parcels with frontage on US 40 for future commercial or industrial uses, consistent with the existing patterns of development along this area.

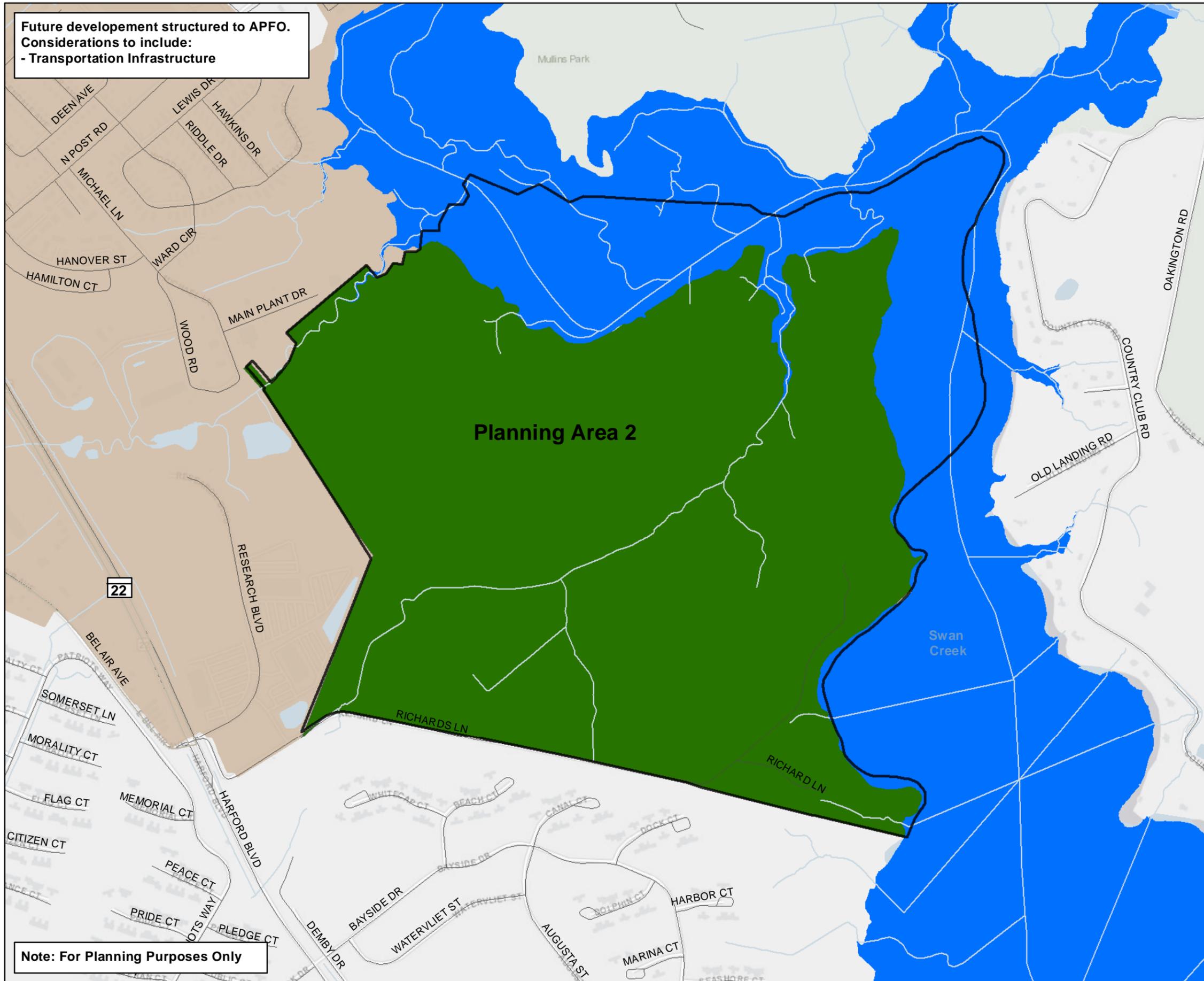**Table 5.5 – Planning Area 3 – Pulaski**

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	47.75	47.75	27.1	3.5	1	46	114
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
High Intensity Commercial	120.85	120.85	21.79	N/A	8.98	107	0
Industrial	53.05	53.05	3.02	N/A	1.24	23	0
Total	221.65	221.65	51.9	N/A	N/A	176	114

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Note: For Planning Purposes Only

Planning Area 3

MAP 5-8
Planning Area 3 - Pulaski

City of Aberdeen
Planning Area 3 - Pulaski
Water Bodies
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

Community Facility Considerations
Potential Open Space/Parks

1% Chance/100-Year Flood Hazard Areas
A
AE
AO
Recommended Roadway Network

Future Land Use
Low Density Residential
Commercial
Industrial

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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N

Map labels:
Amtrak Railway
Norfolk Southern Railway
ROBIN HOOD RD
TITAN TER
NOVA DR
L STAR WAY
GEMINI
ARGONNE DR
LAYNE CT
MELISSA CT
JASON LN
ROCK GLENN BLVD
PALOMINO RANCH RD
LOCUST ST
WALNUT ST
CHESTNUT ST
PINE ST
WILLIAMS DR
Swan Harbor Farm
40
MULLINS RD
OAKINGTON RD
TIMBER LN
BEARDS HILL RD
PLEASANT LN
CLOVER ST
RAILBIRD ALY
N POST RD
AZTEC ST
INCA ST
Mullins Park
DEEN ALY
CENTER DEEN AVE
DEEN AVE
DEEN ST
LEWIS DR
HAWKINS DR
WOOD RD
EMMIT AVE
MICHAEL LN
WARD CIR
RAMP
RAMP
RAMP
22
TAFT ST
ALLEY 2
WILSON ST
ABERDEEN THRUWAY
COUNTRY CLUB RD

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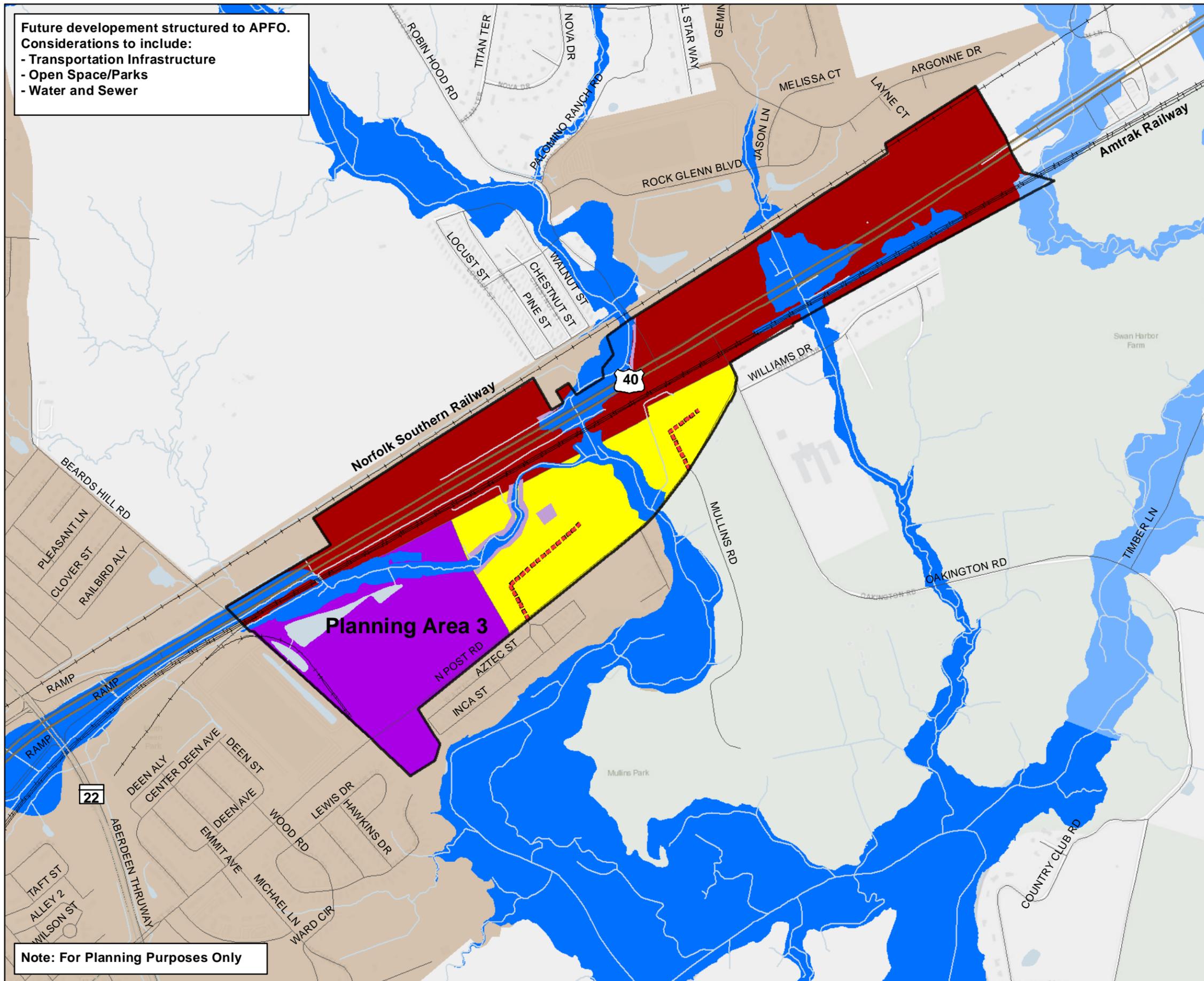
PLANNING AREA 4 – BARKESS

Planning Area 4—Barkess

Size: 385.95 acres

Area Type: Growth Area

Description: Planning Area 4, Barkess (see **Map 5-9, Planning Area 4 Barkess**) contains approximately 386 acres (0.59 square miles) and is immediately east of the main portion of the City. Located north of US 40 and the CSX railroad, Barkess lies southeast near the intersection of Robin Hood Road and US 40. Following Robin Hood Road until it intersects Swan Creek, Barkess then follows Swan Creek to the northwest until it meets Old Robin Hood Road. The western and southwestern boundary of Barkess is formed by the existing City limits.

Key Features: The majority of this Planning Area is undeveloped. A 20-inch water main runs from north to south, roughly bisecting the area. The water main is owned by APG and runs from Chapel Hill to APG. Swan Harbor Dell park is located in the southeast corner of this area and some active farmland is located in the southern portion as well. Windmere Estates, a residential development within the City, is located immediately to the west and offers the potential for road connectivity for future development.

County Land Use: Low Intensity & Industrial/Employment; within the Harford County Development Envelope

County Zoning: R1 Urban Residential District; R2 Urban Residential District; R4 Urban Residential District; CI Commercial Industrial District; GI General Industrial District

Natural Features: The tracts of land comprising this planning area are gently to moderately sloping. Several areas in the northern portion of the planning area, along Swan Creek and Robin Hood Road, have severely sloping topography and sensitive environmental areas including mapped floodplains. The western half of the planning area contains significant tree cover. Swan Creek is a major environmental feature of this planning area. The parcel known as the Barchowsky property located within this Planning Area contains an 85.85-acre conservation easement with the Maryland Environmental Trust. Located on this property is a Maryland Historic Property, referred to as Swansbury, that contains structures dating back to c. 1775. Environmental data developed by Maryland Department of Natural Resources (DNR) indicates that much of the forested area in this Planning Area may support rare, threatened, or endangered species.

Future Land Use Recommendation: This Planning Area is a medium priority area recommended for future low density residential growth. With the exception of the land in this Planning Area that is protected by conservation easements, the Barkess area contains significant growth opportunity for Aberdeen. Residential development at a low- to medium-density would be consistent with the existing development patterns in the surrounding area. Commercial or light industrial uses along the vicinity of the railroad right-of-way would also be consistent with historic development patterns. New residential development should identify opportunities for new points of transportation connection with the existing residential developments adjacent to Barkess and within the City. This will help to encourage connectedness and will promote alternative modes of transportation. Care must be taken to ensure any development does not impact the historic structures on the Swansbury property. Development of this area should take care to preserve as much forest cover as possible as it provides significant habitat and connectivity for wildlife. Consider potential for farm brewery to enhance existing agricultural preservation and historic site attraction.

Table 5.6 – Planning Area 4 – Barkess

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	141.21	84.64	0.00	0.05	0.05	0	0
Low Density Residential	4.66	4.65	0	3.5	1	0	0
Medium Density Residential	45.21	234.59	166.52	10	3.5	843	2091
Non-Residential Land Uses				Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	194.87	62.06	0.00	N/A	N/A	0	0
Total	385.95	385.94	166.52	N/A	N/A	843	2091

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Note: For Planning Purposes Only

MAP 5-9

Planning Area 4 - Barkess

- City of Aberdeen
- Planning Area 4 - Barkess
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

1% Chance/100-Year Flood Hazard Areas
- A
- AE
- AO

Community Facility Considerations
- Potential Open Space/Parks
- Recommended Roadway Network

Future Land Use
- Medium Density Residential
- Agriculture
- Open Space / Forested

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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Planning Area 4

Chapter 5 – Municipal Growth
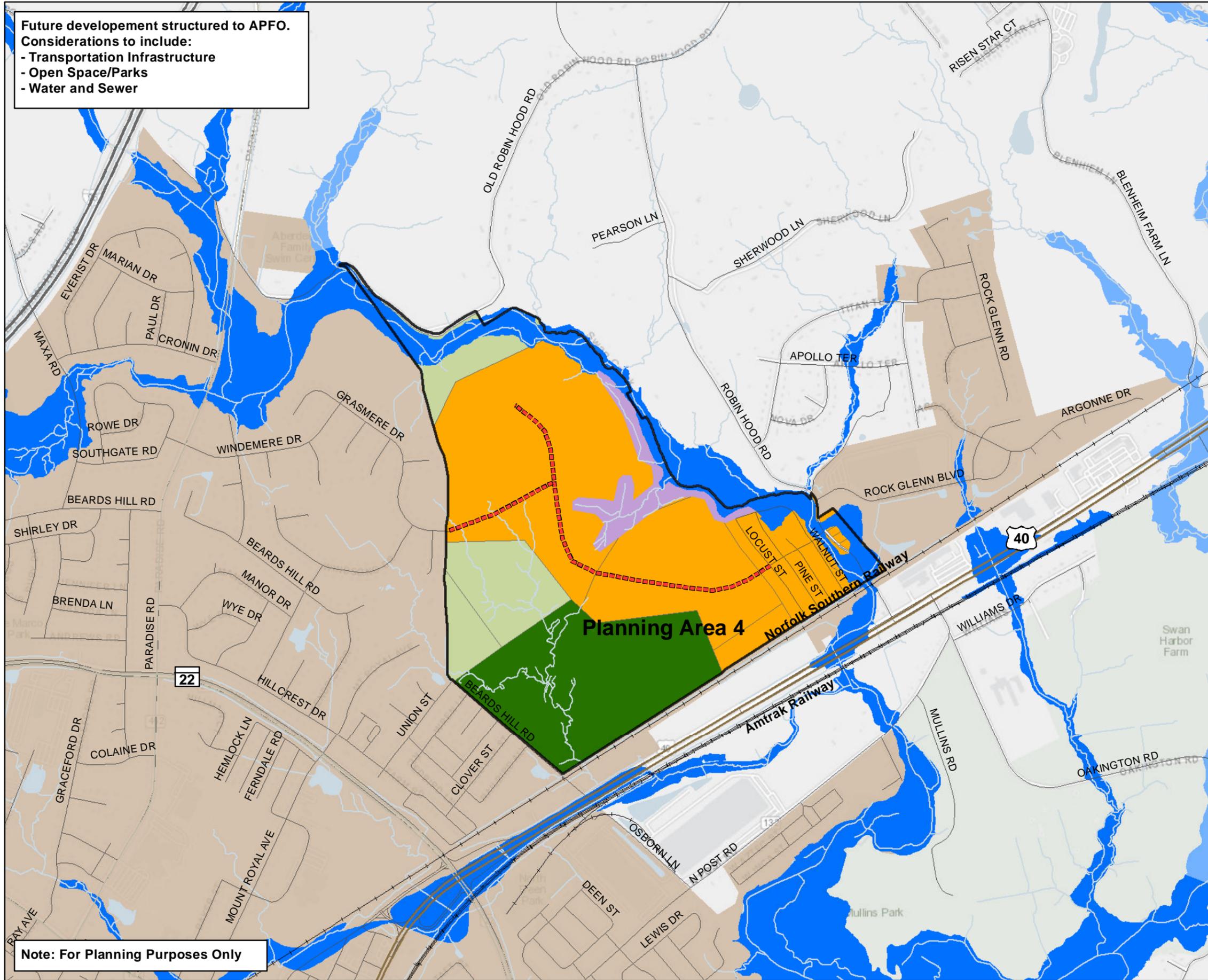
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PLANNING AREA 5 – OLD ROBINHOOD

Planning Area 5—Old Robinhood

Size:	553.7 acres
Area Type:	Growth Area
Description:	Planning Area 5, Old Robinhood (see **Map 5-10, Planning Area 5 Old Robinhood**), contains approximately 554 acres (0.87 square miles) and is located northeast of the City. Beginning at the Aberdeen Family Swim Center on Old Robinhood Road, the western boundary adjoins Planning Area 6, Paradise, all the way to a point intersecting Interstate 95 (I-95). The northern boundary adjoins areas of Harford County outside of the one-mile radius from Aberdeen and is adjacent to part of the City of Havre de Grace. The southern boundary adjoins Planning Area 6, Titan Terrace, and Planning Area 4, Barkess, back to the point of beginning.
Key Features:	The Old Robinhood Planning Area is primarily composed of large-lot residential uses, with some agricultural uses intermixed. Robin Hood and Old Robin Hood Roads traverse the planning area from the northeast to the southwest.
County Land Use:	Low Intensity; within the Harford County Development Envelope
County Zoning:	R1 Urban Residential District; AG Agricultural District
Natural Features:	Two sites recorded on the Maryland Inventory of Historic Properties fall within this Planning Area; the Vandellia Williams House and the Hubble-Rambold-Treadway House. Some Sensitive Species Protection Resource Areas (SSPRAs) are identified in this area by the Maryland Department of Natural Resources and are associated with the larger tracts of forested areas.
Future Land Use Recommendation:	This Planning Area is a medium priority area recommended for future medium density residential growth. The timing of future growth will depend on the extension of public infrastructure to serve this area and Planning Areas 6 Titan Terrace and 8 Paradise. The Old Robinhood Planning Area is planned for low density residential uses. Proposed uses should protect environmentally sensitive areas and preserve established tree cover. The expansion of public infrastructure, including water and sewer service and future road improvements, will need to be coordinated with Harford County and State Highway Administration to address capacity and timing issues. Additionally, many of the existing road corridors in this Planning Area were designed and constructed decades ago; future development in this area needs to examine the suitability of these existing roads to support additional volumes. Where necessary, developers may need to augment or rehabilitate those roads to provide the desired level of service. Opportunities to tie into roads created during the development of the Paradise Planning Area should be maximized to encourage interconnectedness between areas of the City.

The City should work with local property owners to identify potential opportunities to site limited, neighborhood commercial uses within this Planning Area. These opportunities should be targeted to provide residents with hyper-local places to |

pick up daily needs. These sites are not intended to result in attracting high volumes of traffic, or to divert residents from established entities in the downtown districts.

Future planning for this area should consider identifying a site for a large community park, a fire station, and/or police substation to service north Aberdeen. The Aberdeen Family Swim Center is located immediately adjacent to this Planning Area to the west within the City limits. Expanding this recreational use should be considered in the future to provide additional amenities to residents.

Table 5.7 – Planning Area 5 – Old Robinhood

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	384.73	0	0	N/A	N/A	0	0
Medium Density Residential	0	384.73	229.49	10	3.5	1,162	2,882
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Open Space / Forested	168.97	168.97	0	N/A	N/A	0	0
Total	**553.7**	**553.7**	**229.49**	**N/A**	**N/A**	**1,162**	**2,882**

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Planning Area 5

Note: For Planning Purposes Only

City of Aberdeen
Planning Area 5 - Old Robinhood
Water Bodies
Railroad
Major Roads
Interstates
US Highways
State Routes
Local Routes
1% Chance/100-Year Flood Hazard Areas
A
AE
AO
Community Facility Considerations
Potential Open Space/Parks
Recommended Roadway Network
Future Land Use
Medium Density Residential
Open Space / Forested

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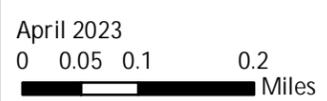
PLANNING AREA 6 – TITAN TERRACE

Planning Area 6—Titan Terrace

Size: 364.41 acres

Area Type: Growth Area

Description: Planning Area 6, Titan Terrace (see **Map 5-11, Planning Area 6 Titan Terrace**), contains approximately 364.41 acres (0.57 square miles) and is east of Barkess Planning Area and the City. The western boundary of this Planning Area is established at Swan Creek; to the north, the area is bound with the northern property line of 301 Robinhood Road; the eastern boundary adjoins the City of Havre de Grace; and the southern boundary is also defined by the existing City boundary.

Key Features: Public water and sewer infrastructure is not currently available in this area but are available immediately adjacent to this area for expansion. The Planning Area primarily contains existing low-density residential development in the Glenn Heights neighborhood and the properties along Sherwood Lane. A handful of under- and undeveloped parcels fall in this area.

County Land Use: Low Intensity Residential; within the Harford County Development Envelope

County Zoning: R1 Urban Residential District; R2 Urban Residential District; R4 Urban Residential District; AG Agricultural District

Natural Features: The tracts of land comprising this planning area are gently to moderately sloping. Several areas in the northern portion of the planning area, along Swan Creek and Robin Hood Road, have severely sloping topography and sensitive environmental areas. The western half of the planning area contains significant tree cover. Swan Creek is a major environmental feature of this planning area. There are four sites in this area listed on the Maryland Inventory of Historic Properties including the Charles Osborne Tenant House; the Mrs. LaBerge Tenant House and Principal House; and Mrs. Cobb's House. Several small streams and potential wetland resources are found within the forested areas and will be subject to development restrictions. Several property owners report failing on-site septic systems.

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Future Land Use Recommendation: This Planning Area is a medium priority area recommended for future low- to medium-density residential growth for the City. Future development of this area will require expansion of water and sewer infrastructure to this area. Considering that these services exist within the City limits directly to the east, this expansion should be reasonable. Low- to moderate- density residential development would be the most consistent form of growth for this area as this Planning Area is mostly built out with this density of residential development. If Aberdeen determines that greater residential density is required to support future growth, the City should consider expanding the R-2 zoning district in this area. Currently, several road corridors are present in this Planning Area; some are associated with newer development, but others, like Robinhood Road, have been in place for decades and may require improvements if developers propose significant increases in potential loading. Additionally, development of this area should strive to incorporate new road connections to developments in the adjacent Planning Areas in order to increase interconnectivity. Proposed development should take care to protect environmentally sensitive areas and preserve established tree cover, particularly along the Swan Creek stream corridor. This sensitive area includes stream buffers, non-tidal wetlands, floodplain, and sensitive habitat for plants and animals.

Table 5.8 – Planning Area 6 – Titan Terrace

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	166.70	178.43	80.69	3.50	1.00	148	367
Medium Density Residential	114.44	114.44	11.72	10.00	3.50	59	146
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Open Space / Forested	83.26	71.54	0.00	N/A	N/A	0	0
Total	**364.40**	**364.41**	**92.41**	**N/A**	**N/A**	**207**	**513**

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastrcture
- Open Space/Parks
- Water and Sewer

Planning Area 6

Note: For Planning Purposes Only

MAP 5-11
Planning Area 6 - Titan Terrace

City of Aberdeen
Planning Area 6 - Titan Terrace
Water Bodies
Railroad
Major Roads
Interstates
US Highways
State Routes
Local Routes
1% Chance/100-Year Flood Hazard Areas
A
AE
AO
Community Facility Considerations
Potential Open Space/Parks
Future Land Use
Low Density Residential
Medium Density Residential
Open Space / Forested

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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PLANNING AREA 7 – PARADISE

Planning Area 7—Paradise

Size:	252.11 acres
Area Type:	Growth Area
Description:	Planning Area 7, Paradise (see **Map 5-12, Planning Area 7-Paradise**), is centered around Paradise Road to the north-northeast of the existing City limits of Aberdeen. This area is primarily occupied by a large agricultural parcel but also contains several large-lot residential uses. The area is bounded to the north and west by Interstate 95, to the east by the Old Robinhood Planning Area, and to the south by the existing City boundary.
Key Features:	A 20-inch diameter water main runs north to south through this Planning Area. It is owned by APG and provides water to the base. Paradise Road nearly bisects the area and runs from north to south. This area is predominantly covered by agricultural uses with a few single-family homes interspersed. Swan Creek runs through the southwestern corner of the Planning Area.
County Land Use:	Low Intensity; within the Harford County Development Envelope
County Zoning:	AG Agricultural District
Natural Features:	A few scattered non-tidal wetlands are present in this Planning Area according to MD DNR data. Small tributaries to Swan Creek are also present in this area. A large portion of the Planning Area is currently in agricultural use.
Future Land Use Recommendation:	This Planning Area is a high priority area recommended for future medium-density residential growth for the City; however, the timing of future growth will depend on the extension of public infrastructure to serve this area. Future planning for this area may include a site for a large community park, a fire station, and/or police substation to service north Aberdeen. As this Planning Area is dominated by agricultural land uses and zoning, Aberdeen may need to consider a transition plan for the future residential land uses to prevent incompatible adjacent uses. Maintaining the high-quality forest cover in this Planning Area should be a priority during development, particularly in the area around Swan Creek.

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Table 5.9 – Planning Area 7 – Paradise

Land Use	Current Land Use Acreage	Future Land Use Acreage	Future Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created**	Associated Population Yield (Avg)***
Agriculture	135.44	0.67	0	N/A	N/A	0	0
Low Density Residential	75.86	0	0	N/A	N/A	0	0
Medium Density Residential	0	210.63	129.52	10	3.5	656	1,627
Non-Residential Land Uses				Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	40.81	40.81	0	N/A	N/A	0	0
Total	**252.11**	**252.11**	**129.52**	**N/A**	**N/A**	**656**	**1,627**

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Note: For Planning Purposes Only

Planning Area 7

MAP 5-12
Planning Area 7 - Paradise

City of Aberdeen
Planning Area 7 - Paradise
Water Bodies
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

1% Chance/100-Year Flood Hazard Areas
A
AE
AO

Community Facility Considerations
Potential Open Space/Parks
Recommended Roadway Network

Future Land Use
Medium Density Residential
Open Space / Forested

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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PLANNING AREA 8 – ALDINO-STEPNEY

Planning Area 8—Aldino-Stepney

Size: 786.49 acres

Area Type: Growth Area

Description: Planning Area 8, Aldino-Stepney (see **Map 5-13, Planning Area 8 Aldino-Stepney**), contains approximately 786 acres (1.31 square miles) and is located north of the City. 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 ¼ 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 ¾ 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 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. It is important to note that 58.7 acres on West Chapel Road, within this planning area (see Map 5-13), are permanently preserved through the Maryland Agricultural Land Preservation Foundation (MALPF) program.

Key Features: The 20-inch water main owned by APG runs along the eastern portion of this Planning Area. Existing land use is predominantly comprised of agriculture and large-lot residential uses. Several large agricultural preservation easements are located along the northern boundary of this Planning Area.

County Land Use: Agriculture; not within the Harford County Development Envelope

County Zoning: RR Rural Residential District; AG Agricultural District

Natural Features: Swan Creek runs along the southeastern portion of this Planning Area. Associated with that stream are several non-tidal wetlands and high-quality forested areas. While there are no flood hazard zones currently mapped, it is likely that development of this area will need to account for their presence.

Future Land Use Recommendation: This Planning Area is a high priority area recommended for future low- to medium-density residential growth for the City. A detailed Small Area Plan is presented for this Planning Area in **Appendix D -Small Area Plans.** The Aldino-Stepney Planning Area is planned for low and medium density residential and neighborhood commercial uses. As part of an annexation review, the City may require dedication of property for public infrastructure purposes to serve the planning area. These uses

may include school resources, public safety, or public cultural enrichment opportunities. As property owners make requests for annexation and private investments are made, rights-of-way will be dedicated, and public connector roads will be developed to fully integrate Aldino-Stepney into the City of Aberdeen. Development in this Planning Area will need to ensure adequate protections are provided for Swan Creek to protect water quality impairment and to preserve wildlife habitat. Aberdeen should consider the suitability of agricultural lands to site a farm brewery in this area. Additionally, this area should be considered for siting a police substation, fire station, or similar emergency services to support northern Aberdeen. There is a small portion of land zoned for Neighborhood Business uses along the southern corner of the Planning Area adjacent to Maxa Road. This area should be targeted for low-intensity business uses that support and enhance the lives of the immediate residents, such as small cafes or convenience stores, but should be precluded from development that would drive additional traffic volumes to the local roads or that would detract from interest in the downtown areas that the City is seeking to enhance.

Table 5.10 – Planning Area 8 – 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.

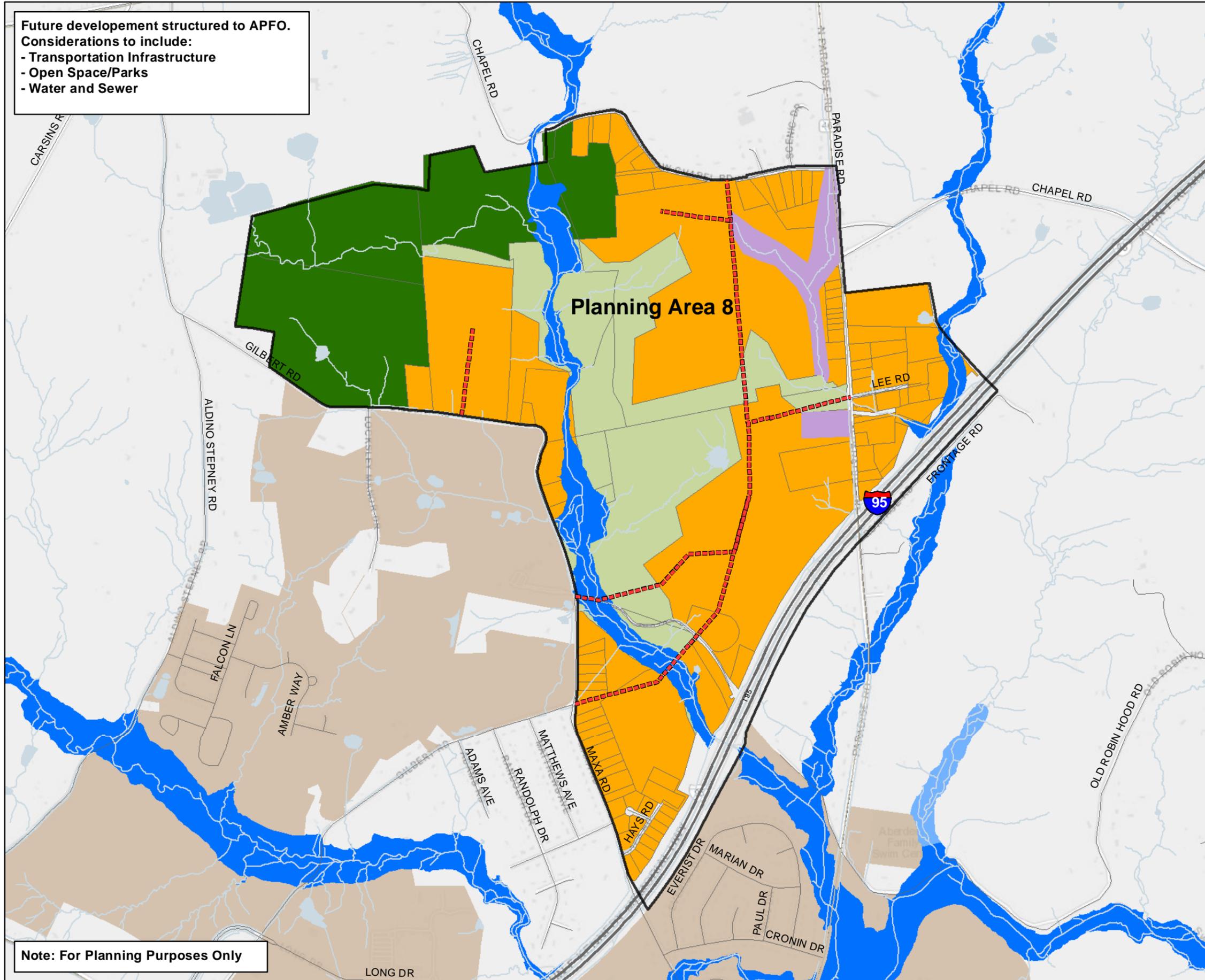***Associated Population Yield – using the average density dwelling units created value, applies the current estimated population per household (2.48) to calculate the estimated population that could reside in these areas.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Planning Area 8

Note: For Planning Purposes Only

PLANNING AREA 9 – GILBERT

Planning Area 9—Gilbert

Size: 251.76 acres

Area Type: Growth Area

Description: Planning Area 9, Gilbert (see **Map 5-14, Planning Area 9 Gilbert**), contains approximately 252 acres (0.45 square miles) and is located north and east of the City limits. Over the past ten years since the last Comprehensive Plan was adopted, several portions of the Gilbert Planning Area were annexed into Aberdeen. Most of these annexations occur in the northern portion of the area and include the Wetlands Golf Course, the Eagle's Rest residential subdivision, and the Presbyterian Home of Maryland Inc. properties. The current Planning Area boundary includes the Adams Heights community (serviced by private wells and septic systems), the Locksley Manor development, and several residential parcels along Aldino-Stepney Road.

Key Features: The Locksley Manor and Adams Heights residential developments are both located in this planning area. The Wetlands Golf Course is also located here along with several large-lot agricultural parcels and large-lot residential parcels.

County Land Use: Agriculture; not within the Harford County Development Envelope

County Zoning: RR Rural Residential District; AG Agricultural District

Natural Features: Carsins Run and Swan Creek run through this Planning Area. There are delineated 100-year flood hazard zones and floodway associated with these stream corridors in the southern section of this Planning Area, near Carsins Run. A portion of the western side of this Planning Area is identified as providing habitat for rare, threatened, or endangered species and the forested areas support forest interior dwelling species. There are no historical properties or protected lands within this boundary.

Future Land Use Recommendation: The Gilbert Planning Area is identified as a high priority growth area for residential and mixed-use development. A detailed Small Area Plan is presented for this Planning Area in **Appendix D -Small Area Plans.** The City should consider a mixed-use zoning category for the area fronting Aldino-Stepney Road to provide limited commercial opportunities for residents of the immediate area. The undeveloped portions of the Planning Area located to the south and southeast should be considered for a medium-density residential classification. Any new development should maximize integration of transportation networks with existing corridors to support interconnectedness and should also be required to address insufficient road capacity that may be impacted by future development. The Eagle's Rest residential subdivision is supplied water and sewer service from Aberdeen and is within the City limits. Eagle's Rest is located immediately adjacent to Planning Area 9 – Gilbert and provides potential opportunities to tie into the existing water and sewer

infrastructure for future expansion. Aberdeen should consider expanding service along Gilbert Road to tie into the Adams Heights community if future annexation of this area is considered. This expansion would also allow for redevelopment of the Wetlands Golf Course (already included in City limits). Aberdeen should consider additional annexations from this Planning Area to capture a handful of parcels that currently break-up the contiguous border of the City. The area along Aldino Stepney Road in the northern portion of the Planning Area may warrant consideration for rezoning to a more intense residential use, provided that water and sewer infrastructure can be expanded to these areas from the south.

Table 5.11 – Planning Area 9 – Gilbert

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.

Future development structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space
- Water and Sewer

Note: For Planning Purposes Only

MAP 5-14
Planning Area 9 - Gilbert

City of Aberdeen
Planning Area 9 - Gilbert
Water Bodies
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

1% Chance/100-Year Flood Hazard Areas
A
AE
AO

Community Facility Considerations
Recommended Roadway Network

Future Land Use
Low Density Residential
Medium Density Residential
Mixed Use

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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April 2023
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Miles

Planning Area 9

PLANNING AREA 10 – LONG/HEAT

Planning Area 10—Long/HEAT

Size:	294.11 acres
Area Type:	Growth Area
Description:	Planning Area 10, Long/HEAT (see **Map 5-15, Planning Area 10 Long/HEAT**), contains approximately 294 acres (0.46 square miles) and is northwest of the City. This area contains what is generally referred to as the northwest quadrant of the I-95 and MD 22 interchange. Beginning from the westbound off ramp from I-95 to MD 22 and proceeding to Gilbert Road (currently a dead-end), the northeastern boundary proceeds along Gilbert Road to its intersection with Technology/Long Drive. From this point, the line moves westerly along the City limits ending at a point that intersects with Aldino-Stepney Road. The northwestern boundary proceeds southward along Aldino-Stepney Road to its intersection with Stepney Road. The southwestern border runs adjacent to Planning Area 11, Grays to a point of intersection with Cranberry Run. It continues along Cranberry Run to its intersection with I-95. The southeastern border runs along I-95 northward along the southbound ramp from MD 22 back to the point of origin.
Key Features:	One hundred and twenty acres are located in Planning Area 10 southwest of Churchville Road on what was referred to as the Higher Education and Applied Technology (HEAT) site. The area will become a new site for the Harford County Sheriff's office central precinct and training academy. Battelle Memorial Institute also has an office and research facility located off Technology Drive. Harford County recently approved the development of three warehouse distribution facilities in this area under the name Johnson Development. Public water and sewer infrastructure is currently provided along Technology Drive by the City of Aberdeen. It is worth noting that water is currently only supplied to the properties within this Planning Area that have a memorandum of understanding (MOU) with the City of Aberdeen (HEAT Center, and Batelle). No other development within this area will receive water or sewer service without annexation.
County Land Use:	Agriculture; University Center of Northeastern Maryland; Mixed Office; not within the Harford County Development Envelope
County Zoning:	B1 Neighborhood Business District; LI Light Industrial District; AG Agricultural District
Natural Features:	Cranberry Run runs through the southwestern section of this planning area. There are no flood hazard areas or floodway currently delineated and associated with this stream. Forest interior dwelling species habitat has been identified throughout this Planning Areas where existing forest cover is present. Ten historic structures are designated along the northern side of Churchville Road in addition to the Baker Cemetery on the southern side.

Future Land Use Recommendation: This Planning Area is a high priority growth area recommended for mixed-use and institutional development. The Long/HEAT Planning Area is planned for a mix of uses as permitted by the Integrated Business District. New commercial developments will become part of the City's I-95 Overlay District and specific reviews for architectural elements and features and land use planning, to be consistent with the existing developments, will be required. Aberdeen recently commissioned a study that covered this Planning Area entitled "Aberdeen I-95 Area Land Use Study." The recommendations proposed in this report for the use of land within the Long/HEAT Planning Area are consistent with the goals and objectives of Plan Aberdeen and are consistent with Smart Growth regulations and objectives. The detailed proposals in that document are supported by Plan Aberdeen. The City has completed an annexation survey with metes and bounds descriptions for the parcels fronting MD 22/Churchville Road, Technology Drive, and Gilbert Road to have a contiguous boundary for the City to Aldino-Stepney Road.

Table 5.12 – Planning Area 10 – Long/HEAT

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	102.06	0	0	N/A	N/A	0	0
Mixed Use	0	102.06	37.43	20	5	350	868
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Institutional	151.14	151.14	68.89	N/A	37.89	945	0
Open Space / Forested	40.91	40.91	0	N/A	N/A	0	0
Total	**294.11**	**294.11**	**133.5**	**N/A**	**N/A**	**1,294**	**868**

*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.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

Planning Area 10

Note: For Planning Purposes Only

MAP 5-15

Planning Area 10 - Long/Heat

- City of Aberdeen
- Planning Area 10 - Long/Heat
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
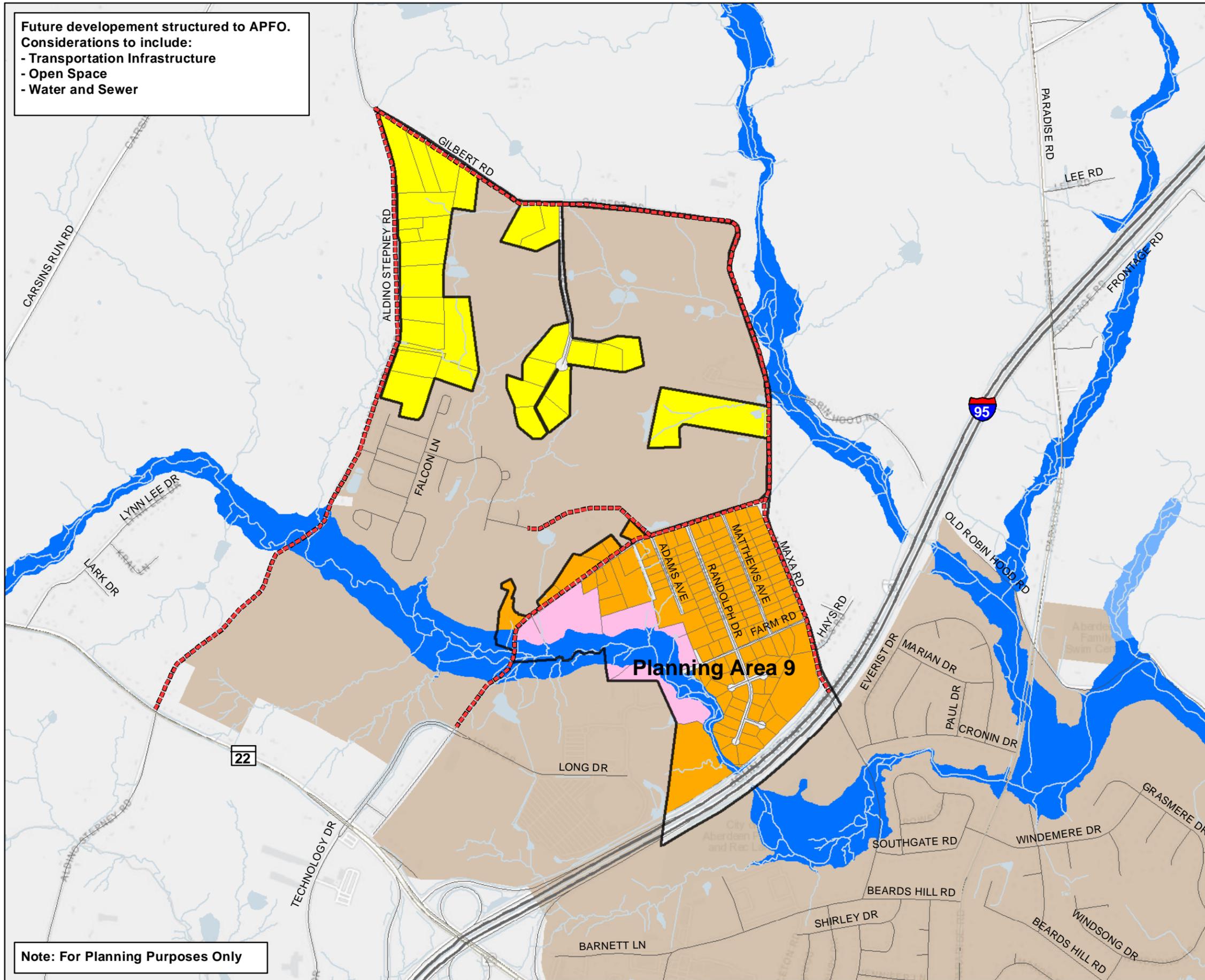- Local Routes

1% Chance/100-Year Flood Hazard Areas
- A
- AE
- AO

Community Facility Considerations
- Potential Open Space/Parks
- Recommended Roadway Network

Future Land Use
- Institutional
- Mixed Use
- Open Space / Forested

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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document. Information provided by other agencies should be
verified with them where appropriate.

April 2023

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PLANNING AREA 11 – GRAYS

Planning Area 11—Grays

Size: 836.87 acres

Area Type: Growth Area

Description: Planning Area 11, Grays (see **Map 5-16, Planning Area 11 Grays**), contains approximately 836 acres (1.31 square miles) and is west of the City. Starting at the intersection of Cranberry Run and I-95, the southeastern boundary of the planning area is I-95. Beginning at the intersection of Cranberry Run and I-95 and proceeding southwesterly along I-95 to the point of intersection with the Posner Property (Parcel 131), the southwestern and western boundaries run along properties that are outside of the one-mile radius to the point of intersection with Carsins Run Road. The northwest boundary continues along Carsins Run Road in a northeasterly direction to the intersection with Stepney Road. The northern boundary continues southward along Stepney Road for approximately a ¼ mile before heading east to an intersection with Aldino-Stepney Road. At this point, the boundary is adjacent to Planning Area 10, Long /HEAT, and continues in a southeast direction to the point of beginning.

Key Features: This Planning Area is marked currently by low-density residential development, small-scale agricultural operations, and large forested areas.

County Land Use: Agriculture; not within the Harford County Development Envelope

County Zoning: AG Agricultural District

Natural Features: Cranberry Run and Grays Run streams travel through this Planning Area. Grays Run contributes to the 100-Year floodplain and floodway. A majority of the southern area of this area is designated as park area, known as the Grays Turn Tract of Stoney Demonstration Forest, owned by the State of Maryland and is managed by the Maryland Department of Natural Resources Forest Service. The forest serves as an educational resource where a variety of silvicultural practices, forest best management practices, and wildlife habitat management practices and wildlife habitat management practices are implemented. Forest interior dwelling species reside in the entirety of forested land within this boundary. Two historic sites reside in this area: the Bush Forest Chapel Site and the Laurence Kalmbacher House.

Future Land Use Recommendation: Portions of the Grays Planning Area are being considered for future low-density residential development, while the undisturbed natural lands within the Planning Area are being considered for primary use as a rural buffer. While land is available for development, major issues include requirements for the extension of public infrastructure to serve this planning area, particularly water and sewer expansion. Compliance with the APFO will likely forestall significant development in this area for the immediate future. Transportation planning for development in this area should provide for well-organized neighborhood streets, including pedestrian and bicycle accommodation, along with minor collectors and improvements to Stephney

Road serving Planning Areas 11, 13, and APG. Opportunities to site and establish regional community facilities like active recreational lands and public safety offices should be considered during the development of this area.
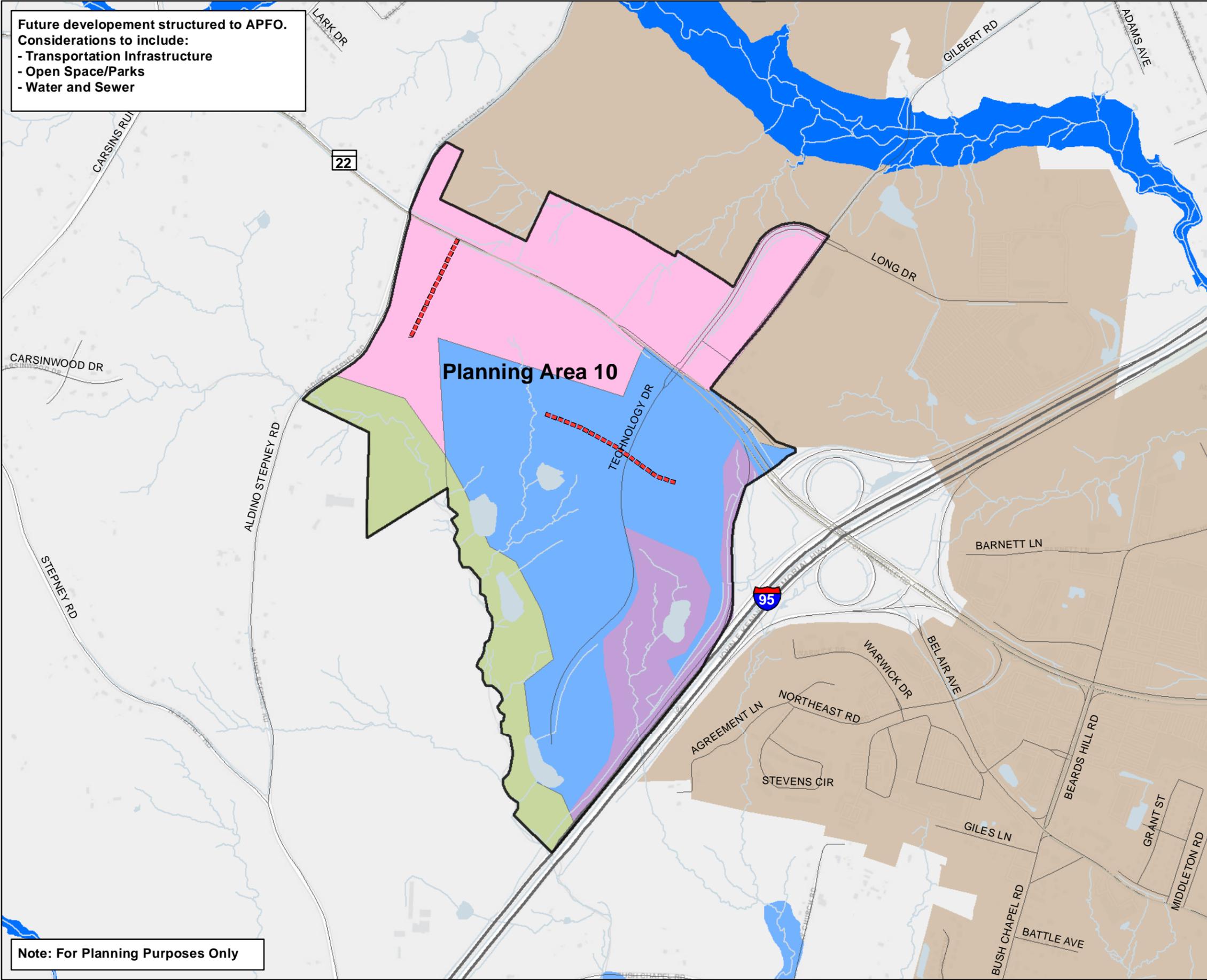
Table 5.13 – Planning Area 11 – Grays

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	280.82	360.96	272.77	3.5	1	460	1,141
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
Open Space / Forested	556.05	475.91	0	N/A	N/A	0	0
Total	**836.87**	**836.87**	**272.77**	**N/A**	**N/A**	**460**	**1,141**

*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.

MAP 5-16
Planning Area 11 - Grays

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PLANNING AREA 12 – BUSH CHAPEL

Planning Area 12—Bush Chapel

Size: 775.93 acres

Area Type: Growth Area

Description: Planning Area 12 Bush Chapel (see **Map 5-17, Planning Area 12 Bush Chapel**) contains approximately 776 acres (1.21 square miles) and is located immediately west of the City. 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 back to the point of beginning.

Key Features: This Planning Area is predominantly composed of larger agricultural uses, large residential lots, and limited commercial uses. Two commercial uses stand out in this area; Veteran Compost and Cullum's Towing.

County Land Use: High Intensity & Medium Intensity; within the Harford County Development Envelope

County Zoning: R1 Urban Residential District; R2 Urban Residential District; B3 General Business District; GI General Industrial District

Natural Features: Cranberry Run Stream travels through this Planning Area and contributes to the 100-year floodplain and floodway. The area also contains natural drainage ways and non-tidal wetlands. Most of the forested area contains forest interior dwelling species.

Future Land Use Recommendation: This Planning Area is a high-priority area recommended for future medium and high-density residential growth for the City. A detailed Small Area Plan is presented for this Planning Area in **Appendix D -Small Area Plans.** The Bush Chapel Planning Area is currently zoned for a mixture of uses, with medium- to high-density residential and general industrial areas being the dominant zones. The area zoned for General Industrial uses should be further evaluated as automobile-based transportation connections are limited to this area and require travel through existing residential developments. However, the connection to the CSX rail lines may support the continued use of this area for industrial purposes.

Several large-lot residential parcels should be considered for consolidation and subdivision to allow for an increase in residential density, consistent with the R-2 zoning district. This development would require the expansion of water and sewer infrastructure, but service tie-ins may be possible from the services provided off of Bush Chapel Road.

> Site planning will require incorporation of design strategies to preserve natural drainage ways and non-tidal wetlands. Creative approaches to these issues are encouraged. Preservation of established tree cover is recommended to continue to provide for wildlife corridors and provision of habitat.

Table 5.14 – Planning Area 12 – 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.

Future developement structured to APFO.
Considerations to include:
- **Transportation Infrastructure**
- **Open Space/Parks**
- **Water and Sewer**

Planning Area 12

Note: For Planning Purposes Only

MAP 5-17

Planning Area 12 - Bush Chapel

	City of Aberdeen
	Planning Area 12 - Bush Chapel
	Water Bodies
	Railroad

Major Roads

	Interstates
	US Highways
	State Routes
	Local Routes

1% Chance/100-Year Flood Hazard Areas

	A
	AE
	AO

Community Facility Considerations

	Potential Open Space/Parks
	Recommended Roadway Network

Future Land Use

	Medium Density Residential
	High Density Residential
	Industrial
	Open Space / Forested

Note: For Planning Purposes Only

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Source: City of Aberdeen, Wallace Montgomery

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.

April 2023

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PLANNING AREA 13 – OLD PHILADEPHIA

Planning Area 13—Old Philadelphia

Size: 166.59 acres

Area Type: Growth Area

Description: Planning Area 13, Old Philadelphia (see **Map 5-18, Planning Area 13 Old Philadelphia**), contains approximately 166 acres (0.26 square miles) and is located immediately south of the City. The northern-most boundary hugs the edge of the southern end of the City, travels west along Philadelphia Road to the end, cuts east just under Spesutia Road, and travels north along Woodley Road before re-connecting to the City limits.

Key Features: This area features a mix of industrial uses featuring major warehouses and distribution operations with residential and commercial uses adjacent to US 40 and Perryman Road.

Major Distribution Centers are located here, as well as Clorox Manufacturing and Worthington Armstrong Venture Manufacturing.

County Land Use: High, Medium, & Low Intensity; Industrial/Employment; within County Development Envelope

County Zoning: R1 Urban Residential District; R2 Urban Residential District; R3 Urban Residential District; GI General Industrial District; CI Commercial Industrial District

Natural Features: Within this boundary there are Forest Conservation Act Easements along with forest interior dwelling species. The historic Griffith House is located on the northern section of this Planning Area. Several small streams and potential wetland resources are found within the forested areas. The Perryman Wellhead Protection Area (PWPA) extends into the southern portion of this Planning Area and covers most of the industrial uses.

Future Land Use Recommendation: This Planning Area is designated as a low priority Growth Area for medium density residential and higher intensity commercial uses. Opportunities for commercial development immediately fronting the US 40 corridor in this Planning Area should be explored. The area generally bounded by Old Stepney Road, Spesutia Road, and Perryman Road contains existing residential development but could support greater density if the area were reconfigured or if it were rezoned. The area north of US 40 and south of the railroad is currently zoned Commercial Industrial but is generally undeveloped. This area offers significant development opportunities and should be explored further for economic development purposes. Alternatively, this area could support opportunities to site recreational facilities or other public service infrastructure.

The presence of the PWPA within this Planning Area would suggest that development should strive to preserve as much land in this area to allow for

groundwater recharge and to prevent groundwater contamination from surface water impacts. Unfortunately, this area has been historically developed to feature some of the largest warehouse and industrial uses in the area; uses which are traditionally incompatible with wellhead protection regulations. While significant redevelopment is unlikely to occur in this area that would reverse this development, Aberdeen should identify any opportunities to influence the operations of these industrial uses to help ensure there are systems in place to prevent and mitigate any surface water impacts before they can be infiltrated to the groundwater. This may include requiring development of Source Water Protection Plans for each individual operation as a condition for annexation. Any other opportunities to support and increase groundwater recharge in this area should be supported by Aberdeen including limitations on impervious coverage in undeveloped areas, establishing minimum standards for infiltration rates for stormwater management facilities, and potential restrictions on the type and character of materials and chemicals used by facilities in this area.

Table 5.15 – Planning Area 13 – Old Philadelphia

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	35.94	0	0	N/A	N/A	0	0
Medium Density Residential	0	55.89	26.44	10	3.5	134	332
Non-Residential Land Uses					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units	
High Intensity Commercial	57.86	57.86	2.98	N/A	1.22	15	0
Industrial	5.34	5.34	0	N/A	N/A	0	0
Open Space / Forested	67.45	47.5	0	N/A	N/A	0	0
Total	**166.59**	**166.59**	**29.57**	**N/A**	**N/A**	**149**	**332**

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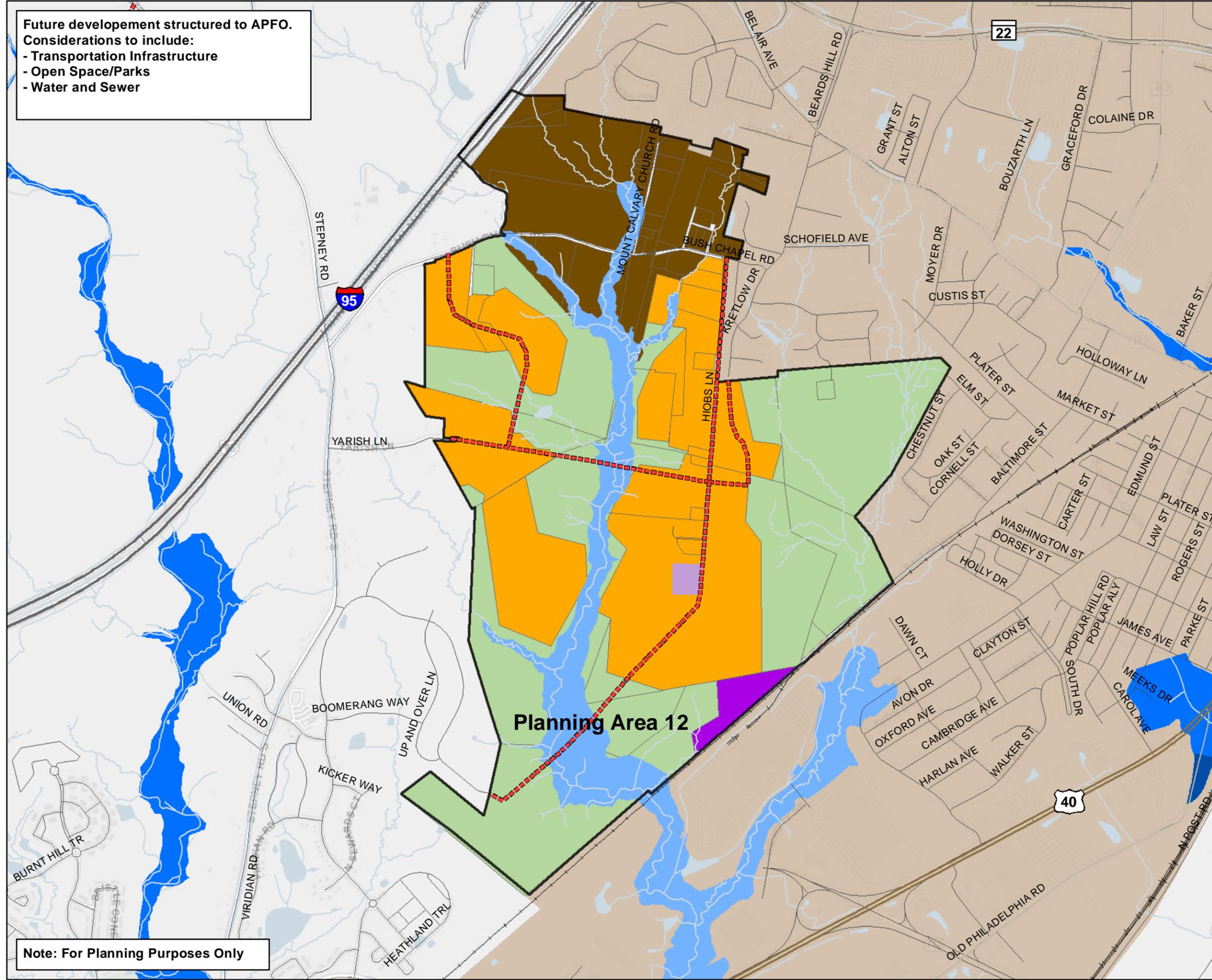
***Associated Population Yield – using the average density dwelling units created value, applies the current estimated population per household (2.48) to calculate the estimated population that could reside in these areas.

Future developement structured to APFO.
Considerations to include:
- Transportation Infrastructure
- Open Space/Parks
- Water and Sewer

VIRIDIAN RD

BRISTLE CONE CIR

HOLLY OAK CIR

Hollywoods

STEPNEY RD

ROSZEL WAY

Norfolk Southern Railway

7

SICKLE LN

HARDEES DR

LOFLIN RD

40

Planning Area 13

WRIGHT'S DR

PERRYMAN RD

HICKORY

OLD PHILADELPHIA

CRANBERRY RUN DR

EDMUND ST

OLD STEPNEY RD

SPESUTIA RD

MITCHELL LN

ERNEST LN

WILLSHIRE DR

PERRYWOOD DR

CRANBERRY RD

ADVANTAGE AVE

159

Amtrak Railway

ODLEY RD

Note: For Planning Purposes Only

SPECIAL GROWTH AREA – ABERDEEN PROVING GROUND

Aberdeen Proving Ground (APG) (**See Map 5-19, Special Growth Area – Aberdeen Proving Ground**) comprises 72,518 acres, including the Edgewood Area (also known as APG South). The current workforce is over 18,000, including approximately 10,000 civilian employees, 4,000 military personnel, and 4,000 contractors. There are 11 major commands among the tenant units including US Army Communications-Electronics Command, US Army Test and Evaluation Center, and the US Army Cyber Operation Group-335th Signal Command.

One of the more significant additions to APG as a result of the 2005-2011 Base Realignment and Closure (BRAC) process is the addition of the Army Team Command, Control, Communications, Cyber, Computers, Intelligence and Reconnaissance (C51SR) Center. Completed by the end of 2011, this facility provides state-of-the-art support for Department of Defense logistics and support operations.

Future Land Use Recommendation: Annexation of APG land is not under consideration. The City of Aberdeen, in cooperation with Harford County and the State of Maryland, is working with APG officials on future development and is promoting utilization of APG assets in a positive manner for the Army and for the economic strength of this Planning Area. Of particular interest for Aberdeen may be the DoD's Army Compatible Use Buffer (ACUB) Program. This effort is intended to identify on-base activities that may impact nearby residents and includes things like exceedingly load detonations. ACUB works with bordering municipalities, like Aberdeen, to identify parcels of land that provide mitigative buffers around installations and to then work with property owners and local government to preserve and enhance these sites, often through natural resource enhancement efforts.

MAP 5-19
Aberdeen Proving Ground
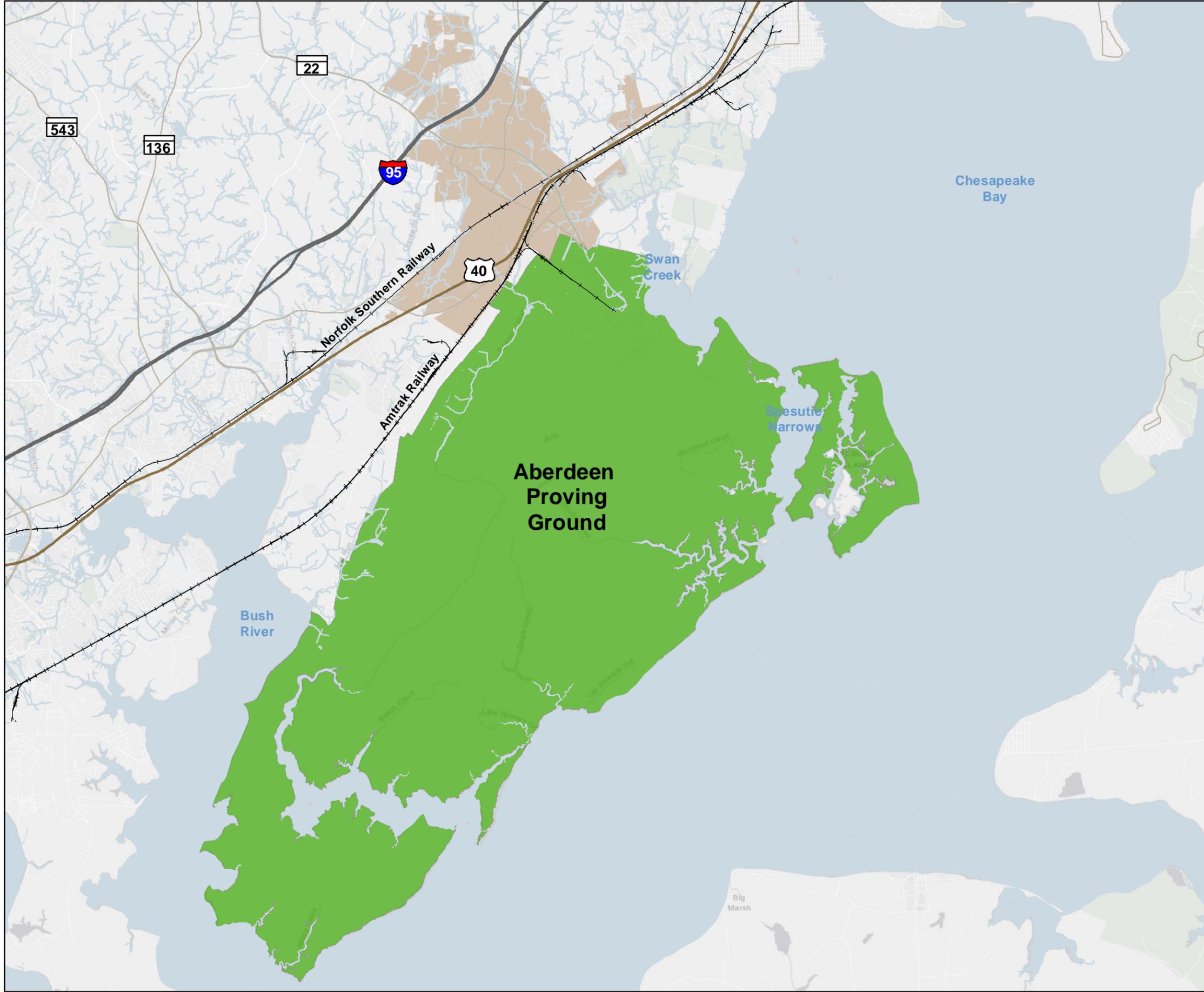
Legend:
- City of Aberdeen
- Aberdeen Proving Ground
- Water Bodies
- Railroad
- **Major Roads**
- Interstates
- US Highways
- State Routes

Chesapeake Bay

Aberdeen Proving Ground

Swan Creek

Bush River

Norfolk Southern Railway

Amtrak Railway

22
543
136
95
40

Big Marsh

planABERDEEN

April 2023
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Miles

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POPULATION & HOUSEHOLD PROJECTIONS

Recently, the US Government completed the 2020 Decennial Census Update. However, the full results of this survey are not yet available to the public, but certain excerpts have been made available. Additionally, the American Community Survey (ACS) has begun to integrate some of the new Decennial data. In the sections below, we provide the most recent and most complete demographic data available. Sources for each statistic are provided below as well.

Based on the 2020 U.S. Census Bureau information, the City of Aberdeen has a population of 16,254, an increase of 1,295 since the 2010 Census, as shown in **Table 5.16**, **Historic Population Growth**. In 2020, the City had an estimated total of 6,412 households. Based on current growth rate averages since the 2000 Census (8.3%), and assuming that no annexations occur, an estimated 709 additional households could be added to the City by the year 2030. These estimates are based on population growth data alone without considering land availability or the capacity of the City to provide services to the population.

Table 5-16. Historic Population Growth (1980-2020)

Year	Population	% Increase
1980	11,533	-6.8%
1990	13,087	13.5%
2000	13,842	5.8%
2010	14,959	8.1%
2020	16,254	8.7%

Source: 1980-2020 U.S. Decennial Census

Table 5-17. Population & Household Projections

Census/ Projection	Population/ Projection	Households/ Projection	Housing Units/ Projection
1970	12,375	3,807	4,011
1980	11,533	4,190	4,550
1990	13,087	5,001	5,214
2000	13,842	5,475	5,855
2010	14,959	5,971	6,475
2020	16,254	6,412	7,062
2030	17,661	7,121	7,678

Source: 1970-2020 U.S. Census; 2006-2010 & 2016-2020 American Community Survey; 2020 ACS 5-Year Estimates; Wallace Montgomery Projections

Development Capacity

The Development Capacity Analysis estimates the number of dwelling units that would exist at ultimate build out (not strictly in the timeframe of the Plan) based on land use classifications, environmental restrictions, vacant and under-developed parcel data, and information about un-developable lands. The estimates are focused on the capacity of the land to accommodate future growth based on these data, along with other assumptions about the percentage of the allowable density that is achieved when the land is developed. Note that the build-out analysis is not a recommendation for development of lands; it is a statement of ultimate potential to help guide Aberdeen in consideration of the lands needed to support the growth and evolution of the City.

Methodology

The approach used to develop the Development Capacity Analysis is modeled on the Maryland Department of Planning guidance titled "*Estimating Residential Development Capacity*", published in August 2005. This analysis was performed using Geographic Information Systems (GIS) mapping software, with input data primarily sourced from Aberdeen, Harford County, and Maryland Department of Planning. It is important to note that the input data sources generally contain a degree of error; for example, sometimes a land use boundary appears to slightly overlap the parcel boundary lines. This often stems from the process used to create parcel boundaries, or other overlay datasets. Where possible, the resulting errata that was a result of inconsistent boundary data was removed from our analysis. For each of the Planning Areas, as well as for the lands within the City, the steps to estimate potential build-out are as follows:

1. **Create a Vacant and Under-Developed Land Inventory –** Using a combination of parcel data and high-resolution aerial imagery, the parcels that do not have a principal structure were selected and placed in a separate layer. Parcels that appear under-developed were also selected and added to this dataset. A parcel was considered under-developed if, for example, a single residential structure is present on a tract of land greater than 20 acres and within agricultural use; if the parcel was greater than 5 acres and is targeted for low-intensity residential use; or if it was located in a commercial land use with less than 50% of the parcel developed. Additionally, those parcels that are nearly completely constrained by environmental restrictions, preservation easements, or similar protections were not included in the vacant land dataset. The final step in selecting the vacant lands inventory involves removing those parcels that have received recent subdivision approval. This helps to prevent double counting parcels development potential.

2. **Summarize Vacant Land by Land Use –** Once all the vacant parcels were selected for all the study areas, the resulting parcel area was summarized according to the existing and future land use. The results of this summation are presented in **Table 5.18, Land Use and Density Calculations.**

3. **Apply Development Modifiers –** Consistent with Maryland Department of Planning guidance, this analysis assumes that only a portion of the parcel can be built upon due to environmental regulations. Depending on the location of the parcel and its existing land use, we assigned a modifier that accounts for these restrictions. Additionally, the current and future land use data identified areas that had obvious development restrictions for environmental resources. These environmentally sensitive areas were not included in the net area used for calculation of development potential. The modifier ranges from 30% for those agriculturally zoned parcels outside of the City where natural resources are more abundant, to 10% for parcels that are more urbanized and contain fewer resources or where sensitive areas were not included in the developable area calculations. The raw acreages of the vacant lands were multiplied by the modifier and returned the potential developable area.

4. **Calculate Initial Dwelling Units –** Following the generation of the developable area for each class of land use within each Planning Area, we assigned a maximum and minimum development density yield for residential classes of land use. The density yield value is presented in the form of number of dwelling units per acre. **Table 5.18, Land Use and Density Calculations,** below depicts the range of density yields that were used for this analysis. These residential yields were based

off data originally developed by Maryland Department of Planning and are available at this link [GeneralizedZoningCategories.pdf (maryland.gov)](GeneralizedZoningCategories.pdf). The yields were modified to reflect our use of land use and not zoning as our primary development metric, and incorporated consideration of Aberdeen's zoning code and development standards. Multiplying the estimated developable area by the minimum and maximum yields provides us with a wide range of potential dwelling units that could be created in each area. These two values represent the high and low range of potential build out for residential areas. It is likely that the actual build out capacity of this area will fall between these values; therefore we have used the average of the two scenarios for the anticipated, average build out scenario.

Developing non-residential land use build out metrics required a slightly different approach than residential areas. We developed estimates of the maximum building coverage allowed by zoning so that we could estimate the total building coverage under future conditions. Most of the final building coverage values were set at 65% of land area. The resulting building coverage areas were then translated to an Equivalent Dwelling Unit (EDU); EDUs try to correlate water and wastewater utilization of non-residential lands into a value comparable to residential usage so that public works agencies can estimate the availability of public infrastructure capacity.

While average water utilization rates are readily available for typical households (averaging 250 gallons of water per day per household), creating similar average use rates for non-residential uses is so dependent on the specific type of use proposed that, absent more detailed information about the future use for each specific parcel, generating an average value would have a very high degree of statistical variability that it would result in projections that do not have the desired level of accuracy. Therefore, the calculations of average water use needs to be done at the most local level possible so that the use rates reflect local conditions and development patterns.

Using water utilization data from the City of Aberdeen for their non-residential customers, we categorized several real utility customers according to their land use. Using data detailing the building coverage and quantity of water used per day, we were able to generate metrics for each land use class that quantified the gallons of water per day per acre of building coverage. This value then needed to be converted to a value that correlates this usage to that of a standard household – the EDU. To create this EDU value, we divided the gallons per day per acre of building coverage by the average daily use of a household, 250 gpd. This result provides us with a way to correlate future non-residential building coverage to standard residential use rates, providing a single metric for public works staff to perform system-wide capacity analyses and to determine if capacity exists for proposed development.

5. **Modify Dwelling Unit Yields –** The density yield values used in step 4 above often represent ideal scenarios where there are no other development restrictions that constrain a developer's ability to maximize the number of created dwelling units. These would include things like the creation of private roads, open space and recreational areas, forest retention requirements to create new forested areas, stormwater management, setbacks, and others. Each of these elements may require land to be dedicated for their use. Therefore, it is difficult to achieve the maximum yields indicated by the yield ratios. To account for this situation, Maryland Department of Planning suggests that the dwelling units or EDUs returned by step 4 be further modified to reduce the

yield by 25%. Therefore, a final modification is made to the calculations to account for this variable.

6. **Summarization –** Once all the steps above were complete, we summarized the information to provide a maximum yield, minimum yield, and average dwelling unit yield. Using these values, we can then calculate the potential number of residents that these dwelling units will house. For these calculations, we rely on the household size estimates derived from US Census information. For the 2020 period, this average is 2.48 people per household. This value was multiplied by the number of housing units estimated for the minimum, maximum, and average density yield scenarios.

Table 5.18. Land Use and Density Calculations

Generalized Land Use	Current Acreage	Future Acreage	Maximum Density Yield (du/ac)	Minimum Density Yield (du/ac)
Low Density Residential	1,529.62	1,213.96	3.5	1
Medium Density Residential	160.46	1,265.77	10	3.5
High Density Residential	0	136.19	20	10
Mixed Use	0	152.26	20	5
Agriculture	1,206.74	618.43	0.05	0.005
Commercial	178.71	178.71	11.92 EDUs per ac of land cover	
Industrial	67.61	92.34	18.76 EDUs per ac of land cover	
Institutional	151.47	151.47	33.25 EDUs per ac of land cover	
Open Space / Forested	1,864.43	1,349.90	N/A	
Transportation	95.39	95.39	N/A	
Total	**5,254.43**	**5,254.43**		

Table 5-19. Estimated Capacity within Aberdeen by Land Use

Land Use	Current Acreage	Future Acreage	Developable Area	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)
High Density Residential	201.70	351.83	36.14	20	10	271	672
Medium Density Residential	498.53	429.82	32.47	10	3.5	225	558
Low Density Residential	718.65	670.98	133.26	3.5	1	164	407
Mixed Use	97.68	110.28	1.15	10	3.5	6	15
Residential Total	**1,516.57**	**1,562.91**	**203.02**			**669**	**1,652**
Non-Residential Land Use Class			Developable Area	Estimated Lot Coverage (ac)	EDU Conversion Ratio (# of DU per acre of land cover)	Resulting EDUs	
Commercial	443.19	492.59	139.11	104.33	11.92	1,244	
Integrated Business District (IBD)	71.26	486.53	372.68	209.63	27.96	6,970	
Industrial	635.93	630.99	107.83	60.65	18.76	1,138	
Institutional	195.81	195.81	0	N/A	33.25	0	
Open Space /Recreation/ Forested	970.43	464.36	0	N/A	N/A	0	
Transportation	37.79	37.79	0	N/A	N/A	0	
Non-Residential Total	**2,354.41**	**2,308.07**	**619.62**	**374.61**		9,352	
Total	**3,870.98**	**3,870.98**				**10,021**	

Note: for Table 5-19, where no new dwelling units are shown associated with a specific land use category, there are limited developable areas or vacant parcels within City limits for that specific district.

The resulting estimates of potential dwelling units that could be created in the Planning Areas includes several assumptions regarding their development. First, it is assumed that there are no significant changes to the zoning of the vacant parcels if they are annexed in the future. This is consistent with Maryland Department of Plannings regulations that require an annexing municipality to retain the general character of newly acquired parcels for a period of five years. Any revisions to a parcels zoning will have a direct impact on its density yields and resulting dwelling units. Secondly, we assume that no modifications will be made to the standards currently contained in the zoning code that pertain to the allowable density yield of the zoning class. Finally, we assume that nonconforming uses are not expanded. This means that areas zoned and intended for non-residential uses do not have any new residential uses even if residential use may be a permitted activity.

Tables 5-20, Planned & Approved Residential Development Projects and **5-21, Planned & Approved Commercial Development Projects** indicate the most recent planned and approved residential and commercial developments to be located within the City limits. All public infrastructure needs in support of these development projects will be financed by the developer. All residential development projects will be required to pay the necessary Harford County School Impact Fees.

Table 5-20. Planned & Approved Residential Development Projects (2011-2021)

Development	Location	Intended Use	Date	Units	
				Single	**Multi**
The Colony at Beards Hill (Residences of Summerlin Apartments)	Beards Hill Road	Multi-Family Residential	2012		192
Highland Commons	Polk and Taft Street	Townhomes	2012	22	
Residences at Fieldside Village	Long Drive	Multi-Family Residential	2012		216
The Villages at Forest Brooke*	Bush Chapel Road and Schofield Road	Townhomes and Villas	2014	94	
Eagles Rest Phase II	East of Aldino Stepney Road, north of Carsins Run	Multi-Family Residential	2017	58	
Edge at Middelton	Middelton Road and Beards Hill Road	Multi-Family Residential	2021		237
Preserve at Gilbert Meadows	Between Gilbert Rd and Aldino-Stepney Rd	Single-Family Residential And Villas	2021	176	
Fieldside Commons Apartments	Gilbert Road and Long Drive	Multi-Family Residential	2021		522
Aberdeen Overlook	Long Drive and Aldino-Stepney Road	Single Family and Townhomes	2021	344	

Chapter 5 – Municipal Growth

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| Fields of Aberdeen | Gilbert Road | Multi-Family Residential | 2021 | 94 | |

Source: City of Aberdeen Department of Planning and Community Development

*Not Constructed

Table 5-21. Planned & Approved Commercial Development Projects (2011-2021)

Project	Type/ Location/Rooms/Square Footage	Year
Fieldside Commons	Class A self-Storage, 120,000 SF	2021
Hickory Ridge Industrial Park	Lot 1, Parking Lot Expansion, 95 spaces	2021
Stadium Towne Center	Revised Site Plan, daycare to Retail	2021
Parking Lot Expansion	913 Old Philadelphia Road, 772-spaces	2020
MHRC Head Start Daycare Center	115 Curtis Street, 7,098 SF	2018
Aberdeen Volunteer Fire Department	House 1 Renovation and Addition 20,378 SF addition	2018
University of Maryland Upper Chesapeake Medical Campus at Aberdeen Corporate Park	125,000 SF free-standing medical facility, 15,400 SF office, renovation of existing 95,870 SF medical office building	2018
Lidl U.S. Operations	Retail, 25,400 SF	2018
Aberdeen Logistics Center	Industrial, 500,000 SF	2017
Fairfield Inn and Suites	75-room hotel	2017
Beards Hill Plaza Expansion	9,000 sq. ft. retail building	2017
Stadium Town Center	Retail, 54,800 SF and daycare, 12,495 SF	2017
Starbucks, Middleton Holdings Property	Retail, 2,370 SF	2017
Woodspring Suites*	91-room hotel	2017
Aberdeen Station	Retail, Lot 2A, 5,125 SF	2016
NTB	Retail, 320 S. Phila. Blvd. 7,067 SF	2016
Frito-Lay Expansion	ARS + Raw Materials Exp. 42,700 SF	2015
Mt. Zion Baptist Church	Institutional, 40,000 SF	2014
Hampton Inn and La Quinta Inn	La Quinta- 81-room hotel, Hampton Inn, 89-room hotel	2014
Frito Lay Expansion	Storage /Warehouse Exp. 164,244 SF	2014
McDonalds Restaurant	Retail, 740 S. Phila. Blvd. 4,689 SF	2014
Medline Industries, Inc.	Expansion, 106,885 SF	2014
Aberdeen Xchange	Retail, 14,600 SF	2014
Firestone Complete Auto Care	Retail, 11,668	2013
Chick-Fil-A	Retail, Beards Hill Park, 4,720 SF	2013
Aldi	Retail, 744 S. Phila. Blvd., 15,945 SF	2012
Royal Farms	Gas/Convenience; 744 S. Phila. Blvd., 5,125 SF	2012
Aberdeen Corporate Park (revised)	Office, 254,000 SF; pad sites, 16,100 SF	2011
Grace United Methodist Church Expansion	Institutional, 800 SF expansion and 41-space parking lot	2011
Northgate Business Park	Retail, Lot B, 22,328 SF	2011
Home 2 Suites by Hilton	107-room hotel	2011
The Corner at Beards Hill	Retail, 21,462 SF	2011

*Not Developed
Source: City of Aberdeen

Needed Land Area for Smart Growth

The City's long-term planning supports the State's Twelve Planning Visions as provided in **Chapter 1 - Introduction**. All future development and annexations will be in accordance with Smart Growth principles. The future planned development will be consistent with the density requirements of the State's Priority Funding Areas and, in general, the principles of Smart Growth. Additionally, the future planned development will be in a manner that makes efficient use of the land and public infrastructure.

PUBLIC SERVICES & INFRASTRUCTURE

The premise of Adequate Public Facilities (APF) regulations is that growth should be directed to suitable areas where facilities are adequate, by restricting it in areas where certain public facilities are inadequate, basing development approvals on defined public facility capacity standards to curtail development in areas where they are inadequate, and to delay development in Growth Areas until adequate service levels are in place or reasonably assured. Aberdeen is the primary responsible entity for the development and maintenance of the public service infrastructure, with Harford County responsible for funding and maintaining the public schools and libraries. As such, consistent coordination is required between the City and Harford County to ensure compliance with APF related ordinances.

Aberdeen and Harford County have APF standards that tie the approval of development to the availability of existing public services such as schools, water and sewer, and roads, to accommodate new users. These standards offer a mechanism for managing the pace of development and ensure adequate service levels are in place. In July of each year, the Annual Growth Report is provided to the Harford County Council in accordance with the APF provisions. The Annual Growth Report provides an ongoing analysis of growth trends, facility capacity, and service performance and identifies facilities below the adopted minimum standards. Public officials and Harford County agencies use the report to assess system adequacy and identify crucial deficiencies, which helps in the evaluation of projects in the Capital Improvement Program. More discussion on the public services and infrastructure related to municipal growth is below.

Public Schools

Harford County Government is charged with the acquisition, development, construction, and funding of public schools within the City and any future growth areas. In addition, Harford County Government determines when a public school has reached its capacity based on provisions adopted within the Adequate Public Facilities provisions of the Harford County Code. The adopted adequacy standard for the Public School system is the achievement of 110 percent of rated capacity (or better) within 5 years. At this time, as indicated in **Tables 5-22, School Enrollments & Projections, 5-23, Projected Student Yield, and 5-24, Potential New Students**, all Aberdeen elementary, middle, and high schools, with the exception of G. Lisby Elementary School at Hillsdale, are below their State-rated capacity. G. Lisby Elementary School at Hillsdale is currently just over capacity by about 20 students but does not exceed the 110% capacity threshold that would forestall any new residential development in the area feeding to this school.

Harford County Government produces an Annual Growth Report that identifies facilities above and below adopted minimum standards. The Harford County Annual Growth Report includes information and analysis regarding public schools, water and wastewater systems, and road intersections. This information is provided to the City's Department of Planning and Community Development.

Table 5-22. School Enrollments & Projections

School	State Rated Capacity	Actual Enrollment	Projected Enrollment					
		2022-2023	2024	2025	2026	2027	2028	2029
Elementary Schools								
Bakerfield Elementary	500	463	468	471	473	476	478	480
G. Lisby Elementary at Hillsdale	473	503	508	510	512	514	515	516
Hall's Cross Roads Elementary	552	454	457	456	460	451	455	454
Roye-Williams Elementary	703	443	442	448	442	451	447	446
Middle Schools								
Aberdeen Middle	1,624	1,086	1,100	1,106	1,112	1,118	1,124	1,130
High Schools								
Aberdeen High	1,720	1,499	1,539	1,529	1,523	1,535	1,543	1,545

Source: Harford County Public Schools & Department of Planning & Zoning, Amendment to 2020 Annual Growth Report (September 2022).

Aberdeen's projected municipal growth will increase the number of students attending these schools. Harford County uses the following factors to estimate the number of new students that will be generated by development:

Table 5-23. Projected Student Yield

Development Type	Elementary	Middle	High
Single-Family	0.17	0.09	0.12
Townhome	0.22	0.10	0.13
Apartments	0.15	0.06	0.06
Condominiums	0.07	0.04	0.04
Mobile Home	0.14	0.09	0.07

Source: Harford County Department of Planning & Zoning, 2018 Harford County Pupil Yield Study

Table 5-24. Potential New Students by 2028

School Level	Total	Annual Increase
Elementary	69	0.64%
Middle	105	1.55%
High	96	1.03%
Total	**270**	**1.01%**

Source: Wallace Montgomery Analysis using Harford County Department of Planning & Zoning, 2018 Harford County Pupil Yield Study

Public Library Services

The Aberdeen branch of the Harford County Library is located at 21 Franklin Street, across from the Aberdeen Municipal Center. Harford County Government is charged with the acquisition, development, construction, and funding of public libraries within the City and any future growth areas. At this time, no capital improvement plans have been approved for the expansion of library services at this branch location. Harford County's approved FY 2023 Capital Budget and CIP includes funding for technology enhancements for the library system.

The Maryland Department of Budget and Management require that libraries refer to "Maryland's Planning Guidelines for Libraries" in order to determine if the level of service is consistent with the population and justify the need for expansion. The planning guidelines rate the area of library space per capita in a scale with three ranges:

- Essential = 1.0 square feet per capita (nationally accepted minimum facility size)
- Enhanced = 1.1 square feet per capita
- Exemplary = 1.2 square feet per capita

The total gross square footage of all Harford County Public Library branches totals 229,917, spread across 11 library facilities. Assuming each facility is about the same size, the Aberdeen Branch would contain about 20,900 square feet. Based on a 2020 population figure of 16,254, the square footage per capita figure is 1.28, which exceeds the exemplary standard of 1.2 square feet per capita.

Public Safety

The Aberdeen Fire Department has been serving the citizens of Aberdeen and Harford County for over 100 years. The Aberdeen Fire Department is a volunteer organization that provides primary emergency services for approximately 22 square miles and 24,500 people. This includes areas outside of the corporate limits of Aberdeen. The Aberdeen Fire Department has a total of 79 people in its emergency response team. This includes a mix of volunteer firefighters, emergency medical volunteer personnel, and part-time paid emergency medical staff. Aberdeen Fire House No. 1 was approved for a renovation and expansion project in 2018 and was completed in September 2021. The Aberdeen Fire Department operates one main station and three firehouses (these are further described in Chapter 3 - Community Facilities Element). Calls for service have increased due to population growth, traffic accidents, and construction activity. The City of Aberdeen, Harford County, and the State of Maryland provides funding to support the Aberdeen Fire Department.

Chapter 3 - Community Facilities contains additional detailed information regarding police resources. The Aberdeen Police Department consists of 42 sworn law enforcement officers, 5 full-time police communications officers (dispatchers), 5 administrative personnel, and 7 crossing guards who all provide support to the City's 16,254 residents. The ratio of officers to population is approximately 1 officer for every 387 residents. The Federal Bureau of Investigation 2019 Uniform Crime Report indicates that the nationwide ratio of sworn officers to residents was about 1.2 officers per 500 residents. Therefore, Aberdeen provides an above-average ratio of officers to residents. For the purpose of this Plan, no additional officers are needed for patrol under current conditions. However, projected population growth and expanded business activity as reflected in this Chapter may require additional police protection in the

future. It is recommended that in-depth staffing and allocation analysis continue to be conducted on a regular basis.

Public Water, Wastewater & Stormwater Management Facilities

As referenced in **Chapter 10 - Water Resource Element**, the City provides public water and wastewater service to 5,552 customer accounts. Aberdeen operates a 1.5 million gallons per day (MGD) Water Treatment Plant and receives an additional 0.9 MGD from Harford County and another 0.9 MGD from the City of Havre de Grace, for a total capacity of 3.3 MGD. The City also operates a 4.0 MGD Wastewater Treatment Plant with associated pumping stations in various locations in the City. For further details on water, wastewater, stormwater management facilities, capacities, and future plans, please refer to **Chapter 10 - Water Resource Element**.

Public Recreational Facilities

As referenced in **Chapter 3 - Community Facilities**, The City acquired 13.4 acres located at 684 W. Bel Air Avenue for the new Aberdeen Activity Center. Harford County Department of Parks and Recreation has an approved budget of $9.0M to construct the Activity Center at this location. Architectural design and engineering has begun and construction will be completed in 2024. The City also owns the Aberdeen Swim Center located off Old Robinhood Road. The swim center includes an Olympic size swimming pool, youth pool, picnic area, and playground equipment. The Aberdeen Swim Center is open for public use and is managed by the Boys and Girls Club of Harford County. Additionally, several upgrades and enhancements are planned for the North Deen Skate Park, the Aberdeen Activity Center, and the Rock Glenn Park.

Additional needs for community parks will be assessed as part of the annexation of the Planning Areas and as part of overall community and infrastructure improvements.

Anticipated Funding Mechanisms

New development in Aberdeen may require additional public safety and emergency services, water and wastewater service area expansions, and recreational facilities as previous sections indicated. Increases to public infrastructure and services can be quite costly. To help offset this cost from the City's budget appropriations, Aberdeen, Harford County, and the state of Maryland have implemented a range of revenue generating schemes that place some of the funding burden on the drivers of additional service needs – growth and development. It is important to note that many costly infrastructure and service improvements fall under the purview of Harford County, most notably public schools. However, Aberdeen is still responsible for funding Fire and Rescue operations, water and wastewater services, and other public safety services.

Burdens on Municipal Services & Infrastructure Beyond Future Growth Areas

The City is not responsible for any other major infrastructure outside of its boundaries. All annexations and subsequent developments will fund associated infrastructure improvements as required by the APFO and approved Annexation Agreements between the Petitioner and the City.

ANNEXATION PROCEDURES

Aberdeen City Code §235-15, Annexation Policy & Procedure provides detailed information, processes, and procedures for the City's review of annexation petitions. The City adopted this Annexation Ordinance in March 2008. Although subject to change, the City's current annexation policies and procedures are as follows:

A. Policy. The following principles shall govern annexation:

1) The City Council may consider and act upon a petition for the annexation of land contiguous and adjacent to the corporate limits of the City in order to promote the health, safety, welfare and economic development of the City.

2) The annexation may be appropriate when it promotes coordinated planning for the area surrounding the land proposed for annexation, and where it is consistent with the plans for the present and future development of the City, and where it will not result in isolated development inconsistent with surrounding land uses.

3) The annexation must contribute to the realization and/or furtherance of the goals and objectives of the Comprehensive Plan.

4) The location relative to existing public facilities and a review of the City's ability to provide public facilities or the potential of alternative nonpublic facilities to serve the annexation area.

5) The development of relevant conditions for the protection and benefit of the residents of the City.

6) The annexation will not result in an adverse fiscal impact upon the City.

7) Annexation only to increase municipal revenue is inappropriate without an ability to provide municipal services.

8) Upon approval of an annexation petition by the City Council, the petitioner shall not be permitted to amend or to otherwise change the terms of the annexation petition.

B. Procedures. The following procedures shall govern annexation and the zoning of land so annexed:

1) Petition filing contents. A petition for annexation, prepared in compliance with § 4-404 of the Local Government Article of the Annotated Code of Maryland, shall be signed by the owner of the property and any contract purchaser(s) and shall be filed with the City Clerk, together with 15 copies of the petition and a nonrefundable fee as established by resolution of the City Council. The City may require additional copies to be provided to the City at its discretion. The petition shall include the following:

a) Descriptive data.

[1] A legal description of the property with metes and bounds.

[2] Name and address of all members, stockholders, partners, or other individuals having a legal or equitable interest in the entity that owns an interest in the property.

[3] The names and addresses of all persons residing in the area to be annexed.

b) Exhibit showing:

[1] The legal boundaries of the property, to include complete parcels and all property lines in order to eliminate noncontiguous land that may be annexed in the future.

[2] The existing land use conditions surrounding the subject property.

[3] Existing Harford County zoning and the petitioner's proposed City zoning.

[4] A property tax map.

[5] An aerial photographic map at an appropriate scale.

[6] Topographic map of the property at an appropriate scale.

[7] Existing public facilities and improvements.

[8] Existing reserved or public areas.

c) Certification that each owner of real property, both within the area of the proposed annexation and contiguous to the annexation area, has either executed the petition or has been sent by certified mail and first-class mail to the address listed in the assessments records, within 10 days prior to filing of the petition, a summary in a format provided by the City.

d) Concept plan:

[1] Showing the boundary of the area to be annexed.

[2] Showing the general location of each proposed land use (residential with type, commercial, open space, etc.) on the property and the percentage of the whole for each use. General location of land uses may be shown as irregular graphic shapes depicting the approximate size and relationship to adjacent land uses.

[3] Providing a table listing densities and land use by type, including the area of each.

[4] Showing the density of residential development, the maximum and minimum lot sizes, and the anticipated square footage of commercial and industrial buildings.

[5] Showing existing and proposed arterial and collector streets adjoining (where applicable) and their relationship to the principal land uses on the site, consistent with the adopted Transportation Element in the Comprehensive Plan for the City.

[6] Showing existing and proposed major utility lines or facilities and their relationship to the principal land uses on the site.

[7] Showing contour lines at a maximum of five-foot intervals.

[8] Showing significant natural or man-made features on the site and contiguous to the property, as available from current Harford County or other pertinent geographic information system (GIS) databases.

e) Description of municipal services that may need to be upgraded, initiated, or extended, together with a recommendation regarding the priority for accomplishing the improvements and a recommendation as to possible sources of funding and recoupment for any capital improvements.

f) Estimation of the potential revenue that will be generated from the development of the area to be annexed and which will be realized by the City.

g) Description of the social and economic characteristics of the proposed area to be annexed and the surrounding area.

h) Identification of existing environmental characteristics (floodplains, wetland delineations, endangered flora and fauna, etc.) of the proposed area to be annexed and the surrounding area with information relating to any environmental impact which annexation and development might have upon these characteristics.

i) Description of any unique characteristics (i.e., historical, archaeological, institutional, etc.) situated in the area to be annexed and a surrounding area within a one-mile radius of the area to be annexed, with an analysis of how these characteristics would be impacted by annexation.

j) A detailed statement as to whether the land uses and densities permitted under the proposed City zoning classification and the land uses for the annexed area and densities permitted under the current Harford County zoning classification are, or are not, substantially different as that term is defined in § 4-416 of the Local Government Article of the Annotated Code of Maryland.

2) Community informational meeting (CIM). Within 45 days prior to the petition filing date, the petitioner shall hold a CIM. This meeting will be facilitated by the City planning staff and held at a public location (library, City Hall, etc.) adequate to serve the expected turnout of residents. The meeting shall be advertised by a posting on the property(ies) at its boundary with a public road, or at the closest public road intersection, and in a news publication of general weekly circulation in the Aberdeen area. The staff shall coordinate the attendance of a liaison from the Planning Commission and the City Council. At a minimum, all documents included in the petitioner's filing shall be made available for review at the CIM. The petitioner shall submit a summary of comments (meeting minutes) made by the citizens to the City at the CIM at least 10 days prior to the scheduled Planning Commission hearing regarding the petition. The petitioner also shall include a certification that the CIM was advertised.

3) Petition preliminary review. Within 90 days following the date of the filing of a petition and all required attachments, the Director of Planning and Community Development shall conduct a preliminary review of the petition with the petitioner(s), or the petitioner's representative, and the Director of the Department of Public Works. Prior to beginning the review, the Department of Planning and Community Development shall inform the petitioner(s), in writing, of the date when the petition and all required attachments have been provided and accepted. Based upon this review, the Director of Planning and Community Development may direct the petitioner to submit additional information within a thirty-day period or to take other reasonable steps with regard to the petition, including:

a) Supplementation of the information required to be submitted in the petition.

b) Provision for a study by an independent consultant selected by the City and the petitioner to evaluate the information submitted in support of the petition and to determine the fiscal impact of the annexation on the City.

c) Provision for any other studies necessary for the proper consideration of the petition.

d) Additional mailing, posting or advertising notice requirements.

4) Petition review by Planning Commission.

   a) Upon completion of the review, the Director of Planning and Community Development shall forward the petition package to the Planning Commission no less than 30 days prior to the next scheduled Planning Commission meeting. At this time, the Director shall advertise the agenda of the Planning Commission in a news publication of general weekly circulation in the Aberdeen area. The petitioner shall supply 15 copies and one digital-format copy of the completed petition package to the Director prior to this submittal.

   b) The Planning Commission will review the petition for annexation and take public comment during its scheduled meeting.

   c) The Planning Commission shall submit its recommendation to the City Council within 60 days of the Planning Commission meeting.

5) Payment for processing and review.

   a) The petitioner shall be responsible for payment for all studies required by the Director of Planning and Community Development and reimbursement of all staff and Attorney time necessary for review of the petition and all studies.

   b) The staff shall keep an accounting of their time spent on the annexation review reflecting the hourly rate of each employee established by the City.

6) Adoption of annexation plan. Consistent with § 4-415 of the Local Government Article of the Annotated Code of Maryland, the City Council shall adopt an annexation plan which shall be open to public review and discussion at a public hearing.

7) Public hearing.

   a) When the petitioner has complied with the requirements as specified by the Director of Planning and Community Development following the review and the annexation has been prepared and distributed, the City Council shall introduce an annexation resolution and conduct a public hearing with regard to the proposed annexation at the time and place as shall be established by it.

   b) The hearing shall be conducted, and a record of the proceedings shall be preserved in a manner as the City Council prescribes.

   c) A description of the annexation and a notice of the time and place of the hearing shall be published as specified in § 4-406 of the Local Government Article of the Annotated Code of Maryland.

   d) At the hearing, the recommendations of any board, commission, or agency shall be considered evidence.

8) Conditions. In acting favorably with regard to the petition, the City Council may include in its resolution such conditions and restrictions as are deemed necessary for the protection of the public interest, furtherance of the health, safety, and welfare of the residents of the City and to secure compliance with any relevant legal standards or requirements.

9) Annexation agreement.

a) The City Council may, prior to voting on the resolution, enter into an annexation agreement with persons and entities that are petitioners in the annexation petition. Only those petitioners that agree to be responsible to the City for performance of contractual or financial commitments, or that promise community benefits, are required to be a party to the agreement.

b) The City Council shall hold a public hearing on the proposed agreement prior to the City's final approval and execution of the agreement and before taking a vote on the annexation resolution. The copies of the proposed agreement shall be made available to the public at City Hall no later than 10 calendar days prior to the public hearing.

c) The effective date of the agreement shall be the date that the approval of the annexation resolution by the City Council becomes final. Upon the annexation resolution becoming final, the agreement shall be binding upon the parties thereto, their heirs, successors, grantees and assigns.

d) The annexation agreement shall be recorded by the City in the land records of Harford County, Maryland, within 30 days of the date the annexation resolution becomes final.

10) Zoning. In acting favorably with regard to the petition, the City Council shall designate the zoning classification of the annexed land as provided for in this chapter and in other applicable laws, ordinances, regulations, and procedures related to zoning of annexed land.

11) Approval or rejection.

a) No property shall be annexed except by a favorable vote of a majority of the members of the City Council.

b) The City Council may reject the petition for any reason or for no reason. The City Council is not required to make any finding of fact in the event it rejects the petition.

12) Other applicable law. This procedure is in addition to any other provisions of the City Charter and Code of the City of Aberdeen and of the Annotated Code of Maryland that govern annexation.

06 Housing

INTRODUCTION

Housing is a basic human need that plays an important role in developing and maintaining sustainable communities. The availability of high-quality and affordable housing is important to the City's long-term economic and social vitality. By encouraging residents to take pride and ownership in the wellbeing of their homes and neighborhoods, Plan Aberdeen can create and reinforce a strong sense of place by providing for a variety of housing choices that support and enhance community character, identity, and civic pride.

Housing opportunities for both owner- and renter-occupied units can be expanded through the implementation of effective policies that provide for a variety of housing opportunities for people of all ages, races, incomes, and abilities. Because housing is one of the most important expenditures for American households, the availability of affordable housing is a major factor in the sustainability of the local economy and the quality of life of residents.

For these reasons, planning for housing is one of the City's most important tasks. This importance is reinforced by new State requirements for a Housing Element that addresses affordable and workforce housing through House Bill (HB) 1045, adopted in 2019 and effective as of June 2020, and through HB 90 on Affirmatively Furthering Fair Housing, adopted in 2021 and taking effect as of January 1, 2023.

Through this chapter, the City of Aberdeen affirms its responsibilities to plan for affordable and workforce housing. The City also affirms its commitment to further fair housing through the goals, objectives, implementation strategies and actions of this Housing Element and Comprehensive Plan. Because this plan was substantially completed before the Fair Housing requirements were effective in 2023, and before the guidance on this topic had been issued by the Maryland Department of Planning, in consultation with the MD Department of Housing and Community Development, the City will coordinate with these State agencies to complete the required Fair Housing Assessment upon the issuance of this guidance, currently expected in mid-2023, as one of the implementation actions of this plan. This chapter also discusses the City's housing conditions, needs, and trends.

GOALS

The Community Vision established in Plan Aberdeen states that "The City of Aberdeen is a destination to work, live, learn and play…" To meet that vision the City needs housing opportunities for all ages, family sizes, and income levels.

The following goals have been identified to help advance the housing land use policy for the City:

1. **Identify, evaluate, and analyze current and future housing needs and trends.**
   - Create a housing inventory of existing conditions that includes, but is not limited to, housing condition, age, cost, size, type, tenure, and vacancy rate.
   - Continue to track and monitor building permits issued for new residential projects and housing renovations.

- Coordinate with Harford County and with the Maryland Department of Planning on the development of MDP's ongoing Statewide Building Permit Reporting System so that local building permit data are compatible with the new MDP tool(s) and the output from the tool(s) can be used for local analysis.
- Work with local and county elected officials and regional organizations such as the Baltimore Metropolitan Council to identify housing needs, including the need for housing for all age groups, to support aging in place and other long-term housing needs.

2. **Identify incentives for the improvement or redevelopment of housing.**
   - Utilize programs offered by the Harford County Department of Housing and Community Development and the MD Department of Housing and Community Development to help homeowners maintain and improve their housing conditions.
   - Explore applying for State Community Legacy funds to fund a residential renovation and/or façade improvement program.
   - Identify grants and other funding opportunities to assist low to moderate income residents to support improvements in their homes.
   - Engage nonprofit organizations to assist in the rehabilitation of dilapidated or older housing stock.

3. **Identify substandard dwellings and develop a plan of action to improve them.**
   - Review the Livability Code requirements and amend the minimum standards if warranted.
   - Explore establishing a rental registration program to ensure rental housing units meet Livability Code requirements.
   - Consider amendments to the Environmental Control Code.
   - Consider adopting the International Property Maintenance Code to address blighted and vacant housing and property and building maintenance issues.
   - Encourage efforts to maintain the quality and appearance of residential neighborhoods to improve the quality of life and retain property values.
   - Assess City staffing needs to implement and oversee regulatory programs related to housing and connections to available resources.

4. **Continue to identify opportunities to provide equity in housing and affordable housing opportunities in the City.**
   - Work to ensure that a diversity of housing types, both rental and ownership opportunities, are available to serve all ages and income levels.
   - Provide information on Maryland's Department of Housing and Community Development homebuyer programs to first-time home buyers to attract homeowners of all ages.
   - Explore available funding sources to establish a 'Live Near Your Work' program to provide incentives for people to work and live in the City.
   - Explore opportunities to preserve historical and architectural character and promote the rehabilitation and re-use of existing structures, where feasible.

- Identify opportunities to increase the supply of housing for the senior population, including developments that support aging in place.
- Support affordable housing opportunities that are accessible to the entire population, without compromising the quality of residential neighborhoods.
- Support housing projects that provide a mix of housing to serve a mix of income levels and integrating traditional market housing with affordable housing opportunities.
- Look for opportunities to further encourage and incentivize affordable housing, including multi-family housing, in the City's designated Transit Oriented Development area.

5. **Continue to identify opportunities to provide housing to support city workforce needs.**
   - Work closely with existing employers and new commercial and industrial developments to identify the workforce needs and housing available for employees.
   - Share information with local businesses about the types of housing available in the City.
   - Promote the real property tax break for current and future City employees.

6. **Take steps to affirmatively further fair housing throughout the City.**
   - Coordinate with the Maryland Department of Planning and the MD Department of Housing and Community Development to complete the required Fair Housing Assessment upon the issuance of guidance from State agencies.
   - Implement the action items from this assessment upon its completion.

7. **Collaborate with County and Non-Profit Agencies to address homelessness in the City.**
   - Work with Harford County elected officials, the Harford County Department of Housing and Community Development (HCD) and the Harford Community Action Agency to better quantify homelessness so that resources can be targeted to reduce it.
   - Identify community partners that provide services to assist those experiencing homelessness.

GUIDING PRINCIPLES & LEGISLATION

The housing vision found in *Maryland's Land Use Article §3-114* recommends providing a range of housing densities, types, and sizes for citizens of all ages and incomes. This vision sets the baseline for the City to provide for sufficient, affordable workforce housing along with a full range of housing options that meet the needs of all citizens. This vision is supplemented by requirements identified in HB 1045, which emphasizes adequately providing local, affordable workforce housing. These guidelines are the basis for the housing information and analysis presented in this chapter.

Fair Housing Act

The *Fair Housing Act* is a federal law that protects people from discrimination when they are renting, buying, securing financing for housing, or engaging in other housing related activities. The prohibitions specifically cover discrimination because of race, color, national origin, religion, sex, disability, and the presence of children. The Act covers most housing. In very rare circumstances, the Act exempts owner-occupied buildings with no more than four units, single-family houses sold or rented by the owner without the use of an agent, and housing operated by religious organizations and private clubs that limit occupancy to members.

Land Use Article

The *Maryland Land Use Article §3-114* describes the requirements for a comprehensive plan's housing element. It requires that, among other components, the element addresses the need for affordable housing, including workforce housing and low-income housing. In this context, low-income housing is housing that is affordable for a household with an annual income that is below 60% of Area Median Income (AMI). Workforce housing includes rental housing that is affordable for a household with an annual income that is 50-100% of AMI, homeownership housing that is affordable to a household with annual income that is 60-120% of AMI, or in recognized Maryland Mortgage Program target areas, affordable to a household with an annual income that is 60-150% of AMI.

Aberdeen Code

The Code of the City of Aberdeen – *Chapter 348 Livability Standards* is known as the "Minimum Livability Code" that protects the health, safety, and welfare of rental housing units and premises. The Code also has a chapter about development, which relates to housing when new units are planned. *Chapter 235* is the "City of Aberdeen Development Code" that guides development, zoning, and architectural review. The purpose of this chapter is to ensure that future development protects property values, provides compatible use development, promotes mixed use development with a variety of housing types, and protects the City's character.

Recent Legislative Changes

Recent legislative changes regarding housing, especially House Bill 1045, enacted in 2019 to require Housing Elements in comprehensive plans, and HB 90, enacted in 2021, regarding Fair Housing, are summarized in Chapter 1.

As noted in that chapter, HB 90 requires that the Maryland Department of Housing and Community Development (DHCD) submit a report on fair housing to the Governor and General Assembly by Dec 1, 2023, and every five years thereafter. The house bill mandates that DHCD complete this report in

consultation with local governments and housing authorities in Maryland and develop a template that these partners can use to gather and present data on fair housing within their own jurisdictions.

HB 90 defines affirmatively furthering fair housing as, "taking meaningful actions to:

- Overcome patterns of segregation;
- Foster inclusive communities free from barriers that restrict access to housing and opportunity based on protected characteristics;
- Address significant disparities in housing needs and access to opportunity;
- Replace segregated living patterns with truly integrated and balanced living patterns; and Foster and maintain compliance with civil rights and fair housing laws."

HOUSING INVENTORY

Much of the data included in this section was derived from the U.S. Census Bureau. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional "long form" survey that historically provided enhanced data. These included detailed housing statistics (e.g., unit makeup, year built, value), social statistics (e.g., educational attainment, veteran status, disability status), and economic data (e.g., employment, occupation, income, poverty status). These summary files were replaced by American Community Survey (ACS) data, which are available in five-year estimates.

Housing Units

The 2020 Census identified 6,936 housing units in the City. Compared to the 2010 Census, which listed 6,191 housing units, the City added 745 units, or increased housing units by 12.0%. This was a greater percent change than either Harford County (8.1%) or Maryland (6.4%). **Table 6-1, Housing Units** shows the number of housing units and percent change from 1990 through 2020.

Table 6-1. Housing Units

Year	Aberdeen		Harford County		Maryland	
	#	Change	#	Change	#	Change
1990	5,214	—	66,446	—	1,891,917	—
2000	5,855	12.3%	83,146	25.1%	2,145,283	13.4%
2010	6,191	5.7%	95,554	14.9%	2,378,814	10.9%
2020	6,936	12.0%	103,284	8.1%	2,530,844	6.4%

Source: U.S. Decennial Census (1990-2010)

Note: When 2006-2010 or 2016-2020 ACS data are used for analysis, total housing units will differ than those shown in Table 6-1.

Housing Types

The City offers a variety of housing unit types including mobile homes, detached single-family dwellings, attached single-family dwellings, apartments, duplexes, townhouses, and multi-family dwellings. Most of the housing units have their own unique architectural style and range in age from newly constructed to over 100 years old. **Table 6-2, Aberdeen Housing Types** provides the types of housing within the City in the years 2000, 2010, and 2020. The breakdown of units shown in this table may vary based on the respondent's knowledge of housing types. Detached single-family housing units continue to be the predominant housing type within the City of Aberdeen.

Table 6-2. Aberdeen Housing Types

Housing Type	2000		2010		2020		Change		
	#	%	#	%	#	%	'00-'10	'10-'20	'00-'20
Single-Family Detached	3,327	56.8%	3,600	55.6%	4,226	59.8%	8.2%	17.4%	27.0%
Single-Family Attached	652	11.1%	774	12.0%	884	12.5%	18.7%	14.2%	35.6%
Multi-Family	1,571	26.8%	2,101	32.4%	1,952	27.6%	33.7%	-7.1%	24.3%
2 Units	*92*	*1.6%*	*170*	*2.6%*	*73*	*1.0%*	*84.8%*	*-57.1%*	*-20.75*
3-4 Units	*125*	*2.1%*	*181*	*2.8%*	*175*	*2.5%*	*44.8%*	*-3.3%*	*40.0%*
5-9 Units	*492*	*8.4%*	*534*	*8.2%*	*410*	*5.8%*	*8.5%*	*-23.2%*	*-16.7%*
10-19 Units	*535*	*9.1%*	*436*	*6.7%*	*556*	*7.9%*	*-18.5%*	*27.5%*	*3.9%*
20 Units+	*327*	*5.6%*	*399*	*6.2%*	*462*	*6.5%*	*22.0%*	*15.8%*	*41.3%*
Mobile Home	305	5.2%	381	5.9%	*276*	*3.9%*	24.9%	-27.6%	-9.5%
Total Housing Units	5,855		6,475		7,062		10.6%	9.1%	20.6%

Source: 2000 U.S. Census, 2006-2010 & 2016-2020 American Community Survey

Occupancy and Tenure

One of the fundamental choices people make about their living situation is whether to rent or buy a home, and there are several factors that contribute to that choice. Homeownership is valued as a long-term investment strategy, while renting affords more flexibility and can appeal to those who do not want to be tied to a specific location. Sometimes, the desire to own a home is constrained by personal finances or life situations, and so renting may be the only choice available at that time. National trends have demonstrated changes in home buying patterns, as young adults wait longer to purchase their first homes, sometimes as a function of affordability and price. There is also a trend toward increased mobility and a desire for flexibility in housing options that favors renting among certain populations.

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Out of the 7,062 total housing units in 2020 (per the 2016-2020 ACS), 6,412 are occupied. **Figure 6-1, Occupancy Rates** compares the proportion of owner-occupied units, renter-occupied units, and vacant units in the City with those of Harford County, the State, and nearby municipalities. The City's rate of owner-occupancy was lower than all comparison jurisdictions. The vacancy rate was also higher than Harford County or the Town of Bel Air but was just shy of that for Maryland and the City of Havre De Grace. **Table 6-3, Occupancy Rates** shows the values that correspond to the percentages in the figure. Out of the 6,412 total occupied units in Aberdeen, 4,001 of them are owner-occupied (62.4%).

Figure 6-1. Occupancy Rates
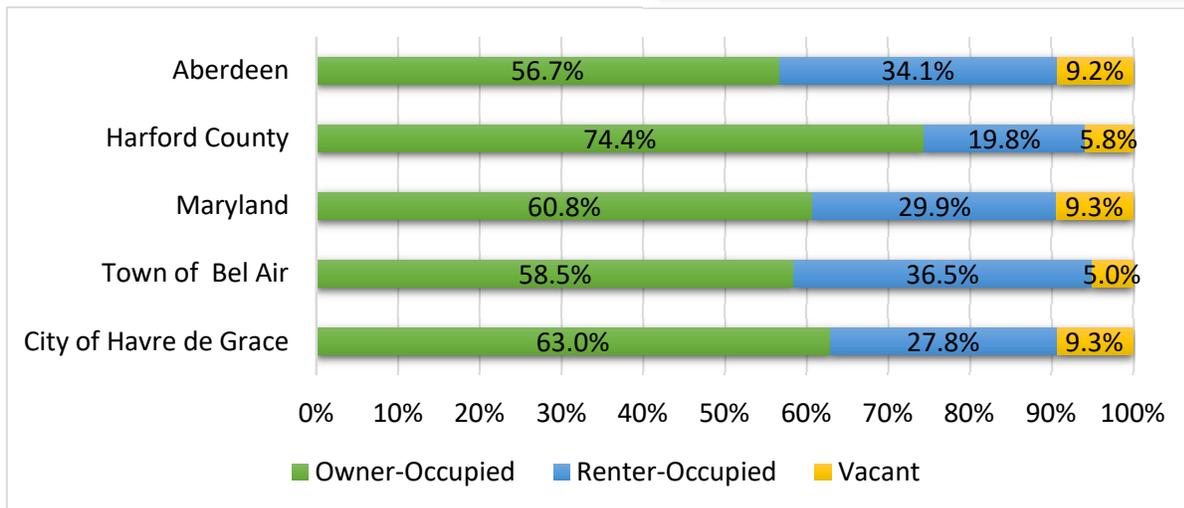
Source: 2016-2020 American Community Survey

Table 6-3. Occupancy Rates

Occupancy Status	Aberdeen		Harford County		Maryland		Bel Air		Havre De Grace	
	#	%	#	%	#	%	#	%	#	%
Occupied Units	6,412	90.8%	95,094	94.2%	2,230,527	90.7%	4,758	95.0%	5,811	90.7%
Owner Occupied	*4,001*	*56.7%*	*75,117*	*74.4%*	*1,495,828*	*60.8%*	*2,929*	*58.5%*	*4,032*	*63.0%*
Renter Occupied	*2,411*	*34.1%*	*19,977*	*19.8%*	*734,699*	*29.9%*	*1,829*	*36.5%*	*1,779*	*27.8%*
Vacant	650	9.2%	5,858	5.8%	229,123	9.3%	249	5.0%	593	9.3%
Total Housing Units	7,062		100,952		2,459,650		5,007		6,404	

Source: 2016-2020 American Community Survey

Housing Features

The most common housing unit size in the City (**See Table 6-4, Number of Rooms**) is five-room housing units (1,500 units or 21.2%), whereas the most common size in the County and State is nine or more rooms (27,390 units or 27.1% and 510,136 units or 20.7%, respectively). While these figures do not directly address square footage, it can be inferred that housing units in Harford County and Maryland are, on average, larger than those found within Aberdeen.

Table 6-4. Number of Rooms (2020)

Rooms	Aberdeen		Harford County		Maryland	
	No.	%	No.	%	No.	%
1 Room	51	0.7%	1,202	1.2%	41,293	1.7%
2 Rooms	92	1.3%	695	0.7%	55,044	2.2%
3 Rooms	564	8.0%	3,312	3.3%	184,648	7.5%
4 Rooms	1,359	19.2%	9,423	9.3%	313,918	12.8%
5 Rooms	1,500	21.2%	12,857	12.7%	334,485	13.6%
6 Rooms	1,063	15.1%	16,887	16.7%	408,044	16.6%
7 Rooms	963	13.6%	15,452	15.3%	332,641	13.5%
8 Rooms	666	9.4%	13,734	13.6%	279,441	11.4%
9 or More Rooms	804	11.4%	27,390	27.1%	510,136	20.7%
Median Rooms	5.5		6.9		6.2	
Total Housing Units	7,062		100,952		2,459,650	

Source: 2016-2020 American Community Survey

Table 6-5, Number of Bedrooms shows the number of bedroom housing units in Aberdeen in 2020. The City has mostly two- and three-bedroom housing units (2,442 units or 34.6% and 2,514 units or 35.6%, respectively), while one-bedroom and studio (or no bedroom) units are limited (51 units or 0.7% and 700 units or 9.9%, respectively). People wishing to downsize or those just starting out in the housing market have some opportunities, but larger homes (or those with a greater number of bedrooms) predominate. This is one factor that may affect the long-term ability of individuals and families to age in place, among other housing considerations, and points to the need for the City to encourage a variety of housing choices as the City continues to develop and the housing stock expands.

Table 6-5. Number of Bedrooms (Aberdeen, 2020)

Bedrooms	Aberdeen		Harford County		Maryland	
	No.	%	No.	%	No.	%
No Bedroom	51	0.7%	1,368	1.4%	45,940	1.9%
1 Bedroom	700	9.9%	4,779	4.7%	248,570	10.1%
2 Bedrooms	2,442	34.6%	19,720	19.5%	525,189	21.4%
3 Bedrooms	2,514	35.6%	40,828	40.4%	909,349	37.0%
4 Bedrooms	1,150	16.3%	27,477	27.2%	540,123	22.0%
5 or More Bedrooms	205	2.9%	6,780	6.7%	190,479	7.7%
Total Housing Units	7,062		100,952		2,459,650	

Source: 2016-2020 American Community Survey

Households

Within the City's households, there are two main household types: family and non-family households. According to the U.S. Census Bureau, "A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family." A non-family household, by contrast, is either a person living alone or with one or more other householders unrelated to any of the other persons in the home.

According to 2016-2020 ACS estimates for the City, the majority of households (3,951 households or 61.6%) are considered family households. The average family size is 3.13 persons per family, which is noticeably larger than the average household size of 2.48 (**see Table 6-6, Average Household and Family Size**). Owner-occupied housing is more strongly associated with family households, with 71.5% of owner-occupied housing being made up of family households. Meanwhile, 45.3% of renter-occupied housing units are made up of family households.

Table 6-6. Average Household and Family Size

Jurisdiction	Average Household Size			Average Family Size
	Total	Owner-Occupied	Renter-Occupied	
Aberdeen	2.48	2.65	2.18	3.13
Harford County	2.65	2.74	2.32	3.11
Maryland	2.64	2.74	2.44	3.24

Source: 2016-2020 American Community Survey

The number of single-person households has increased steadily over time and a substantial percentage of those are people over age 65 (**See Figure 6-2, Single Person Households**). The data suggests that alternative housing types are likely to be in demand as people age and household sizes decrease (**See Figure 6-3, Household Size**). There are also potential public health implications of older residents living alone. In general, as the City's population ages, there are specific housing considerations:

- The members of this age cohort are more likely to be homeowners, but they may struggle with upkeep of their homes and may be looking to downsize in the future.
- Senior housing options should include smaller independent living units, 'granny pods' or mother-in-law suites, residential care homes, respite services, assisted living and memory care facilities, and retirement communities.
- Due to a strong desire among this group to age-in-place as people become physically limited, they may need housing modifications (e.g., bathroom grab-bars, roll-in showers, ramps) to support the ability to live in existing housing units.

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Figure 6-2. Single-Person Households
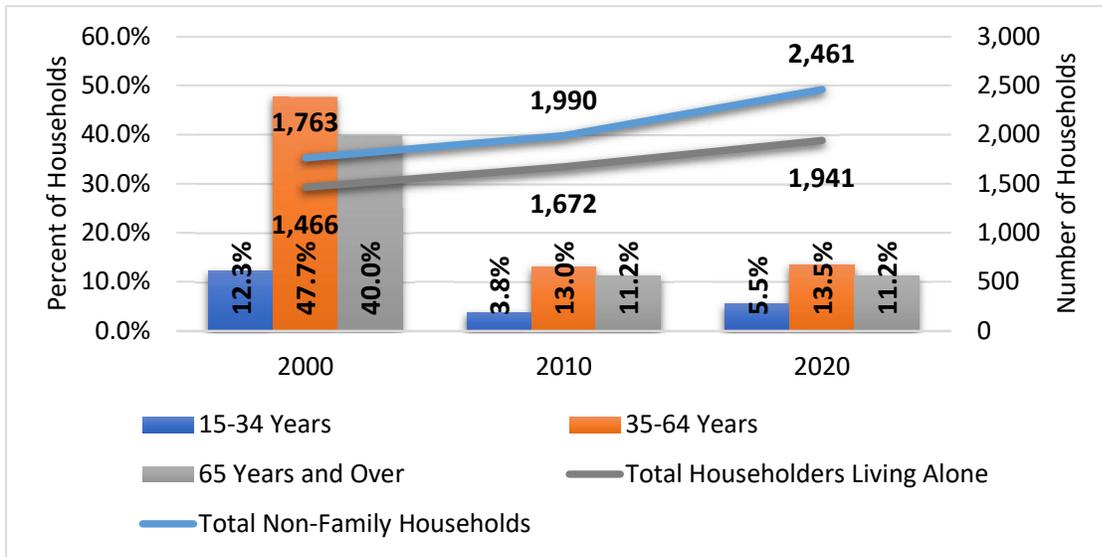
Source: 2000 U.S. Census, 2006-2010 & 2016-2020 American Community Survey

Figure 6-3. Household Size
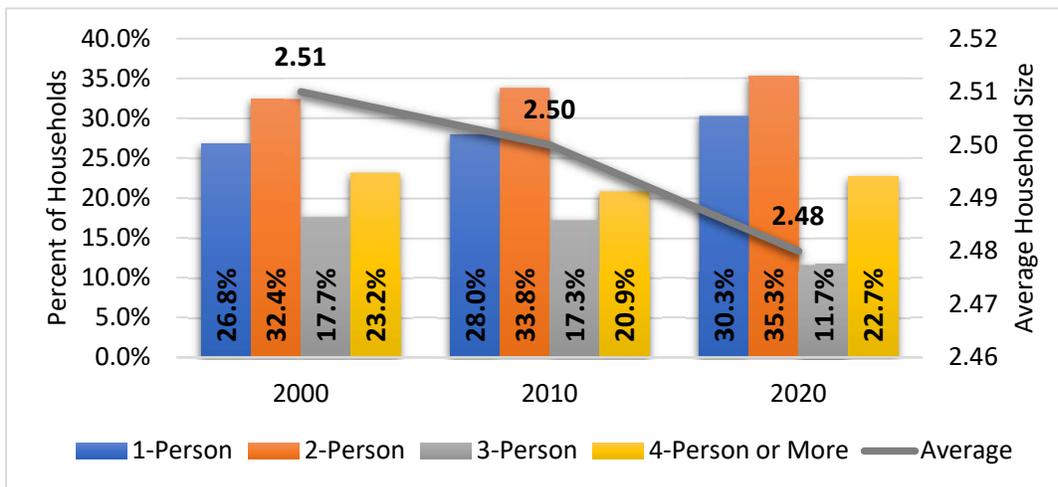
Source: 2000 U.S. Census, 2006-2010 & 2016-2020 American Community Survey

Housing Age and Conditions

The median year housing structures were built can be an indicator of the condition and livability of the housing stock. Older buildings typically require a greater degree of upkeep and maintenance. While numerous factors influence the cost to maintain homes, older structures typically cost more to rehabilitate than new construction and have a greater chance of deteriorating and being neglected or even abandoned. See **Figure 6-4, Housing Age** showing age of housing by percentage for Aberdeen, Harford County and Maryland.

Figure 6-4. Housing Age
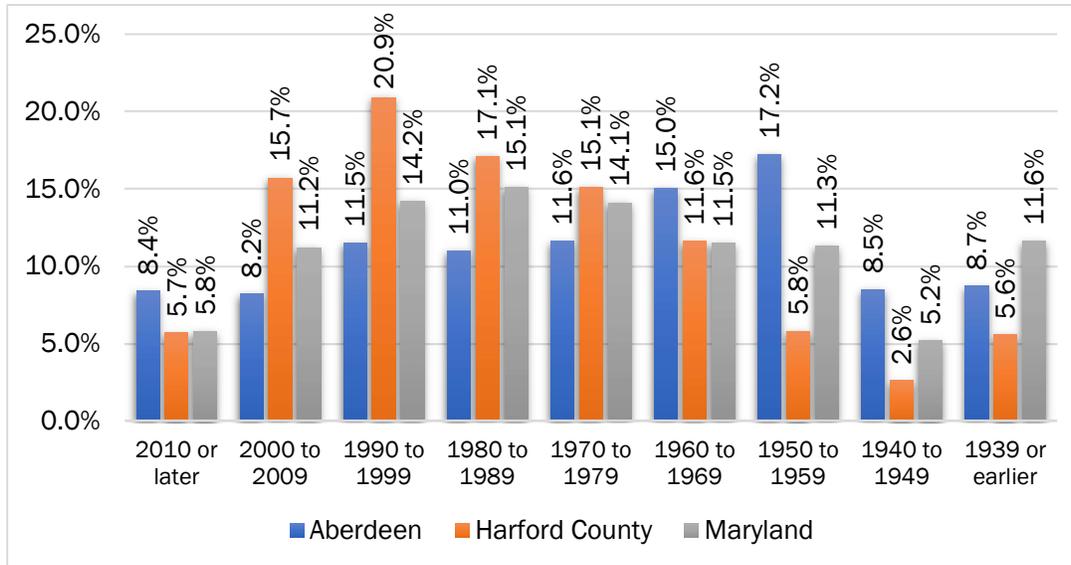
Source: 2016-2020 American Community Survey

In the City, 8.4% of the housing stock (592 units) was built in and after the year 2000, 50.7% since 1970 (3,575 units), and 82.9% since 1950 (5,850 units). Housing units built prior to 1950 make up about 17.2% (1,212 units) of the City's stock. Those structures built prior to 1972 now meet the age eligibility criteria for listing on the National Register of Historic Places (NRHP). Approximately 49.4% of the City's housing structures meet this age criteria.

In addition, with almost 50% of the City's housing structure built prior to 1972, several houses and communities need restoration or preservation. As identified in the goals, the City will continue to work with residents to identify grant or funding assistance to help with maintaining or renovating these older communities.

Value and Affordability

Housing costs often account for a significant portion of a household budget and can affect the lives of residents in a variety of ways. Homeowners who want to build equity would like to see the value of their investment increase to maximize their financial outcomes. Renters, on the other hand, may see their expenses rise over time as rents increase. Whether homeowner or renter, households that struggle to afford housing costs find themselves in unstable positions that can affect their quality of life. Municipalities also have a stake in the cost and value of housing within their borders as it can affect the community's overall economic health.

The City is encountering an increasing gap between household incomes and housing costs/values. This is a regional and national trend that most jurisdictions are experiencing. The primary measure of housing affordability is the share of the household's income spent on housing. In general, housing costs that are more than 30% of the household's annual income are defined as unaffordable. Owner and renter households paying more than 30% of their income on housing costs are considered cost burdened.

The median household income in Aberdeen in 2020 was $66,481, which is $20,582 less than the median household income for the State ($87,063) and $27,522 less than the median household income for Harford County ($94,003). Median house prices overall are lower in Aberdeen compared to Harford County and the State median, but this does not mean that housing is more affordable in the City.

A substantial gap has grown between housing value and median household incomes (**See Figure 6-5, Median Housing Values and Figure 6-6, Median Rental Values**). Between 2000 and 2020, the median house value increased by $83,000 (approximately 75%) from $109,400 to $192,400. The median household income also increased, but at a slower rate of 70%, from $39,190 to $66,481 (**See Figure 6-7, Median Household Income and Home Value**). The State experienced a similar gap increase in the same period where the median home value increased by 123% from $146,000 to $325,400 and income increased 65%, from $52,868 to $87,063. Harford County experienced a similar gap increase in the same period where the median home value increased by more than 100% from $149,800 to $302,900 and income increased 64%, from $57,234 to $94,003.

Figure 6-5. Median Housing Values
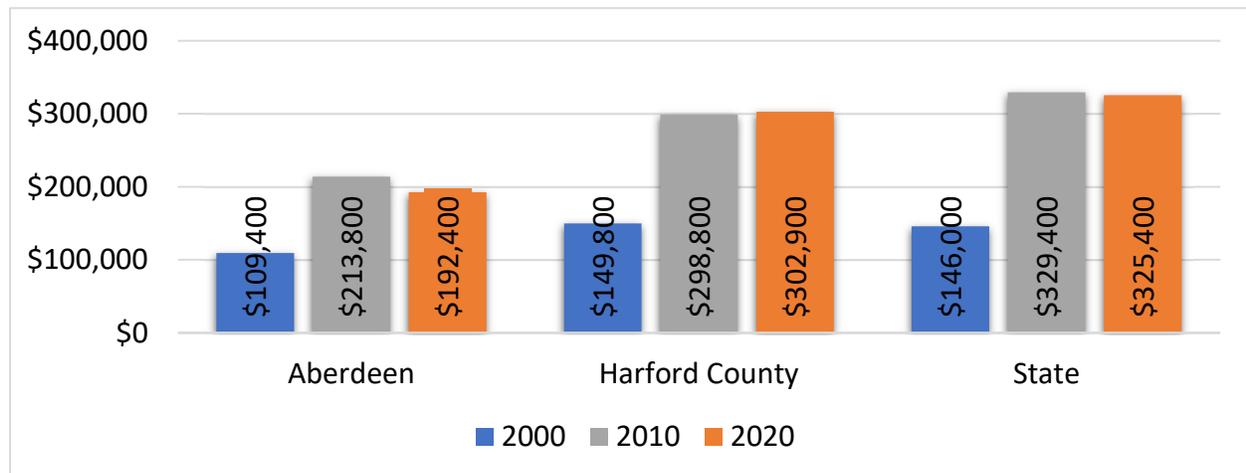
Source: 2000 U.S. Census; 2006-2010 & 2016-2020 American Community Survey

Figure 6-6. Median Household Income & Home Value
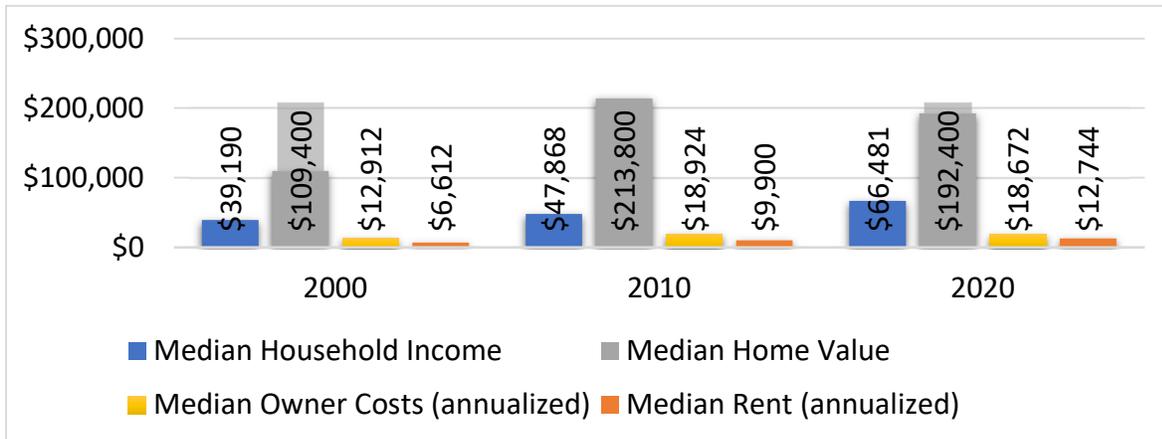
Source: 2000 U.S. Census; 2006-2010 & 2016-2020 American Community Survey

Figure 6-7. Median Rental Values
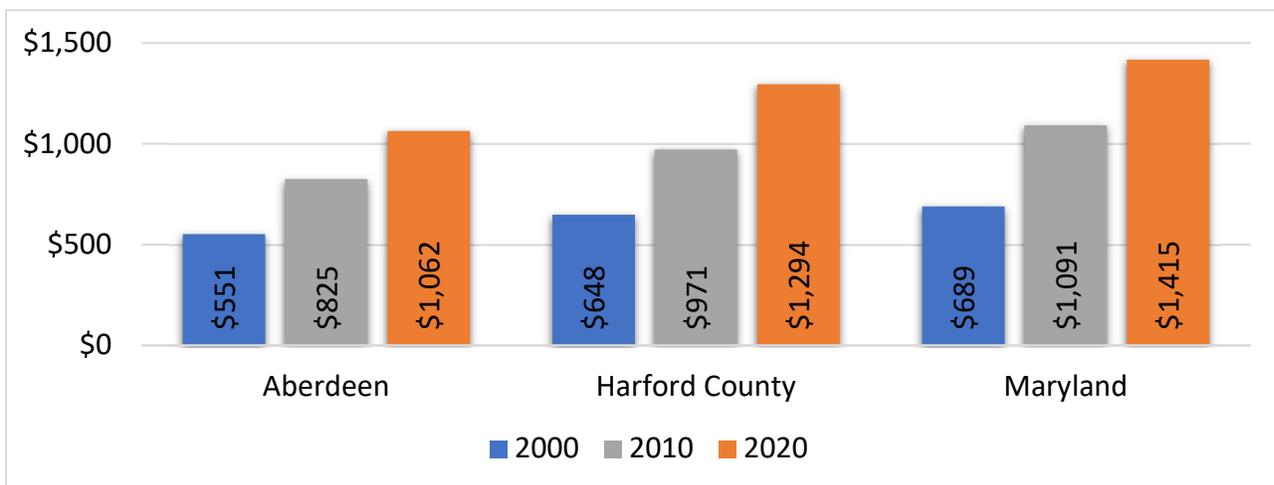
Source: 2000 U.S. Census; 2006-2010 & 2016-2020 American Community Survey

In 2020, of all owner-occupied housing units in the City, 2,699 units (67.5%) had a mortgage. Monthly owner household costs with a mortgage were significantly higher than owner-occupied households without a mortgage. The median monthly owner cost with a mortgage was $1,556 compared to $608 for owners without a mortgage. Of the 4,001 owner-occupied units, 960 (24.0%) spent more than 30% of their household income on housing; 82.6% of these households had a mortgage. The median rent more than doubled between 2000 and 2020, from $551 to $1,062. In 2020, 1,126 renter households (51.3%) spent 30% or more of their household income on monthly housing costs.

Addressing these affordable housing issues will be a priority of the City throughout the next decade. Because of Aberdeen's location within the region and within Harford County, coordination with County, State and non-profit housing agencies will be the key to addressing the affordable housing needs of City residents into the future.

AFFORDABLE AND WORKFORCE HOUSING

The U.S. Department of Housing and Urban Development (HUD) defines housing as affordable if the cost of occupying the house does not consume more than 30% of the household's income. HUD defines housing costs as contract rent plus utilities for renter, and monthly payment (mortgage, taxes, and insurance) for owners.

According to HUD, affordable housing is determined based on the Area Median Income (AMI). For homeowners, affordable housing costs do not exceed 30% of the yearly income for those who earn 80% or less of the AMI. For renters, affordable housing costs do not exceed 30% of the yearly income for those who earn 60% or less of the AMI. Workforce housing is generally thought of as housing affordable to essential public- and service-sector employees such as teachers, fire fighters, and nurses. It is defined here as housing affordable to households with incomes up to 120% of AMI.

Income limits are calculated for metropolitan areas and non-metropolitan counties in the country using the Fair Market Rent (FMR) area definitions used in the Section 8 program, based on HUD estimates of median family income, with adjustments for family size. Aberdeen is part of the Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA). **Table 6-7, HUD FY21 Income Limits Summary** details the FY 2021 income limits.

Table 6-7. HUD FY21 Income Limits Summary

Median Income	FY21 Income Limit Category	Persons in Family							
		1	2	3	4	5	6	7	8
$105,100	Low (80%)	55,950	63,950	71,950	79,900	86,300	92,700	99,100	105,500
	Very Low (50%)	36,800	42,050	47,300	52,550	56,800	61,000	65,200	69,400
	Extremely Low (30%)	22,100	25,250	28,400	31,550	34,100	36,600	40,120	44,660

Source: HUD FY 2021 Section 8 Income Limits

Workforce Housing

Workforce housing is housing affordable to households earning between 60-120% of AMI. Workforce housing targets middle-income workers, which includes professions such as police officers, firefighters, teachers, healthcare workers, and retail workers. Those who need workforce housing may not always qualify for subsidized housing programs such as the Low-Income Housing Tax Credit (LIHTC) program or the Housing Choice Vouchers program (formerly known as Section 8).

From the 1940s to the 1990s, housing was generally affordable to many middle-income workers due to wages remaining relatively consistent with costs of living. During the late 1990s and early 2000s, incomes began to lag behind rising costs of living, and housing supply for middle-income workers grew stagnant, causing an acute need for workforce housing. Because affordable housing programs focused on serving households making 60% or lower of AMI, middle-income workers were left with fewer housing options.

Federal programs through HUD or state governments are predominantly focused on supporting people that make less than 60% of AMI. The workforce housing target of 60-120% of AMI is an income stratum that is largely unserved and unaddressed by both federal and state programs aside from FHA loans. Affordable housing for the working and middle classes is largely left to individual municipalities and counties to deal with. Families that fall into this income category have found it increasingly difficult to purchase a home that is located in the area where they work, and that provides for the needs of their household. In response, many families have found housing that is significantly further away from their place of employment. This results in increased commute times, greater reliance on transportation infrastructure, less free time, and ultimately lower quality of life.

Aberdeen has experienced some workforce housing issues based on these trends. Employees at places like the U.S. Army's Aberdeen Proving Ground (APG) often live remotely and commute to APG versus living in Aberdeen or the immediate area. This trend characterizes much of the growth that has occurred throughout Harford County as increasing numbers of residents live in suburban developments and commute to employment centers throughout the state.

APG has contracted on-post housing services with Corvias Military Living and Property Management, which manages, leases, and provides maintenance services to residents in three gated neighborhoods. Since the COVID pandemic, only 60 percent of the civilian workforce have returned to work on APG and the remaining workforce telework. This new pattern has affected housing, transportation, economic development and services in Aberdeen and APG. The City needs to monitor this trend closely in coming years to assess how it affects the demand for workforce housing.

Aberdeen would also benefit by establishing a 'Live Near Your Work' program. Several successful examples exist within the region, including programs sponsored by the University of Maryland, Baltimore, Loyola University and Johns Hopkins University. The Live Baltimore program, a partnership between Baltimore City and participating employers, provides homebuying assistance programs for employees to assist with down payment and closing costs. A local program can be developed based on these and other successful models.

While Aberdeen generally provides a mix of workforce housing for a full range of families and incomes, projected growth trends indicate that a continued focus on developing a range of workforce housing opportunities would significantly benefit people working in and around Aberdeen by allowing them to live in the City. The City would benefit by putting tools in place to monitor these trends and working with Harford County, the State, and regional housing entities to address the affordable housing needs of City residents.

Attainable Housing

As noted above, affordable housing is defined by HUD as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. In the U.S., affordable housing is generally subsidized by government and nonprofit agencies, while attainable housing is generally unsubsidized.

According to an Urban Land Institute publication on Attainable Housing, an additional area for discussion related to the country's housing affordability challenge is the near disappearance, in most areas, of modestly priced, new for-sale homes. For the purposes of this plan, attainable housing is defined as nonsubsidized, for-sale housing that is affordable to households with incomes between 80-120% of the AMI.

Housing prices have accelerated rapidly, partly as a result of limited new supply. The lack of overall supply—and the very low rate of growth in new construction at attainable price points—has led to significant challenges among many young adult households, and others with moderate incomes, who are looking to become homeowners.

Developers and builders are seeing housing demand shift because of the rise of small households. This trend has negative implications for the availability of smaller homes at attainable price points. The size of the traditional family household has been declining and the proportion of smaller households is increasing. Factors contributing to these trends include delaying marriage until later in life; birthing fewer children; having both partners in the workforce; greater rates of divorce; later-in-life remarriages; healthy life spans and longevity; and increased rates of aging in place. Despite the shifts in household size, new construction has continued to focus on delivering larger homes with more bedrooms. This results in gaps between the needs and demands of residents and the supply of appropriate housing.

To successfully bridge this gap, attainable housing developments should focus on:
- **Smaller Homes**— Homes with less than 1,400 square feet offer first-time homebuyers, downsizers, and small households of any age and income level alternative housing options.
- **Value Housing**—Many homebuilders are introducing models to specifically address attainable housing. These scaled-down models often offer greater simplicity in terms of option packages and structural components, thereby enabling the homebuilder to deliver products more cost-effectively which can increase the supply of attainable housing.
- **Missing-Middle Housing**—This strategy provides housing options at densities between single-family homes and mid-rise communities whose scale would be compatible (e.g., duplexes, triplexes, courtyard buildings, bungalow courts, live-work buildings). The scale of these buildings can be attractive, especially when higher density, multi-unit attached housing is often perceived as being of less value than traditional single-family homes.

- **Cluster Housing**—Detached cluster homes allow for higher densities than traditional single-family homes but create the traditional feel associated with single-family developments often desired by homebuyers.

To be successful in providing attainable housing, research suggests that the City of Aberdeen consider permitting increased housing densities; granting additional flexibility in addressing local development requirements; generating local community support for these development concepts; providing incentives to builders of these types of housing units; and facilitating the increase of the efficiency of the home building industry.

As Aberdeen focuses on restoration, redevelopment, or infill of older communities, the City should also focus on the development of discrete housing plans for the Planning Areas that are targeted for future growth. These plans should directly address the needs for, and ability to provide, attainable housing based on consumer demand to meet both family and workforce needs within these specific areas. More information about the Planning Areas can be founding the **Chapter 5 – Municipal Growth**.

HOMELESSNESS

Homelessness in Aberdeen has been an ongoing issue, as it is across America. Local assistance is coordinated through Harford County and the Harford Community Action Agency (HCAA), which provides help to Harford County individuals and families who are experiencing financial hardships in meeting their housing, food, energy/heating, and/or budget and family counseling needs. The HCAA provides emergency financial assistance to help stabilize low-income individuals and families in crisis and offers programs that help them become more economically self-sufficient.

Harford County addresses this extreme form of poverty so that homelessness is rare, brief, and non-recurring through homeless prevention, shelter diversion, street outreach, temporary shelters, rental assistance and permanent housing with support services, as well as through partnerships with non-profit and faith-based organizations, government agencies, the Harford County Public Schools, healthcare organizations, foundations and the community at large.

The HCAA provides programs and services to address the needs of low-income individuals and families in Harford County. Its Continuum of Care (CoC) program assists sheltered and unsheltered homeless people by providing housing and services to help individuals move into transitional and permanent housing.

Every January, HCAA completes a Point-in-Time (PIT) count of sheltered and unsheltered people experiencing homelessness, as required by the U.S. Department of Housing and Urban Development (HUD), as part of each Community Action Agency's CoC program. Between 2015 and 2020, the Harford County PIT count identified between 179 and 220 homeless individuals in each count, with a slight variation from year to year. A portion of these individuals were identified in Aberdeen, though data specific to the city from this count is not available.

HCAA utilizes the Maryland Energy Assistance Program, the Harford County Fuel Fund, Homeless Prevention, Homeless Services, Community Food Pantry, Food Bank, Financial Services Program, and other programs to assist at-risk individuals and families.

The Aberdeen Police Department refers individuals and families that are in crisis or experiencing homelessness to the HCAA and provides information on outreach services that are available in the community.

Programs include Maryland Energy Assistance Program, Harford County Fuel Fund, Homeless Prevention, Homeless Services, Community Food Pantry, Food Bank, Financial Services Program, Volunteer Income Tax Assistance (VITA), and GED Plus.

HOUSING PIPELINE

The provision of affordable housing for Aberdeen's lower-income residents is an ongoing concern, one that has grown in importance as home prices have increased sharply over the past two decades. While home restoration and community revitalization efforts have helped to address some of this need, demand for a full range of affordable housing options in Aberdeen continues to grow. This is an especially important issue for the City, given its aspirations for growth, development, and employment. Continued efforts are needed to ensure that the City's housing stock meets the needs of the residents, employees, and employers the City wants to attract and retain.

The City's demographics, and how they may affect Aberdeen's future aspirations, are significant considerations in the development of a housing strategy. Today, as the population continues to age, and the need for a variety of housing types for those over 70 is growing. Demand for large, four-bedroom suburban homes may not be desirable for this age group, given cost, maintenance, and transportation considerations. Likewise, the millennial and younger generations have yet to demonstrate the same commitment to and ability to access homeownership and a suburban lifestyle as the generations preceding them, with many looking for more town-centered locations with less dependence on automobile-based transportation options.

Fortunately, Aberdeen appears to be well positioned to accommodate these trends. Aberdeen's zoning and subdivision regulations allow for a mix of housing types, as well as communities and developments that blend a mix of uses. In addition, the variety of options from traditional residential neighborhoods, suburban developments, and Transit Oriented Development (TOD) areas provide for a variety of options to meet the various needs for housing, from type to location.

How future housing projects will meet this need is yet to be determined. Gathering and analyzing housing data can help the City monitor its progress and adjust housing policies as appropriate. Data and mapping tools are becoming both more sophisticated and easier to implement and use.

The City should create a housing inventory of existing conditions that includes, but is not limited to, housing condition, age, cost, size, type, tenure, and vacancy rate. This tool also could be used to track occupancy for all new housing developments. In either case, the City should continue to track and monitor building permits for new residential projects and housing renovations.

Building permit data is useful in tracking residential projects and also in determining infrastructure planning needs. The Maryland Department of Planning is developing a Statewide Building Permit Reporting System to identify the location and to quantify the amount of residential development activity. Permit data will be collected through counties and municipalities. The City should ensure that its reporting

is consistent with the needs of this project, as the data collected can be used by the City to undertake more detailed analysis of housing trends and also as a tool for its public facility planning.

Coordinating with the State and with Harford County on the development of these tools may enable the City to implement these tools more easily. As data from these analyses becomes available, the City can coordinate with local and county elected officials and regional organizations such as the Baltimore Metropolitan Council to identify housing needs, including the need for housing for all age groups.

Housing Pipeline

Since 2012, Aberdeen has seen a fair number of new residential building permits, averaging over 40 permits (or 110 units) per year (**See Table 6-8. Residential Building Permits**). During this period, total new construction was valued at $200,513,000, averaging just under $22.3M per year. The majority of the new construction value was for single-family housing, with a construction value over the period of $125,863,908. The average construction value for each single-family home was approximately $353,550.

Table 6-8. Residential Building Permits

	Total			Single-Family Housing			Multi-Family Housing		
	Bldgs.	**Units**	**Const. Value**	**Units**	**Const. Value**	**Avg. Const. Value**	**Bldgs.**	**Units**	**Const. Value**
2012	72	72	$18.15M	72	$18.15M	$252K	0	0	0
2013	38	162	$21.3M	34	$9.9M	$292K	4	128	$11.4M
2014	44	117	$22.6M	40	$13.2M	$330K	4	77	$9.4M
2015	55	55	$22.6M	55	$22.6M	$411K	0	0	0
2016	55	232	$31.2M	40	$15.4M	$385K	15	192	$15.8M
2017	18	18	$6.2M	18	$6.2M	$344K	0	0	0
2018	1	1	$390K	1	$390K	$390K	0	0	0
2019	9	9	$3.6M	9	$3.6M	$402K	0	0	0
2020	90	324	$74.5M	87	$36.4M	$419K	3	237	$38.1M
Total	382	990	$200.5M	356	$125.9M	$354K	26	634	$74.7M

Source: Maryland Department of Planning

The City has also seen a considerable number of development approvals since 2011. **Table 6-9, Residential Development Approvals** provides more information on this development activity.

Table 6-9. Residential Development Approvals

Development	Location	Intended Use	Date	Units	
				Single	**Multi**
Fields of Aberdeen	Gilbert Road	Multi-Family Residential	2021	94	
Aberdeen Overlook	Long Drive and Aldino Stepney Road	Single Family and Townhomes	2021	344	
Fieldside Commons Apartments	Gilbert Rd and Long Drive	Multi-Family Residential	2021		522
Preserve at Gilbert Meadows	Between Gilbert Rd and Aldino-Stepney Rd	Single-Family & Villas	2021	176	
The Edge at Middelton	Middleton Road and Beards Hill Road	Multi-Family Residential	2020		237
Eagles Rest Phase II	East of Aldino Stepney Road, north of Carsins Run	Single-Family Residential	2017	58	
The Villages at Forest Brooke* *Not Constructed	Bush Chapel Road and Schofield Road	Townhomes and Villas	2014	94	
Residences at Fieldside Village	Long Drive	Multi-Family Residential	2012		216
Highland Commons	Polk and Taft Streets	Multi-Family Residential	2012	22	
The Colony at Beards Hill - Summerlin Apartments	Beards Hill Rd	Multi-Family Residential	2012		192

Source: City of Aberdeen Department of Planning and Community Development

HOUSING RESOURCES

Listed below are some of the current housing resources that operate within Maryland. These programs provide support for many of the goals established in Plan Aberdeen and are resources that should continue to be leveraged by the City and residents to facilitate the improvement of housing supply, affordability, and access.

In addition to the resources listed below, Harford County provides community support for home services through Homeless Services supported through the Harford Community Action Agency. There is also homeless shelter support through the Harford Family House Welcome One Emergency Shelter, as well as Anna's House. Domestic Violence Shelter support is available through Anna's House as well as through SARC.

Housing Choice Vouchers Program (formerly Section 8)

The Housing Choice Vouchers Program is a federal program that was created and is funded by HUD. This program provides safe and affordable housing to low-income families, seniors, and disabled individuals. Individuals interested in utilizing the program must apply and be accepted to receive a voucher that will subsidize a portion of the monthly rent. Available housing includes housing and rental units on the private market that meet all basic program requirements.

First-Time Homebuyers

Harford County offers a HUD-approved education course for first-time homebuyers. This is a great learning opportunity for buyers, and it is a requirement for certain first-time homebuying loan programs. Harford County also provides a special first-time homebuyer program for individuals who serve the public. To qualify for this program, the buyer must be employed by one of the following agencies: Harford County Sheriff's Office, Harford County Public Schools, Harford County Government, or Harford County Fire and EMS Foundation/Association.

Counseling Services

The Harford County Office of Housing and Community Development provides several homeownership housing counseling services. Counseling service topics include pre-purchase and post-purchase homeownership, budget, mortgage default and delinquency, rental counseling, and delinquency, and/or reverse mortgage counseling (HECM). For more information, contact Harford County Government.

Habitat for Humanity

Habitat for Humanity is a non-profit organization that builds new housing solely off volunteer work and provides these homes to low-income families with affordable mortgages. The City of Aberdeen has worked with Habitat for Humanity since 1995 to identify opportunities for re-development and has provided assistance in the form of incentives for their re-development efforts. Susquehanna Habitat for Humanity has constructed new single-family dwellings on Baltimore Street, Baltimore Street extended, Darlington Avenue, Elmhurst Street, First Street, Holloway Lane, Moyer Drive, Post Road, Schmechel Street, Schofield Road, Second Street, Third Street, Warren Street, Washington Street, and Edmund Street.

Harford Family House

Harford Family House was established in 1989 by the nine Episcopal Churches in Harford County and its main headquarters is located in Aberdeen. This organization serves all of Harford County to provide help and shelter to families with children experiencing homelessness and provides transitional and permanent supportive housing support. They currently have 36 housing units and also offer education in life skills, case management to help families overcome their homelessness, and community connections.

Hometown Heroes

The Hometown Heroes program offers down payment assistance up to $5,000 to eligible first-time homebuyers who are Harford County public service employees.

Home Investment Partnerships (HOME)

The Home Investment Partnerships (HOME) Program funds projects which provide decent affordable housing for low-to-moderate income persons in Harford County.

Inner County Outreach

Inner County Outreach is a privately funded non-profit organization that was founded in 1986. This organization provides support to low-income families in Harford County. Services may include, but are not limited to, helping those in financial crisis, housing for homelessness, mentoring programs, and mental health support. The main headquarters is located in Aberdeen and maintains a strong presence in the City's community.

Maryland Housing Authority

Maryland Housing Authority is a government-run organization that provides housing help in certain areas. The section that aids Aberdeen is the Harford County Housing Agency. Residents who qualify can get access to affordable public housing, housing project assistance, or subsidized housing within the County.

Maryland Mortgage Program

A portion of the City is within a Maryland Mortgage Program target area and residents may qualify for homeownership incentives. The Maryland Mortgage Program (MMP) helps homebuyers achieve homeownership through a range of loan programs that make purchasing and owning a home more affordable. MMP home loans are available as either Government or Conventional insured loans. Government loans can be guaranteed by the Federal Housing Administration (FHA), the U.S. Department of Veterans Affairs (VA), or the U.S. Department of Agriculture/Rural Housing Service (USDA/RHS).

MMP has a dual track product line that includes loan products for first-time homebuyers and the flexible products that include assistance for down payments and closing costs. The program also offers some specialty loans for specific types of borrowers (with student debt, or purchasing in a particular location). Product enhancements may also be available (special assistance grants or mortgage credit certificates).

Maryland Housing Toolbox

This toolbox was developed from the Maryland Department of Housing and Community Development's Housing Needs Assessment. It is a downloadable spreadsheet that includes approximately 70 housing-related actions. Each action has an overview, implementation considerations, and beneficiaries. This toolbox was developed to help communities shape housing framework and future policies.

07 Transportation

INTRODUCTION

This chapter discusses transportation infrastructure, development, and policies in support of the City's overall comprehensive plan goals and objectives. This chapter has been prepared consistent with the State of Maryland's Twelve Planning Visions. System preservation and continuous improvement to the City's transportation system is important to provide a safe, connected, and efficient transportation network to maintain sustainability and support existing and future land uses. Complete transportation systems provide mobility for the community in all modes of transportation.

GOALS AND OBJECTIVES

1. **Continue to maintain existing transportation infrastructure in a state of good repair.**
   - Evaluate the existing transportation infrastructure and identify needs for ongoing maintenance and rehabilitation to address evolving traffic conditions.
   - After evaluation and identification of maintenance needs; prepare updates to the capital improvement program for budgetary purposes and review by City Council.
   - Collaborate with the Maryland Department of Transportation (MDOT) to ensure that Aberdeen's transportation priorities are included in the Statewide Transportation Improvement Program (STIP) and Consolidated Transportation Program (CTP).
   - Collaborate with Harford County Government to ensure that Aberdeen's transportation priorities are included in the annual Harford County Priority Letter to MDOT as well as included in the Baltimore Regional Transportation Board (BRTB) Long Range Transportation Plan
   - Review crash history and other data with the Aberdeen Police Department to identify safety improvements needed on existing roadways.
   - Continue to receive public input on the needs for continuous improvement to the transportation infrastructure throughout Aberdeen.
   - Continue to include landscaping for traffic calming measures and other amenities as part of transportation improvements.

2. **Identify opportunities to provide additional multimodal connectivity.**
   - Develop a master plan for pedestrians, bicycles, and other non-motorized modes of transportation to provide safe, convenient, and accessible pathways to connect to the Main Street and Transit Oriented Development (TOD) areas.
   - Pursue Federal and State grant opportunities to enhance and revitalize the Aberdeen MARC/Amtrak Train Station and implement the TOD Master Plan.
   - Pursue Federal earmarks to complete the preliminary engineering design and geotechnical reports for the proposed TOD Station Square improvements that include removal of the pedestrian overpass and construct a pedestrian underpass that is ADA compliant.
   - Collaborate with MDOT MTA and Harford Transit to evaluate and refine transit services to the City, APG, and nearby areas, including the needs for paratransit service.
   - Collaborate with Harford County Government, Baltimore Metropolitan Council, and other municipalities to adopt the U.S. Route 40 Pedestrian and Bicycle Study.

3. **Identify opportunities for connectivity between residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation throughout Aberdeen.**
   - Develop a master plan to connect residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation.
   - Develop a sidewalk master plan as part of the overall transportation master plan to identify gaps in the existing sidewalk network and places of interest for connectivity.
   - Identify locations for improving and prioritizing transportation connectivity between parks and recreational nodes with residential communities.
   - Utilize best practices to identify bicycle, pedestrian, transit, and overall vehicular operational and infrastructure needs.
   - Identify updates to the Subdivision Regulations, Adequate Public Facilities Ordinance, and Development Code to ensure recommendations from the transportation master plan are updated as appropriate.
   - Work with the community to help identify needs and solutions, while educating the public on the fiscal and physical constraints and limitations, including the cost to provide additional transportation infrastructure.

4. **Identify other transportation infrastructure needs to meet the changing technology and environmental conditions as well as transportation travel demand changes.**
   - Provide additional vehicle charging stations as the number of electric vehicles continues to increase.
   - Explore alternative fuel sources such as compressed natural gas (CNG) for City-owned vehicles.
   - Ensure that all signage and markings are to the latest standards and specifications to ensure compatibility with the requirements for connected and autonomous vehicles.
   - Identify any future infrastructure improvement needed and ensure future transportation infrastructure projects are designed to address any issues related with changing climate or conditions such as more intense rain and snow events.
   - Incorporate electric vehicle charging stations into new residential and commercial developments.

TRANSPORTATION INFRASTRUCTURE

This section presents the existing transportation infrastructure within and serving Aberdeen and its future growth areas. It is the City's goal to maintain and provide a sustainable transportation infrastructure for all users, to ensure mobility, allow emergency access, deliver goods and services, and provide access to residents, schools, industries, businesses, parks and recreational facilities, health care providers and other community facilities. Included in this section is an understanding of the existing transportation infrastructure with the City.

The City of Aberdeen has convenient access to major transportation corridors for both roadway and transit. The center of the City and main downtown area is located along both US 40 and the Penn Line. The Aberdeen Train Station is located on the Penn Line and service to Aberdeen is provided by both Amtrak and MARC commuter rail service. US 40 (Philadelphia Boulevard) and Interstate 95 (John F. Kennedy Memorial Highway) both run north/south, providing direct vehicular access, both locally and regionally. East/west roadway connections are met via MD 22 (Aberdeen Thruway) and MD 132(West Bel Air Avenue). Local connectivity is provided by both Maryland Department of Transportation State Highway Administration (MDOT SHA) state roads, Harford County roads or City of Aberdeen local roads. In addition, Harford County Transit LINK provides a regional bus transit circulator as well as local service within Harford County.

Roadways

The City of Aberdeen is located on the eastern edge of Harford County, Maryland. Interstate 95 (I-95), the John F. Kennedy Memorial Highway, serving the edge of the City and US 40 through the downtown area, are major transportation corridors that run diagonally through the City serving north/south regional traffic. MD 22 serves as the major east/west access to the City with direct access to Aberdeen Proving Ground (APG). In addition, MD 132 and MD 462 are key roads for connections to the neighborhoods and downtown areas. These major corridors, along with other smaller regional routes, are maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA). All other local routes and circulation are maintained by the City of Aberdeen or Harford County. **Map 7-1, Existing Roadway Network**, shows the existing roadways serving Aberdeen.

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Table 7-1, Major Roadways lists the major roadway facilities in the City, including the name, route numbers, functional classification, number of lanes, and any sidewalks, bicycle lanes, or parking associated with each roadway.

Table 7-1. Major Roadways

Roadway	Route	Functional Classification	# Lanes	Sidewalk	Bicycle Lanes	On-Street Parking
John F. Kennedy (JFK) Memorial Highway	I-95	Interstate	6 Lanes	No	No	No
Aberdeen Thruway	MD 22	Other Principal Arterial	4-6 Lanes	Partial	Partial	No
Philadelphia Boulevard	US 40	Other Principal Arterial	4 Lanes	Partial	Yes	Partial
Paradise Road	MD 462	Minor Arterial	2 Lanes	Partial	Yes	No
Short Lane	MD 715	Minor Arterial	4 Lanes	No	No	No
W Bel Air Avenue	MD 132	Minor Arterial	2 Lanes	Partial	Partial	Partial
Beards Hill Road	MD 132A	Minor Arterial	4 Lanes	Partial	No	Partial
Old Post Road	MD 132B	Collector	2 Lanes	Partial	No	Yes
Bush Chapel Road	—	Collector	2 Lanes	Partial	No	No
E Bel Air Avenue	—	Collector	2 Lanes	Partial	No	No
James Avenue	—	Collector	2 Lanes	Partial	No	Partial
Mt Royal Avenue	—	Collector	2 Lanes	Partial	No	Partial
Old Philadelphia Road	—	Collector	2 Lanes	No	No	No
Rogers Street	—	Collector	2 Lanes	Partial	No	Partial

Source: MDOT SHA 2020 Roadway Functional Classification

Major Roadway Descriptions

Interstate 95 (I-95)

The John F. Kennedy Memorial Highway (I-95) is an access-controlled roadway passing through the northern quadrant of the City. The roadway, serving north/south traffic, has three lanes in each direction with interchange access provided to Aberdeen via MD 22 and MD 132 (Exit 85). I-95 carries over 100,000 vehicles per day in both directions in this area. I-95 is owned and maintained by the Maryland Transportation Authority (MDTA). While I-95 is a vital transportation connection to the City, the access-controlled roadway presents a challenge as a barrier between the City's downtown and Aberdeen Proving Ground (APG) to the east from growth areas located to the west of I-95.

MAP 7-1
Existing Roadways

Legend
- City of Aberdeen
- Water Bodies
- Railroad

Functional Classification
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

Aberdeen

Aberdeen Proving Ground

Swan Creek
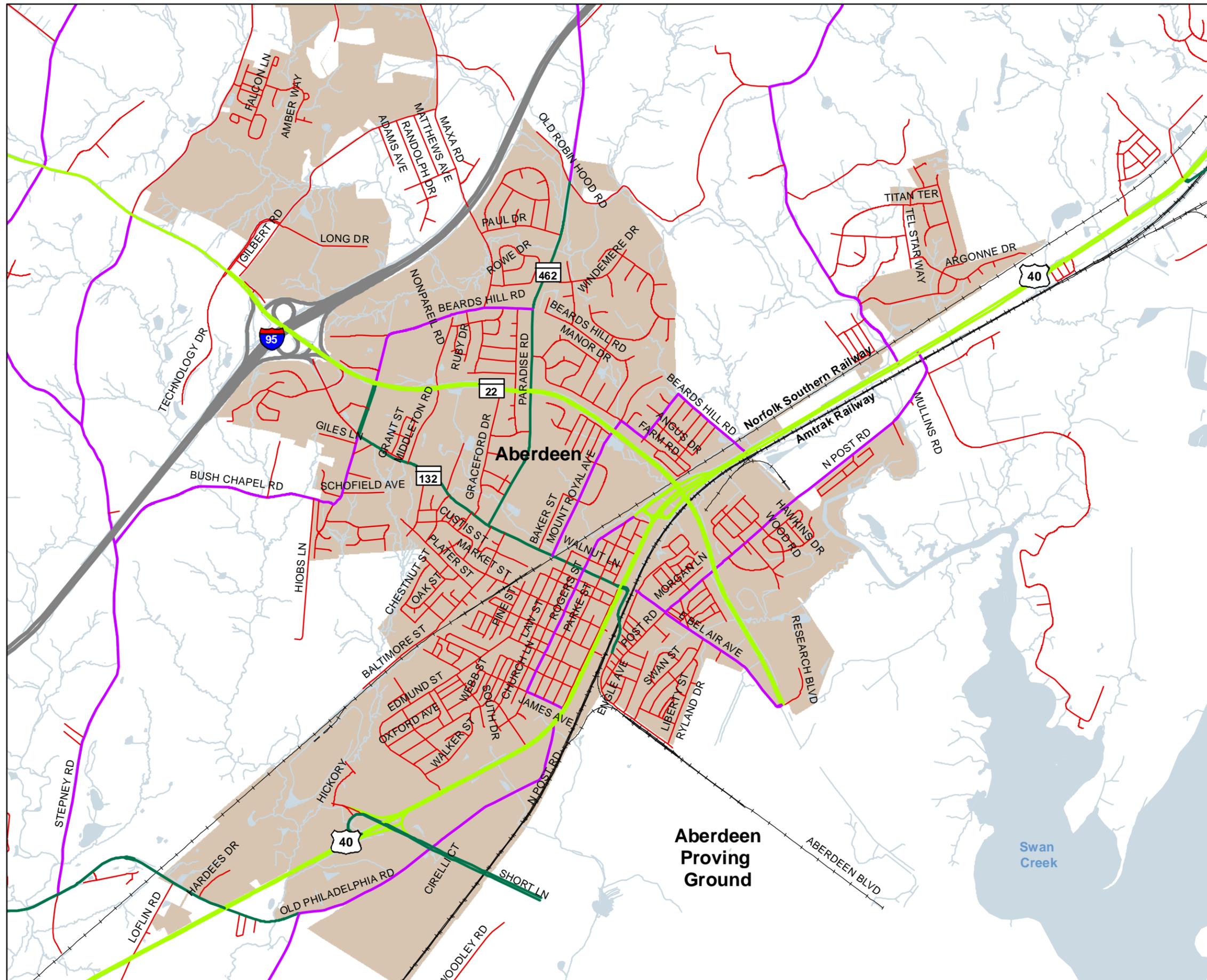
Source: MDOT SHA

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April 2023
0 0.125 0.25   0.5 Miles

N

Three (3) roadway links are key to providing access connecting the City over I-95: Bush Chapel Road, MD 22, and Maxa Road, with MD 22 as serving as the primary transportation connection.

Aberdeen Thruway (MD 22)

Aberdeen Thruway serves as the primary connection for the west side of Aberdeen (Residential, Business, and Ripken Stadium) and the central portion of the City including a medical facility, several shopping centers, residential neighborhoods, downtown Aberdeen, and APG, a military installation. The roadway is classified as an Other Principal Arterial, which limits access and prioritizes through movements. MD 22 has grade-separated interchanges at I-95 and US 40.

Philadelphia Boulevard (US 40)

Philadelphia Boulevard is classified as an Other Principal Arterial and provides a regional connection between Aberdeen and Havre de Grace to the northeast, and Belcamp/Edgewood to the southwest. The roadway has two travel lanes in each direction and is separated by a center median at

some points. Philadelphia Boulevard runs adjacent to downtown and separates it from the Amtrak/MARC rail station. The road is designed as an open section with shoulders as it approaches strip commercial development on either side of downtown Aberdeen. The approaches introduce suburban and urban features including 5-foot sidewalks, a service road, on-street parking, commercial driveways, and signage designating it as a bicycle route. Block spacing through the urban section is approximately 475 feet, with signals located over a mile apart.

Paradise Road (MD 462)

Paradise Road is a Minor Arterial that provides access to Aberdeen from the north across MD 22 and MD 132. Direct access is available to Paradise Road from individual properties and local roads along the roadway. The roadway also offers access to MD 22 and to West Bel Air Ave (MD 132). The adjacent land uses are primarily residential, with a significant area between MD 22 and MD 132 dedicated to use by the Harford County Public School System. Paradise Road beyond the City limits provides access for traffic to the northeastern section of Harford County to communities such as Level, Havre de Grace, and Darlington.

Short Lane (MD 715)

Short Lane is classified as a Minor Arterial and provides primary access to the visitors and employees of APG from South Philadelphia Boulevard (US 40). It intersects with South Philadelphia Boulevard (US 40) as a grade-separated interchange, which was upgraded as part of the Aberdeen Base Realignment and

Closures improvements. Short Lane is a divided, four-lane facility with limited access and shoulders, with no on-street parking, sidewalks, or marked bicycle accommodation.

West Bel Air Avenue (MD 132)

West Bel Air Avenue is classified as a Minor Arterial and provides an east-west connection through the City. The roadway serves both commercial and residential land uses, producing a rapid transition in character and traffic accommodation. Toward the northwest portion of the City, it acts as a suburban-style roadway, accommodating shopping plaza access with limited bicycle and pedestrian facilities and wide block spacing (about 650 feet on average). West Bel Air Avenue also provides access to downtown between the CSX rail corridor and the intersection with Philadelphia Boulevard (US 40), balancing through-traffic demand and downtown multimodal access. Approaching downtown, the road passes through a traditional neighborhood of historic homes and more walkable streets. The more urban setting found within the downtown core includes on-street parking, sidewalks, marked crosswalks, and relatively close block spacing (about 450 feet on average).

Beards Hill Road

Beards Hill Road, classified as a Collector, operates as a north-south link running north from West Bel Air Avenue (MD 132) across Aberdeen Thruway (MD 22) and serves larger commercial uses concentrated in the City's western end. The roadway shifts to a more rural character north of Aberdeen Thruway (MD 22) and to a transitional portion of Bush Chapel Road south of West Bel Air Avenue (MD 132). Between the two major roads, Beards Hill Road is a five-lane, divided roadway accommodating suburban-style retail centers. There are no sidewalks or bike lanes on the west side of Beards Hill Road, and block spacing is about 625 feet on average.

Old Post Road (MD 132B)

Post Road, classified as a Collector, offers a north-south connection within the City and provides an alternative to Philadelphia Boulevard (US 40) from RT 22 towards Havre de Grace. It runs on the south side of the Amtrak rail tracks, making it one of the few connector roads in southern neighborhoods and near APG North. The road is designed to accommodate residential uses (on-street parking provided in front of residential properties) and commercial uses; both uses have individual access driveways and on-site parking.

Bush Chapel Road

Bush Chapel Road is classified as a Collector transitioning from a rural lane to one that creates access to the west to land area adjacent to Stepney Road. Between West Bel Air Avenue (MD 132) and Kretlow Drive, the roadway transitions from commercial to residential use. Access to the road is made via

individual driveways. Along the roadway, sidewalks are provided adjacent to more recent development, but much of the road has no bicycle or pedestrian amenities. Roadway widening, sidewalk additions, and Americans with Disabilities Act (ADA) improvements were completed to make the road compatible with redevelopment near West Bel Air Avenue (MD 132) and Kretlow Drive. While some areas have been widened and improved, there are narrow portions (about 24 feet) without curb and gutter. Block spacing is staggered and is about 145 feet on average.

Local Roads
Local roads in the City take several forms:

- In and near the downtown and to the east of Amtrak, local roads take the form of an urban grid with smaller blocks. These areas are generally well connected on all sides except where there are rail barriers.
- In newer residential neighborhoods, local roads take the form of an internal street network that is well connected but relies on only one or two access points, typically oriented to one side of the neighborhood.
- Individual roads with direct connection to the main line, generally in areas of the City that are still rural.

Functional Classification
The State classifies roads based on their function. This classification defines the role of each roadway and its primary function to the community and surrounding region.

In general, the higher the classification of a roadway the more efficient it is. These types of roads provide limited access, higher speeds, and limited entrance and exits at concentrated points. The goal of these roadways is to move a high volume of traffic quickly between two points. Whereas lower classification roadways have slower speeds, multiple access points to homes and businesses, and higher level of conflict and in general are less efficient. Assigning a roadway classification is a broad strategy that the City uses to focus the function to shape the roadway to provide access and strike a balance between lower and higher classifications.

The functional classification rating criteria is based primarily on motor vehicular use. The functional classification system is particularly useful as a first step to understanding the road network framework for transportation in Aberdeen. These definitions are referenced in the planning process when considering the efficiency and effectiveness in meeting the City's needs.The classifications, as described and defined by MDOT SHA and the Federal Highway Functional Classification System are:

- Interstates: Highest classification of roadway and designed and constructed with mobility and for long-distance travel. Interstate 95 which passes through Aberdeen is identified as such.
- Principal Arterials: Principal Arterials serve as connectors that serve regional traffic. The primary function is to move traffic efficiently through the area with controlled access to neighboring roads or destinations. MD 22 and US 40 are examples of this type of Arterial.

- Minor Arterials: Minor Arterials connect traffic from Principal Arterials to lower classified streets. In general, they connect access to neighboring roads and local destinations. direct access to individual properties and neighborhoods is discouraged. For example, MD 132 and MD 462 (within City limits) functions as Minor Arterials.
- Collectors: Collectors serve as road access to higher density residential neighborhoods and commercial areas. Traffic along collectors generally constitute a higher density of thru traffic from local roads and streets. They usually provide access to neighborhoods, commercial, and industrial areas.
- Local Roads: Local Roads account for the largest percentage of all roadways in terms of mileage. They are intended to provide access from residences to the higher roadway network. Local roads can be connected as an urban grid in smaller blocks or as a single road with direct connection to the main line.

Traffic Conditions

Traffic analysis is an important element in transportation—it can help guide future planning by providing enough data to maintain existing roadways and improve the traffic capacity. The two main types of traffic analysis are Average Annual Daily Traffic (AADT) and Level of Service (LOS).

AADT is assessed by measuring the total multi-direction vehicle volume of a roadway in 24 hours and dividing it by one year (365 days). **Table 7-2, Average Annual Daily Traffic** shows the AADT for the main roadway segments in Aberdeen as identified by MDOT SHA and **Map 7-2**, **Existing Roadway AADT and LOS**, shows AADT and the Level of Service for the existing roadway system.

Table 7-2. Average Annual Daily Traffic

Roadway	Route Number	Functional Classification	AADT
John F. Kennedy (JFK) Memorial Highway	I-95	Interstate	104,863
Aberdeen Thruway	MD 22	Other Principal Arterial	28,440
Philadelphia Boulevard	US 40	Other Principal Arterial	39,283
Paradise Road	MD 462	Minor Arterial	7,830
Short Lane	MD 715	Minor Arterial	17,253
W Bel Air Avenue	MD 132	Minor Arterial	13,140
Beards Hill Road	MD 132A	Collector	12,370
Old Post Road	MD 132B	Collector	3,691
Bush Chapel Road	—	Collector	4,550
E Bel Air Avenue	—	Collector	355
James Avenue	—	Collector	1,495
Mt Royal Avenue	—	Collector	2,301
Old Philadelphia Road	—	Collector	7,181
Rogers Street	—	Collector	2,381

Source: MDOT SHA 2018 data

MAP 7-2

Existing Roadway AADT & LOS
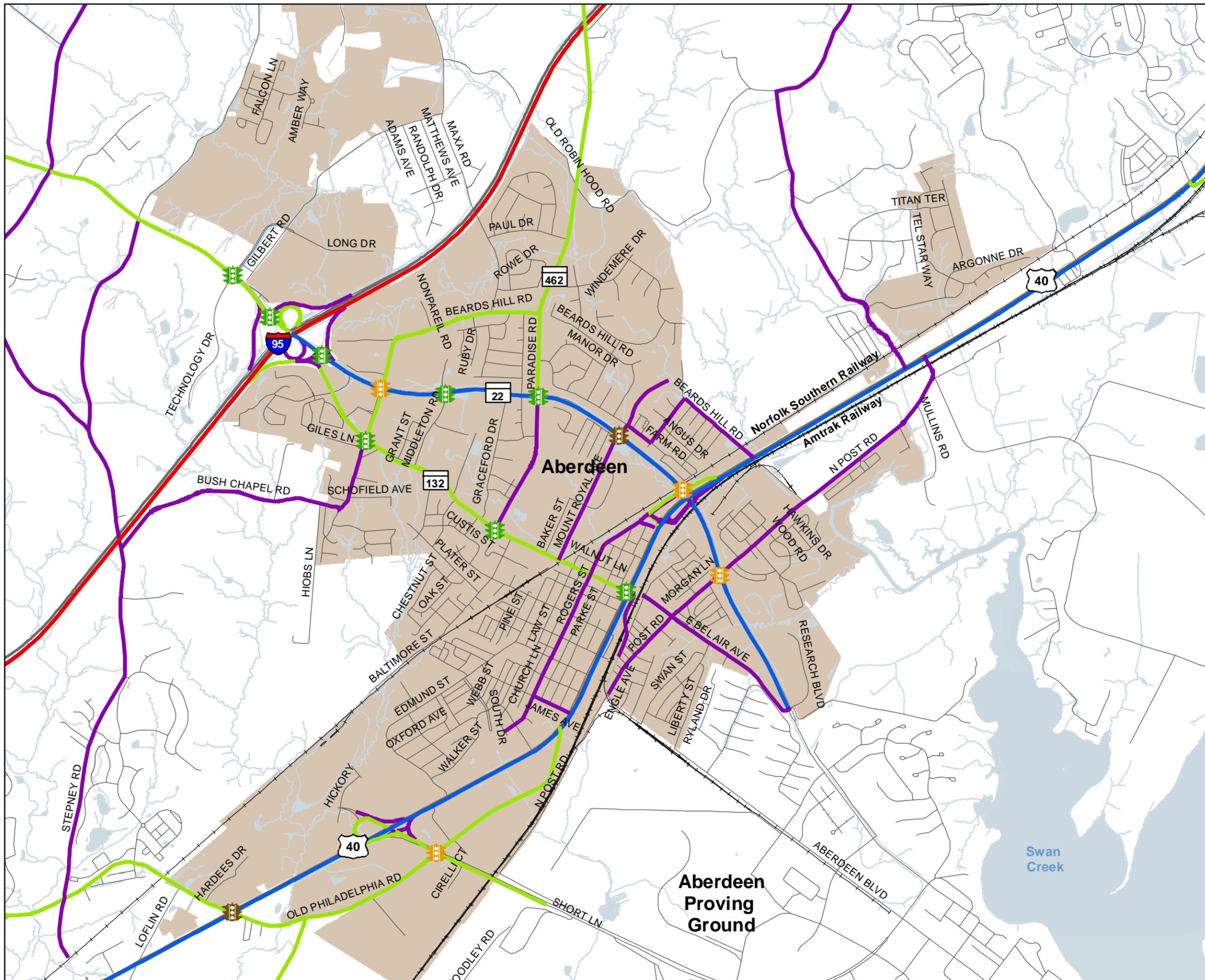
Legend

City of Aberdeen
Water Bodies
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

AADT
Less Than 5,000 Vehicles
5,001 to 20,000 Vehicles
20,001 to 50,000 Vehicles
Over 50,000 Vehicles

Traffic Signal Level of Service (LOS)
A
B
C
D

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Source: MDOT SHA 2020 AADT, MDOT SHA Internet Traffic Monitoring System

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0   0.125 0.25   0.5
Miles

The traffic volumes of a roadway can also help estimate how a roadway operates, known as the Level of Service (LOS). LOS is a qualitative description based on the traffic speeds, travel times, delays, and safety at intersections. It is designated by a letter ranging from A to F, with A being the best with free-flow conditions and F being the worst with gridlock. LOS E and F are considered failing and suggest the need to change signal timing or add capacity at the location or at an alternative location nearby. **Table 7-3, Intersection Level of Service** lists the primary signalized intersections LOS also shown on **Map 7-2, Existing Roadway AADT and LOS**. As shown in this table, all but the signalized intersection with Aberdeen Thruway and Mount Royal Avenue operates at LOS C or better, below a 0.70 volume-to-capacity ratio (V/C) in both the AM and PM peak hours. Other than I-95 and US 40, MD 22 experiences the highest traffic volume. With improvements since the last 2011 Comprehensive Plan, as well as some changes to recent travel patterns due to more teleworking, MD 22 is currently operating efficiently based on existing traffic volumes, with minor delays at the intersections.

Table 7-3. Intersection Level of Service

Intersection	AM		PM	
	LOS	V/C	LOS	V/C
W Bel Air Ave/Beards Hill Rd	A	0.30	A	0.49
W Bel Air Ave/Paradise Rd	A	-	A	-
W Bel Air Ave/S Philadelphia Blvd	A	-	C	-
Aberdeen Thruway (MD 22)/Long Drive	A	-	A	-
Aberdeen Thruway (MD 22)/I-95 SB Off Ramp	A	0.44	A	0.38
Aberdeen Thruway (MD 22)/I-95 NB Off Ramp	A	0.44	A	0.62
Aberdeen Thruway (MD 22)/Beards Hill Rd	A	0.48	B	0.66
Aberdeen Thruway (MD 22)/Middleton Rd	A	-	A	-
Aberdeen Thruway (MD 22)/Paradise Rd	A	0.51	A	0.57
Aberdeen Thruway (MD 22)/Mount Royal Ave	C	0.72	D	0.82
Aberdeen Thruway (MD 22)/Philadelphia Blvd On/Off Ramps	B	0.65	B	0.66
Aberdeen Thruway (MD 22)/N Post Rd	A	0.57	B	0.69
Short Ln/Old Philadelphia Rd	B	0.64	A	0.46
US 40/Philadelphia Rd/Old Philadelphia Rd	B	-	C	-

Source: MDOT SHA (Internet Traffic Monitoring System (I-TMS) (maryland.gov))

Traffic Calming

As the City continues to grow and roadways become more congested, motorists often seek alternate routes by using local roadways. As traffic increases, there is a perception of speeding by residents on local roadways. Residents often seek measures to prohibit unsafe driving conditions or minimize cut through traffic on local roadways through requests to the City's government. The City's response is a rigorous, unbiased process to determine the impact of traffic and practical steps to alleviate the issue. Before any traffic calming initiative will be enacted, the City will conduct a thorough traffic study including traffic counts and speed monitoring at or near the requested site.

Traffic calming solutions generally consist of three different approaches.

- Education: These measures may include community awareness meetings, neighborhood newsletters, or brochures.

- Enforcement: Law enforcement is the traditional means of addressing speeding problems. The Police Department will monitor and enforce the speed limits.
- Engineering: Engineering solutions consist of volume control measures and speed control measures.

Speed bumps and speed humps are one of the most requested measures by residents with traffic calming concerns. The Department of Public Works (DPW) does not endorse speed bumps/humps as an effective measure of street calming within the City. The following are commonly used traffic calming measures:

- Speed Monitoring Awareness Radar Trailer (SMART): These devices include a radar unit, a speed limit sign, and a digital speed display board, which shows motorists the speed at which they are driving.
- Signing & Striping: Painting of travel lanes, parking lanes, directional markings, crosswalks, and addition of signs.
- Roundabouts: Raised circular island in the center of an intersection that directs vehicles to travel counterclockwise around the circle, reducing vehicle speeds.
- Pinch-Points: The roadway narrows to one lane with sign indicating which oncoming driver has priority.

Public Works and Planning work together with developers to identify potential traffic calming devices when a new development is being considered. Land to implement other calming measures in existing developments are limited and primarily rely on enforcement activities and community awareness programs to help curb excessive speeds and raise awareness for safety.

Aberdeen Train Station

The Aberdeen Train Station is located in downtown Aberdeen at the intersection of US 40 and Bel Air Avenue. Located on the Penn Line, the Aberdeen Train Station is served by both Amtrak and Maryland Area Regional Commuter (MARC) services. This station serves as a multi-modal transportation hub for the City and Harford County. There are 189 parking spaces provided at the Aberdeen Train Station with connections provided for Harford County Transit LINK bus services as well as rider drop off/pick up at this location. See **Map 7-3, Transit Facilities**. Norfolk Southern has regional freight rail service on the Penn Line but does not utilize the Aberdeen Train Station.

The City recently made improvements to the station using funds awarded through the MDOT Transportation Alternative Program (TAP) for the Aberdeen Train Station Connectivity Enhancement Project. The improvements were a coordinated effort with the City, MDOT MTA, MDOT SHA, and the Harford County Office of Community and Economic Development. These improvements completed in 2022 enhanced and improved the station by including accessible pathways, enhanced transit waiting areas near the Exxon Station, additional wayfinding signage, landscaping, and improved lighting, thereby, eliminating impediments to accessibility, and enhancing access to the station.
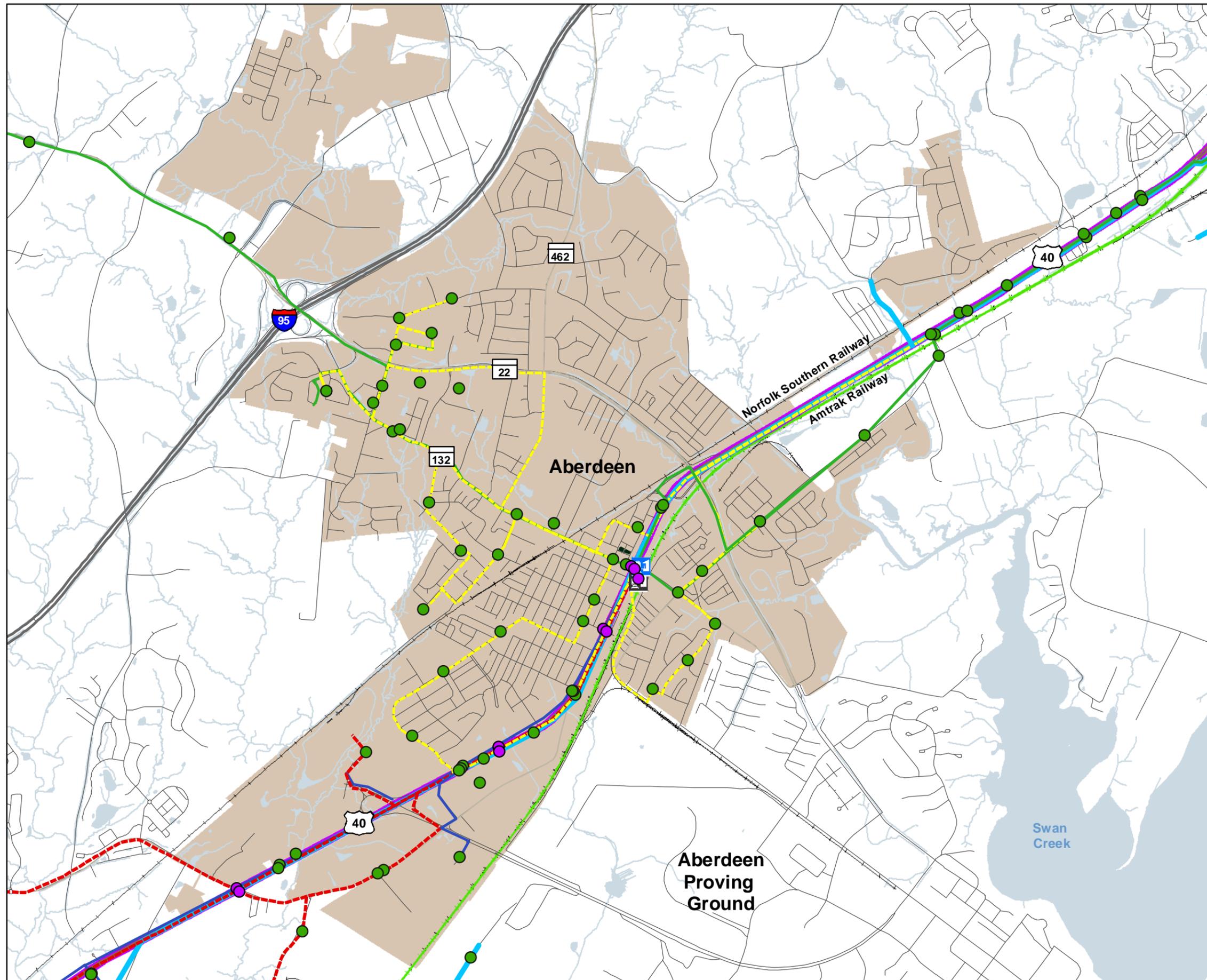
Amtrak

Amtrak service at the Aberdeen Train Station is part of Amtrak's Northeast Regional – Acela route, which provides service from Boston, MA to Washington, DC and other southern terminus in Roanoke, Norfolk, and Newport News, Virginia, with several other stations in between. As part of this service, Aberdeen riders can travel north from Aberdeen to Wilmington (DE), Philadelphia (PA), New York City (NY), and Boston (MA) during regular services during weekdays, with more limited service during the weekends. Aberdeen riders can also travel southbound toward Baltimore (MD) and Washington, D.C., including access to Baltimore/Washington International-Thurgood Marshall Airport (BWI). This service is frequently used for both commuter as well as regional travel by Aberdeen residents, as well as other regional residents. In 2019, there were 39,108 Amtrak passengers boarding and detraining at the Aberdeen Train Station. This was an increase of 1,232 passengers from the 2018 recorded 37,867 Amtrak boarding and detraining in Aberdeen. Overall, the Aberdeen Train Station served 19% of all Amtrak passenger boarding and detraining in Maryland. This shows the importance of the Aberdeen Train Station and the connection to other regional locations.

MARC Service

MDOT MTA operates the MARC service with boarding also serving the Aberdeen Train Station. MARC service is provided on a weekday basis with routes serving Maryland between Perryville, Maryland, and Washington, D.C. MARC provides service an average of 204 boardings per weekday.

The Norfolk Southern and Amtrak Rail service is provided along the Penn Line, which travels diagonally through the City. Norfolk Southern has no stops or stations within the City.

Freight Service

Freight rail service existing on both sides of the US 40 corridor with service provided by NS and CSXT. NS provides freight service along the Penn Line, sharing rail access with Amtrak and MARC passenger rail service. CSXT freight rail service runs west of the US 40 corridor with several at grade crossings locate in the City. Both NS and CSXT provide local, regional, and international movement of goods throughout the Northeast Region. In addition to regional service, CSXT also supports local services with a siding serving the Frito Lay Factory in Aberdeen.

Bus Transit Services

Bus Transit Service in Aberdeen is provided primarily by a Harford Transit LINK local bus circulator, and Harford Transit LINK fixed bus routes. Commuter bus service is provided by MDOT MTA Commuter Bus (**See Map 7-3, Transit Facilities**). These transit services are vital for the City since they can help offset congestion, promote multimodal transportation, provide mobility options, and stimulate economic development. The Aberdeen Train Station LINK stop is the most used transit stop in Harford County with

approximately 8,000 passengers boarding and disembarking on a monthly basis. *RouteShout 2.0* is a free app, provided by Harford Transit LINK, that allows riders to know when their bus is on its way, plan their trip, cut down wait time, stay alerted to bus schedule changes, view bus stop routes, and save information to use local transit more efficiently.

HarfordNEXT identifies the importance of maintaining successfully functioning transit services. This Master Plan identifies MD 22, Aberdeen Proving Ground, and Aberdeen Train Station as a priority for Transportation Demand Management (TDM). TDM strategies are used by the City and Harford County to increase transportation efficiency, which emphasizes the movement of people and goods through a variety of services, rather than just individual automobile utilization.

Harford Transit LINK's Route 4 is Aberdeen's own circulator route that serves various locations within Aberdeen. This line operates Monday through Friday from 8:30 AM to 4:00 PM at the time of this publication. Riders can use this route to connect to the Aberdeen Train Station, major shopping centers, community facilities, health care facilities, and other Harford County bus transit routes.

Harford Transit LINK Route 1 (Green Line)- connects Havre de Grace, Aberdeen, and Bel Air and operates from 5:30 AM to 8:50 PM at the time of this publication. This route starts and ends at the McDonald's bus stop in Havre de Grace off US 40. The main Aberdeen stops located along this route are the Aberdeen Train Station, Aberdeen Shopping Plaza, and Beards Hill Shopping Center. Riders can also access Routes 3, 4, 5, and 7 from these stops.

Harford Transit LINK Route 3 (Silver Line) - connects Aberdeen, Edgewood, and Joppatowne and operates buses from 5:15 AM to 8:57 PM at the time of this publication. This line starts in Aberdeen at the train station and heads to Edgewood and Joppatowne before heading back to Aberdeen Train Station. Riders can also connect to Routes 1, 2, 4, and 5 from there.

Harford Transit LINK Route 5 (Teal Line) - connects Aberdeen, Perryville, Havre de Grace, and Perryman. Buses operate from 6:00 AM to 8:50 PM at the time of this publication. Riders can connect to Routes 1, 3, 4, 7 at the Aberdeen Train Station stop along this route.

Harford Transit LINK Route 7 (Red Line) - connects Aberdeen, Riverside, and Edgewood. Buses operate from 5:07 AM to 8:36 PM at the time of this publication. Riders can connect to Routes 1, 3, 4, and 5 from the Aberdeen Train Station stop along this route.

Harford Transit LINK also provides Demand Response Service/ADA Paratransit Service to assist individuals with disabilities who are unable to independently use the fixed route services provided by Harford Transit LINK. In addition, MDOT MTA Mobility services are also available to those who qualify.

MTA's Commuter Bus Line number 420 provides weekday trip service from 5:25 AM to 6:49 PM at the time of this publication. This line connects Aberdeen to Downtown Baltimore and Havre de Grace. There are four bus stops from this route in Aberdeen for both northbound and southbound. Riders can use this bus line to additionally connect to the LINK routes, MARC service, or Amtrak at the Aberdeen Train Station.

Parking

In addition to the Aberdeen Train Station parking lot, there are two other municipal lots that provide 237 additional parking spaces and various free on-street parking within the City. The parking lots are located around Aberdeen Festival Park and along Walnut Alley at N. Parke Street and Howard Street. These parking locations are shown on **Map 7-3, Transit Facilities**. Free on-street parking is available throughout downtown Aberdeen and have a relaxed time limit of two hours. Shared parking is important for future City planning and development since the demand for short-term and long-term parking increases with City growth and activities.

Electric Car Charging Stations

The City partnered with BGE to install 13 electric vehicle (EV) charging stations on the City's publicly owned parking spaces that support 24 vehicles. These charging stations are located at Centennial Lane next to Festival Park and in the main parking lot at Ripken Stadium off Long Drive. At Festival Park, there are three

Level 2 electric vehicle charging stations with the ability to charge six vehicles. At Ripken Stadium, the charging stations have eight Level 2 and two DC Fast Charger stations with the ability to simultaneously charge 18 vehicles. Level 2 charges typically charge a vehicle in 4-5 hours with a 100-mile battery, whereas a fast charge will provide a charge up to 85% in about 30 minutes. Individual charging times vary based on battery size and type of vehicle. These public spaces are designated for electric vehicle use only.

Pedestrian Facilities

Pedestrian facilities include sidewalks, internal walkways, trails, use-restricted paths, accessible ramps, crosswalks, and pedestrian signals, all of which make up a pedestrian network. Accessible and connected

pedestrian facilities are important to provide a safe and secure pedestrian environment to minimize the level of stress for interaction with vehicular traffic and encourage the community to take other modes of transportation to be environmentally friendly and healthy.

The Harford County *Bicycle and Pedestrian Master Plan* (2013) identifies Aberdeen as:

> "One of seventeen designated Transit Oriented Development (TOD) locations in the State and is recognized as a Sustainable Community. These designations make Aberdeen a priority of consideration for projects that address sidewalk retrofits and bikeways."

As areas in the City redevelop, pedestrian circulation patterns also change. The City continues to encourage and promote the infill of pedestrian facility gaps to be updated and improved as much as possible as the areas are redeveloped or new development occurs to build a better network.

Sidewalks are a critical transportation infrastructure to provide pedestrians the option to safely walk to nearby shopping destinations, work, places of worship, school, parks, and other points of interest. Aberdeen has an extensive network of existing sidewalks in residential and commercial areas. There are, however, many locations that need connection improvements, reconstruction, or ADA upgrades. The City incorporates upgrades as part of recently completed or ongoing projects throughout the City as well as working closely with Harford County and Maryland for improvements to County or State facilities in the City. **Map 7-4, Sidewalk Facilities** shows the location of existing sidewalks within the City.

Trails, use-restricted paths, and off-road paths also provide a walking transportation alternative that shares almost the same elements as a sidewalk. They are typically separated from the roadway with a buffer, provide safe roadway crossings, and give the pedestrians another source of non-vehicular mobility. If the paths are wide enough, they can be used by pedestrians and bicyclists for recreation. Trails or shared-use paths are limited in Aberdeen, located only on Harford County school property, Rock Glenn Park, and around Aberdeen Festival Park.

Bicycle Facilities
Bicycle facilities provide cyclists a safe environment to protect them from vehicular traffic and congestion. Typical bicycle facilities can be designated bike lanes, shared roadways, trails, and cycle tracks. Currently, the only formal bicycle routes or paths are on State maintained roads in Aberdeen. The main routes are MD 22 (Aberdeen Thruway), MD 132 (West Bel Air Avenue), MD 462 (Paradise Road), and US 40 (S. Philadelphia Boulevard). These corridors are shown on **Map 7-5, Bicycle Network**.

MAP 7-4
Existing Sidewalk Facilities

City of Aberdeen
Water Bodies
Railroad
MARC/Amtrack Station
Existing Sidewalk
Major Roads
Interstates
US Highways
State Routes
Local Routes
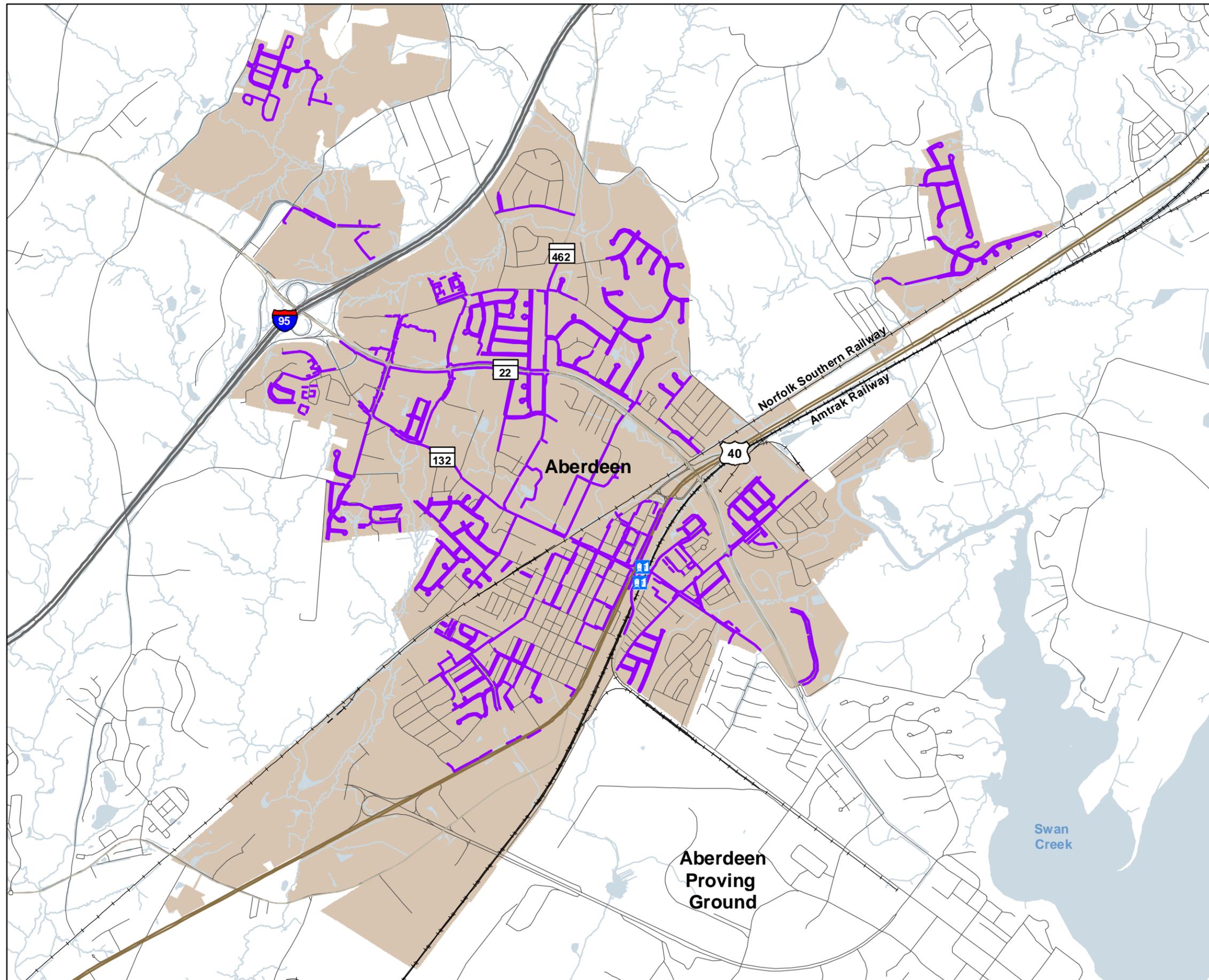
Aberdeen

Aberdeen
Proving
Ground

Swan
Creek

Norfolk Southern Railway

Amtrak Railway

462
22
132
40
95

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Source: Wallace Montgomery. Based on Harford County Sidewalk

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document. Information provided by other agencies should be
verified with them where appropriate.

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0 0.125 0.25   0.5
                    Miles

MAP 7-5
Existing Bicycle Network

Legend:
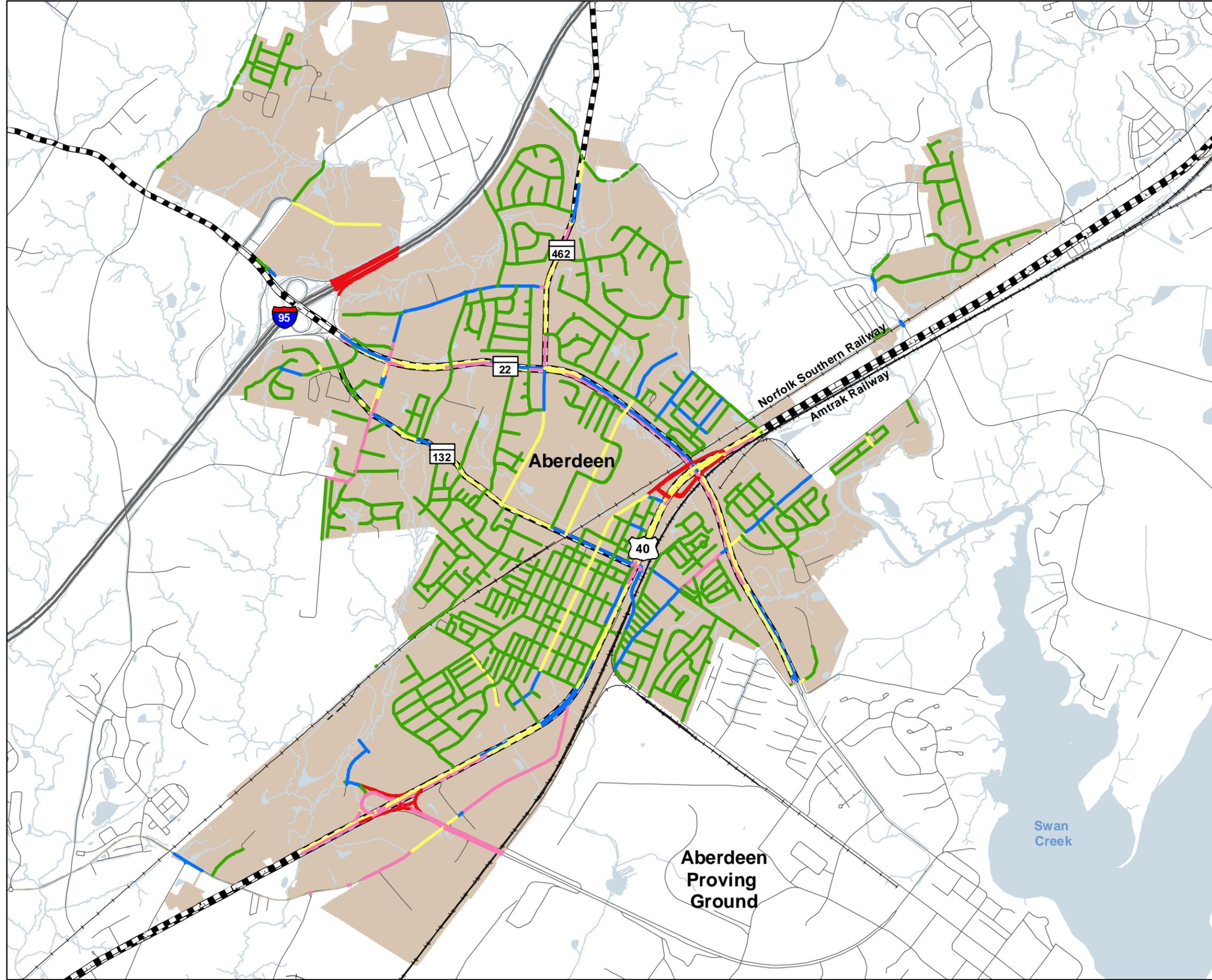
- City of Aberdeen
- Water Bodies
- Railroad
- Designated Bike Route

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

Bicycle Level of Traffic Stress (LTS)
- 1
- 2
- 3
- 4
- 5

Aberdeen

Aberdeen Proving Ground

Norfolk Southern Railway

Amtrak Railway

Swan Creek

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Source: Harford County, MD iMAP

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.

April 2023

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Miles

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Bicycle Facilities were initially identified by the City's 2011 Comprehensive Plan and the Harford County *Bicycle and Pedestrian Master Plan*. The City is working with Harford County on an update to the current plan. Even though these roadways are designated bike routes, they still lack appropriate features to make the system fully connected and functional. All of these routes have a combination of on-road bike lane or shared lane facilities. Some signs are posted, and the paved shoulders are marked with appropriate symbols, but the routes themselves have minimal markings and designations. These segments need to be improved and expanded to improve safety and provide full connectivity throughout the City and to multi-modal transportation connections and services.

The City is also working with Harford County and the Baltimore Metropolitan Council on a study to provide pedestrian and bicycle improvements along US 40 from the Aberdeen Train Station to the Thomas J. Hatem bridge in Havre de Grace. This concept development project is scheduled to be completed in early Winter 2023.

TRANSPORTATION CONSIDERATIONS

In order to obtain the Community Vision for Aberdeen as outlined in **Chapter 1 – Introduction**, it is critical to have a sustainable transportation infrastructure that is safe and provides transportation options and connectivity to serve the Aberdeen community, stakeholders, and visitors. This section identifies several needs, opportunities, and items for consideration to provide transportation infrastructure to meet this vision over the next 10 years and beyond.

Aberdeen is faced with many physical barriers that present challenges to transportation circulation. In particular, pedestrian circulation is hindered by the railroad, I-95, and APG. Because of its width, traffic speeds, and the lack of designated crossings, US 40 is a barrier for many bicyclists and pedestrians. MD 22 has become a barrier with limited crossings for pedestrians and bicyclists due to the median, traffic volume and speeds. For community cohesion, it is important to minimize barriers for mobility and connectivity where feasible and reasonable. It is important to continue to work to minimize the transportation limitations based on the various destination in the City from Ripken Stadium, Main Street, and APG. This can be done several ways by providing transportation choices and improvements with a complete street focus for all users. Several options are available where barriers cannot be avoided to provide safer, and efficient pedestrian and bicycle accommodations.

Some of the advantages of Aberdeen are the transit choices and mobility opportunities. Aberdeen is designated as a Short Trip Opportunity Area (STOA) by MDOT in the 2040 Maryland Transportation Plan. The STOA is an area where non-motorized transportation trips are more likely to be concentrated based on population density, employment density, proximity to bus and passenger rail station, percentage of households with non-motor vehicle access and proximity to primary, secondary, and post-secondary schools. It is important that consideration be given to help serve these various, and often time competing, transportation infrastructure needs and opportunities.

In addition, accessibility to businesses, health services, parks and recreational facilities, libraries, schools, and transit centers is important to ensure a vibrant community. Consideration needs to be given during all phases of system preservation, reconstruction, redevelopment, and new development to provide transportation options that meet mobility needs for all users, provide transportation connectivity, and include active transportation options. Recommended future roadway connections and improvements for the City can be found in Chapter 5 – Municipal Growth, within the three Small Area Plans.

As part of the transportation considerations, it is important that both existing and future needs from the other elements of the plan are considered. This includes, but is not limited to, connection to community facilities as identified in **Chapter 3 – Community Facilities and Services**, consideration of municipal growth and economic development needs and opportunities as presented in **Chapter 5 – Municipal Growth** and **Chapter 8 – Economic Development**, accesses to existing and future housing needs as identified in **Chapter 6 – Housing**, and the protection of environmental resources and sensitive areas as discussed in **Chapter 9 - Environmental Resources and Sensitive Areas**.

Multimodal Connectivity

One of the strengths of the City is the variety of transportation options and multimodal connectivity that exists, primarily in the downtown main street area. Between the Aberdeen Train Station with Amtrak and MARC service, Harford Transit Link lines, and MDOT MTA Commuter bus route, many transportation options exist. It is important that Aberdeen take advantage of these existing services by increasing the multimodal connectivity. This can be achieved by providing safe bicycle and pedestrian connections between these facilities and the commercial and residential communities throughout the City. This also includes ensuring there is adequate parking for commuters and travelers, safe passenger drop-off and pick-up locations, and other facilities such as charging stations, bicycle parking, and other amenities. Commuter Choice Maryland offers an extensive menu of commuter transportation choices such as ridesharing.

In addition to the connectivity at the Aberdeen Train Station, it is also important to ensure that multimodal connectivity options are provided for the radial trips to and from the various residential, industrial, and commercial areas, as well as to community facilities and parks. Consideration should be given to development of a transportation

master plan that looks at the roadway network, transit facilities, sidewalk, and trail connections, as well as bicycle accommodations and facilities. This will allow the City to coordinate future improvements or redevelopment opportunities to provide the facilities or preserve right-of-way to meet existing and future transportation needs. A transportation master plan can also help identify priorities and will assist with necessary documentation in support of grant applications and funding requests. Wayfinding in the downtown and US 40 corridor are current activities being undertaken by the City as part of the Main Street Program. This effort recently added wayfinding for pedestrian and bicyclists around the Aberdeen Train Station.

Complete Streets

In order to meet the vision for the City, it is important to take a Complete Streets approach to transportation improvements. The United States Department of Transportation (USDOT) defines Complete Streets as *"streets designed and operated to enable safe use and support mobility to all users."* Complete Streets are based on community context and include a wide range of elements such as sidewalks, bicycle lanes, crossing opportunities, accessible pedestrian signals, streetscapes, and vehicle travel lanes.

Some resources available to assist in the planning and design for Complete Streets are as follows:

- MDOT SHA "Context Drive Access and Mobility for All Users"
- NACTO "Complete Streets Complete Networks: A Manual for the Design of Active Transportation"
- NACTO "Urban Streets Design Guide" and "Transit Street Design Guide"
- Institute of Transportation Engineers (ITE) "ITE Application Supplement to the NACTO Transit Street Design Guide"
- Baltimore City "Compete Streets Manual"
- FHWA "Small Town and Rural Multi-modal Networks"

Transit Oriented Development (TOD)

In March 2012, the City adopted the *Aberdeen TOD Master Plan.* This Plan identified a vision and implementation plan for three distinct areas of Aberdeen: Station Square, Festival Square, and Residential Square. The concepts presented focus on the connection, revitalization, and future planning and growth in Aberdeen. Within the TOD District, a form-based zoning code was created to encourage mixed uses, walkability, placement of buildings, and encourage flexibility in design and redevelopment opportunities. Additional information on the Aberdeen TOD Districts can be found in **Chapter 8 – Economic Development**.

The Plan identified a vision for downtown Aberdeen that recognizes the value of the Train Station and brings activity to the area. It specifically targets areas identified as Station Square, Festival Square, and Residential Square. The concept builds upon the train station and supporting structures as the heart of the TOD area, with the goal of positioning the station access and platforms so that they connect the two halves of Aberdeen, along East and West Bel Air Avenues.

The immediate transit station area will be transformed into Station Square, featuring a green terraced plaza/amphitheater, leading to a pedestrian underpass beneath the rail tracks that is safe, well-lit, and inviting. This wide and highly visible pedestrian underpass replaces the existing MDOT SHA pedestrian

overpass that is not ADA accessible. The revitalized station area will attract commercial and retail activity to US 40 by leveraging the potential market opportunity of commuters and residents in the area. Frequent and reliable circulator transit service will conveniently connect APG workers, residents, and rail passengers between the station area and downtown, APG, and related employment areas.

US 40 will be transformed into a green boulevard with a greater definition of place that comfortably accommodates pedestrians and bicyclists and provides curbside parking in support of retail at the street edge. The boulevard will be lined by trees and made more pedestrian-friendly by providing a landscaped median and more frequent, safe pedestrian crossings. These elements will help signify to motorists entering the TOD area that they have arrived in a more urban zone along Philadelphia Boulevard (US 40), and should anticipate sharing road space and signal time with pedestrians and bicyclists traveling to and

from the station and the variety of activities found on both sides of the street. Bicycle accommodation through "cycle tracks' to separate bicyclists from moving traffic should be evaluated in future designs so that cyclists of different skill levels will feel comfortable along Philadelphia Boulevard (US 40). Most significantly, a re-envisioned Philadelphia Boulevard (US 40) will provide strong identification for downtown Aberdeen and improve the connection between East and West Bel Air Avenue.

To reinforce Aberdeen's compact, walkable downtown neighborhoods, two additional primary TOD areas are included to support Station Square. Festival Square and Residential Square function as catalysts and key elements of the Aberdeen TOD Plan. These investments will bridge TOD activity across Philadelphia Boulevard (US 40) with targeted development that supports the overall goals of the Plan.

Festival Square, in the area of the Municipal Center, the library, and Festival Park, expands existing civic uses and government offices and proposes new four- to six-story residential, hotel, academic, and retail development.

Residential Square, south of West Bel Air Avenue, reinforces the area's existing residential character by creating a new landscaped park surrounded by three- to six-story residential development with ground floor retail, a day care center, and possible hotel or academic uses.

The City faces many challenges with real estate demand and the market, unwillingness of property owners in the TOD to address vacancies, aesthetics/façade improvements, and understanding their role as a property owner. The properties in the TOD adjoining the Amtrak rail line require the parcels to be consolidated for them to be marketable. Collaboration is needed with Amtrak to make the necessary ADA improvements at the Train Station and support the 2012 Aberdeen TOD Master Plan for the proposed Station Square improvements. The City also needs continued support from elected officials, MDOT SHA and MDOT MTA with moving the Station Square project from a plan to a reality. The City will receive a Fiscal Year 2023 Congressionally Directed Spending grant for $4.0M for the Aberdeen Station Square, Phase I for preliminary engineering and design, geotechnical, and acquisition.

Bicycle and Pedestrian Facilities

As part of the visioning workshop for the comprehensive plan update, several concerns were raised about the need for improved connection for pedestrian and bicycle facilities. This included the need to provide or update facilities to ensure ADA compatibility. Providing for improved bicycle and pedestrian connectivity will assist in providing transportation options, while helping to minimize traffic congestion as the City grows and redevelops as a community friendly environment. This network will assist with tourist and other visitor trips into Aberdeen as a destination during events at the Ripken Experience or Ripken Stadium, or just a weekend visit to the businesses, community festivals, farmers markets, and parks and recreation facilities in Aberdeen. Providing a connected system reduces vehicle trips by minimizing the need to drive from location to location and enjoy the many attractions within the City.

As the City continues to revitalize neighborhoods, redevelop and infill within the City limits, and identify areas for future growth within the Planning Areas identified in **Chapter 5 – Municipal Growth**, plans for including or upgrading sidewalks and/or trail connections should be included. Consideration should be given at that time to identify opportunities to provide connectivity to existing systems working closely with the City and adjacent properties. As additional development and redevelopment occur, set-backs should be provided to allow for future transportation improvements to meet the transportation needs, when applicable.

The City will continue to work with MDOT SHA and Harford County, as applicable, to ensure that safe pedestrian connections including crosswalks, signage, signal systems, and other needs, based on location are included as part of transportation improvements or resurfacing projects are completed. This includes the addition of ADA improvements to meet current standards and guidance.

The City continues to identify locations in which additional pedestrian crossing, sidewalk connections, and improved signage for safety can be implemented with improving the system connectivity throughout the City. To assist with these efforts, it is recommended that a pedestrian master plan be included as part of an overall transportation master plan to help identify the short-, mid-, and long-term needs for the City.

This master plan can identify the locations and establish priorities based on safety, location, connectivity needs, and cost to assist with future funding needs and grant opportunities. In addition, based on the network identified, consideration can be given to changes to the Development Code to allow for, or require, certain setbacks or include specific facility requirements to ensure consistency and continuity of the pedestrian network.

In addition, the accommodation of bicycles as part of the transportation network is also needed throughout the City of Aberdeen. To date, there are limited locations which separate bicycle facilities, signage, and markings provided. The inclusion of bicycle facilities is needed throughout Aberdeen and the designated Planning Areas to establish a complete network. Consideration should be given to both on-road and off-road accommodations to meet the needs of the various level of bicycle users and level of stress for uses, within the City and the adjacent areas. Currently, all new bicycle facilities are required to follow the bicycle facility requirements of the Development Code. As with the pedestrian network, it is recommended that a bicycle master plan also be developed for inclusion as part of an overall transportation mater plan. Following completion of the transportation master plan, the Development Code should be amended, as applicable, to help deliver the recommendation of the plan.

In summary, the City should consider the development of a bicycle and pedestrian master plans or a combined plan as part of the overall transportation master plan to identify gaps in the existing bicycle and pedestrian network. This includes coordination with the update to Harford County's Bicycle and Pedestrian Master Plan. Locations and routes can be identified based on intended uses and metrics such as level of stress can be applied to help identify needs and priorities throughout the City. This will assist the City with improvements to the existing facilities, filing gaps where needed, added new facilities as part of development activities, and seeking grants and funding to provide new facilities to improve the overall connectivity. This Complete Streets approach will help the City to continue to move toward meeting the vision established as part of this Comprehensive Plan update.

Active Transportation

In addition to mobility and connectivity, many residents and the workforce within and adjacent to the City are looking for areas where they can walk or ride to help maintain fitness or for some light exercise. This type of transportation is often referred to as "Active Transportation". As the city looks to improve the bicycle and pedestrian connectivity throughout the City, consideration should also be given to establish walking path, trails, or bicycle routes to meet these needs. These facilities contribute to the quality of life and attractiveness of living and working in Aberdeen as individuals are deciding where to live and/or work.

Other Transportation Considerations

In several locations in and around the City there is a mix of industrial traffic with local or residential traffic. In many cases this is due to approval made without adequate coordination by all jurisdictions. It is important that Aberdeen coordinate closely with Harford County, APG, and MDOT to ensure that new

development and redevelopment projects that impact transportation infrastructure in and around Aberdeen are coordinated. This includes the improvement requirements, as well as jurisdictional and future maintenance requirements. It is critical to ensure that the transportation facilities accommodate future transportation operation needs and consider all aspects, including queuing due to delayed access into industrial or military properties. This will ensure that provisions are included for turn lane lengths, signal timings, signage, as well as parking and layover areas, as required.

Quarterly meetings of the APG Transportation Advisory Committee include representatives from APG, Aberdeen, MDOT SHA, and Harford County. Issues discussed are locations for future EV charging stations since all vehicles being purchased are electric, future transportation improvements, transit service, and the Aberdeen Train Station service. Since the BRAC road improvements were made to US 40, MD 715 and MD 22 there has been minimal to no demand for MDOT MTA or Harford Transit Service on APG. Since the COVID pandemic, only 60% of the APG civilian workforce has returned to the office reducing the demand even further for commuting alternatives, commuter parking lot, and shuttle services. The commuting and transit need at APG has changed significantly since 2020 and must continue to be assessed as employment needs and services at APG change.

In addition to the recommendations listed in this section, the need for various transportation facilities continues to change and evolve. This includes needs associated with teleworking versus commuting to work, vehicle ownership, electric vehicles, connected and autonomous vehicles, and overall changes to lifestyle and community needs. The following are some additional transportation needs to be considered moving forward to help meet the overall Vision for Aberdeen:

- Provide additional vehicle charging stations, as the number of electric vehicles continues to increase.
- Ensure that all signage and markings are to the latest standards and specifications to ensure compatibility with the requirements for connected and autonomous vehicles.
- Provide additional signage and wayfinding to assist with community connectivity as well as assisting visitors and tourists within the City.
- Continue to work with MDOT MTA and Harford County to provide safe, efficient, and effective transit services based on changing needs with the community or employment centers.
- Continue to look for funding opportunities to continue to increase the transportation connectivity and options in and around the City.

- Identify any future infrastructure improvements needed and ensure future transportation infrastructure projects are designed to address any issues related to changing climate, or conditions such as more intense rain and snow events.
- Continue to include landscaping and other amenities as part of transportation improvements to provide a sense of place, and to be utilized for traffic calming where appropriate.
- Continue to include gateway features where applicable as part of the transportation network to provide a sense of place and make transportation users aware of location and potential changes to the transportation network. This assists in the overall safety as part of the transportation design and driver expectations.
- Continue to receive public input on the need for continuous improvement to the transportation infrastructure throughout the City.
- Work with Harford County to identify opportunities for transportation improvements that will benefit both jurisdictions (i.e., the widening of MD 22 to relieve traffic congestion to the greater Aberdeen and Bel Air Areas).

TRANSPORTATION STUDIES, PROJECTS, AND FUTURE IMPROVEMENT PLANS

The City of Aberdeen has worked closely over the years with Harford County and Maryland to identify projects for transportation improvements to support the needs and vision for Aberdeen. This section contains information concerning the various active programs, studies, plan development, and priority funding requests made to continue to improve transportation within the City. The City of Aberdeen staff will continue to work with various Harford County, Maryland, and federal agencies to seek funds through various programs to help move these projects forward toward implementation.

Consolidated Transportation Program
The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor projects for MDOT and its transportation business units and related authorities including the MDOT Maryland Aviation Administration (MDOT MAA), the MDOT Motor Vehicle Administration (MDOT MVA), MDOT MTA, MDOT SHA, MDOT Maryland Port Administration (MDOT MPA), and MDTA. The FY 2022-FY 2027 CTP includes only one project located in Aberdeen.

Aberdeen MARC Station Connectivity Enhancements
The City completed this project in 2022 working with MDOT SHA and MDOT MTA to enhance the pedestrian and bicycle connectivity to the Aberdeen Train Station. This project focused on installing new concrete sidewalks, curb and gutter, pedestrian crosswalks, ADA improvements, landscaping, lighting, and streetscape elements to the transit stop.

Harford County Transportation Priorities (FY23)
In anticipation of an upcoming fiscal year's CTP, Maryland counties are encouraged to submit an endorsed Priority Letter to MDOT, identifying their recommended roadway improvements along State roads. These recommended improvements for consideration are based on locally adopted comprehensive plans, Municipal and County requests, and studies prepared by the Baltimore Metropolitan Council for the

purpose of reducing congestion and improving safety. These letters reflect priorities in a snapshot in time and are subject to change annually.

2022 Harford County Priority Letter
FY23 Request

Barry Glassman
Harford County Executive
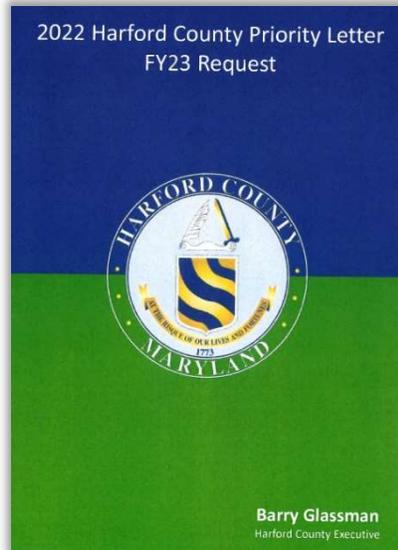
Harford County established a list of FY23 transportation priorities in March 2022, which focuses on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State highway and rail network. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. The needs of the County's three municipalities (Aberdeen, Havre de Grace, and Bel Air) are reflected in the priority projects. A total of 20 projects were listed and prioritized according to their importance to the County's transportation network and represent the order the County requested funding from MDOT. As most projects have remained on the list with little or no funding or advancement towards completion, the County requested that MDOT show more progress and coordination in moving towards a solution than no substantial progress.

Aberdeen MARC Train Station TOD – Station Square Improvements
Since 2012, a multimodal facility in Aberdeen has been included in the County's priority letter since 2007. Harford County requested MDOT funding for the environmental and engineering analysis of underground conditions for the transition of the existing pedestrian overpass to be removed and a pedestrian underpass be constructed with ADA accessibility that will improve the safety, visibility, and accessibility for commuters and residents. The City was approved for a Fiscal Year 2023 Congressionally Directed Spending grant for $4.0M for the Aberdeen Station Square, Phase I for preliminary engineering and design, geotechnical, and acquisition.

MD 22 Bicycle & Pedestrian Upgrades
Included in the priority letter since 2012, this improvement adds all necessary traffic control striping and signage within the existing right-of-way along the MD 22 corridor, as identified within the 2012 MD 22 Multimodal Corridor Study.

US 40 Shared Use Path
A regional project led by the Baltimore Metropolitan Council (BMC) is proposed which will evaluate the transportation and land use network along and adjacent to this corridor. A piece of this is a proposed shared use path adjacent to the US 40 roadway from the Aberdeen Train Station to the Hatem Bridge. This project was added to the priority letter in 2021. This is an active project schedule to be completed with concept development recommendations in Winter 2023.

Baltimore Regional Transportation Board FY22-23 Unified Planning Work Program
The FY 2022-2023 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by all state, regional, and local participants involved in the Baltimore metropolitan transportation planning process over the two fiscal years (July 1, 2021 through June 30, 2023). It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in this process. The

work program reflects a careful consideration of critical transportation issues currently facing the region, as well as the analytical capabilities needed to address them. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The UPWP lists one project within Aberdeen which is currently underway. This project is a Land Use and Transportation Study that includes rail, bus, roadways, bicycle accessibility, neighborhoods, and employment centers.

US 40: Aberdeen to Havre de Grace

Mixed-use communities thrive when there are cohesive links to transit and uninterrupted bicycle and pedestrian connections. The most successful examples of mixed-use communities have access to signature long-distance bicycle and pedestrian connections. US 40 is not presently such a facility. Sidewalks are disconnected and presently there is a combination of stenciled bike lanes and bike route postings without any dedicated bike facility. As part of MDOT's identified Bike Spine Network, it would be advantageous to plan for making multimodal improvements that connect the region's Transit Oriented Development (TOD) hubs. While the land use vision is present in local comprehensive plans, the Unifies Planning Work Program (UPWP) process will facilitate concurrent local planning with multimodal transportation planning studies that articulate a holistic approach to transportation planning along key corridors such as US 40.

This study will focus on how US 40 may better support redevelopment into a linear mixed-use corridor with an uninterrupted signature bicycle and pedestrian facility in Harford County, with the potential for connections to the Martin Airport MARC station in Baltimore County and the Perryville MARC station in Cecil County. The study will both provide insights for the corridor and focus examples for the five-mile section from the Aberdeen Train Station to the Hatem Bridge. This aligns the project with the draft County priority letter and builds upon the partnership with the City of Aberdeen and City of Havre de Grace.

Maximize2045: A Performance-Based Transportation Plan

Every four years, the Long-Range Transportation Plan (LRTP) is updated by the Baltimore Metropolitan Council. Maximize2045 is the current transportation plan that was adopted in 2019. This plan focuses on the region's transportation goals, policies, and overall operations of the transportation system over the next 20-25 years. The LRTP mainly identifies planned major federal funded capital projects and how they will improve operations.

A project is planned just outside the City limits near Perryman in the Perryman Peninsula industrial area. The project aims to construct a new two-lane road near the distribution centers on the peninsula to handle traffic congestion. This roadway will serve as the main access for freight traffic accessing the distribution centers and warehouses and will also incorporate bicycle and pedestrian access. The extended road (Woodley Road) when complete will go from MD 715 to Michaelsville Road.

The LRTP also identifies the Aberdeen TOD Station as a project. The plan recognized that the train station needs to be improved to address capacity, frequency, and reliability issues for current and future riders. The identified project helped shape and guide the goals for the Aberdeen TOD Station Square Study.

Chapter 7- Transportation

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MTA Commuter Bus Service from Harford County to downtown Baltimore and Harbor East and from Baltimore to APG was included to provide additional MTA commuter bus service from Harford County to downtown Baltimore and Harbor East, a reverse commute route from Baltimore to APG, install bus shelters, and extend US 40 commuter service to connect with Harford Transit.

The last identified project location within this region is the US 40 and MD 22 Interchange. The goals are to reconstruct the interchange to improve capacity and safety for all transit, bicyclists, and pedestrians. The existing partial interchange is recommended to be reconstructed into a full interchange to eliminate left turns along MD 22.

2040 Maryland Transportation Plan (MTP)

The MTP provides a long-term foundation of statewide goals and objectives to help guide future transportation safety, growth, connection, and performance. Maryland Department of Transportation (MDOT) identifies Aberdeen in the Baltimore Metro Region and recognizes the need to improve future traffic congestion and improve the existing functionality and connectivity at the MTA/MARC/Amtrak train and transit facilities.

Harford County Bicycle & Pedestrian Master Plan

This Plan was adopted in 2013 by the County and focuses on the improvements and policies of pedestrian and bicycle facilities to encourage increases in future use. The main goal is to provide accessible, convenient, connected, and safe modes of biking and walking. The Plan supports Aberdeen and acknowledges that the City should be a priority for projects that address sidewalk retrofits and bikeways since it is a Transit Oriented Development (TOD) location.

PROGRAMS AND RESOURCES

The Federal, State, and County governments play an important role with respect to transportation funding, regulation, and programming. While several programs exist, funding is limited and for most programs an application process is required.

The following provides a description of several key State and Federal programs in which Aberdeen continues to seek opportunities for improvements associated with transportation program delivery:

- Consolidated Transportation Program (CTP)—The CTP is Maryland's six-year capital budget for transportation projects.
- Community Transportation & Urban Reconstruction Programs—The goal of this program is to make communities more livable by giving priority to roadway improvements on State highways located in State Designated Neighborhoods within Priority Funding Areas. These improvements will in turn promote economic revitalization and neighborhood conservation of older communities.
- Sidewalk Retrofit Program—This program offers funding for construction of new sidewalks and reconstruction of existing sidewalks along State highways in locations identified by the County and Towns. The State can pay for 100% or half of the cost with maintenance being the responsibility of the County or Town.
- Retrofit Bicycle Program—This program offers funding for improvements along State highways to provide increased accessibility for on-road cyclists.

- National Recreational Trails Program—This program provides funding for a variety of recreational trails including pedestrian, bicycling, water trails, in-line skating, equestrian, cross-country skiing, and off-road vehicular trail projects.
- Partnership Planting Program—This program supports partnerships between local governments, volunteers, and MDOT SHA to plant landscaping along State owned roadways.
- Ridesharing Program—This program encourages use of transit and ride sharing through the funding and construction of park and ride and carpool lots.
- Access Management Program—Highway corridors are eligible for funding to develop access management plans to identify long-term access opportunities, including access locations, median breaks, and service roads.
- Safe Streets for All—This is a federal initiative focusing on creating complete streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means moving from streets primarily designed and maintained for automobiles to planning, designing, building, and maintaining streets for all modes of transportation.
- Transportation Alternatives Program (TAP) —This program is a reimbursable, federally funded program for local sponsors to complete transportation-related community projects designed to strengthen the intermodal transportation system.
- Kim Lamphier Bikeways Network Program— This program allocates State transportation funds administered by MDOT for planning, design, and construction of bicycle transportation projects. Grantees are required to provide a minimum 20% of total project cost as a match.
- Context Driven Initiative—This initiative focuses MDOT's practitioners on implementing context-appropriate improvements to emphasize safety, access, and mobility for all users, especially those more vulnerable such as pedestrians and bicyclists.
- Safe Routes to School (SRTS) programs are federally funded to enable and encourage children to safely walk and bicycle to school. Federal funds allocated to this program are reimbursable for infrastructure and non-infrastructure projects that benefit elementary and middle school students in grades K-8.

08 Economic Development

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INTRODUCTION

Economic development generally refers to the sets of policies, regulations, and programs that are intended to create wealth and economic stability, bolster the tax base, and ensure the highest possible quality of life for City residents. This chapter, consistent with the State of Maryland's Twelve Planning Visions, identifies Aberdeen's key assets and issues and serves as a guide for economic development within the City. It describes current economic conditions and trends, identifies economic issues and opportunities, and outlines goals and strategies for economic development and for promoting a vibrant and diversified economy. While economic development is included as one of Maryland's 12 Planning Visions, it is not a required element in comprehensive plans. However, economic development is a major motivation for coordinated land use planning. Within the areas designated for growth considerations for innovative techniques for economic development and streamline review applications, including permit review and subdivision plan review should be incorporated in City policies and regulations.

Encouraging economic development leads to benefits beyond increasing the sale or production of goods and services for the City's residents. In 2020, the arts, entertainment, recreation, accommodation, and food services industry continued to rise in the City. Economic Development accounted for 15.6% of all jobs (1,211), overtaking retail trade, which was the industry with the greatest number of employees in 2010 (1,397 or 19.0%). With this in mind, this chapter aims to identify the best way to take advantage of this information and apply it to the benefit of the City, encouraging responsible economic growth that reflects the needs and desires of its residents.

GOALS

The overarching goal for economic development is to create the conditions for private enterprises to establish and sustain a varied mix of commercial, industrial, and service-focused jobs that provide residents of Aberdeen and surrounding areas with employment opportunities and sources of goods and services. The following goals have been specifically identified as critical to the ongoing success of Aberdeen and its residents:

1. **Diversify Aberdeen's employment base and encourage industries that promote skilled employment.**
   - Promote job training and educational programs offered by Harford Community College, Harford County Office of Economic Development, and Susquehanna Workforce Network.
   - Continue to be an advocate for Aberdeen Proving Ground (APG) and the Army Alliance. Support the mission of Aberdeen Proving Ground and the defense community.
   - Address joint land use and the Department of Defense's Army Compatible Use Buffer Program as it relates to APG.
   - Promote the University of Maryland Upper Chesapeake initiatives and support growth in the medical and health industry sectors.

2. **Provide the overall conditions to attract new businesses and retain and expand existing businesses.**
   - Continue to work with business owners to identify opportunities to develop and enhance workforce pipelines. This could include creating or enhancing job training or apprenticeship organizations. Collaborate with Harford Community College and other agencies for assistance with programs and resources to focus on this issue.
   - Collaborate with internal and external agencies to improve the efficiency of workflows on the review and approval of development plans.
   - Analyze the Code of the City of Aberdeen for regulations that may hinder economic development and growth (i.e., admissions and amusement tax, personal property taxes, etc.).
   - Ensure future small area plans include economic development elements.
   - Ensure that infrastructure necessary for businesses are available at a level of service that supports and encourages economic development. This includes roads, water and sewer infrastructure, as well as broadband internet service, sidewalks, bicycle accommodations and public transit that connects residents with commercial centers.
   - Complete an analysis of retail and business needs nearby and develop a strategy to address needs.

3. **Revitalization of downtown and U.S. Route 40.**
   - Create a unified approach to revitalizing U.S. Route 40 with the City of Havre de Grace and Harford County Government.
   - Encourage and assist entrepreneurs in start-ups, marketing, and finding working capital for their new business ventures.
   - Promote the assets within the Main Street area such as the Aberdeen MARC/Amtrak Train Station, civic uses, historic B&O Train Depot, and Festival Park to encourage business development and tourism.
   - Encourage the adoption of a vacancy ordinance for downtown and U.S. Route 40.
   - Market the culturally diverse businesses in the downtown.
   - Work with the property owners to identify obstacles that preclude them from leasing their buildings.
   - Market the downtown as a viable center for transit, retail, customer service uses, professional offices, and civic functions.
   - Continue to seek funding for the Transit Oriented Development (TOD) – Station Square improvements.
   - Continue to seek funding from State Revitalization Programs that benefit businesses in this area.
   - Promote the existing business incentives offered by the City.
   - Target businesses that do not have a presence in Aberdeen and provide financial incentives to attract them.

SWOT ANALYSIS

A SWOT Analysis generally examines the Strengths, Weaknesses, Opportunities, and Threats facing a particular entity. The sections below present a SWOT Analysis for Aberdeen, focused on economic development considerations.

Strengths

The City of Aberdeen is well-positioned to meet the economic needs of its residents and business community over the next decade. Part of this positioning is a direct result of the sustained focus on growth management and comprehensive planning activities in this area.

Aberdeen's strengths include:

- A well-balanced and diverse residential housing inventory that will continue to attract new residents for several years, thereby ensuring a base of consumer demand for local goods and services
- A well-run local government organization that has consistently invested in necessary infrastructure to support the needs of the population as evidenced by the capital programs and assets that contribute to local standards of living
- Attraction of high-profile commercial entities, like Frito-Lay and Fanatics, that provide quality jobs while building inertia and word-of-mouth advocacy for the recruitment of new enterprises
- Land use and zoning regulations that provide commercial activities with the flexibility they need in developing commercial sites (the IBD and TOD zoning)
- A resident workforce that has the training, education, and availability to support new opportunities
- Sufficient public service infrastructure (water, sewer, education, broadband, etc) available to meet new demand

Weaknesses

While there are many characteristics of Aberdeen that will help drive its economy in the future, there are still areas of concern that the City should continue to address:

- The over-abundance of Class A/B office space that is currently vacant will create financial burdens on owners if they remain unused for long, and which will eventually turn to blight if unaddressed
- Perceptions of unsavory behaviors will plague the core downtown area and reduce its popularity as a destination for tourists or consumers
- Lack of a high-profile anchor institution in the downtown mixed-use area hampers efforts to attract new commercial uses and customers
- The mixed-use areas around the Ripken Stadium development are comprised primarily of residential buildings; failure to diversify uses in this area could constrain its economic performance
- Lack of public transportation infrastructure and services limit the ability of low-income residents to fully engage in the area and will reduce the attractiveness of the area for all economic strata

Opportunities

In the coming years, Aberdeen will have several chances to continue to build on the success of the past decade by addressing the following potential opportunities:

- Work with entities like the University of Maryland Upper Chesapeake (UMUC) to develop plans to address workforce pipeline needs
- Work with employers similar to UMUC and Aberdeen Proving Ground to identify associated industries or commercial activities that are not currently provided and try to attract businesses in that industry to locate to Aberdeen
- The Transit-Oriented Development (TOD) and Integrated Business Districts (IBD) provide a great degree of flexibility that should attract mixed-use development. Performing recurring analysis of the mixture of uses that are actually developed and alter the zoning regulations to encourage an increase in uses that are more economically viable to provide developers with assurance that investment in these areas will not stagnate
- Expand on the success of the Ripken Experience and develop recreational facilities and attractions that position Aberdeen as a sports tourism destination. This could include developing additional sports fields and amenities, but could also include things like batting cages, indoor courts/fields, sporting goods stores, or specialty training facilities. Consider the inclusion of non-traditional recreational opportunities like rock climbing, miniature golf, disc golf, or pickleball

Threats

Despite the favorable position that Aberdeen finds itself in currently, it is always wise to be aware of, and planning for, downturns in economic outlooks. The COVID pandemic was an example of this, and the City should take note of its own lessons learned throughout that time. The following conditions have been identified as potential threats to the continued growth of Aberdeen's economy:

- Macro-level economic conditions across the nation indicate the potential for contractions of the economy and fears of a recession remain present. While Aberdeen cannot, by itself, control national or international economics, they would be wise to plan for this potential downturn.
- Inflation and the associated reduction in consumer purchasing power is something that Aberdeen should consider in developing future economic plans. While inflation rates are outside of Aberdeen's control, the City should factor these concerns into future spending plans and economic development decisions.
- A reliance on Aberdeen Proving Ground to support local businesses and the Aberdeen economy. Another Base Realignment and Closure (BRAC) Act or similar reduction in government contract awards would be detrimental.
- Increases to interest rates for homeowner mortgages have been recently implemented by the Federal Reserve. Homebuyers' ability to afford higher-priced housing stock will be impacted by these interest rate increases. Aberdeen should be aware of ripple effects in local housing markets due to this change. It is likely that the recent historically low interest rates offered over the past decade will not be sustained into the coming years. While it is too soon to accurately predict if and where rates will stabilize, Aberdeen should work with developers to facilitate flexibility in responding to changing economic conditions by revising proposed development plans to better

suit changing economic conditions. Further discussion on issues such as sustainable housing and affordable housing take place in **Chapter 6 – Housing.**

Based on the conditions and circumstances noted above, Aberdeen appears well-positioned to withstand any future market upheaval, economic contraction, or other change to the current economic climate. Building off of this analysis, the sections below present concrete steps that Aberdeen should consider.

ECONOMIC MARKETS

The City has a diversified employment base with a robust and growing blend of commercial, industrial, financial, governmental, educational, and non-profit institutional employers. Notable employers include Frito-Lay, C&S Wholesale Grocers, Amazon, Fanatics, Medifast, and a UPS distribution hub. Due to its strategic location, the City is also on the Amtrak and MARC rail system. Between 2015-2019 the entire portion of MD 22 and its supporting infrastructure, the principal arterial highway serving I-95, downtown Aberdeen and Aberdeen Proving Ground, was completely redone using Base Realignment and Closure (BRAC) funding. In 2020, Amazon selected Aberdeen as a home for a new distribution center that employs several hundred individuals. In 2019, Aberdeen was selected as the home for a freestanding medical center owned and operated by University of Maryland Upper Chesapeake Health Care System. The University of Maryland Upper Chesapeake Medical Center obtained several parcels of land totaling approximately 65 acres of land for this purpose. The construction of the freestanding medical facility is expected to be completed in Spring 2023. The City is also home to the Aberdeen IronBirds, a minor league team under the ownership of baseball's renowned Cal Ripken Jr., an Aberdeen alumnus. The City is experiencing growth in both residential and commercial construction, with over 1,300 residential units planned, which will increase the real estate tax base within the next 5 to 10 years.

Major Employers

Aberdeen's strategic location directly off Interstate 95 and U.S. Route 40 provides opportunity for robust manufacturing and distribution hubs, while its proximity to Aberdeen Proving Ground brings government contracting opportunities (**See Table 8-1, Largest Employers**). These elements, combined with a talented regional workforce, have attracted some major employers to the area. Listed below are the largest employers in the City.

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Table 8-1. Largest Employers

Company	Type
Aberdeen Proving Ground	Military
Frito-Lay	Manufacturing
UPS Distribution	Distribution
C&S Wholesale Grocers	Distribution
Amazon	Distribution
KBRWyle	Government Services
Benfield Electric	Electrical Contractor
Bravura, Inc.	Government Services
Fanatics	Manufacturing
University of Maryland Upper Chesapeake Health	Health Care

Source: City of Aberdeen

See **Table 8-2, Employment by Industry** for the complete breakdown.

Table 8-2. Employment by Industry (2010-2020)

Industry	2010		2020		Change	
	#	%	#	%	#	%
Agriculture, forestry, fishing, hunting & mining	14	0.2%	17	0.2%	3	21.4%
Arts, entertainment, recreation, accommodation & food services	677	9.2%	1,211	15.6%	534	78.9%
Construction	402	5.5%	501	6.5%	99	24.6%
Educational services, health care & social assistance	1,336	18.2%	1,195	15.4%	-141	-10.6%
Finance, insurance, real estate, rental & leasing	370	5.0%	228	2.9%	-142	-38.4%
Information	148	2.0%	56	0.7%	-92	-62.2%
Manufacturing	489	6.7%	614	7.9%	125	25.6%
Other services	218	3.0%	236	3.0%	18	8.3%
Professional, scientific, management, admin & waste management services	626	8.5%	892	11.5%	266	42.5%
Public administration	1,162	15.8%	1,061	13.7%	-101	-8.7%
Retail trade	1,397	19.0%	1,210	15.6%	-187	-13.4%
Transportation, warehousing & utilities	295	4.0%	450	5.8%	155	52.5%
Wholesale trade	212	2.9%	92	1.2%	-120	-56.6%
Total Civilian Employed Population 16 Years and Over	7,346		7,763		417	5.7%

Source: 2016-2020 American Community Survey

Manufacturing & Distribution

Aberdeen has become a hub for manufacturing and distribution in the Mid-Atlantic region due to its location directly off I-95, access to US 40, and access to railroad infrastructure. The Port of Baltimore, one of the most utilized ports in the United States, is only a 30-minute drive from the City, and the Baltimore-Washington Thurgood Marshall Airport is also less than an hour away. These factors contribute to the potential for Aberdeen to continue to expand its manufacturing and distribution services.

There are several trends in these industries that will continue to create challenges that will impact economic growth in these areas for Aberdeen. These trends mostly revolve around workforce

development and employee's interest in the field. Specifically, there is a growing movement of workers exiting the trucking and distribution industry. Recent changes to employment models of trucking have resulted in wage stagnation and increased the level of dissatisfaction with employers amongst truckers. As an example, truckers are often only paid when their vehicles are in motion; when truckers are waiting to be loaded or unloaded, the time they spend waiting is often unpaid. Aggravating this unpaid time are new regulatory constraints on the amount of time a driver may be active behind the wheel. These time constraints result in drivers being forced to drive through rush-hour traffic when they would instead schedule their trips to avoid driving during this time; force truckers to drive at times that they are excessively sleepy; and generally, have created additional burdens for truckers to navigate to earn a living. These factors, combined with corporate focus on cost-cutting and truck leasing and training models that create serf-like working conditions, have resulted in significant shrinkage in the employment numbers for the trucking industry. It will be a challenge for Aberdeen to resolve these issues as the scope of the problems are nation-wide and Aberdeen's ability to influence the trends is likely to be fairly low.

Healthcare

UMD Upper Chesapeake

In November 2021, University of Maryland Upper Chesapeake Health (UM UCH) opened Phase 1 of its 60-acre multi-phase $120 million medical campus in Aberdeen, Maryland. The first phase included redevelopment of a preexisting building which now functions as the Health and Wellness Center and the construction of a new Medical Center building.

The Health and Wellness Center presently serves patients and families seeking care in the following areas:

- Primary Care
- Cardiology
- Endocrinology & Diabetes Care
- Hematology & Oncology
- Chemotherapy Infusion
- Orthopedics
- Rehabilitation & Sports Medicine
- Wound Care

By winter 2023, additional programs will include:

- Radiology Imaging & Diagnostics
- Cardiac Nuclear Imaging
- Outpatient Behavioral Therapy
- Laboratory Services

Late winter of 2023 to early 1st quarter of 2024 will herald the opening of the Medical Center on the Aberdeen campus, which will include a new, state-of-the-art, 24-bay Emergency Department with specialized capabilities in the areas of geriatrics, behavioral health, and chemicals and toxicology. In addition, the Medical Center will house an advanced 33 bed inpatient Behavioral Health Pavilion, with expansion capabilities to 40 beds. Lastly, short stay medical observation beds serve short-stay patients

that typically require less than 48 hours of care. This initial observation unit will have 17 beds with the potential to expand to 24.

To support the campus a state-of-the-art Heliport will provide access to the multi-faceted specialties within the University of Maryland Health System such as the world-renowned R Adams Cowley *Shock Trauma* Center in Downtown Baltimore.

The campus also boasts designated meeting rooms, designed to host a variety of community health, civic and non-profit organization-based meetings, events, and discussion forums.

Tourism

Aberdeen's outdoor tourism economy is highlighted by the Ripken Experience–Aberdeen, which holds baseball and softball tournaments at the Cal Ripken Sr. Yard and surrounding fields. In 2018, there were 36 events related to baseball tournaments, generating approximately 241,000 attendees. Overall, baseball events and associated attendees has been experiencing a slight decrease from 2016 to 2018, as shown in **Table 8-3, Baseball Tournament Summary**. Nevertheless, baseball events still generate an average of approximately 30,000 hotel room nights a year. Recently, the Ripken Experience announced that it was shifting its headquarters from Baltimore to Aberdeen. Additionally, two new baseball fields were opened with more potentially on their way, to support expanded tournaments that run almost year round. The Ripken Stadium also generates local tourism activities and offers minor league baseball action during the summer season.

Table 8-3. Baseball Tournament Summary

Category	2016	2017	2018
Total Events	43	38	36
Total Attendees	269,200	273,400	240,802

Source: Economic & Fiscal Impact Analysis for Select Outdoor Sports Tournaments Held in Harford County, MD (Crossroads Consulting, 2019)

Restaurants

According to GIS data, there are 54 restaurant locations within the City. Collectively, these restaurants had 1,002 employees and had sales worth $46,065,000. The average annual amount spent dining out per Aberdeen household per month was $360 for breakfast, $1,080 for lunch, and $1,705 for dinner. During a typical 30-day period (**See Figure 8-1, Family Restaurant Spending**), families are spending on average between $51-100 per adult at restaurants.

Figure 8-1. Family Restaurant Spending
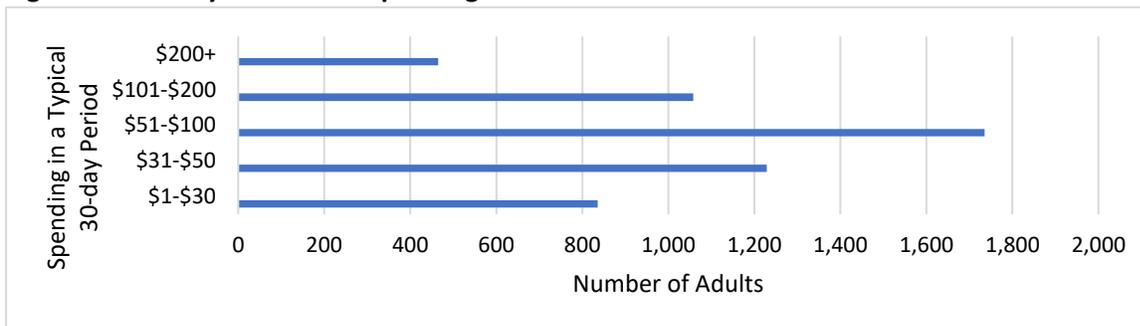
Source: 2022 ESRI-U.S. BLS Data

Retail, Service, & Office Market Sectors

While the retail and service sectors are critical to the success of a local economy, over time, these businesses alone cannot maintain a thriving local economy. A critical component of sustainable economic development requires the expansion of the industrial and office space segments. The industrial and office space market segments provide a tremendous boost to local economies by virtue of their creation of higher paying jobs as compared to retail and service sector wages. These higher paying jobs, in turn, help drive overall demand for retail and service sector goods and services. Therefore, economic development strategies need to ensure that a wide range of economic sectors are incorporated into any plans in order to generate sustainable economic conditions.

Retail Segment

Understanding what retail market trends mean to local commercial entities is critical to establishing economic development goals that can adequately mitigate the negative impacts of these trends on the local economy. Additionally, while these trends suggest that negative impacts may be widespread and significant, the trends also reveal opportunities that Aberdeen should integrate into their economic development strategies to capitalize on potential market demands. Noted below are some of the major trends and areas of concerns that will impact the continued evolution of Aberdeen's commercial sector.

1. Department stores – Consistent with national and regional trends, the traditional department store commercial enterprise has struggled over the past decade. With growing rates of consumers making their purchases for household goods over the internet, demand for in-person brick and mortar stores have dropped considerably. Without governmental intervention in economic policies that tips the cost/benefit calculations towards purchasing from physical stores and away from online commerce, this trend will continue, and traditional stores will feel pressure to adjust in order to survive. Unfortunately, this trend will likely contribute to continued closings of local department stores.

2. Box stores – Except for operations associated with TJX, other known national chains like Kohl's are financially struggling to compete with online entities. The largest operations, such as Walmart

and Target, are rapidly moving online and expanding home delivery. The number of wholesale club stores is declining. The number of box stores will continue to shrink.

3. Made to order and fit – Clothing and many other commodities will be made to fit. The entities offering such exist at present and require much less space than traditional operations as inventory needs are reduced. (One example is Indochina which is a Canadian-based men's clothing operation.)

4. Less space per operation – Less inventory as a result of enhanced inventory control and "made to fit or order" technology application will continue to result in decreased space needs for all operations.

5. Online growth – Purchasing online continues to grow at double-digit or exponential rates. Shifting of traditional box and mega stores to online operations will only further this growth, especially with options like home delivery or site to store pick up options.

6. Home delivery – Home delivery is growing rapidly whether for prepared foods, groceries, or other merchandise. The introduction of new technology for deliveries will further facilitate this. New housing is sometimes built with areas designed explicitly to accommodate and hold deliveries.

7. Retail in general – Retail is redefining itself; this evolution is characterized by changing consumer demands that now favor smaller operations more befitting traditional downtowns and mixed-use areas than traditional shopping malls. Another part of this evolution is the desire for more than just straight retail stores. Shoppers are seeking to have experiences as part of their commercial engagement. This often takes the form of family-focused, or child-friendly, shopping experiences that include diversions, recreation, or similar leisure opportunities. By integrating these non-traditional services with standard retail by expanding permitted uses in zoning districts, Aberdeen can create conditions that provide opportunities for economic growth. Dave and Buster's, a popular arcade and restaurant located at the White Marsh Mall in Baltimore County, provides a good example of the type of leisure-based commercial entity that could help to anchor new or existing commercial areas. These types of anchor entities will help to attract smaller businesses seeking to capitalize on the traffic generated by the anchor.

8. Future Retail Demand – Opportunity for additional retail and services will exist into the foreseeable future.

Retail Product Demand

Forecasting demand for retail product requires an assessment of demographics and retail consumption patterns throughout various retail trade areas. Retail trade areas are used as retail consumption is driven by both disposable income and proximity to consumers. Typically, consumers prefer to drive roughly 15-minutes from their homes/work to consume. For this study, drive-times of 5, 15, and 30 minutes from the intersection of Gilbert Road and Long Drive was developed.

Table 8-4. Retail Sales Gap Analysis is adapted from the "Aberdeen I-95 Area Land Use Study" developed by the Matrix Design Group. This table presents a summary of the region's demographics and retail consumption behavior. As can be seen from the data, the median disposable income throughout the 15-minute drive-time was approximately 8% higher than the 5 and 30-minute regions; however, Harford County's median disposable income is 10% higher than the 15-minute drive-time. When looking at the Retail Sales Analysis section of the table, given the consumption patterns (demand) and current retail

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development (supply) within each region, there appeared to be little demand for retail product within the three planning districts as of 2019 for each of the drive-time regions.

Table 8-4. Retail Sales Gap Analysis (2019)

Demographics	5-Minute	15-Minute	30-Minute	Harford County
Total Population	4,939	88,771	386,293	259,422
Total Households	2,007	33,312	147,068	95,657
Household Size	2.46	2.66	2.63	2.71
Median Age	39	38	39	41
Median Household Income	$61,949	$80,850	$74,236	$89,041
Median Disposable Income	$47,049	$57,707	$55,427	$60,443
Retail Activity				
Annual Average Retail Demand	$32,658	$41,5823	$40,001	$44,707
Annual Average Retail Supply	$87,055	$41,403	$47,287	$39,103
Retail Gap per Household	($54,397)	$121	($7,286)	$5,604
Retail Sales Analysis ($ million)				
Demand	$65.55	$1,383.23	$5,882.85	$4,276.50
Supply	$174.72	$1,379.20	$6,954.43	$3,740.46
Supportable Square Feet (2019)	(229,841)	8,478	(2,255,960)	1,128,497
Supportable Square Feet (2020-2040)	225,699			

Source: Aberdeen I-95 Area Land Use Study (October 2019)

For retail to be successful, it is critical to draw consumers from other areas, whereby bringing retail options closer to their place of residence (population density). Through 2040, pending other retail development throughout Harford County, it is estimated that the area encompassed within the Gilbert and Long/HEAT Planning Areas and the areas within the existing City boundaries, north of I-95, can capture approximately 20% of Harford County's retail demand. Assuming a sales per square foot figure of 475, the future retail development within the planning district can reasonably support approximately 225,000 square feet of retail product throughout the 20-year development horizon.

Office Segment

It was anticipated that the Base Realignment and Closure (BRAC) process and associated transportation enhancements would result in substantial growth in the demand for office spaces in Harford County and Aberdeen beyond the limits of Aberdeen Proving Ground. In spite of the development of private sector buildings to accommodate this anticipated demand, the impacts from BRAC have not been as substantial as anticipated, primarily as a result of the following factors:

- Decisions by the Department of Defense to allow much of the private sector military contractors to utilize office space "inside the fence" or within the confines of APG.
- Significant changes in the rates of office staff utilizing teleworking due to the Covid-19 Pandemic.
- The infrequent use of the Aberdeen Train Station for MARC and Amtrak services due to increased telework and job-related travel demands for defense contractors and employees outside of the Maryland area.
- Sequestering and the Department of Defense budget disagreements have resulted in stagnant spending numbers due to uncertainty in future operating budgets.

Because of the noted conditions, there is an oversupply of office space in Aberdeen in general and more specifically "Class A/B" space. There are three potential opportunities for the TOD area: an additional 10,000 to 20,000 square feet of "Class C" space, home office spaces in new housing, and incubator space that can house both traditional offices, tech-driven manufacturing that only needs electricity in processing, and crafts activity some of which is currently occurring in homes throughout Harford County. Some of this space can attract foot traffic or meet other needs.

Given this demand and the regional glut in office product, Harford County is projected to see a net-new demand for office of 1.2 million square feet by 2040.4 (the 1.2 million square feet projection assumes the absorption of the current vacant space and a space requirement of 150 square feet per worker). The Aberdeen region, however, is projected to see no net-new demand for regional office product. This is due to the severe overdevelopment of office product throughout the Aberdeen region at nearly 420,00 square feet. Aberdeen's vacant space constitutes approximately 50% of the entire County's vacant product. (**See Table 8-5, Sectors Driving Demand for Office Space and Table 8-6, Office Demand by Square Footage**)

The City of Aberdeen has available office space at a lower cost than surrounding regional areas and located in proximity to APG. The City can also connect interested parties to available tax incentives and funding opportunities.

Table 8-5. Sectors Driving Demand for Office Space

Sectors Driving Demand (2019)	Net New Jobs 2020-2040
Health Care & Social Assistance	676
Professional, Scientific & Technical Services	266
Finance & Insurance	255
Real Estate & Rental and Leasing	97
Educational Services	42
Administrative and Support & Waste Management and Remediation Services	-135
Management of Companies & Enterprises	0
Information	-18
Total	1,185

Source: Aberdeen I-95 Area Land Use Study (October 2019)

Table 8-6. Office Demand by Square Footage (2020-2040)

Region	Inventory (sf)	Vacant (sf)	2020-2040 Demand	2020-2040 Net-New Demand
Aberdeen	874,831	(418,323)	177,678	(240,645)
Harford County	5,953,874	(819,561)	2,009,2766	1,189,715

Source: Aberdeen I-95 Area Land Use Study (October 2019)

Cyber Security & Technology

Aberdeen is a gateway to leading advancements in technology, as Aberdeen Proving Ground (APG) has 5.7 million square feet of laboratory space including the Aberdeen and Edgewood Areas. With a $5.1 billion economic impact and the State's 6th largest workforce center, APG's current workforce is over 21,000, including approximately 6% military personnel, 47% civilian employees, and 47% contractors. There are 11 major commands among the tenant units including the U.S. Army Communications-Electronic Command (CECOM), U.S. Army Test and Evaluation Center (ATEC), and the U.S. Army 20th Chemical Biological Radiological Nuclear (CBRN) Command. Today, the installation is one of 23 Major Range & Test Facility Bases (MRTFB) and home to five Centers of Excellence: Research and Development; Test & Evaluation; Chem Bio; Command, Control Communications, Computers, Cyber, Intelligence, Surveillance & Reconnaissance (C5ISR), Public Health, and Security Investigation. APG provides a unique opportunity for Aberdeen to attract specialized and technical corporate entities as they engage with the DoD to support these missions.

One common theme connects the various missions that are supported by APG operations; the missions often utilize cutting-edge Information Technology (IT) services, assets, and infrastructure as a key element underpinning their services. Aberdeen's capability to provide support for these activities is a key element to promoting the City as a destination for companies to relocate to. Aberdeen offers interested corporate parties with more than sufficient vacant land inventory across all land uses; has an existing base of DoD support contractors both in the City and immediately adjacent to APG; has the critical IT infrastructure already in place to support operations; and has a workforce that is experienced with DoD operations, has the technical skills, and the desire to further engage with this type of work. However, there are several opportunities that Aberdeen should take advantage of to attract more technology-focused, DoD contractors to the City:

- *Broadband Infrastructure* – Aberdeen should coordinate with the Maryland Office of Statewide Broadband, part of the Department of Housing and Community Development, to ensure that the City is fully served by high-capacity broadband data services. This will demonstrate to APG and the defense contractor industry that Aberdeen understands the critical function that widespread broadband accessibility provides to the community, specifically as it regards preparing the residents for jobs in the IT industry. Additionally, having widespread broadband access, not only for commercial areas but across residential areas too, will eliminate one of the concerns that companies looking to relocate will have in their site analysis (i.e. the availability of broadband). As more workers telework as opposed to commuting to the office, the need for residential broadband accessibility is a critical consideration for relocating contractors.

- *Workforce Development* – While Aberdeen residents generally have a wide range of skills that are needed to support DoD and contractor needs, the actions and programs the City takes to further expand and develop the technical skills and capabilities of City residents will factor into companies relocation decisions. By demonstrating a commitment to raising the technical skills of residents, Aberdeen can provide assurance to companies considering a move that they will have ready access to a pool of potential employees who have a baseline understanding of the technology used to support DoD missions.

- *Affordable Office Space* – Aberdeen has a significant inventory of vacant Class A/B office space that is generally priced at lower rates than similar cities in the region. However, it is not simply

the availability and affordability that presents the opportunity for Aberdeen; it is the location and context of the office spaces that set Aberdeen apart from competing cities. The proximity of the office space to APG, I-95, and railroads, along with its ease of access to major cities like Baltimore, Washington D.C., and Philadelphia, combine to spotlight Aberdeen's unique geographic situation and serve to elevate Aberdeen above other relocation options.

Aberdeen should continue with, and expand on, its efforts to coordinate with APG to identify companies that are engaged in these missions and that may be looking to relocate to the area. By addressing the opportunities noted above and actively advertising the City's advantages to interested corporations, Aberdeen will be able to attract new IT-related DoD contractors to the City.

The City supports the Army Alliance, Inc., a non-profit civic organization that is an advocate for the missions, programs, and people that support Aberdeen Proving Ground. The Army Alliance facilitates initiatives to support Aberdeen Proving Ground and the community so that their workforce, missions, and programs continue to thrive. The Army Alliance's mission is to ensure that Aberdeen Proving Ground remains a vital military installation asset and is not threatened by a Base Realignment and Closure action.

ECONOMIC CHARACTERISTICS

Broad national and regional demographic and economic trends will affect the City's labor force and economy to varying degrees. Nationally, the population is aging, and new generations are increasingly represented in the primary workforce. New generations challenge many traditional employer expectations. Seniors also challenge assumptions regarding older employees, with 90% of those aged 50 and above planning to work past the traditional retirement age of 65. Longer life spans and longer work lives will mean increased tax generation and consumerism. Conversely, many young adults leave areas where they grew up after completing their education, in search of alternative economic, social, and cultural opportunities. It is important to balance the needs of these diverse constituencies, retaining young citizens and those who wish to age in place, by creating jobs and economic development opportunities that provide a living wage and suitable career opportunities. The nature of work has also changed with automation causing dramatic shifts in employment opportunities and needs.

Employment

According to the 2016-2020 American Community Survey (ACS), there were a total of 8,168 Aberdeen residents in the labor force, of which 7,763 (61.3% of the City's aged 16+ population) were employed within the civilian labor force. This percentage was slightly higher than either Bel Air or Havre de Grace, but slightly lower than Harford County or State. An additional 165 Aberdeen residents (1.3% of the City's aged 16+ population) were serving in the Armed Forces; this percentage was higher than the comparison

jurisdictions, which makes sense due to the proximity of Aberdeen Proving Ground. See **Table 8-7, Employment Status** for the comparisons.

Table 8-7. Employment Status (2020)

Jurisdiction	Civilian Labor Force				Armed Forces		Total Labor Force
	Employed		Unemployed				
	#	%	#	%	#	%	#
Aberdeen	7,763	61.3%	240	1.9%	165	1.3%	8,168
Bel Air	5,124	58.3%	225	2.6%	0	0.0%	5,349
Havre De Grace	7,169	60.6%	473	4.0%	49	0.4%	7,691
Harford County	131,679	64.4%	5,706	2.8%	1,461	0.7%	138,846
State of Maryland	3,076,280	63.5%	167,571	3.5%	32,103	0.7%	3,275,954

Source: 2016-2020 American Community Survey

Across the U.S., the labor force participation rate has been steadily declining for nearly two decades. It has remained relatively flat since 2014, hovering at slightly over 60%. Maryland has a stronger participation rate (67.6%) than the nation, as does Harford County with a participation rate of 67.9%. While still above the national rate, Aberdeen's participation rate is still not as high at 64.5%. A growing participation rate is an encouraging sign—growth indicates that workers who may have previously been discouraged or disengaged are now re-entering the labor force. Greater participation from prime age workers (25-55) is vital to maintain current participation rates with an aging workforce and retiring Baby Boomers. It is also important to monitor this indicator over the next few years to understand what part the COVID-19 pandemic may have played.

The 2020 ACS shows that the occupations Aberdeen residents hold are fairly similar to County and State percentages. **Figure 8-2, Employment by Occupation** shows the percentages employed in various occupations and how they compare to Harford County and State. All City resident occupation percentages are higher than Harford County or State, except for management, business, science, and arts, which is over 10% lower but still represents the largest share of Aberdeen occupations.

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Figure 8-2. Employment by Occupation (2020)
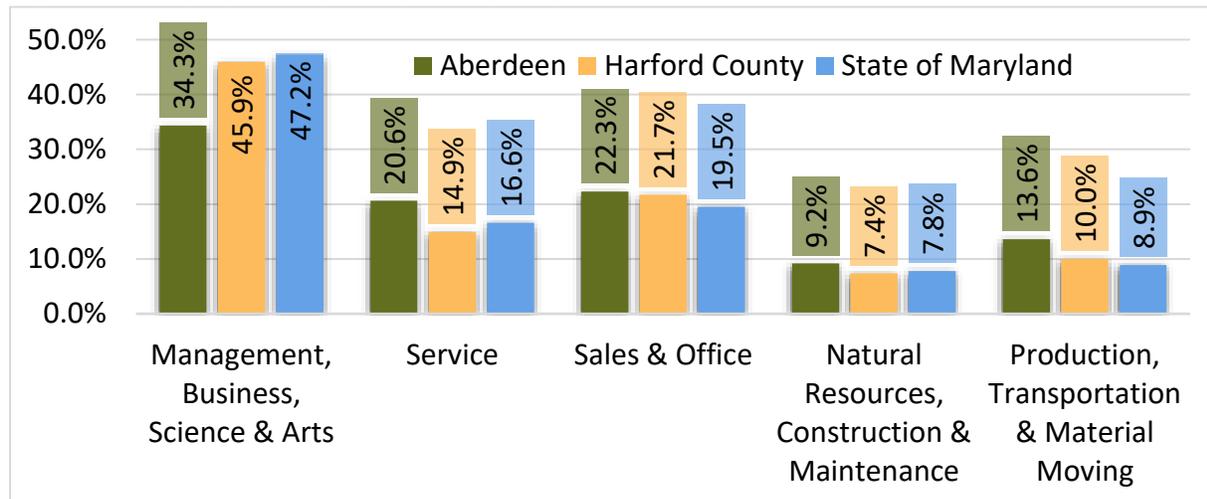
Source: 2016-2020 American Community Survey

Commuting

Commuting data allows the City and development investors to understand what proportion of the workforce lives in the place where they work, and what proportion commutes outside Aberdeen for other employment opportunities. In 2019, per the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data, there were 5,239 employed residents and 7,391 persons employed in the City. Approximately 88.3% of the employed residents commuted outside the City for work, mostly to Baltimore, Havre De Grace, Riverside, Edgewood, Bel Air, and Towson. Approximately 91.7% of all people employed in the City came from outside of Aberdeen, mostly from Bel Air, Edgewood, Baltimore, Havre De Grace, Riverside, and Joppatowne.

Communities that tend to have larger outflows than inflows are commonly referred to as "bedroom communities" or "commuter towns." Conversely, those that have more people coming into the community than leaving for work, as is Aberdeen, is referred to as a "commercial center." Approximately 38.4% of the City's employed residents traveled less than 10 miles to get to work, 19.9% traveled 10 to 24 miles, 29.2% traveled 25 to 50 miles, and 12.4% traveled greater than 50 miles. These statistics indicate many residents commuting out of the City and fairly long distances to get to work.

Employers and communities would likely benefit from having a stable workforce that is more invested in living in the community, while employees benefit from having more time and fewer travel expenses with a shorter commute.

Income & Poverty

As of the 2020 ACS, the City had a total of 6,412 households and 3,951 families. Of those, 12.4% of households and 6.6% of families had annual incomes less than $15,000, while 29.8% of households and 42.5% of families had incomes greater than $100,000. The income range of $100,000-$149,999 accounts for the largest single income range for households (19.3%) and for families (27.4%) (**See Figure 8-3, Aberdeen Income Ranges**).

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Figure 8-3. Aberdeen Income Ranges (2020)
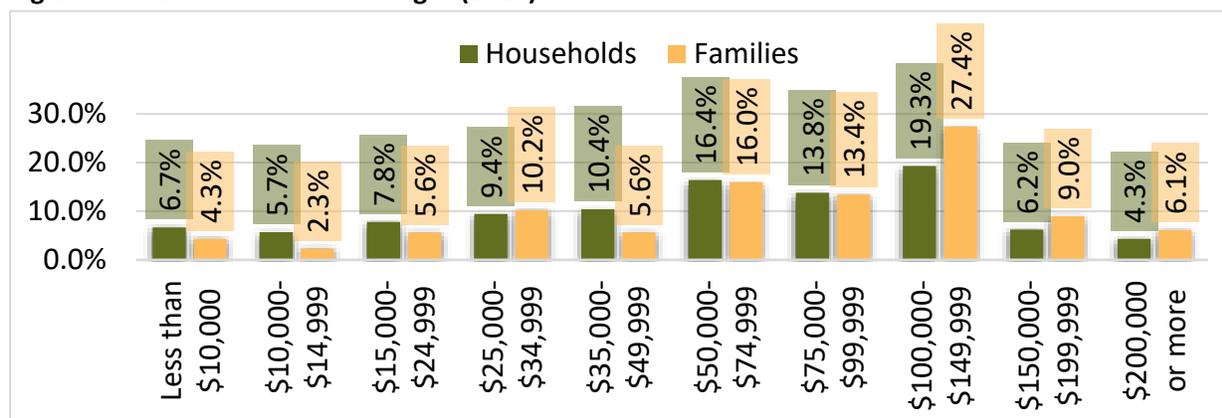
Source: 2016-2020 American Community Survey

Table 8-8, Annual Income, shows the median household, family, and per capita income for the City, in comparison to other municipalities, Harford County, and State of Maryland. Aberdeen's median family and per capita income was lower than all other compared jurisdictions and its median household income was lower than all but that of Bel Air. Household income is typically defined as the total gross income received before taxes in a twelve-month period by all members of a household above age 15, regardless of whether the individuals are related to each other. Family income measures the income of all people living in one household and that are related to each other through blood, adoption, or marriage.

Table 8-8. Annual Income (2020)

Income	Amount in Dollars				
	Aberdeen	**Bel Air**	**Havre De Grace**	**Harford County**	**State of Maryland**
Median Household Income	$66,481	$60,476	$80,853	$94,003	$87,063
Median Family Income	$83,455	$86,577	$103,415	$111,503	$105,790
Per Capita Income	$32,511	$41,447	$46,955	$42,744	$43,352

Source: 2016-2020 American Community Survey

Wage rates in the Susquehanna Workforce Region, comprised of Harford and Cecil Counties, are the highest in the following occupations: management; computer and mathematical; architecture and engineering; life, physical, and social science; legal; healthcare practitioners and technical; and business and financial operations occupations. Attracting similar occupations to Aberdeen would likely increase the number of higher-paying jobs within the City, as long as the market does not become oversaturated.

One consistent pre-pandemic characteristic of many of these classes of jobs is their traditional reliance on appropriate office spaces for employees. Unfortunately, in post-COVID employment trends, office space requirements are no longer a reliable association with these classes of jobs. Where Aberdeen's abundantly available office space would once have positioned the City well to leverage and incentivize new or expanded uses of vacant offices, the City now needs to develop a strategy to adapt these office spaces to better serve these business classes in order to attract them to relocate here. These strategies should include consideration of permitting greater flexibility regarding permitted uses in commercial districts, analyzing the appropriateness of rezoning commercial and office uses to more mixed-use classifications, the potential for renovation of vacant office buildings to support uses associated with things like long-

term assisted care or medical facilities, and should include consideration of existing adjacent uses to identify collaborative opportunities for adaptive reuse of these office buildings.

According to the 2020 ACS, 9.4% of Aberdeen's resident families and 14.9% of its total residents had incomes that fell below the poverty level, as depicted in **Table 8-9, Poverty in the City**. Close to 31% of families with a female head of household and nearly 23% of individuals under the age of 18 were considered to be living below the poverty level within the City.

Table 8-9. Poverty in the City (2020)

Description	# or %
Total Families within City (regardless of poverty status)	3,951
All families	9.4%
With related children under 18 years	17.8%
With related children under 5 years only	14.9%
Married couple families	3.5%
With related children under 18 years	8.5%
With related children under 5 years only	16.2%
Families with female householder, no spouse	30.9%
With related children under 18 years	41.0%
With related children under 5 years only	23.8%
Total People within City (regardless of poverty status)	15,904
All people	14.9%
Under 18 years	22.9%
18 years and over	12.5%
65 years and over	9.4%
People in families	11.5%
Unrelated individuals 15 years and over	27.2%

Source: 2016-2020 American Community Survey

Equity in the Economy

Aberdeen's median household income of $66,481 (based on 2020 ACS data) was approximately 76% percent of the State median ($87,063), 71% of the Harford County median ($94,003), and 82% of the Havre de Grace median ($80,853), but is 110% of the Bel Air median ($60,476) (**See Figure 8-4, Median Household Income by Race & Ethnicity**). In Aberdeen, the gap between wealthy and poor households has been widening. From 2010 to 2020, the number of households with a median income greater than $100,000 increased by 64% while the number of households with an income below $25,000 increased by 1%. There are also some racial disparities in the City's distribution of median household income, with Black households and households of two or more races earning less than White households (by $8,057 and $36,785, respectively) and the overall median. However, Asian households, households of another race on its own, and Hispanic households earned more than White households and the City's overall median (by $4,481, $63,149, and $9,879, respectively). The City should focus on leveraging opportunities to encourage wider varieties of employers to the area, as well as the development of affordable housing for those not making livable wages, based on median household income levels. By reducing the proportional burden of a households monthly expenditures on rent and housing by increasing the inventory of affordable housing, the City can effectively increase the economic capacity of these households and increase their economic safety net.

Figure 8-4. Median Household Income by Race & Ethnicity (2020)

Category	Value
Median Overall	$66,481
White Alone	$64,821
Black Alone	$56,764
Asian Alone	$69,302
Other Race Alone	$127,970
Two or More Races	$28,036
Hispanic Alone	$74,700
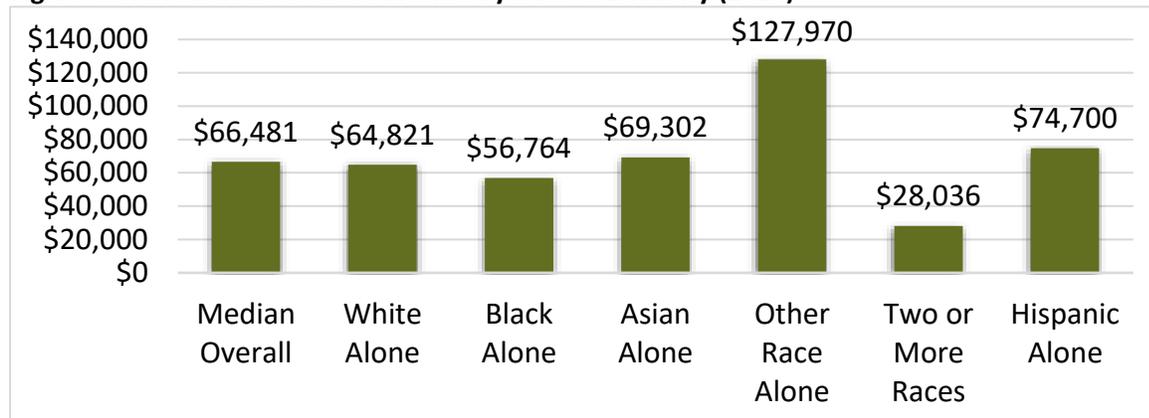
Source: 2016-2020 American Community Survey

Tax Base & City Assets

Real property tax is the City's largest revenue source, followed by personal property tax. Between FY 2012 and FY 2021, the City's real property value increased by $130.3 million (9.4%), while its personal property value increased by $49.3 million (78.5%), for a total assessed property value change of $179.6 million (12.4%). The review of this information reveals the financial health of the City, and encourages the continued practices already taken.

ECONOMIC CENTERS

Within Aberdeen there are several distinct clusters of commercial activity. Each of these areas has their own strengths and concerns for their future sustainability and expansion. The sections below discuss the main economic centers in Aberdeen and offer insight to potential growth opportunities that could be supported by the City. **Map 8-1, Economic Centers** and **Map 8-2, Business Incentive Zones** provide context for the location of these economic centers.

Downtown

Aberdeen's historic downtown is generally not a large area and has few vacancies (12 vacancies in downtown), but residents of Aberdeen and City leaders have consistently expressed a desire for a better mix of uses to attract residents and commercial enterprises to the Downtown area. A common viewpoint shared during public engagement efforts was that Aberdeen should consider increasing the intensity of uses in the Downtown area in an effort to entice more and different shops and services. However, these goals are challenging because properties near the MARC train station are relatively small—with fragmented ownership—meaning that land assembly may be required to create the compact, mixed-use development needed to achieve the goal of increasing density of uses. Aberdeen is working

closely with developers, landowners, and other stakeholders to consolidate these parcels by providing incentives to spur the investment needed to make the redevelopment of these lots economically viable. Development potential at the train station itself is limited because of the limited land area adjacent to the station. However, the potential for redevelopment in the wider vicinity is substantial.

One of the consistent comments received from the public during the public engagement phase of developing Plan Aberdeen concerns crime, and the perception of crime, in the Downtown area. Crime was cited as a potential explanation for Downtown's underachievement as it regards economic growth and development. Additionally, public comments noted that it was not necessarily the actual levels of crime that kept people away from the Downtown, so much as it was the perceived levels of crime held by people from outside Aberdeen. Regardless of whether it is crime or the public perception of crime rates, the end result is that it has deterred some degree of solicitation of businesses in this area. Reversing this trend will require not only enhanced attention to the criminal element from public safety officers but will also require Aberdeen to combat the perception that this area is not safe. Aberdeen should take care, however, not to overreact to this concern by mobilizing police forces to an extreme degree in the name of reducing crime. This approach can be perceived as heavy-handed when the underlying crimes driving the rates are primarily property, nuisance, and minor theft related crimes. The Main Street Coordinator is working with downtown business/property owners and the APD to add security cameras in obscure locations to combat the perception of criminal activity and reduce crime. To find the proper balance in policing this area, Aberdeen should work with the police, business owners, residents, and other stakeholders to identify the classes of crimes, locations, and economic impacts from criminal actions to develop targeted enforcement activity, increase the visibility of police and community monitors in specific areas, and demonstrate to the public that the City is taking action in this area. Subsequently, these actions need to be broadcast to the larger community in order to help counter the perception of excessive crime rates. This effort will require sustained attention over many years with support from the elected officials, Departments of Public Works, Planning and Community Development, and the Aberdeen Police Department. The Aberdeen Chamber of Commerce and Aberdeen's Main Street committees can assist with promoting the downtown as a safe place to visit, shop, and eat.

Main Street Maryland Program

Main Street Maryland is a comprehensive downtown revitalization program created in 1998 by the Maryland Department of Housing and Community Development. The program strives to strengthen the economic potential of Maryland's traditional main streets and neighborhoods. Designated Main Street Maryland communities have made a commitment to improve the economy, appearance, and image of their traditional downtown business districts. To accomplish Main Street goals, the department has partnered with the National Trust for Historic Preservation's National Main Street Center, which developed the Main Street Approach for community-driven, comprehensive revitalization.

MAP 8-1

Economic Centers

Legend:

- City of Aberdeen
- Havre de Grace
- Aberdeen Proving Ground
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes
- Aberdeen Main Street
- City Administration Building
- Aberdeen Train Station
- Higher Education
- Ripken Stadium
- Business/Industrial Parks
- Shopping Centers

Map labels:

Havre de Grace

Stadium Towne Center

University Center

Battelle Eastern Science & Tech Center

Beards Hill Plaza

Aberdeen Marketplace

Aberdeen Shopping Plaza

Corner at Beards Hill

Rock Glenn Business Park

Norfolk Southern Railway

Amtrak Railway

Harford Gateway

North Gate Business Park

Aberdeen Proving Ground

Swan Creek

Hickory Ridge Industrial Park

Hardee's Industrial Park

Aberdeen Industrial Center

Cranberry Run Business Park

40 East Industrial Park

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Source: City of Aberdeen, Harford County

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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0   0.175 0.35   0.7
                              Miles

MAP 8-2

Business Incentive Zones
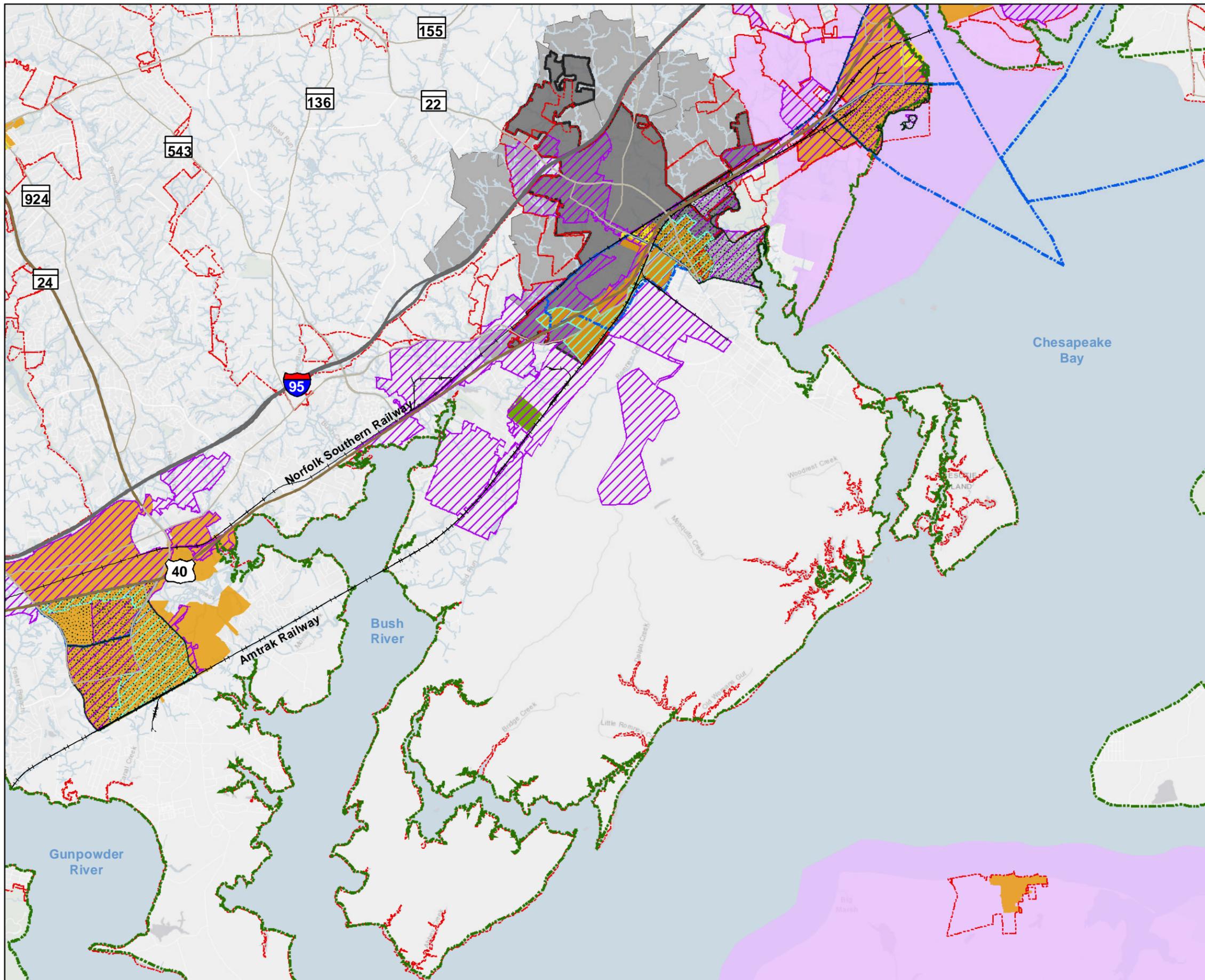
Legend:
- City of Aberdeen
- Water Bodies
- Railroad
- **Major Roads**
  - Interstates
  - US Highways
  - State Routes
- Planning Areas
- Priority Funding Areas
- Metropolitan Planning Organizations Boundaries
- Opportunity Zones
- Main Street Areas
- Qualified HUBZone
- BRAC Zones
- Enterprise Zones
- Sustainable Communities
- Foreign Trade Zones
- Heritage Areas
- Transit Oriented Development (TOD) Areas

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Source: MD iMAP

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.

April 2023

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Chesapeake Bay

Bush River

Gunpowder River

Norfolk Southern Railway

Amtrak Railway

Main Street Maryland emphasizes the importance of working simultaneously in the following areas:

- Design: Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning,
- Organization: Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process.
- Promotion: Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens, and visitors.
- Economic Restructuring: Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities and challenges from outlying development.
- Clean, Safe & Green: Enhancing the perception of a neighborhood through the principles of Smart Growth and sustainability.

The Main Street Maryland Program offers official designation as a state recognized Main Street, as well as technical assistance, training, and other services to communities across the State. These services include Main Street Manager orientation and professional development, site visits to help the community develop and plan for the future, architectural design and historic preservation assistance, specialized training on commercial revitalization, education about State and Federal programs, grants, loans, and facilitate partnerships for designated Main Street communities and other business districts.

Aberdeen Main Street

Like many other older communities, Aberdeen's Downtown Area has been a focal point of challenges and concerns. As businesses moved to the peripheries of the City, City leaders conversed, strategized, and executed plans for downtown growth and renewal. On March 17, 2020, the City of Aberdeen's diligent revitalization efforts were recognized by the State of Maryland when it was granted the prestigious Main Street Maryland designation. With this acknowledgement at the State level, the City continues to invest in its traditional downtown area to create an active hub for small businesses and entrepreneurs where they may flourish.

The Aberdeen Main Street area encompasses 32 acres in downtown stretching from West Bel Air Avenue to North Parke Street with a portion of North Rogers Street, South Parke Street, Franklin Street, Howard Street, and North Philadelphia Boulevard included. The Aberdeen Main Street district is anchored by major assets such as the MARC/Amtrak Train Station, B&O Train Depot, and Festival Park. Main Street Maryland will assist in the continuation of improving the economy, appearance and image of Aberdeen Main Street as well as offering technical assistance, training, and other commercial revitalization services to cultivate the growth of businesses.

Multiple grants awarded to the City have created the ability for Aberdeen to offer incentives for businesses considering a location in the downtown area. Overseen by the Director of Planning and Community Development, the Aberdeen Main Street program will continue to strengthen and foster small businesses in Aberdeen's downtown area.

Branding & Marketing

The branding and marketing of the downtown is an important component of retaining and attracting new businesses. Establishing an identity and highlighting the downtown as a strategic, high-value location will provide an advantage in retention and recruitment efforts and ensure a continued competitive presence within the region. The City worked with consultants, Mahan Rykiel Associates and Arnett Muldrow & Associates to create a Main Street Marketing, Communication, and Design Plan. The plan provides branding and image of Aberdeen's Main Street as well as developed strategic marketing efforts to attract new businesses, residents, and visitors to the downtown. As part of the plan, the City will also be creating a wayfinding system and gateway signage to solidify the identity of Main Street.

The consultants developed the brand concepts in the context of community history and current initiatives:

- **Our Agricultural Legacy:** Our history is rooted in agriculture. It is here that the abundance of fertile land attracted early settlers to farm the rolling fields of early Harford County in the years before the Revolutionary War. Local resident George Washington Baker would create a revolution of his own by inventing the cans that would keep the corn, tomatoes, and other vegetables preserved to be shipped to the growing cities of Washington, Baltimore, Philadelphia, and New York. By the late 1800s there were more canneries based here than in any place in the United States.

- **Our Transportation Hub:** The early growth of Aberdeen village was possible because of its location on the Old Post Road between Alexandria and Philadelphia. This early passage is but a prelude to Aberdeen's transportation legacy that lives on to this day. The legendary B&O Railroad stopped here at a station designed by Frank Furness that has been saved from demolition marking a key entrance to downtown. Today, Aberdeen remains a transportation hub with active passenger and freight rail along with major highway thoroughfares traversing the city.

- **Our Military Service:** World War I would mark a pivotal change in the life of Aberdeen. In 1917, the United States Army established Aberdeen Proving Ground here for its strategic location close to shipping and industrial hubs. By the second World War, the base would be home to over 2,000 officers and 24,000 enlisted personnel. Training here would cement Aberdeen's role in securing victories for America's military on the world stage. The country's first programmable computer, the ENIAC electronic, numerical, integrator, and computer was located here where women mathematicians were employed to run the large complex machine.

- **Our Nation's Pastime:** Aberdeen's agriculture, transportation, and military history is woven closely with America's pastime, baseball. Baseball in Aberdeen dates back to 1910, just eighteen years after the incorporation of the City. The Aberdeen Canners that came later were the first incarnation of minor league ball was part of the region's Susquehanna League. The Ripken family's

Chapter 8 – Economic Development

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link to Aberdeen baseball has existed for generations and today both the Aberdeen IronBirds and the Ripken Experience bring thousands of families and young people here each year.

- **Our Hometown Community:** Today, Aberdeen is a dynamic, diverse, and growing city. It is a community where pride of place runs deep, a warm welcome is sincere, and neighbors look after one another. As we continue to thrive, Aberdeen is united to focus on its historic downtown, still a center of connections, community activity, and celebrations. Established businesses based here for decades stand next to startups who see downtown as a place where entrepreneurs can thrive.

West Bel Air Avenue Beautification

The City of Aberdeen utilized funding from the Community Development Block Grant program for enhancements to West Bel Air Avenue. The improvements include street furniture, lighting, planters, trash receptacles and recycling cans, and new signage and audio system at Festival Park. The improvements on Main Street were coupled with an investment from Maryland State Highway Administration to repave West Bel Air Avenue.

Franklin Street Mixed Use Development

In 2022, the Aberdeen City Council approved the sale of three plots of land on Franklin Street to a local developer. This land, located across from City Hall and Festival Park, was purchased with the intent to develop the space into a three-story, mixed-use development with commercial and retail space on the bottom floor and residential space on the upper levels. In addition to the mixed-use development, the contract of sale calls for additional improvements to Aberdeen Festival Park. The mixed-use development on Franklin Street, anticipated to be completed within three years, will bring new businesses and residents to the downtown area. As one of the first major construction efforts in the downtown area, Franklin Street will be a signal beacon to other investors that Aberdeen's downtown area is prime real estate for redevelopment.

Aberdeen Historical Museum

The Aberdeen Historical Museum collects, records, preserves, and shares historical archives and artifacts that tell the story of the greater Aberdeen area to awaken an interest in local history and to inspire new perspectives on the present. The Aberdeen Historical Museum (previously known as the Aberdeen Room Archives and Museum, Inc.) is a small nonprofit 501(c)(3) museum. It connects the Aberdeen community with the area's rich history to awaken an interest in local history and to inspire new perspectives on the world we live in today. The Museum is open to the public on Tuesdays, Thursdays, and Saturdays. The Aberdeen Historical Museum is largely run by volunteers and funded through generous gifts and donations.

Sustainable Communities

The Sustainable Communities program is a place-based designation overseen by the Maryland Department of Housing and Community Development and provides local governments with a framework for promoting environmentally, economically, and socially responsible community development and revitalization in existing older communities within the State of Maryland. The City of Aberdeen's Sustainable Community Area was designated in 2011 and shown on Map 8-2. The Sustainable Community designation is a requirement for eligibility of certain State funding programs, such as the Community Legacy and Strategic Demolition Fund offered through the Department of Housing and Community Development.

The City of Aberdeen is required to renew the Sustainable Community application every five years. In 2022, the City of Aberdeen submitted an application and was redesignated as a Sustainable Community. The City's renewal application included a reflection of accomplishments within the last five years as well as goals and focus areas for the future. Many of the desired outcomes and strategies for achieving those outcomes have been included in the various chapters of this Plan, but also summarized as follows:

- Environment – Areas of focus include providing extended recreational opportunities and incorporating green infrastructure into the City, including rain gardens, community gardens, and green buildings.

- Economy – Areas of focus include small business retention and attraction, attracting skilled workforce, and revitalization of the U.S. Route 40 and Main Street Corridor.

- Transportation – Areas of focus include improving pedestrian and bicycle connectivity throughout the City and promoting multimodal transportation.

- Housing – Areas of focus include assisting homeowners with renovations and façade improvements, working with the City's Code Enforcement Officer to decrease the number of code violations, and residential growth and vacancy reduction.

- Community Health and Quality of Life – Areas of focus include addressing the growing homeless population and facilitating arts and culture programs.

- Local Planning and Staffing Capacity – Areas of focus include addressing the growing homeless population and facilitating arts and culture programs.

Aberdeen Transit-Oriented Development District

In 2010, the Aberdeen station area was officially designated by the Maryland Department of Transportation (MDOT) as a Transit Oriented Development (TOD) District. Partnering with many government agencies—MDOT, including Maryland Transit Administration (MTA) and the State Highway Administration (MDOT SHA), the Maryland Department of Planning (MDP), Harford County agencies, Chesapeake Science and Security Corridor, Aberdeen Proving Ground (APG), the Army Alliance, Amtrak and CSX railroads—the City developed a master plan for the Aberdeen TOD District.

Among the recommendations in the 2012 TOD Master Plan was to amend the City Code to encourage infill development and adopt a form-based code for the Aberdeen TOD area to address:

- Pedestrian-friendly design
- Building setback/build-to lines
- Parking requirements
- Building height restrictions
- Allow and encourage mixed-use development
- TOD and pedestrian-friendly stormwater treatment strategies
- Changes and updates to landscaping, lighting, security features, and signs

The TOD Master Plan also helped establish the Sustainable Community district boundary and Action Plan. Since achieving a Sustainable Community designation in 2012, the City of Aberdeen has successfully

utilized the Department of Housing and Community Development Strategic Demolition Fund (SDF) to acquire parcels identified in the Master Plan for redevelopment.

TOD Feasibility Study – Festival Square Area

The purpose of this Feasibility Study completed in 2018 was to create a plan that guides decisions and actions that are based on a complete feasibility study, emerging market trends, and findings from this effort. The intent of the Study was to ensure a viable and diversified TOD district. The Feasibility Study was prepared by The Chesapeake Group, Inc. based on a survey of Harford County residents, one-on-one interviews with stakeholders, secondary data that indicates trends for various economic generators, and multiple analyses including but not limited to cluster analyses and demand forecasting.

The Aberdeen TOD Master Plan was adopted in March 2012. The Plan illustrated three distinct TOD areas: TOD Area 1—Station Square and US 40 Boulevard, TOD Area 2—Festival Square, and TOD Area 3—Residential Square.

The goals outlined in the Plan for TOD Area 1—Station Square include:

- Position the train station and platforms so that they connect the two sections of East and West Bel Air Avenue
- Encourage and facilitate multimodal (e.g., vehicular, bicycle, pedestrian) connections to and from APG, downtown, and give an improved presence and identity to US 40
- Provide easy and safe pedestrian access (via steps and ramps) through tunnel and underpass
- Provide a terraced green space that becomes a focal point and amenity creating areas for food kiosks, markets, etc.
- Work with MDOT SHA on the Complete Streets initiative for US 40; improvements may include landscaping on both sides to create a green boulevard

Some actions have already taken place:

- City acquired and demolished 15 East Bel Air Avenue, the site has been cleared and is an open space area for the community currently and will be part of the proposed Station Square improvements in the future.
- City acquired and demolished 25 N. Philadelphia Boulevard, the site has been cleared and is an open space area (for land banking/future redevelopment)
- City acquired and demolished 21 N. Philadelphia Boulevard, the site has been cleared and is an open space area (for land banking/future redevelopment)
- Aberdeen Proving Ground resurfaced APG Road between East Bel Air Avenue and Raymond Avenue

- City acquired 11, 15, and 19 Franklin Street, the sites have been cleared and are available for redevelopment opportunities. The City has sold these sites to a developer to construct a mixed-use project.

The goals outlined in the Plan for TOD Area 2—Festival Square include:
- Build on the existing civic uses around Festival Park
- Increase density and provide adequate parking to entice development
- Provide opportunities for mixed uses such as sidewalk cafes, dining on the ground floor, community center/mixed use
- Add street trees throughout Festival Square to make the area more pedestrian friendly

Actions for this section have also been taken:
- City acquired the former Moose Lodge, 102 N. Rogers Street and it was sold to a developer who in turn redeveloped the building and leases it to the Prost German Restaurant.
- City acquired the former high school building, and it was sold to investors who in turn sold the property to another investment group. The current owners opened a vascular surgery center and the proposed Phase II plans include an assisted living facility and other medical uses.

The goals set forth in the Plan for TOD Area 3—Residential Square include:
- Add mixed-uses to include retail/commercial on the ground floors with residential above
- Adding additional high-density residential increases opportunities for retail along West Bel Air Avenue and US 40

Military and Civilian Compatible Use Project

The Maryland Department of Commerce (Commerce) is committed to protecting the $55.5B in economic impact from the state's 20 military facilities, including 12 major installations based on the 2016 Economic Impact Analysis of Maryland's Military Installations. Civilian activities and uses that are incompatible with military missions could potentially mean a loss of that mission or even the closure of the base, a blow to the local economy from loss of revenue and jobs generated. The Department of Defense defines incompatible civilian development as land use activity and civilian development activity that adversely affects the utility or training and readiness missions of a military installation. It is important that communities and military collaborate on compatible land use planning.

To promote compatible civilian development in Maryland that supports long-term military sustainability and continued regional community development around MD installations, the Department of Commerce received a $178K grant from the Office of Local Defense Community Cooperation (OLDCC) in 2017 to fund an effort that would provide Maryland with a strategic approach, in coordination with local governments, to address compatibility issues. The deliverable for this project was the Statewide Joint Land Use Response Implementation Strategy (SJRIS), completed in 2019.

A Compatible Use Study (also known as Joint Land Use Study or JLUS) is a strategic planning process undertaken by State or local government in partnership with the military installation to preserve and protect military readiness and defense capabilities, seek ways to reduce the operational impacts on adjacent lands, and support community growth and economic development. A Compatible Use Study is a key tool for compatible land use planning. APG is one of five Maryland installations and facilities that have completed Compatible Use Studies.

The SJRIS includes seven recommendation focus areas and 33 implementation activities. To implement some of the recommendations, the Department of Commerce, in partnership with the Maryland Department of Planning (MDP) received a $1.12M grant from the OLDCC to fund the implementation of key focus areas: strengthening communication and coordination between the State, military, and community; technical guidance/assistance for local communities on best practices for land use; facilitating compatible renewable energy siting; and exploring legislative initiatives to address compatible use issues.

The state has also developed a Compatible Use Website and Handbook to educate, inform, and guide State and local leaders, members of the military and military communities, and the general public on compatible use issues and solutions. To complete the website and technical handbook, MDP hired a Compatible Use Community Planning Liaison to direct an outreach effort, including the formation of two stakeholder groups, the SJRIS Implementation Workgroup and the Compatible Use Policy Committee.

US 40

The US Route 40 corridor has long been a commercial and industrial focal point not only for Aberdeen, but for Harford County as well. The history of this highway spans back to the mid-1800's when portions of US 40 were connected near Frederick, Maryland to the National Pike as it was known then. Over the decades since its creation, US 40 has provided vital functions related to transportation services. This corridor served as one of the primary interstate connector roads until the development of Interstate 95 supplanted this role. Throughout much of this roads' history, commercial activities were situated along this corridor to take advantage of the high volumes of traffic that used the road. In addition to the typical roadside commercial services like gas and service stations, a full range of commercial entities were established along this route and thrived as ever-increasing numbers of people settled in the Aberdeen area.

However, the development of I-95 as the primary interstate corridor significantly reduced the numbers of motorists using US 40 for travel and movement of goods. This reduced the viability of commercial activity and changed the characteristics of the remaining commercial uses. In the past two decades, there has been an increased demand for economic revitalization efforts to focus on the US 40 corridor to help reverse the impacts that started with the creation of I-95. Two main components exist in these revitalization efforts; one component tackles the aesthetics of the road corridor, while the other components address commercial activity in general. These programs cannot often be separated – in order to improve economic conditions, a certain degree of beautification is required as the historic road design

standards and the accompanying commercial activities were often not visually appealing and contributed to the decline of economic activity due to the perception of the area as being "run down" or neglected.

Commensurate with the aesthetic improvements is the need to attract new commercial enterprises to the area. Over the past decade, Aberdeen and the surrounding region has found success in attracting a wide range of new commerce in this area including:

- Aldi and Lidl Grocery Stores
- University of Maryland Urgent Care
- Walmart
- Hilton Hotel – Home2 Suites
- Several car sales and car service stations

These developments have occurred as many beautification efforts have been spearheaded by the Maryland Department of Transportation – State Highway Administration (MDOT SHA), Harford County government, and cities like Aberdeen. These projects have addressed traffic safety improvements, stormwater drainage and management, and visual considerations like transforming long stretches of concrete median barriers into more attractive planter boxes for vegetation. By increasing the aesthetic perception of the US 40 corridor, the ability of economic development efforts to effectively attract business to the area has been greatly increased.

While many improvements have been made to the US 40 corridor within Aberdeen, there are still many stretches of roadway that require continued attention to improve economic circumstances. As part of the efforts to provide for economic development of this area, it is recommended that Aberdeen:

1. Continue collaboration with MDOT SHA and Harford County to develop targeted aesthetic improvements to the roadway itself. These improvements should address traffic safety and flow, water quality impacts, and beautification elements.
    a. As part of regional requirements to improve water quality in the Chesapeake Bay, there are likely to be opportunities to expand water quality projects to address beautification needs and economic development at the same time. Aberdeen should identify the location and timing of these water quality projects and attempt to piggy-back on these improvements to address the City's priorities.
2. Increase collaboration with agencies and groups focused on economic development and steer the focus to the US 40 corridor. This collaboration has been recommended for economic development across the city, but US 40 requires dedicated focus on this area. Specific organizations to be included in this outreach includes the Northeastern Maryland Technology Council, Regional Additive Manufacturing Partnership of MD (RAMP MD), Regional Manufacturing Institute of Maryland, and the Route 40 Business Association.
3. Consideration of a commercial business maintenance standard. The City should consider whether establishing basic façade maintenance standards would be an effective means to continue to bolster the perception of the US 40 corridor and, if so, how it can be implemented. Aberdeen should make sure to include a diverse representation from businesses located along this corridor and should take care to prevent façade standards from becoming overly burdensome to impacted properties.

The long-term health and viability of the US 40 corridor will help to create additional jobs to accommodate a diverse workforce.

Ripken Stadium

Ripken Stadium hosts the Aberdeen IronBirds, which is a Class Advanced, High-A East Minor League Baseball affiliate of the Baltimore Orioles Major League Baseball team. Associated with Ripken Stadium is Cal Ripken Sr, Yard and ancillary baseball fields, which hold youth baseball tournaments. In 2018 alone, this facility held 36 baseball tournaments that generated roughly 241,000 attendees.

Leidos Field at Ripken Stadium
The IronBirds play 66-regular season home games, featuring Friday night firework shows, Kids Run the Bases, and the Senior Stroll. Prior to all Saturday home games, fans can play catch on the field prior to the game.

Events at Ripken Stadium
There are many events hosted at Ripken Stadium throughout the year. Military shows, crab feasts, weddings, and other special events are planned to bring more year-round activities to the facility. The City even contracted with a company to generate new activities for the municipally owned Ripken Stadium. Additional information on Ripken Stadium can be found in **Chapter 3 – Community Facilities.**

Economic and Fiscal Impact Analysis for Select Outdoor Sports Tournaments Held in Harford County, Maryland
In March 2019, Visit Harford! released an Economic and Fiscal Impact Analysis for Select Sports Tournaments that was conducted by Crossroads Consulting. One of the major components of this analysis was Ripken Stadium.

The Ripken Experience-Aberdeen has nine total baseball and softball fields and is the home to Cal Ripken Senior's Yard, a 2,000 seat stadium, and the Ripken Stadium, which has 6,300 seats. It is in close proximity to hotels with multiple service levels and price points, which is advantageous in attracting competitive sporting events that draw overnight attendees.

The **Figure 8-5 Economic Impact Multiplier Effect** illustrates the multiplier effects for calculating total economic impact.

Figure 8-5. Economic Impact Multiplier Effect
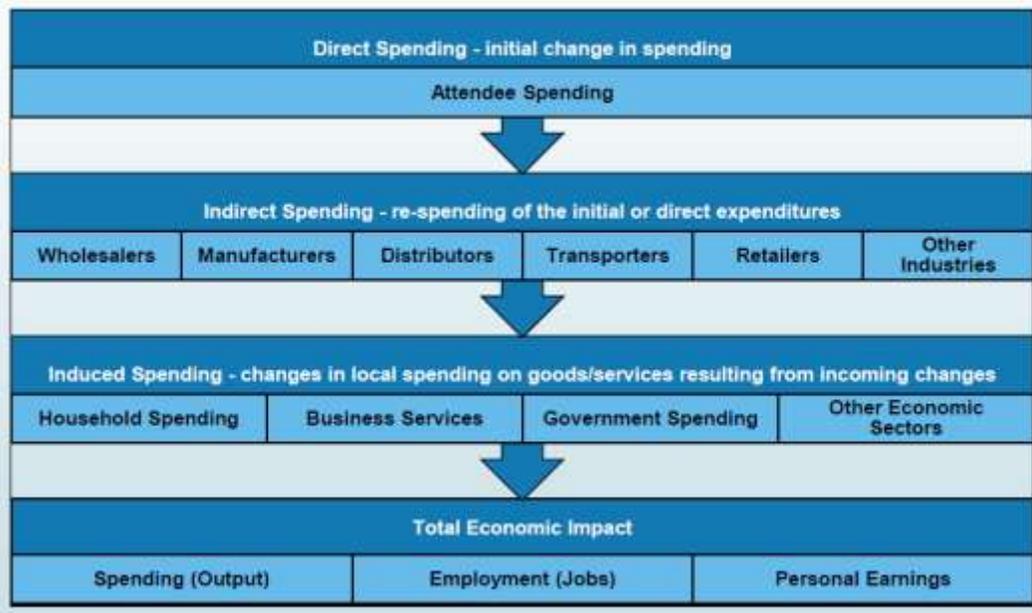
Source: Economic and Fiscal Impact Analysis for Select Outdoor Sports Tournaments Held in Harford County, Maryland (Visit Harford!, 2019)

The estimated spending generated from outdoor sports tournaments creates tax revenues for the City, Harford County, and the State of Maryland. In general terms, all State tax proceeds are collected in the State's General Fund and then allocated to variety of program areas such as education, transportation, public safety and others. As such, individual revenue sources, such as the sales and use tax, are not designated to fund specific programs. As a result of this process, municipalities and counties benefit from a variety of State and locally administered programs. For purposes of the analysis, only collections have been quantified, without regard as to how the funds are ultimately spent through the individual State departments/funds.

Estimating the economic impact of a sporting event is based on the inputs used, primarily those related to the number of participants and spectators attending and the amount that they spend on items outside the facilities where the event occurs. Attendance at profiled sporting events includes both participants and spectators. Participants were calculated by multiplying average roster size by the number of teams. The estimated number of participants excludes coaches and team staff, which provides a conservative estimate. For tournament activity, an attendee day is defined as total attendance (including participants and spectators) multiplied by the event length. For example, a three-day tournament with 200 attendees equates to 600 attendee days, which reflects that people return to the event multiple days. Over the profiled three-year period, baseball tournament activity averaged 39 events per year with approximately 20,600 total participants and 62,000 total spectators for a total of 261,100 attendee days. These numbers exclude the Cal Ripken World Series, which was only held in Harford County in 2016 as data was not provided for this event.

The number of baseball tournaments held decreased in both 2017 and 2018. The average number of baseball teams playing remained relatively consistent in 2016 and 2017 before decreasing by 17 in 2018.

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The estimated number of hotel rooms generated from tournaments for 2016-2018 is based on the estimated percentage of attendees staying overnight in hotels and the average number of people per hotel room provided in survey responses. The estimate of hotel room nights does not include any visitors staying at apartments/condos, with family/friends, etc., or any attendees who only visit for the day. In aggregate, there were approximately 89,300 hotel room nights generated per year from baseball activity during the profiled three-year period.

Based on information provided by individual sports organizers as well as other secondary sources, it was estimated that, on average, approximately 64 of the attendees at baseball tournaments (excluding the 2016 Cal Ripken World Series) stayed overnight in hotels. The number of hotel room nights was multiplied by an ADR of 95, which represented the average for April through October. In addition, overnight attendees were estimated to spend an average of 95 per person, per day. Daytripper attendees were estimated to spend an average of 35 per person, per day.

Table 8-10, Estimated Economic Impacts, below summarizes the estimated fiscal impacts generated from baseball tournaments held in 2016-2018. The activity resulted in an average of $21.996 million in direct spending and $10.704 million in indirect/induced spending, for a total output of $32.7 million.

Table 8-10. Estimated Economic Impacts

Category	2016	2017	2018	Average
Output				
Direct Spending	$22,819,000	$22,977,000	$20,192,000	$21,996,000
Indirect/Induced Spending	$11,096,000	$11,186,000	$9,833,000	$10,704,000
Total Output	$33,915,000	$34,163,000	$30,025,000	$32,700,000
Total Jobs	450	450	400	430
Total Earnings	$11,939,000	$12,044,000	$10,587,000	$11,523,000

Source: Economic and Fiscal Impact Analysis for Select Outdoor Sports Tournaments Held in Harford County, Maryland (Visit Harford!, 2019)

INCENTIVE ZONES, ORGANIZATIONS & PROGRAMS

The City of Aberdeen is committed to creating a business-friendly environment and assisting businesses in their growth and location to the City. To assist in this area, several incentive programs are available for assistance. The following are several of the programs available in support of sustaining and creating new opportunities for providing additional services to the residents of Aberdeen.

Incentive Zones

There are a number of federal and State incentive zones that Aberdeen has taken advantage of in support of its economic development efforts.

Opportunity Zones

The Opportunity Zone program is a nationwide initiative administered by the U.S. Treasury created under the *2017 Tax Cuts and Jobs Act*. This program provides federal tax incentives for investment in distressed communities over 10 years. Areas designated as opportunity zones will be able to reap the benefits of

capital gains to help redevelop underserved communities. The Opportunity Zone designated within the City of Aberdeen is Census Tract 3029.02 and shown on Map 8-2.

Enterprise Zones

An Enterprise Zone is a geographically designated area where investments in commercial development and redevelopment and job creation are eligible to receive tax credits. Eligible commercial projects within the Enterprise Zone can be certified to receive a commercial real property tax credit prorated over 10 years. Eligible businesses operating within the Enterprise Zone can receive income tax credits for the creation of full-time jobs. The following uses are not eligible: fast food restaurants, convenience stores, standalone gas stations, adult entertainment, and gambling facilities.

The Greater Aberdeen/Havre De Grace Enterprise Zone is one of two Enterprise Zones in Harford County and is shown on Map 8-2. It was originally designated in June 1996 and re-designated in June 2016 to include nearly 9,000 acres in the cities, extending into Aberdeen Proving Ground and Harford County. The re-designation will help promote commercial and industrial reinvestment, R&D development, and increase the local tax base. The Maryland Department of Commerce approves the State's enterprise zones, while local governments are responsible for their administration. Businesses operating within an enterprise zone may be eligible for a tax credit toward their State income tax filings based on the number of new jobs created and a tax credit on their local real property taxes based on their overall capital investment into a property.

The focus of the designated zones is:

- To ensure business retention, increase business expansion, and attract new businesses
- To encourage the creation of well-paying new jobs
- To promote development and occupancy of vacant, underutilized land and buildings
- To revitalize older industrial areas

A business located within the Enterprise Zone is eligible if it meets minimum capital investment in the construction or rehabilitation of real property of $75,000 (if business has 10 or less employees) or $125,000 (if business has 11 or more employees). Minimum full-time job creation eligibility is the creation of 2 new jobs (if business has 10 or less employees) or 5 new jobs (if business has 11 or more employees).

Local Real Property Tax Credits

Credits are available for up to ten years on capital investments. Credit of 80% on increases in assessed value of real property for first five years, decreasing by 10% annually for the remaining five years. Any real property tax credits are granted for full taxable years only.

State Income Tax Credits

The State requires that a minimum number of new full-time jobs be created. Salaries must be 150% of minimum wage for 35 or more per hours per week. Credits for hiring "economically disadvantaged" employees (vouchered by the State) are $3,000 for the first year, $2,000 for the second year, and $1,000 for the third year. There is a one-time credit of $1,000 for all other eligible new jobs

Historically Underutilized Business (HUB) Zone Program

The Historically Underutilized Business (HUB) Zone Program is designated and managed by the Small Business Administration (SBA). It is designed to stimulate economic development and create jobs in urban and rural communities and qualifies small businesses located in the zone for preferential status in competition for federal government contracts. A business obtains HUB Zone certification in part by employing workers residing in the zone. A small business must meet all of the following criteria to qualify for the HUBZone program:

The program allows eligible businesses to compete for the program's set-aside federal contracts. To be eligible for the program, a business must meet all of the following criteria:

- It must be a small business by SBA standards
- It must be located in a recognized HUB Zone
- It must be at least 51% owned and controlled by person(s) who are U.S. Citizens, Community Development Corporation, an agricultural cooperative, Native Hawaiian organization, or an Indian Tribe
- It must have at least 35% of its employees live in a HUBZone.

Priority Funding Areas

In 1997, the Maryland General Assembly passed "Smart Growth" legislation that created Priority Funding Areas (PFAs). This enactment followed the *1992 Economic Growth, Resource Protection, and Planning Act*, which articulated Maryland's growth policy by establishing seven visions, which have since been expanded to twelve. The 1997 legislation, now known as the *Priority Funding Areas Law*, was enacted "to preserve existing neighborhoods and agricultural, natural, and rural resources; prohibiting state agencies from approving specified projects that are not in priority funding areas; providing for specified exceptions; establishing a certification process for the designation of eligible priority funding areas; requiring municipal corporations to adopt specified development standards and assist counties in the collection of fees to finance specified school construction; etc." PFAs were established to focus the State's growth-related spending into existing communities and locally designated growth areas, thus ensuring a more efficient use of funding and limiting growth induced by the extension of infrastructure into areas better suited for preservation and limited growth.

Sustainable Communities:

Sustainable Communities are designated under a State law that consolidates resources for community revitalization and economic development under a single designation with an emphasis on infrastructure improvements, multimodal transportation, and green development. Designation as a Sustainable Community automatically qualifies a community as a Targeted Growth and Revitalization Area under Plan Maryland.

Transit Oriented Development Area

Aberdeen's Transit-Oriented Development District is discussed in the **Economic Centers** section of this chapter.

TOD Economic Development Incentive Program

There is a Transit Oriented Development (TOD) Water and Sewer Area Connection Charge Waiver Economic Development Incentive Program for the City of Aberdeen. The purpose of this program is to

increase the City's employment and tax bases by stimulating development and redevelopment in the City's TOD District as delineated by the City's TOD Regulating Plan, by waiving Water and Sewer Area Connection Charges imposed pursuant to *Chapter 450, Article II* and *Chapter A550 of the Code of the City of Aberdeen*. Because further development and redevelopment in the TOD District is a benefit to the City's property tax base and the City as a whole, this program provides for payments from the General Fund's Fund Balance to the Water Fund and Sewer Fund to recoup revenues to be lost to the Water Fund and Sewer Fund by the granting of waivers under the program.

Eligible participants in the incentive program include owners of land in the TOD on which new commercial or residential development requires new connections to the City's water and sewer systems for which connection fees are payable or owners of land in the TOD on which commercial or residential redevelopment require connections to the City's water and sewer systems for which additional connection fees are payable. The TOD Economic Development Incentive limits the total available credits for the program to 100 Equivalent Dwelling Units (EDUs). One EDU is a measure of wastewater generated from the business or residential unit whose deemed average daily flow is 250 gallons. No single project is eligible for a credit of more than one-third of the total available EDUs. Any water and sewer connection credits applied under this program are not transferrable.

Organizations & Programs
Aberdeen Facade Improvement Program
The Facade Improvement Program provides matching grants to property owners and tenants to stimulate improvements to building frontages for commercial properties located within the Aberdeen Sustainable Community Area. It is designed to stimulate private investment in improvements that contribute to the overall strength of the commercial district. The program goals and requirements for the Facade Improvement Program are to create attractive and inviting commercial/retail areas to allow greater use by residents and visitors; to promote the commercial vitality of the Aberdeen Sustainable Community Area and improve economic development; to emphasize the importance of public/private partnerships as the key to successful revitalization; and to use public funds to stimulate private investment that conveys an image of an economically viable marketplace where businesses can prosper.

Eligible applicants include property owners of a commercial building located within the Aberdeen Sustainable Community Area and tenants of a commercial building located within the Aberdeen Sustainable Community Area with an executed lease. Businesses occupying the building to be renovated must have a current Harford County/City Business License; funds must be used for exterior improvements only; work must be done on street elevations visible from public spaces or parking lots; applicants must obtain all required permits; the applicant must obtain design review approval from the Aberdeen Architectural Review Committee, if applicable; and funding is provided on a reimbursement basis where the City must receive proof of expenditures prior to releasing funds directly to the applicant.

Eligible improvements include architectural services for façade improvements; interior improvements; awnings/canopies; exterior wall finishes including painting, stucco, and masonry products; exterior doors and windows; exterior building lighting; landscaping; and signage. Ineligible uses include improvements related to the lack of regular and normal building maintenance; refinancing existing debt; security bars, roofing, HVAC, plumbing and mechanical equipment; projects completed prior to final loan approval; and parking lot paving, striping, or lighting.

Advantage Maryland (MEDAAF)

Funds grants, loans, and investments to support economic development initiatives in priority funding areas of the state. Uses include business attraction and retention, infrastructure support, brownfield redevelopment, revolving loan funds and local strategic planning.
http://commerce.maryland.gov/fund/programs-for-businesses/medaaf

Brownfield Redevelopment Assistance Program

The Maryland Dept. of Planning has created a Brownfield redevelopment assistance and outreach program to help connect local planning jurisdictions with EPA Brownfields funding opportunities, identify technical and financial resources to help parties navigate the Brownfields process.
https://planning.maryland.gov/Pages/OurWork/envr-planning/brownfields/brownfields-redevelopment.aspx

Brownfields Revitalization Incentive Program (BRIP)

This program is intended to promote economic development, especially in distressed urban areas, by identifying and redeploying underutilized properties. Reusing real property makes efficient use of existing infrastructure while providing an alternative to developing open space that contributes to urban sprawl. BRIP may be able to offer financial incentives for help organizing and assessing a Brownfield property, performing environmental evaluations, and remedial action cleanups through grants, loans, and real property tax credits. The program is administered through the Maryland Department of Commerce and the Brownfield property must be located within a participating jurisdiction that has enacted BRIP legislation and carries the requirement for participation and completion of Maryland's Voluntary Cleanup Program (VCP).
https://commerce.maryland.gov/fund/programs-for-businesses/medaaf

Brownfields Tax Incentive

Provides incentives including tax credits, loans, and grants for the redevelopment of eligible brownfield properties in participating jurisdictions.
http://commerce.maryland.gov/fund/programs-for-businesses/brownsfields-tax-credit

Data Center Maryland Sales & Use Tax Exemption Incentive Program

Data centers that locate or expand in Maryland and create new full-time positions may receive an exemption from Maryland sales and use tax on the purchase of qualified data center personal property.
https://commerce.maryland.gov/fund/data-center-maryland-sales-and-use-tax-exemption-incentive-program

Economic Development Opportunities Fund (Sunny Day)

Supports extraordinary economic development opportunities that create and retain employment as well as create significant capital investments.
http://commerce.maryland.gov/fund/programs-for-businesses/sunny-day

EPA Brownfields & Land Revitalization in Region 3

The Environmental Protection Agency (EPA) Region 3 Brownfields Program offers financial and technical assistance to communities and other parties interested in redeveloping Brownfields sites within the State of Maryland. Some assistance opportunities include Technical Assistance to Brownfields and EPA performance of Targeted Brownfields Assessments.

https://www.epa.gov/brownfields/brownfields-and-land-revitalization-region-3

Greater Baltimore Committee

The GBC is the leading business advocacy organization in the Greater Baltimore area. Representing more than 500 businesses, nonprofits, foundations, and leading educational and civic institutions, the GBC is an influential voice on matters of public policy, business issues, and promoting jobs and economic growth in the region and the state. In May 2022, the GBC formally merged with the Economic Alliance of Greater Baltimore.

https://gbc.org/

Innovation Investment Tax Credit

Provides an investor with income tax credits equal to 33% or 50% of an eligible investment in a Qualified Maryland Technology Company (QMTC), supporting investment in seed and early-stage technology companies in designated industries.

https://commerce.maryland.gov/fund/Pages/innovation-investment.aspx

Job Creation Tax Credit

Businesses that create a minimum number of new full-time positions may be entitled to state income tax credits of up to $3,000 per job or $5,000 per job in a revitalization area.

http://commerce.maryland.gov/fund/programs-for-businesses/job-creation-tax-credit

Maryland Commuter Tax Credit

A business entity in Maryland may claim a tax credit in an amount equal to 50% of the cost of providing qualified commuter benefits to their employees. The credit may not exceed $100 per individual employee per month.

https://onestop.md.gov/forms/maryland-commuter-tax-credit-registration-5da5b08b5d937b010116fc63

Maryland Economic Adjustment Fund (MEAF)

MEAF provides loans of up to $150,000 for small and underserved businesses with fewer than 50 employees.

http://commerce.maryland.gov/fund/programs-for-businesses/meaf

Maryland Industrial Development Financing Authority (MIDFA)

Encourages private sector investments with insurance, and the issuance of tax-exempt and taxable revenue bonds for projects located in Priority Funding Areas. Uses include land acquisition, building acquisition, construction costs and more.

http://commerce.maryland.gov/fund/programs-for-lending-institutions/midfa

Maryland Opportunity Zone Enhancement Credits (State Program)
Enhanced tax credits are available for several of the Maryland Department of Commerce's tax credit programs for businesses located in federal Opportunity Zones that meet certain requirements.
http://commerce.maryland.gov/fund/programs-for-businesses/opportunity-zone-enhancement-credits

Maryland Opportunity Zones (Federal Program)
A nationwide initiative administered by the U.S. Treasury; the program provides federal tax incentives for investment in distressed communities over the next 10 years. The U.S. Treasury has designated Maryland's 149 Opportunity Zones.
https://dhcd.maryland.gov/Pages/OZ/OpportunityZones.aspx

Maryland Small Business Development Center Network (MDSBDC)
The MDSBDC network provides services to current and prospective small business owners in Maryland including free individual, confidential counseling; market and industry research; high-quality training; business plan assistance; and accessing capital.
http://mdsbdc.umd.edu

Microenterprise Loan Program
Designed to provide entrepreneurs with flexible financing for microenterprise start-ups and expansions within designated Sustainable Communities and Priority Funding Areas throughout the State.
https://dhcd.maryland.gov/Business/Pages/microenterprise.aspx

More Jobs for Marylanders
Provides new and existing manufacturers and businesses that locate or expand in a Maryland Opportunity Zone with tax incentives tied to job creation for a 10-year period, including a refundable income tax credit, and for manufacturers, encourages additional investment in new equipment through accelerated and bonus depreciation.
http://commerce.maryland.gov/fund/programs-for-businesses/more-jobs-for-marylanders

Neighborhood Business Works
Provides flexible financing to new or expanding small businesses and nonprofit organizations in Sustainable Communities and Priority Funding Areas throughout the state.
https://dhcd.maryland.gov/Business/Pages/NBW.aspx

Partnership for Workforce Quality (PWQ)
Provides matching training grants and support services targeted to improve the competitive position of small and mid-sized manufacturing and technology companies.
http://commerce.maryland.gov/grow/partnership-for-workforce-quality-pwq

Reinvest Maryland
Reinvest Maryland is a set of strategies to focus and synergize investments, budgets, regulatory authority, and resources to support places where people already live. Investment within Maryland's existing cities, towns, and communities through infill, redevelopment, and targeted economic development, if well-executed, can have many positive returns:

• Residents benefit from increased access to jobs, shopping, services and amenities, and better transportation options as business opportunities grow.

- Local businesses benefit from an expanded customer base, easier access to employees, and proximity of similar businesses as residential population increases.
- Business districts benefit from a better reputation as a place to shop and do business, increased occupancy rates, and reduced blight.
- Local governments benefit from increased tax revenues, jobs, and businesses per acre, increasing the rate of return on investment and resources for infrastructure and services, and the ability to repay bonds more quickly.
- The economy benefits from local government's improved financial stability, increased entrepreneurship, and higher employment rates.
- The environment benefits from remediation of contaminated sites, updated stormwater management associated with redevelopment, diminished pollution from driving and septic systems, and reduced development pressure on farms and other natural resource-rich lands.

Reinvest Maryland represents an opportunity for all levels of government to work together, strengthen collaborative efforts to support revitalization and reinvestment, and to engage stakeholders of all types in the effort to rebuild communities and improve quality of life. This effort builds on the State's original *Reinvest Maryland* report, completed in 2014, and expands it as a toolkit designed to encourage local communities to consider redevelopment projects in partnership with the private sector that are supported by public programs and resources.

The recommendations in the report are intended to improve the caliber of Maryland's infill, redevelopment, and revitalization efforts:

- Infill: The development of vacant parcels within previously built areas.
- Redevelopment: Building or rebuilding on parcels that have been previously developed, with redevelopment aiming for a higher and better use of the area for the community.
- Revitalization: Instilling new life and vitality into a community through infill and redevelopment or other activities, such as building reuse and renovations, façade improvements, beautification efforts, small business loans, and special events.

Reinvestment through infill, redevelopment, and revitalization is needed within cities, suburbs, and rural towns, in municipalities, and in unincorporated locations. Local considerations will influence the look, feel, and scale of specific projects, which can range from the rehabilitation and reuse of a single building to projects encompassing many acres or blocks.

Research & Development Tax Credit
Businesses that have qualified R&D expenditures in Maryland may qualify for the Growth R&D Tax Credit.
http://commerce.maryland.gov/fund/programs-for-businesses/research-and-development-tax-credit

RMI Energy Efficiency Program
Provides grants to assist Maryland businesses and nonprofit organizations in the commercial and industrial sectors to implement energy efficiency projects in their facilities.
https://rmiofmaryland.com/rmi-energy-efficiency-air-ventilation-programs-for-maryland-manufacturers/

Service Corps of Retired Executives (SCORE)

SCORE is a volunteer association sponsored by the Small Business Administration. SBA staff matches volunteer business management counselors with clients in need of expert advice, helping them identify problems, determine the causes, and find solutions. All individual and team counseling is free. SCORE provides online resources including workshops, business plan, and financial templates to assist in the business planning process. SCORE features topics on business planning and management, communications and human resources, finance, franchising, government, international trade, legal, tax, sales and marketing, and the U.S. Small Business Administration.

TEDCO Funding Programs (Various)

TEDCO (Maryland Technology Development Corporation) manages a variety of programs to help for-profit Maryland companies in their effort to develop and commercialize new technology-based products. https://www.tedcomd.com/funding

U.S. Small Business Administration (SBA)

SBA provides financial, technical, and management assistance to start, run, and grow your business. The agency's services include information on procurement assistance and the Small Business Innovation Research Program.

WORKFORCE DEVELOPMENT & TRENDS

As a long-range planning document, Plan Aberdeen must consider the needs and potential changes that may affect the City throughout the rest of the 21st century. It is important to consider that economic development planning is an ongoing effort. As circumstances change, so should the objectives and efforts of the City.

Business Retention & Expansion

While it is important to maintain a business-friendly atmosphere to attract desirable firms to the area, there is also a critical need to support home grown businesses and investment. Local owners have an inherent interest of the long-term health of the City. Community-based businesses and owners are essential to charitable endeavors, serving on local boards, and supporting a variety of local causes.

The money spent at a community-based business creates a multiplier effect in the local economy. It is a commonly accepted fact that from each dollar spent at a local independent merchant, three or more times as much typically goes back into the local economy compared to a dollar spent at a chain-owned business.

Another advantage of supporting community-based businesses is the tendency of locally owned retailers to carry a greater degree of locally produced products. Local retailers bring a different flair to their presentation and a local feeling that is distinct from that provided by a national chain, which may have some local elements, but would otherwise be indistinguishable from a similar outlet anywhere else in the country. Local businesses are essential to a community because they offer a variety of benefits such as providing jobs; ensuring choice and diversity of goods and services based on local interests; maintaining community character and identity; convenience; and providing for a stronger tax base.

For many economic activities, it is advantageous to direct growth where infrastructure and investment already exist. Infill and redevelopment provide economic benefits by connecting businesses to both their customers and their workforces. Additionally, redevelopment can lessen the financial burden of building new infrastructure needed to spur economic growth.

Skilled Workforce

Connecting an educated and trained workforce that meets the needs of an evolving workplace market sector is a major challenge. The region provides significant competition for skilled labor. Ample opportunities for workforce training should be offered to retain and attract employers. This process starts in the local school system with both academic and technological training.

Flexible Working Space

Flexible working space in the City will offer a variety of businesses and individuals with the opportunity to grow or adapt to changing markets. These spaces (e.g., business accelerators) will provide individuals looking to start a company with the space necessary without a large financial outlay or the need to commit to a long-term lease. These opportunities will help to create a culture of innovation in the City that expands the economy into new markets. Additionally, maker spaces will provide space designed to create products or prototypes and often provide some training and basic tools.

Transportation Changes

In recent years, transportation on demand has dramatically changed travel within urban areas—many people rely less on owning a car when a ride can be requested through a mobile application. Simultaneously, walking and bicycling for transportation have increased in many areas. In the 21st century, it is likely that drastic changes in transportation methods, including the use of autonomous vehicles, could continue to disrupt the current system. The extent and effects of such a systematic change are currently unknown; therefore, it is important to remain flexible.

Technological Advances

New and evolving technology continually shapes society and how society interacts with the built environment. The internet has revolutionized how most people shop, travel, and work over the past few decades. More people are shopping online, reducing demand for physical retail space. Many traditional brick and mortar retail stores are developing on smaller footprints with less inventory but providing delivery services. Many new retail establishments focus on offering entertainment experiences over consumer goods.

Technology has—and continues to—evolve transportation trends. Rideshares have become a more viable alternative to owning a personal vehicle in an urban environment. Additionally, autonomous vehicle technology is also rapidly advancing and could change the way communities are designed. Without the necessity to park cars in proximity to destinations, urban areas can be reshaped to accommodate smaller drop-off locations rather than large parking lots surrounding buildings. Lastly, the widespread accessibility of broadband and mobile devices has allowed employees to choose where they want to live and work remotely, which has become more common with the demographic shift. This has also supported coworking spaces, where remote employees of various employers can share a common office space. Coworking office spaces provide amenities of a traditional office environment but shared among individuals and employees working remotely for various employers.
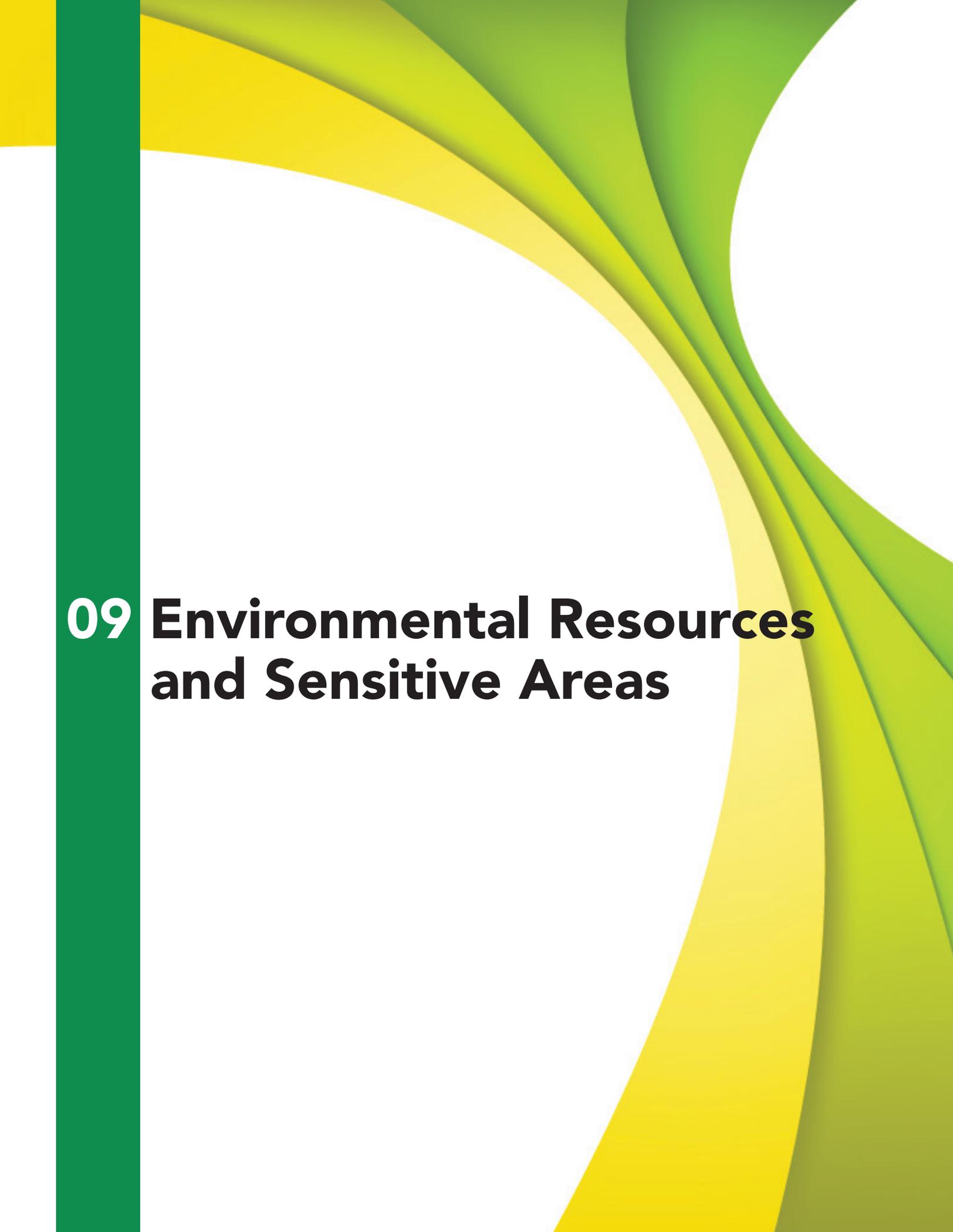
09 Environmental Resources and Sensitive Areas

INTRODUCTION

The City of Aberdeen recognizes the importance of protecting its natural resources by establishing and strengthening regulations and preparing for the future as development and climate change becomes an increasing threat. This chapter has been prepared consistent with the State of Maryland's Twelve Planning Visions, particularly as they relate to environmental protection, resource conservation, quality of life, and sustainability. The City has pursued the Sustainable Maryland designation and has created a "Green Team" to increase community awareness of our natural resources and the importance of protecting the environment.

This Chapter provides information and guidance on protecting the following environmental resources and sensitive areas: streams, wetlands and their buffers, floodplains, habitats of threatened or endangered species, steep slopes, agricultural or forested lands, and critical areas. These sensitive areas can be vulnerable to adverse impacts from development activities, residential uses, and certain types of agricultural practices.

GOALS

The City has developed several goals and recommendations that are discussed in more detail below:

1. **Ensure protection of the City's natural environment and its most important environmentally sensitive features.**
   - Continue to monitor state, federal, and county regulation changes with respect to natural resources protection and update the Code of the City of Aberdeen, as necessary.
   - Preserve stream valleys, floodplains, and nontidal wetlands and their buffers.
   - Adopt updated critical area map and the critical area program requirements for Aberdeen.

2. **Encourage enhancement and expansion of natural and forest lands.**
   - Use codes and plan reviews to ensure native, non-invasive vegetation is preserved and/or planted along waterways, and within parks, open spaces, and public rights-of-way to the extent practicable.
   - Establish and implement an invasive species removal program and focus on planting native species within natural areas and forest lands.
   - Continue membership in the 'Tree City USA' program and expand practices resourced in this program.
   - Conduct a comprehensive inventory of the existing forested lands and set goals for preserving existing forest and increasing forest on public lands.
   - Conduct a street tree inventory and assess the health and maintenance of the street trees. Complete all necessary street tree maintenance.
   - Conduct a tree cover analysis to determine the extent of the City's tree resources and green infrastructure.

3. **Emphasize and enhance sustainable environmental practices within the City.**
   - Develop a volunteer-based sustainability/green team to assist with environmental protection and enhancement goals throughout Aberdeen.
   - Support the ongoing efforts for the Aberdeen's Sustainable Maryland Certification.
   - Support energy efficiency and renewable energy upgrades in new and existing public facilities.
   - Adopt local mitigation, floodplain management, and outreach activities that exceed the minimum National Flood Insurance Program (NFIP) and allow for the application for Community Rating System (CRS) participation through the Federal Emergency Management Agency (FEMA).

LEGISLATION & POLICIES

The State's *Land Use Article*, which incorporates the provisions of the *1992 Economic Growth, Resource Protection, and Planning Act,* requires local governments to include a "Sensitive Areas" element in their Comprehensive Plans. This element must include goals, objectives, principles, policies, and standards designed to protect the following sensitive areas from the adverse impacts of development:

- Streams or wetlands and their buffers
- Floodplains
- Habitats of threatened or endangered species
- Steep Slopes
- Agriculture or forest lands intended for resource protection or conservation
- Other areas in need of special protection

Maryland Land Use Article also requires municipal comprehensive plans to include a Mineral Resources Element. The element must incorporate land use policies and recommendations for regulation necessary:

- To balance mineral resource extraction with other land uses.
- To the extent feasible, to prevent the preemption of mineral resources extraction by other uses.

In addition to the required sensitive areas, this chapter discusses other environmental resources within the City. Some related topics can also be found in **Chapter 3—Community Facilities** and **Chapter 10—Water Resources**.

The City has a comprehensive program in place to protect sensitive resources, including adherence to State and federal regulations and protections within City ordinances and the Development Code. The City will monitor State, federal, and county regulation changes with respect to natural resources protection and update ordinances, as necessary.

Pertinent State & Federal Regulations

In addition to the *1992 Act* highlighted in the previous section, a number of other federal and State regulations guide environmental protection efforts:

- *Clean Water Act, Section 404:* The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or fill material into wetlands. The USACE district office determines whether various activities such as placement of fill material, levee and dike construction, mechanized land clearing, land leveling, transportation infrastructure construction, and dam construction require a permit.

- *Endangered Species Act:* The primary purpose of this Act is to protect wildlife, fish, and plants that are listed as threatened or endangered species by prohibiting their import or export and by preparing plans for their recovery.

- *Maryland Forest Conservation Act:* The main purpose of this Act is to minimize the loss of Maryland's forest resources during land development by making the identification and protection of forests and other sensitive areas an integral part of the site planning process. Depending on the type or size of proposed development, Forest Stand Delineations and Forest Conservation Plans may be required.

- *Maryland Tidal Wetlands Act:* The Maryland Department of the Environment (MDE) manages tidal wetlands and provides resource protection for activities such as filling open water and vegetated wetlands, construction of piers, bulkheads, revetments, dredging, and marsh establishment.

- *Maryland Nontidal Wetlands Protection Act:* MDE's Nontidal Wetlands and Waterways Division ensures there is no overall net loss of non-tidal wetland acreage and reviews the following construction activities: grading or filling, excavating or dredging, changing the existing drainage pattern, disturbance of water levels or water table, or destroying or removing vegetation. Permits are required for activities that alter a non-tidal wetland or wetland buffer.

- *Chesapeake Bay Restoration Act:* This Act and subsequent policies, programs, and regulations address Bay restoration. This Act established the Chesapeake Bay Restoration Fund administered by MDE for upgrading the 66 largest wastewater treatment plants to Enhanced Nutrient Reduction (ENR) standards. This Act established the Septic Upgrade Program to remove nitrogen and the fee paid by onsite sewage disposal system (OSDS) or septic users to fund the upgrade of septic systems through the Septic Upgrade Program.

- *Robert T. Stafford Disaster Relief & Emergency Assistance Act:* In 2000, the Stafford Act enacted the Disaster Mitigation Act and, by FEMA's Interim Final Rule published in 2002, established in the Maryland Code that each Maryland jurisdiction adopt and maintain a Hazard Mitigation Plan (HMP). The HMP ensures eligibility for funding and technical assistance from State and federal hazard mitigation programs. It addresses natural hazards determined to be of high and moderate risk as defined by the updated results of the local hazard, risk, and vulnerability summary. Natural hazards continue to be evaluated during five-year update cycles and include sea level rise and coastal resiliency planning priorities.

- *Maryland Model Floodplain Management Ordinance (FPMO):* MDE prepared the Maryland Model FPMO (January 2018) in response to the requirement that local jurisdictions adopt regulations that are fully compliant with the requirements of the National Floodplain Insurance Program

(NFIP). For most communities, the requirement to update regulations is triggered by revisions to the Flood Insurance Rate Maps (FIRMs) and associated Flood Insurance Study (FIS).

Significant Updates Since the 2011 Comprehensive Plan

Since the adoption of the 2011 Comprehensive Plan, Aberdeen has adopted multiple environmental ordinances and resolutions. These include:

- Resolution 13-R-12, MEA Support of Energy Policies & Plans: This resolution served to adopt goals for the City to establish an electricity consumption baseline for calendar year 2011 and develop a plan with the goal to reduce per square foot electricity consumption of City-owned buildings by 15% within five years of adoption; establish a petroleum consumption baseline for all local government vehicles and put in place a comprehensive program to reduce the baseline by 20% within five years of the baseline year.
- Resolution 14-R-12, Supporting Participation in Sustainable Maryland: This resolution authorized the City to start the SMC Municipal Certification process.
- Ordinance 16-O-02, Trees & Vegetation: This ordinance added language to the City Code requiring land owners to maintain clearances and sight distances, to take action regarding dead or diseased trees, and other general items relating to trees and other vegetation in the City.
- Ordinance 16-O-03, Floodplain Management Ordinance: This ordinance repealed and replaced in its entirety language in the City Code related to Floodplain Management.
- Ordinance 16-O-17, Forest Conservation: This ordinance amended language in the City Code related to Forest Conservation.
- Additional ordinances for stormwater management, wellhead protection, grading, sediment and erosion control can be found in **Chapter 10—Water Resources**.

PHYSIOGRAPHY, TOPOGRAPHY, SOILS & STEEP SLOPES

Interpreting the physiography, or the physical geography, of a location is important for understanding the natural physical and climactic characteristics of a specific area and is helpful for determining natural land cover and constraining human land use. The City, as well as the rest of Harford County, is located in both the Atlantic Coastal Plain and the Piedmont Plateau physiographic provinces (**See Map 9-1, Geology**). The Atlantic Coastal Plain consists of geologic formations comprising deep-lying crystalline rocks covered with layers of gravels, sands, and clays. The layers that make up the Coastal Plain dip gently toward the Atlantic Ocean from northwest to southeast. The Piedmont Plateau consists of geologic formations comprising hard, crystalline igneous and metamorphic rocks. The layers that make up the Piedmont Plateau extend from the inner edge of the Coastal Plain westward to Catoctin Mountain, to the eastern-most boundary of the Blue Ridge Province.
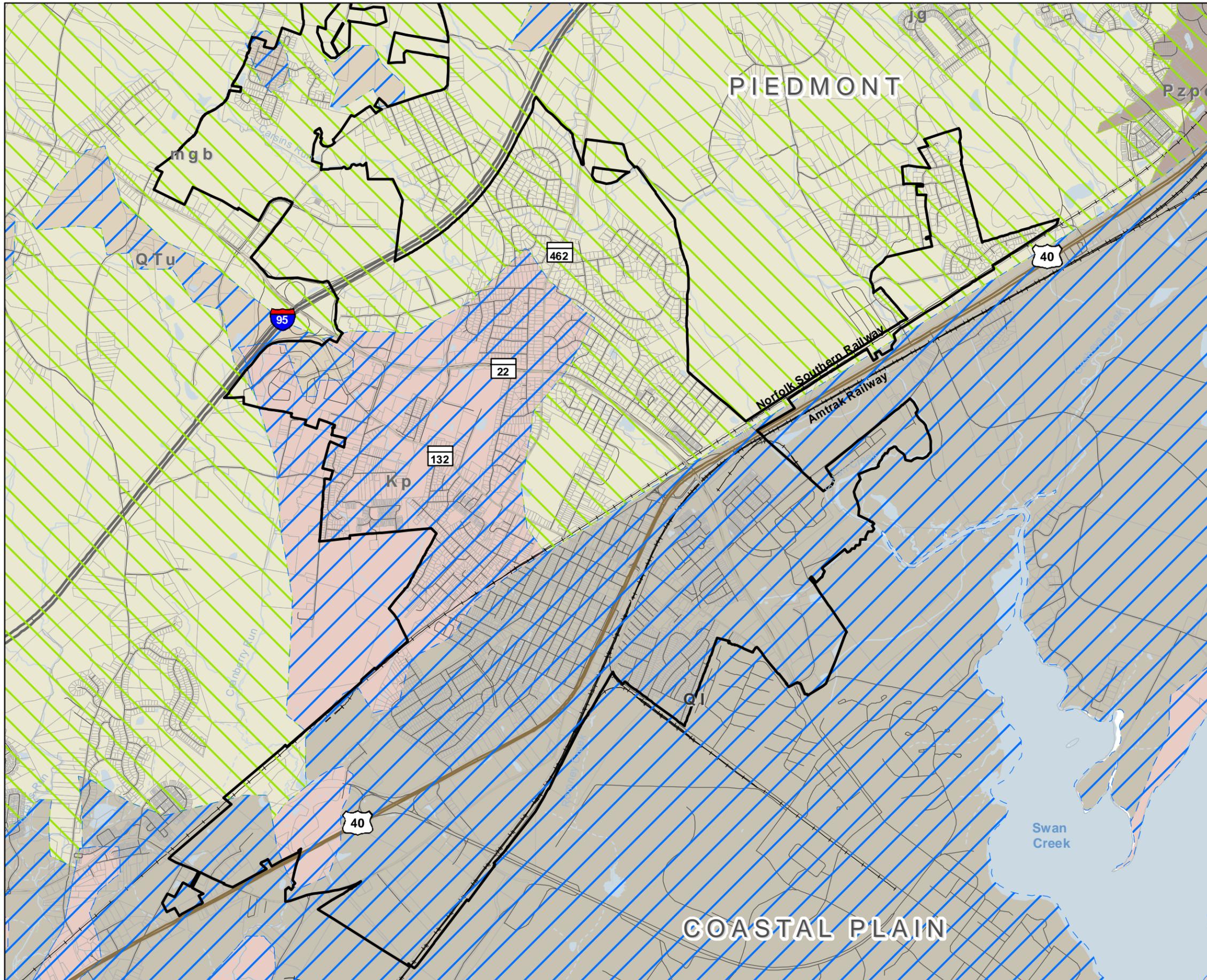
MAP 9-1
Geology

City of Aberdeen

Parcels

Railroad

Major Roads

Interstates

US Highways

State Routes

Local Routes

Water Bodies

Water Bodies

Stream or River (Perennial)

Stream or River (Intermittent)

Geologic Province

Coastal Plain

Piedmont

Geologic Formation

Lowland Deposits

Metagabbro & Amphibolite (mgb)

Port Deposit Gneiss (Pzpd)

Potomac Group/ Undifferentiated Mesozoic & Crystalline Rocks (Kp)

Upland Deposits - Western Shore (QTu)

Volcanic Complex of Cecil County (jg)

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Source: MD iMAP

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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0   0.25   0.5
Miles

PIEDMONT

COASTAL PLAIN

Swan Creek

Norfolk Southern Railway

Amtrak Railway

Cranberry Run

Aberdeen's surface elevation ranges from its lowest point at two feet above sea level in the southeast near Mullins Park, to 318 feet above sea level in the northwest near MD 22 and Aldino Stepney Road. In general, the elevation gradually increases across the City from southeast to northwest, with lower elevations concentrated south of US 40. These lower elevations are primarily associated with the Atlantic Coastal Plain physiographic province, where landforms typically consist of flat plains. North of US 40, elevation increases in the Piedmont Plateau physiographic province, with the highest elevations generally north of I-95.
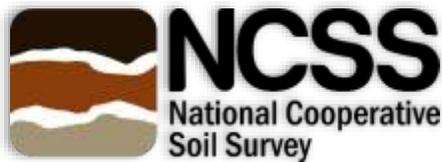
The most current soil survey data is a product of the National Cooperative Soil Survey (NCSS), a joint effort of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), other federal and State agencies, and local partnerships. The soil survey data identify specific soil types and their limitations. Soil types are important in determining whether they are able to support development. Examples of constraining factors can include steep slopes, wetness, depth to bedrock, frost action, shrink/swell, and flooding. Soil types are also important in determining whether septic systems can be used. **Chapter 10—Water Resources** includes a discussion of the handful of properties within City limits that still utilize septic systems.

Table 9-1, Aberdeen Soils, groups soil descriptions by their drainage class, which refers to the frequency and duration of wet periods under conditions similar to those that were present when the soil formed (**See Map 9-2, Soils & Steep Slopes**). Alterations of the water regime by human activities, either through drainage or irrigation, are not a consideration unless they have significantly changed the morphology of the soil. Seven classes of natural soil drainage are recognized: excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained.

Five classes of natural soil drainage are recognized for the City. General definitions for each represented drainage class and the percent of soils in the City associated with each drainage class, as defined by the USDA, are below:

- Somewhat excessively drained (8% of soils in Aberdeen): Water is removed from the soil rapidly. Internal free water occurrence commonly is very rare or very deep. The soils are commonly coarse-textured and have high saturated hydraulic conductivity or are very shallow.
- Well drained (36% of soils in Aberdeen): Water is removed from the soil readily but not rapidly. Internal free water occurrence commonly is deep or very deep; annual duration is not specified. Water is available to plants throughout most of the growing season in humid regions.
- Moderately well drained 22% of soils in Aberdeen): Water is removed from the soil somewhat slowly during some periods of the year. Internal free water occurrence commonly is moderately deep and transitory through permanent.
- Poorly drained 16% of soils in Aberdeen): Water is removed so slowly that the soil is wet at shallow depths periodically during the growing season or remains wet for long periods. Most terrestrial

plants that are not adapted to particularly wet conditions cannot be grown unless the soil is artificially drained. The occurrence of internal free water is shallow or very shallow and common or persistent. The soil, however, is not continuously wet directly below plow-depth.

- Very poorly drained (8% of soils in Aberdeen): Water is removed from the soil so slowly that free water remains at or very near the ground surface during much of the growing season. The occurrence of internal free water is very shallow and persistent or permanent. Unless the soil is artificially drained, most terrestrial plants that are not adapted to particularly wet conditions cannot be grown.

The remainder of the land (10%) is not classified by drainage class as it is water or urban land.

Table 9-1. Aberdeen Soils

Hydrologic Soil Group	Drainage Class	Soil Types
A	Somewhat excessively drained	Brandywine gravelly loam, 15 to 25 percent slopes, severely eroded
A, B, C	Well drained	Chester silt loam, Chillum silt loam moderately eroded, Chillum-Neshaminy silt loams moderately eroded, Comus silt loam, Elsinboro loam, Elsinboro loam moderately eroded, Glenelg loam, Glenelg loam severely eroded, Joppa gravelly sand loam, Legore silt loam moderately eroded, Legore very stony silt loam, Legor silty clay loam severely eroded, Manor loam, Manor channery loam, Mattapeake silt loam, Montalto silt loam, Montanto silt loam moderately eroded, Neshaminy silt loam moderately eroded, Neshaminy and Montalto very stony silt loams, Sassafras sandy loam, Sassafras loam, Sassafras loam moderately eroded, Sassafras and Joppa soils, Hambrook sandy loam, Nassawango silt loam, Udorthents
C, D, C/D	Moderately well drained	Aldino silt loam, Aldino very stony silt loam, Beltsville silt loam, Codorus silt loam, Delanco silt loam, Glenville silt loam, Kelly silt loam, Mattapex silt loam northern coastal plain, Russet fine sandy loam, Woodstown loam northern coastal plain, Woodstown sandy loam northern coastal plain
B/D, C/D, D	Poorly drained	Elkton silt loam, Fallsington loams northern coastal plain, Hatboro silt loam, Hatboro-Codors complex frequently flooded, Kinkora silt loam, Leonardtown silt loam, Othello silt loams northern coastal plain, Watchung silt loam, Watchung very stony silt loam
D	Very poorly drained	Swamp

Source: National Cooperative Soil Survey for the City of Aberdeen

Topography and areas with steep slopes have specific implications for site development—they impact the location of roads, buildings, and utilities and also affect the overall visual character of a site. Slopes provide an environment for movement of soil and pollutants when land disturbance occurs. While soils have varying degrees of erodibility, all are subject to movement, which is exacerbated as the slope of the land increases. Preservation of steep slopes adjacent to watercourses is especially important because of the potential harm to water quality and aquatic habitat. The identification and protection of steep slopes help to protect the immediate and downstream communities from these hazards. **Map 9-2, Soils & Steep Slopes,** shows the location of steep slopes throughout the City. The Code of the City of Aberdeen, *Chapter 297—Grading and Erosion & Sediment Control* requires the identification of highly erodible soils and slopes of 15% or steeper as part of the concept phase of project review. These identified areas are to remain undisturbed or enhanced protection strategies must be approved for these areas during construction. Vegetative stabilization of these (and other) areas must occur before developers are permitted to remove temporary sediment control elements.

STREAMS & STREAM BUFFERS

Streams and their buffers are valuable to people and vital to natural resources. They are used for irrigation, provide important spawning grounds for finfish and shellfish, and help support other kinds of wildlife. Streams also support commercial and recreational fishing and attract outdoor enthusiasts such as hunters, boaters, and birdwatchers. Streams are vulnerable to adverse impacts from development activities, residential uses, and certain types of agricultural practices, making their protection and regulation a vital aspect of city planning.

Streams include any natural or engineered watercourse that conveys stormwater runoff and maintains a base flow for at least nine months of the year. Aberdeen and its future planning areas contain a network of tributaries, streams, and creeks that feed into the Chesapeake Bay. The streams and creeks located within Aberdeen and the future planning areas are Swan Creek, Carsins Run, Gashey's Creek, Cranberry Run, and Gray's Run (**See Map 9-3, Environmental Features**).

Streams are categorized by the USACE based on the balance and timing of stormflow and base flow components. Stormflow refers to streamflow that is influenced by precipitation events, such as rain and snow/snowmelt, while base flow refers to the streamflow that is sustained between those precipitation events.

These include:

Ephemeral Streams	These streams flow only during or immediately after periods of precipitation	
Intermittent Streams	These streams flow only during certain times of the year. Seasonal flow in an intermittent stream usually lasts longer than 30 days per year	
Perennial Streams	These streams flow continuously during both wet and dry times. Baseflow is dependably generated from the movement of groundwater into the channel	

Stream buffers are areas along the lengths of stream banks established to protect streams from human disturbances. They are defined by the State as an existing, naturally vegetated area, or an area established in vegetation and managed to protect aquatic, wetlands, shoreline, and terrestrial environments from man-made disturbances (COMAR 27.02.05). Buffers are a best management technique that reduces sediment, nitrogen, phosphorus, and other runoff pollutants by acting as a filter, thus minimizing damage to streams. Buffers also provide and improve habitat for birds and other animals, and they can serve as areas for hiking, hunting, and nature observation. Healthy buffers hold soils in place, can provide a refuge for threatened animals and plants, filter stormwater runoff pollutants, hide predators from their prey, and keep streams shaded and cool. The effectiveness of buffers depends on their width and other factors such as steep slopes, soil erodibility, and wetlands.

MAP 9-3
Environmental Features

City of Aberdeen
Parcels
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

Water Features
Watersheds
Water Bodies
Stream or River (Perennial)
Stream or River (Intermittent)

Wetlands
Wetlands of Special State Concern
DNR Wetlands

Critical Areas
Intensely Developed Area
Limited Development Area
Resource Conservation Area

Swan Creek Watershed

Bush River Watershed

Aberdeen Proving Ground Watershed

Norfolk Southern Railway

Amtrak Railway

Gasheys Creek

Cursins Run

Cranberry Run

Romney Creek

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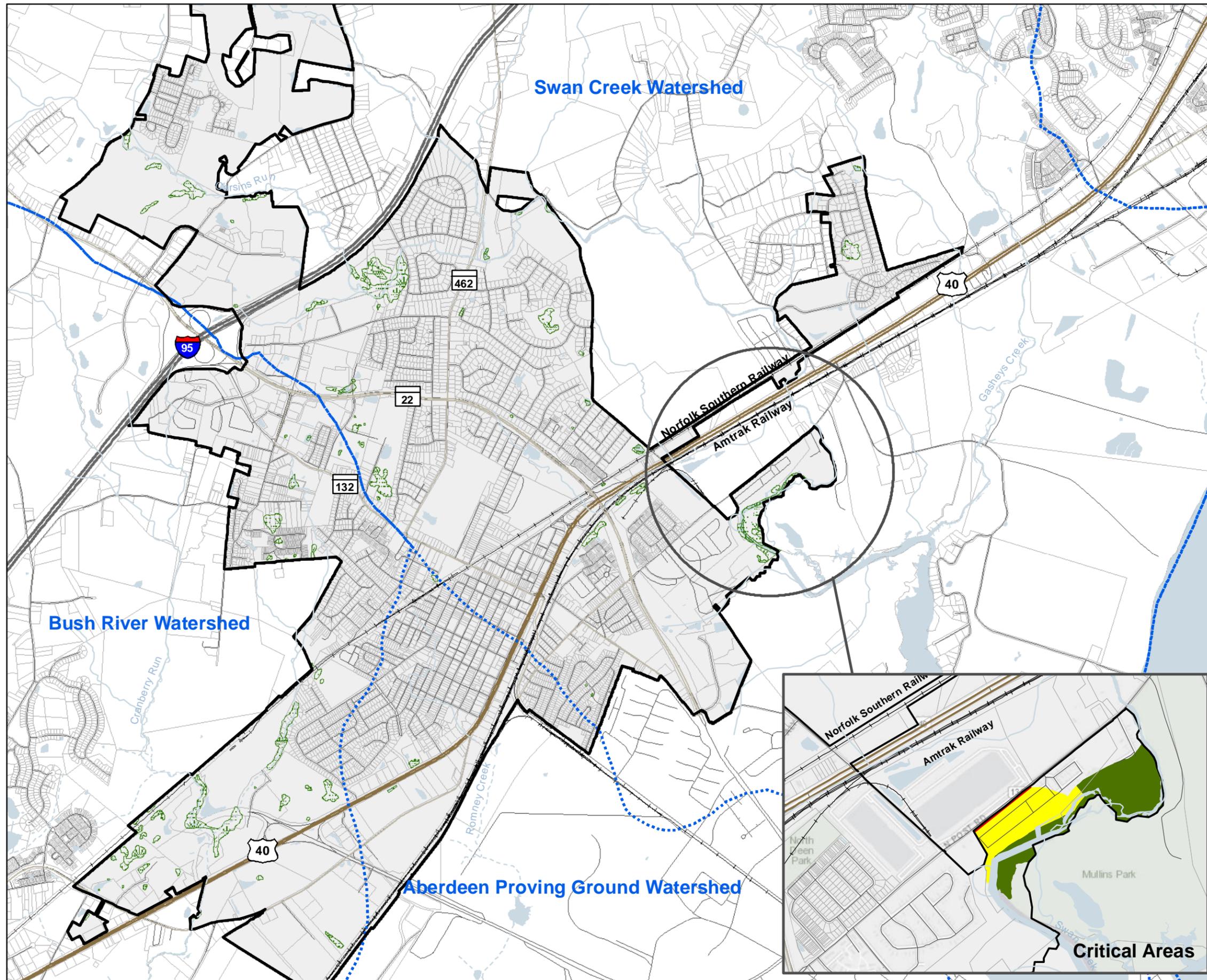
Source: MD iMAP, MD Department of the Environment

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.

April 2023
0   0.25   0.5
Miles

Critical Areas

North
Teen
Park

Mullins Park

Norfolk Southern Railway

Amtrak Railway

Stream buffers ideally include:

- Floodplains, where most streamside wetlands are formed and where energy dissipation, natural filtration, food storage, and water storage occur.
- Stream banks and steep slopes, which should remain intact to prevent erosion from clogging the stream bed and provide habitat for plants and animals.
- Streamside forests and other vegetation, which provide habitat, stabilize banks, provide shading, reduce pollutants, and produce leaf litter supporting a host of microscopic shredders, filter feeders, and decomposers that form the base of a healthy stream food chain.

The City defines stream buffers as all lands lying within 50 feet of a perennial or intermittent stream, measured from the top of each normal bank. The stream buffer is expanded to 100 feet for the edge of a watercourse within a floodplain. The City has additional buffer yard requirements which can be found in the Code of the City of Aberdeen, *Chapter 235 Development Code*.

Ground water is a major source for the City and the County's existing and future water supply. The land area that overlays the aquifers which contribute water to the public water supply well is known as the City's Wellhead Protection Districts. Both the aquifer systems providing the community water supply and the wellhead protection district are integrally connected with many surface waters and streams, making protection of both ground water and surface waters critical for protecting public health, safety, and welfare. The designation of the Wellhead Protection Districts and careful regulation of activities within these districts ensures a future supply of safe and healthy drinking water. For more information on Wellhead Protection Districts, see **Chapter 10—Water Resources.**

WETLANDS

Wetlands are defined by wetland hydrology, hydric soils, and hydrophytic vegetation. They are particularly important to reduce or mitigate flooding impacts, maintain and improve water quality, and provide habitat for various plant and animal species. **Map 9-3, Environmental Features** shows that approximately 95.5 acres, or approximately 2.2% of the City is covered in mapped wetlands. The City's wetlands are two main types: palustrine and riverine. The most abundant type is palustrine, or freshwater wetlands, which may be tidal or nontidal. Palustrine wetlands represent 96.3% of the City's total wetlands, equivalent to 92.0 acres. Riverine wetlands, or those wetlands that depend on the flow of water conveyed by natural or artificial waterways, represent 3.7% of the City's total wetlands, equivalent to 3.5 acres.

While the United States Geological Survey (USGS) and the Maryland Department of Natural Resources (DNR) both provide generalized mapping of wetland areas, the specific location and extent of wetlands require a site-by-site analysis. Final delineation of wetland locations is typically required as part of the development review process. Where detailed wetland delineations have not yet been completed, hydric soil mapping can provide one indicator of possible wetland locations that should be examined further. Hydric soil mapping is available from the U.S. Natural Resource Conservation Service (NRCS). Soil mapping for the City is shown on **Map 9-2, Soils & Steep Slopes**.

The USACE regulates tidal and nontidal wetlands under Section 404 provisions of the *Federal Clean Water Act*. The State regulates nontidal wetlands under the *Maryland Nontidal Wetlands Protection Act* and tidal wetlands under the *Maryland Tidal Wetlands Act*.

If an activity impacts a wetland, a joint permit application to the MDE and the USACE will need to be submitted and, in some cases, mitigation will be required. Activities that require permits include excavating, filling, changing drainage patterns, disturbing the water level or water table, grading, and removal of vegetation in a nontidal wetland or within a 25-foot buffer.

FLOODPLAINS & FLOOD HAZARDS

The floodplain or special flood hazard area is a graphic representation of the base flood on FEMA's Flood Insurance Rate Maps (FIRMs). The base flood is the flood expected to have a 1% chance of being equaled or exceeded in any given year. In a 30-year period (the standard length of a conventional mortgage), there is a 26% chance that a structure in the floodplain will be flooded by a 1% chance flood, previously known as the 100-year flood event.

Undisturbed floodplains serve a variety of functions having important public purposes and benefits. They moderate storm floodwaters, absorb wave energies, and reduce erosion and sedimentation. Wetlands found within floodplains help maintain water quality, recharge groundwater, protect fisheries, and provide habitat and natural corridors for wildlife. Stream buffers found within floodplains also help to maintain water quality. Safeguarding the many natural functions performed by the floodplain benefits adjoining and downstream communities by minimizing the risks (and costs) associated with the loss of life and property, contributing to the maintenance of water quality and quantity that may directly affect drinking water supplies and recreation opportunities, and in many cases helping to restore the health of the Chesapeake Bay.

The Aberdeen FPMO was originally adopted in 1992 and, as a result of FEMA updates to the FIRMs, Floodway Maps, and NFIP requirements, was most recently amended in 2016. The City regulates floodplain management and construction activity within designated floodplains. These provisions establish standards for new construction or substantial improvements to existing structures in accordance with FEMA guidelines, to prevent as much as possible, damage to buildings and structures from flooding. For additional information on the current Floodplain Management Ordinance, refer to the *Code of the City of Aberdeen, Chapter 275—Floodplain Management*.

There are 377.0 acres of FEMA mapped 1% chance annual flood zone (special flood hazard areas) in the City, which equates to approximately 8.5% of the City's total land area. The designation of "1% chance annual flood zone" is also known as the 100-year floodplain. This means the land within this designated boundary is predicted to flood during a 100-year storm, which has a 1% chance of occurring in any given year. Any development within these defined areas will have to comply with the City's FPMO. Additionally, there are 1.2 acres of FEMA mapped 0.2% chance annual flood zone (500-year flood hazard area) in the City, which equates to approximately 0.03% of the City's total land area. The designation of "0.2% chance annual flood zone" is also known as the 500-year floodplain. This means the land within this designated boundary is predicted to flood during a 500-year storm, which has a 0.2% chance of occurring in any given year. In Aberdeen's future planning areas, there are 866.4 acres of FEMA mapped 1% chance annual flood zone and 4.5 acres of FEMA mapped 0.2% chance annual flood zone.

It is important to note that FIRMs provide an analysis of flood scenarios based on past events and data. They indicate areas of high, moderate, and low risk. Future conditions are not considered. FEMA FIRMs do not account for:

- Shoreline erosion, wetland loss, subsidence, or relative sea rise
- Upland development or topographic changes
- Degradation or settlement of levees and floodwalls
- Changes in storm frequency and severity
- Effects of multiple storm events

While some of these factors do not impact the City directly, or have as great an impact as others, it is important to be aware that approximately 25% of flood damages nationally occur to structures that are outside of FEMA mapped flood hazard areas and that few, if any, standards exist nationwide for development in the areas immediately adjacent to the floodplain or outside of mapped floodplain areas.

To help the City review proposed developments, developers should provide detailed base flood elevation information to the City where none exists. The City can provide this information to FEMA and request revisions to floodplain maps with more accurate data.

FEMA most recently issued updates to Aberdeen's FIRMs on April 19, 2016. The map panels for Aberdeen are 24025C0187E, 24025C0191E, 24025C0192E, 24025C0194E, 240250193E, 24025C0189E, 24035C0277E, and 24025C0281E. Floodplains are shown on **Map 9-4, Flood Hazard Areas**; however, copies of the official FIRMs may be viewed at City Hall.

Community Rating System (CRS)

Aberdeen is not currently participating in the FEMA Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed NFIP requirements. As an incentive, flood insurance premium rates are discounted to reflect reduced risk. Additional benefits of the CRS include:

- Increased opportunities for citizens and property owners to learn about risk, evaluate their individual vulnerabilities, and take action to protect themselves as well as their homes and businesses;
- Adoption of floodplain management activities that enhance public safety, reduce damage to property and public infrastructure, and avoid economic disruption and loss;
- Opportunities for communities to evaluate the effectiveness of their flood programs against a nationally recognized benchmark;
- Availability of free technical assistance for community officials in designing and implementing some activities; and
- Incentives for communities to maintain and improve their flood programs over time.

The three goals of the CRS include:

1. Reducing and avoiding flood damage to insurable property
2. Strengthening and supporting the insurance aspects of the NFIP
3. Fostering comprehensive floodplain management.

These goals can be reached by implementing higher regulatory standards, establishing a robust public outreach initiative, preserving open space to reduce flooding risk and increase resiliency, and creating an emergency preparedness plan.

MAP 9-4
Flood Hazard Areas
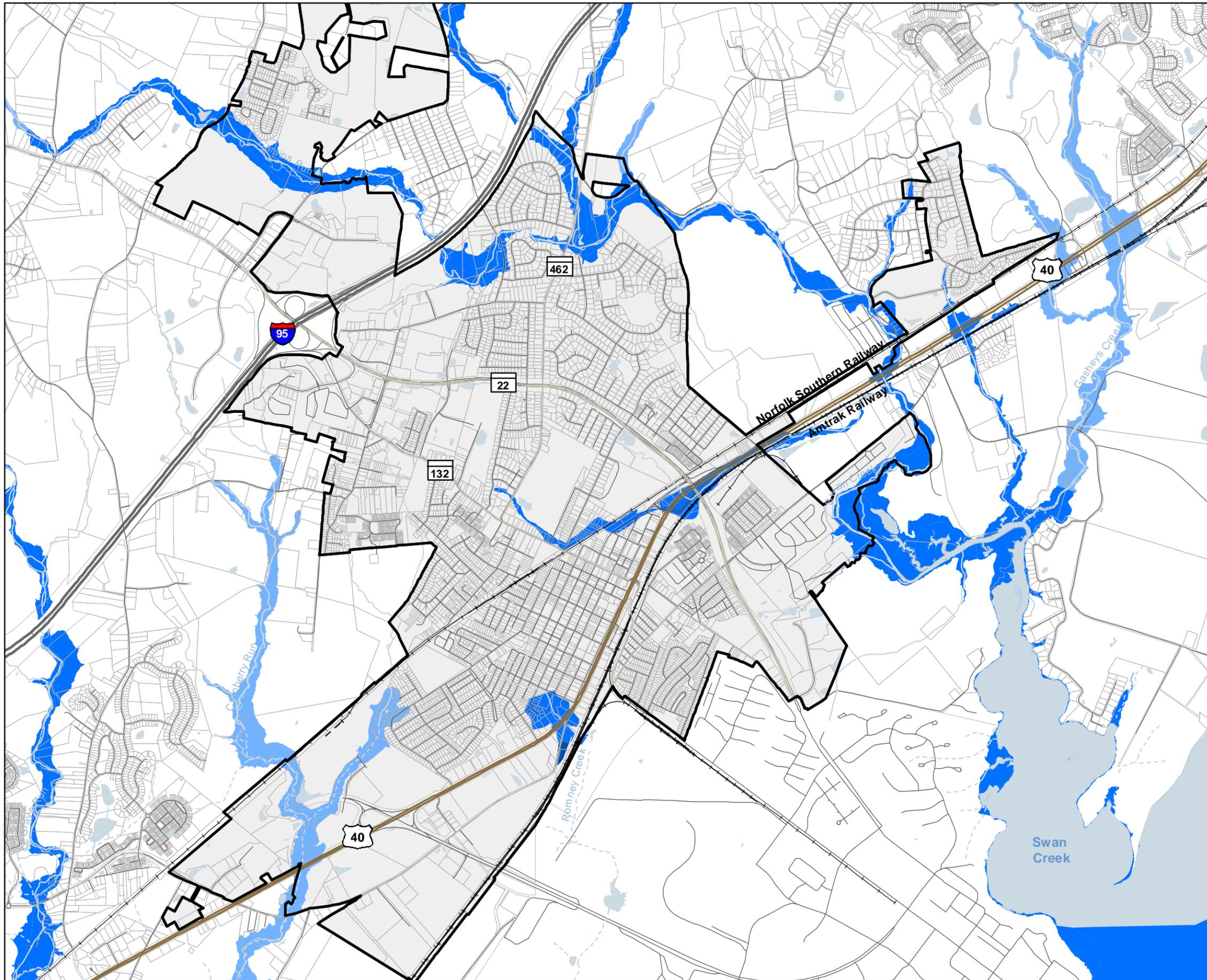
City of Aberdeen

Parcels

Railroad

Major Roads

Interstates

US Highways

State Routes

Local Routes

Water Features

Water Bodies

Stream or River (Perennial)

Stream or River (Intermittent)

Flood Hazard Areas

1% Chance/100-Year

A

AE

AO

0.2% Chance/500-Year

X

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Source: MD iMAP, FEMA

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0   0.25   0.5
Miles

HABITATS OF RARE, THREATENED, & ENDANGERED SPECIES

The federal *Endangered Species Act of 1973* requires a list of endangered and threatened species and the protection of those species and their ecosystems. The primary State law that allows and governs the listing of endangered species is the *Nongame and Endangered Species Conservation Act* (Md. Natural Resources Code Ann. §10-2A). This Act is supported by regulations that contain the official State Rare, Threatened, and Endangered Species list. The Wildlife and Heritage Service Natural Heritage Program tracks the status of over 1,100 native plants and animals that are among the rarest in Maryland and most in need of conservation efforts. The current Rare, Threatened, and Endangered Species List for Harford County (2021) includes a total of 28 animals and 128 plants.

Protecting animal and plant species and their habitats is important for many reasons. These animal and plant species contribute to the City's environmental quality, making it an attractive place to live. Additionally, the abundance of animal and plant species support outdoor recreational activities such as hunting, boating, wildlife viewing, and hiking.

Habitats of these rare, threatened, and endangered species are defined as areas that, due to physical or biological features, provide important elements for the maintenance, expansion, and long-term survival of threatened and endangered species. This area may include breeding, feeding, resting, migratory, or overwintering areas. Physical or biological features include (but are not limited to): structure and composition of the vegetation; faunal community; soils, water chemistry, and quality; and geologic, hydrologic, and microclimatic factors.

To assist in identifying the potential habitats for these species areas, DNR designates Sensitive Species Project Review Areas (SSPRAs). SSPRAs represent the general location of documented rare, threatened, and endangered species, and other areas of concern including Critical Areas, Natural Heritage Areas, Listed Species Sites, and Nontidal Wetlands of Special State Concern.

Forest Interior Dwelling Species (FIDS) are those species that require large blocks of forests to survive and maintain sustainable populations. This diverse group of birds includes tanagers, warblers, and vireo, as well as short-distance migratory birds such as woodpeckers, hawks, and owls. Many factors have contributed to the decline of FIDS; however, the loss and fragmentation of forests on the breeding grounds is a major contributor for this decline. In general, FIDS are not well adapted to compete with species that evolved along forest edges and openings. The fragmentation of large forest tracts largely through land development threatens the habitat needed for long-term survival of these species and exposes them to predators or competing species.

When forests are under extreme stress, individual species and their habitats become threatened, thereby endangering the health of the forest. The plants, animals, and forests are essential to maintaining biological diversity in this region. The distance between blocks of forests influences the abundance of many FIDS. Some species can survive in smaller forests if they are connected to other areas via corridors.

Map 9-5, Ecological Areas includes significant wildlife assessment areas in the City including SSPRAs, Targeted Ecological Areas, and FIDS habitats. These areas may need special management or protection because of their importance to conservation of the threatened or endangered species. The City should continue to pursue all efforts to protect habitats of threatened and endangered species by adopting regulations protecting these species from habitat loss. Further protection of woodlands or forested lands will have a positive impact on targeted ecological areas and wildlife habitats, will contribute to ecological balance, and offer sustained recreational opportunities for residents. Development in these areas should be discouraged and if development does occur, techniques to reduce impacts on targeted ecological areas and wildlife habitats should be utilized. Control of non-native invasive species within ecological areas will further protect wildlife and habitats from degradation. The City plans to establish and implement an invasive species removal program and focus on planting of native species within open lands, ecological areas, natural areas, and forest lands.

MAP 9-5
Ecological Areas
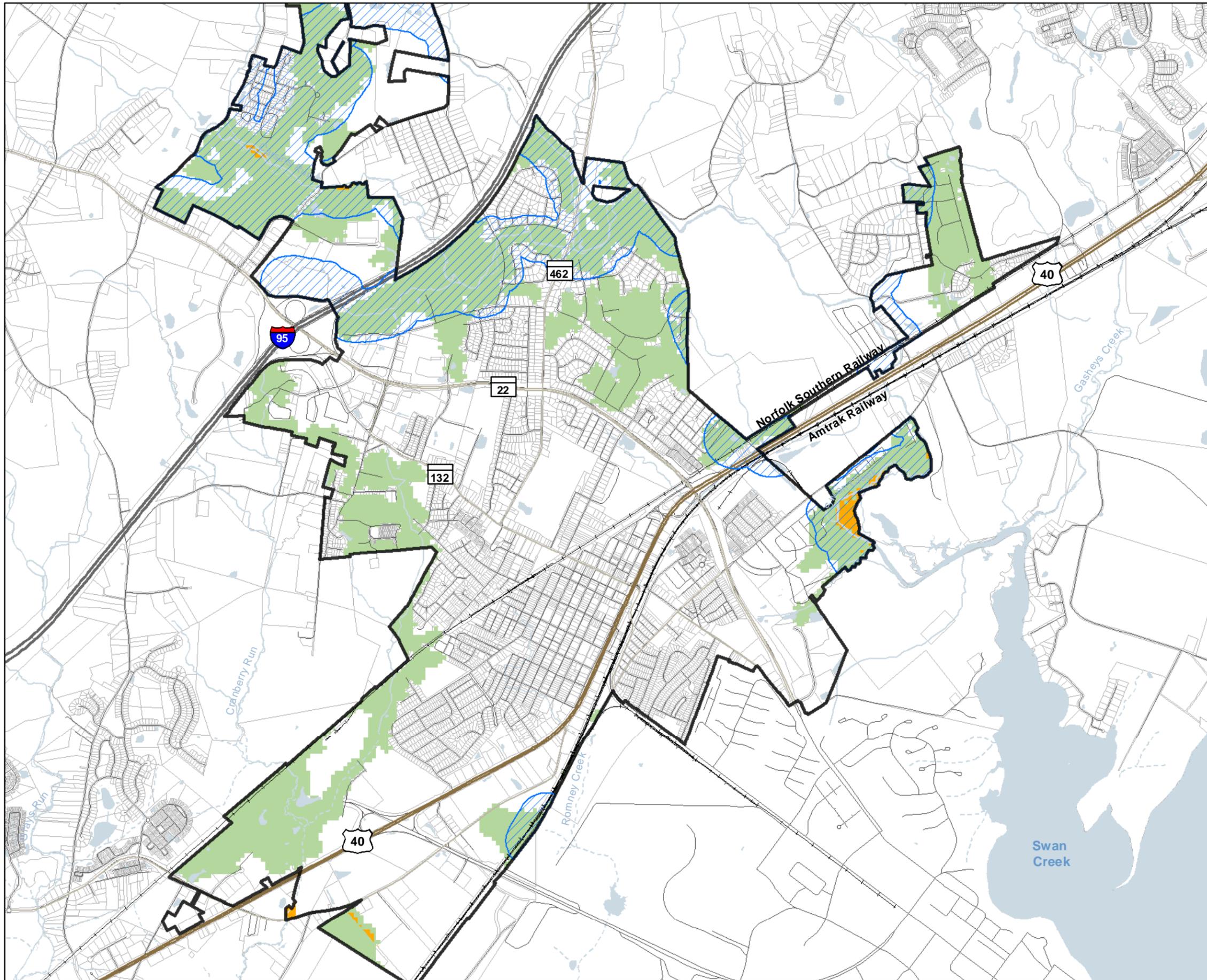
City of Aberdeen
Parcels
Railroad

Major Roads
Interstates
US Highways
State Routes
Local Routes

Water Features
Water Bodies
Stream or River (Perennial)
Stream or River (Intermittent)

Ecological Areas
Sensitive Species Review Areas
Targeted Ecological Areas
Forest Interior Dwelling Species

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Source: MD iMAP, MD Department of Natural Resources

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.

April 2023

0   0.25   0.5
Miles

CHESAPEAKE BAY CRITICAL AREA

The Chesapeake Bay Critical Area (CBCA) is the land that lies within 1,000 feet of the Chesapeake Bay and its tributaries as measured from the mean high-water line, or the average high-water heights, of tidal waters. The intent of the Critical Area is to preserve the water quality of the bay as well as the wildlife habitat along the shoreline. Land within the Critical Area is categorized by its predominant use and the intensity of its development. This system allows local governments to focus new development toward existing developed areas and permits some infill of similar density. It also allows them to designate natural resources areas for habitat protection, forestry, agriculture, and other resource utilization activities. The current Critical Area map for Harford County (including Aberdeen) is in a "Summary Draft Map" state.

Land within the Critical Area is designated as one of the following:

RCA - Resource Conservation Area	•Areas characterized by natural environments or areas where resource-utilization activities are taking place •Resource-utilization activities include agriculture, forestry, fishing activities, and aquaculture, which are considered "protective" land uses
LDA - Limited Development Area	•Areas characterized by low-or-moderate intensity development, but also contains areas of natural plant and animal habitats •Generally, the quality of runoff has not been substantially altered or impaired
IDA - Intensly Developed Area	•Areas of twenty or more adjacent acres where residential, commercial, institutional, or industrial land uses are predominant and where realively little natural habitat occurs

Within the CBCA is a 100-foot Critical Area Buffer, which exists immediately landward from mean high water of tidal waters, the edge of a bank of a tributary stream, or the edge of a tidal wetland. The buffer is expanded beyond 100 feet in areas where there are neighboring sensitive resources such as steep slopes or soils with development constraints. Ideally, this buffer is composed of trees, shrubs, and other plants that catch sediments and other pollutants coming from buildings, lawns, and paved areas. State regulations and all local Critical Area ordinances require the establishment and maintenance of a minimum 100-foot buffer adjacent to all tidal waters, tidal wetlands, and tributary streams. In general, new development activities that result in disturbance to land or natural vegetation or that involve the construction of a structure or result in new lot coverage are not permitted in the buffer.

The CBCA Program functions through the cooperative efforts of local and state governments. In 2009, *Resolution 09-R-01* stated the intent of the City to adopt a Critical Area Program to ensure all development and redevelopment activities that occur within the municipal boundaries comply with the development standards of an adopted local program. The City currently follows Harford County's Critical Area program through County Zoning Ordinance *§267-63*, which outlines the unique responsibilities that property owners have in the Critical Area. Property improvements such as driveways, walkways, accessory structures, and even certain kinds of yard work must comply with Critical Area regulations. Bill No. 2*2-013* was introduced in May of 2022 to repeal and reenact, with amendments, Section *268-10*, Chesapeake Bay Critical Area Overlay District. The Bill updates the name to the CBCA Program and states that applications for subdivision of land which lies within the CBCA Program shall be forwarded by the Department of Planning and Zoning to the CBCA Commission, a step not previously defined in Harford County Code. Bill No. *22-012* was adopted in June 2022 to repeal and reenact, with amendments, Subsection A(1), CBCA Management Program, of *Section 169-1*, Adoption; legal status, of Chapter 169, Master Plan of the Harford County Code, as amended; to adopt the CBCA Program, including the Zoning Code regulations, critical area maps and critical area manual, as part of the Official Harford County Master Plan.

Critical Area Buffer Resources Guide

Critical Area Commission
1804 West Street
Suite 100
Annapolis, MD 21401
(410) 260-3460
https://dnr.maryland.gov/criticalarea/

March 31, 2011
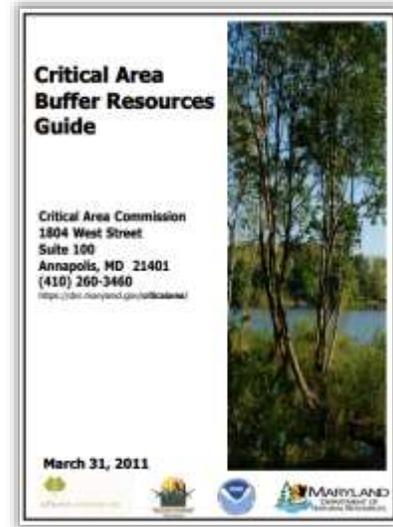
The City has within its corporate limits 40.8 acres located in a Critical Area. Lands within the Critical Area are shown in **Map 9-3, Environmental Features**.

CONSERVATION LANDS

Agricultural & Forest Lands

Agriculture is defined as all methods of production and management of livestock, crops, vegetation, and soil. It also includes the activities of feeding, housing, and maintaining of animals such as cattle, dairy cows, sheep, goats, hogs, horses, and poultry.

A forest is defined as a biological community dominated by trees and other woody plants covering a land area of 10,000 square feet or greater. A forest includes areas that have at least 100 live trees per acre, with at least 50% of those trees having a two-inch or greater diameter at 4.5 feet above the ground. A forest also includes areas that have been cut but not cleared. A forest does not include orchards.

In the late 1970s, Harford County began its preservation efforts through programs offered by the Maryland Environmental Trust (MET), which conserves land in working cultural landscapes such as farmland, forest, and significant natural resources through conservation easements and the Maryland Historic Trust (MHT), which is dedicated to the preservation and interpretation of the legacy of the state of Maryland. In 1982, the County began its first agricultural preservation program with the Maryland

Agricultural Land Preservation Foundation (MALPF), which supports the County purchase of conservation easements on farmland which also preserves working cultural landscapes, rural historic districts, and the historic contexts of individual properties and farms.

Increased forest land and tree plantings can provide many benefits, including enhanced water and air quality, reduction of urban heat island effects and wildlife habitat restoration. The City will conduct a comprehensive inventory of the existing forestland and then set goals for preserving existing forest and increasing forest on public lands.

In addition, the County continues to protect agricultural lands utilizing the Rural Legacy Program and recently developed a Priority Preservation Area Plan. Following the Priority Preservation Area Plan, the County is working towards an 80% preservation rate for the undeveloped lands in that area. The City recognizes the County's efforts and will continue to work closely to support them on preserving those properties that are designated as a Priority Preservation Area.

The State's *Forest Conservation Act* became effective July 1, 1991 and applies to all tracts of land proposed for development that are 40,000 square feet or more in size. Permit requirements under this Act took effect in Aberdeen on February 1, 1993 (*Ordinance No. 405-92*). Mitigation is required as part of the Aberdeen Forest Conservation Ordinance, which was subsequently amended by *Ordinance Nos. 12-O-14 and 16-O-17*. For further information refer to the Code of the City of Aberdeen, *Chapter 280, Forest Conservation*.

Also see the section on Rural Buffer Areas in **Chapter 5—Municipal Growth**.

Tree City USA

The Tree City USA program, sponsored by the Arbor Day Foundation in cooperation with the U.S. Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities. A Tree Plan is prepared every year by the City's Green Team as part of the annual Tree City USA application. The City has been involved in this program since 2018. Aberdeen achieved Tree City USA recognition by meeting the program's four requirements:

1. Establishing a Tree Board or Department
2. Adopting a Tree Care Ordinance
3. Funding an annual community forestry budget of at least $2 per capita
4. Holding an Arbor Day observance and proclamation

The City's annual budget for park maintenance which includes tree replacement, tree maintenance and care is $10,000. The City's Forest Conservation Ordinance satisfies the requirements for the Tree Care Ordinance.

MINERAL RESOURCES

Maryland consists of six total physiographic provinces. A physiographic province is an area where the geology and climate have created landforms that are distinctly different from other land areas and potentially provide natural mineral resources. The geology of these areas is normally classified into different types of sediments and mineral resources.

The City passes through the Piedmont and Coastal Plain (Atlantic) provinces. The Piedmont Province consists of geologic formations comprising hard, crystalline igneous and metamorphic rocks. These formations contain a variety of potential mineral resources including gravel deposits, crushed stone, building stone, and small amounts of non-metallic minerals. The Coastal Plain consists of geologic formations comprising deep-lying crystalline rocks covered with layers of gravels, sands, and clays. The layers that make up the Coastal Plain dip gently toward the Atlantic Ocean from northwest to southeast.

Natural gravel deposits within the City occur along Bel Air Avenue, west of Paradise Road, extending to Carsins Run. Refer to **MAP 9-1, Geology** for the Provinces and geology within the City.

Current Operations
In the City, the area around MD 22 and I-95 was previously a great source for gravel and sand excavation since it resides along the border of the Piedmont and Coastal Plain Provinces. The main mine that maintained that operation was the Churchville Quarry.   Extraction at these sand and gravel reclamation sites has since been abandoned and many of the former gravel pits have seen the successful construction of commercial and residential uses. For more information on current non-coal surface mining sites and permits in Harford County, please refer to the Maryland Department of the Environment's (MDE) website. The City does not anticipate future permitting of mineral extraction activities within its current boundary or future Planning Areas that may be annexed.

CLIMATE CHANGE

The City of Aberdeen is susceptible to the impacts of climate change. Temperatures in the northeast United States have increased by almost two degrees Fahrenheit since 1895. Projections anticipate additional increase in temperatures, which means frequency, intensity, and duration of heatwaves are expected to increase in the future. These increased temperatures also cause melting of glaciers and ice sheets, which in turn adds more water volume to the ocean. This melting, compounded with thermal expansion of sea water due to warmer temperatures, leads to rising sea levels, which then leads to an increase in nuisance flooding and more intense storms surge flooding. Warmer temperatures also allow for higher rates of evaporation as well as higher capacity for that warmer air to hold water vapor. When rain-triggering conditions are favorable, the additional water vapor in the air is released in the form of heavier precipitation. The effects of these climate change issues have potential for major impacts to the City, and mitigation of the effects is an integral part of what will shape Aberdeen in the coming years.

The *2015 Maryland Commission on Climate Change (MCCC) Act* required the MCCC and its participating agencies to develop an action plan and firm timetable for mitigation of and adaptation to the likely consequences and impacts of climate change in Maryland. In February 2021, MDE released *the 2030 Greenhouse Gas Reduction Act (GGRA) Plan*, which is a comprehensive plan that sets a clear and unifying path for the State to dramatically reduce greenhouse gas emissions that contribute to climate change.

Heavy Precipitation Events

Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure. Aberdeen's infrastructure and its ability to handle such events plays a contributing role in how effectively the area can be evacuated and how it can prevent damage from these events. Planning for these events also contributes to how successful the City and emergency services can respond to these events. Aberdeen should continue to assess the vulnerability of older commercial and residential structures in preparation for the higher frequency of heavy rainfall events. In addition, the City will continue to monitor the impact of events to the City infrastructure and capacity to handle heavy precipitation events. Many current flooding problems associated with heavy precipitation are due to restricted or blocked drainage at storm drains. Continued maintenance efforts to eliminate blockage to existing storm drains is needed to help minimize flooding during heavy precipitation events.

Temperature Rise

Another key issue surrounding climate change is a steady rise in temperature. Rising temperatures will result in a longer growing season, heat waves, and more days where it does not cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g., elderly, low-income, non-English speakers) who may not have access to air conditioning in the summer. Although temperature is not something that can be controlled, there are ways for the City to prepare for a possible

increase. Tree planting and shade contribute greatly to heat dispersion. Making sure buildings are up to code for cooling systems will also mitigate the effects of long-term temperature changes. Educating people on how to deal with heat waves and erratic weather also helps prepare the population for such events and can be a successful way to prevent the dangers of high temperatures.

Sea Level Rise

The rising and spreading of water over normally dry land is referred to as inundation. Scientists use models to develop maps showing the possible impacts of inundation based on various Sea Level Rise (SLR) scenarios for state's waterways and the land that surrounds them (watersheds). These maps reflect the filling of these watersheds at constant elevations, also referred to as bathtub modeling. In other words, the maps show the water levels rising in the watersheds similar to the filling of a bathtub.

Portions of the City are adjacent to tidal waterways, and these areas are particularly vulnerable to the effects of SLR, loss of low-lying land and structures, saltwater intrusion into surface water and groundwater, and increased flooding from storm events. Changes in sea level have the potential to impact existing infrastructure and natural resources in the short-term and also the durability of future development with long-term design life. The impacts of 2-, 5-, and 10-foot SLR are shown in **Map 9-6, Sea Level Rise Inundation**. While the area within the City impacted by SLR is small, it is still important to take into account the potential associated impacts, which include flooding and loss of wetlands, saltwater intrusion, and expansion of flood-prone areas. Long-range planning and accounting for changes in sea level that may be expected in the City will help lead to informed decisions for public and private investments by minimizing risk potential for damage to both existing and future resources.

Air Quality

Air quality is projected to decline under a business-as-usual scenario, especially in the eastern U.S., which increases the risk of cardiovascular and respiratory issues. The American Lung Association reviews overall air quality elements and reports an assessment on a regional basis. As of 2020, Harford County received an "F" rating for ozone, and an "A" rating for 24-hour Particle Pollution. These ratings are based on the annual weighted average number of high ozone or high particle days, respectively. It should be noted that the ozone rating, while a "failing" grade, has been steadily improving since the mid 1990s, with the current annual weighted average just above the passing rating of 3.2 with a 6.7.

The City is dedicated to preserving natural resources for its residents. Although land use regulations do not typically account for the regulation of air quality, by contributing less carbon using multimodal pathways, promoting more sustainable modes of transportation, and integrating open space, the City hopes to incrementally decrease its emissions in an effort to improve air quality.
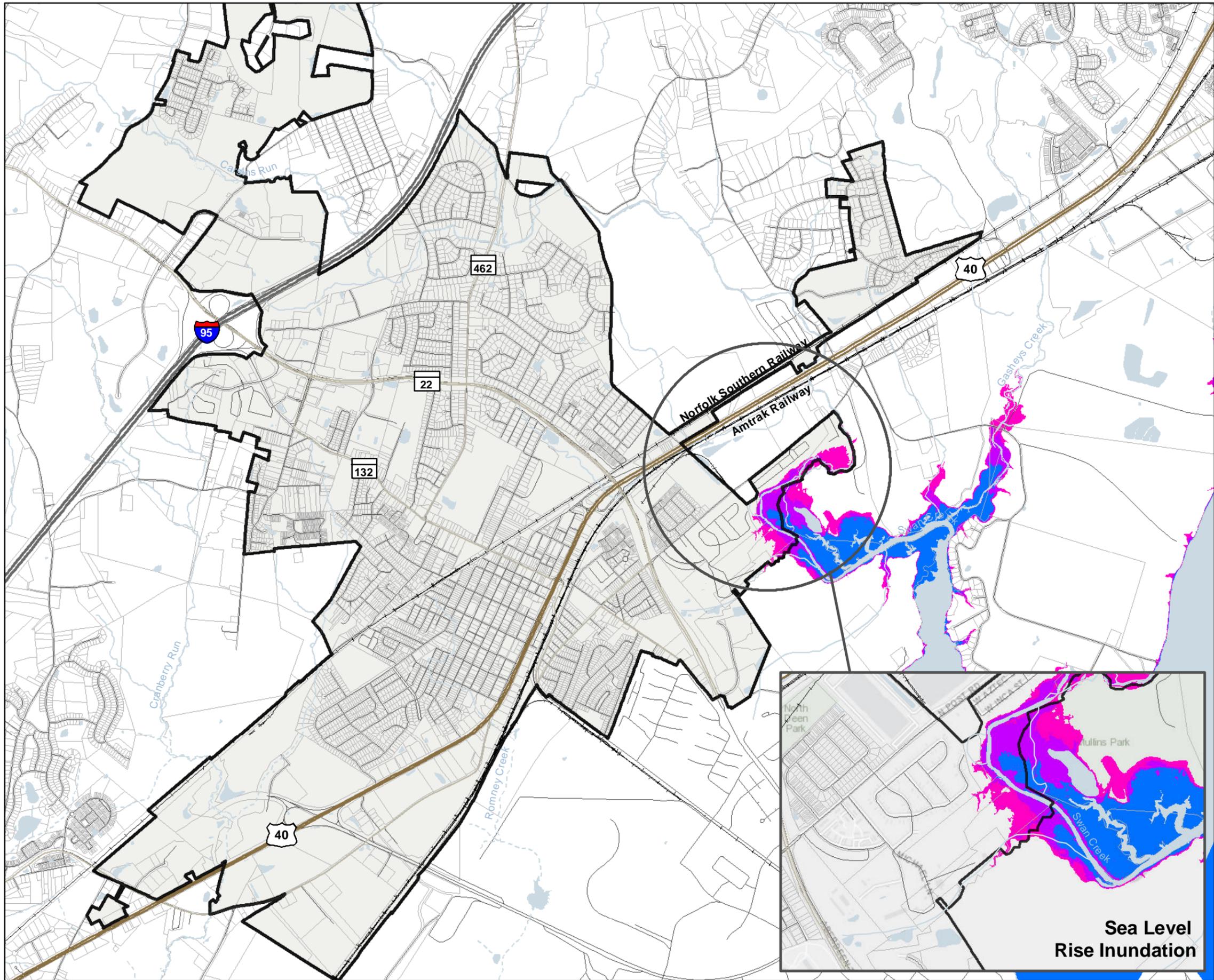
MAP 9-6

Sea Level Rise Inundation

City of Aberdeen
Parcels
Railroad
Major Roads
Interstates
US Highways
State Routes
Local Routes
Water Features
Water Bodies
Stream or River (Perennial)
Stream or River (Intermittent)
Sea Level Rise Inundation
2 Feet Inundation
5 Feet Inundation
10 Feet Inundation

Sea Level
Rise Inundation

Source: MD iMAP

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.

planABERDEEN
Our City. Our Plan. Our Future.

April 2023

0   0.25   0.5
Miles

N

There are a few examples of how the City is working towards a reduction in climate change contributions through land use regulations and zoning. The City currently has a handful of zoning categories that fall under the mixed-use umbrella, including the Transit-Oriented Development Zones and the Integrated Business District, and intends to incorporate additional mixed-use lands within specific growth-oriented future planning areas. These mixed land use designations indicate mixture of uses within one district to reduce the amount of vehicular travel residents need to perform in order to complete their daily routines. This can effectively reduce contributions to climate change while improving the overall quality of life for local residents as they no longer need to spend as much time driving. More information on Mixed Land Use can be found in **Chapter 4 – Land Use**, and more information on Aberdeen's future planning areas can be found in **Chapter 5 – Municipal Growth.** Additionally, The City currently promotes other modes of transportation and the Transit Oriented Development area by providing zoning and business incentives for new development and redevelopment. More information on the Transit Oriented Development Master Plan can be found in **Chapter 7—Transportation.**

Reducing greenhouse gas emissions can be accomplished, in part, through nature-based solutions such as preserving and increasing the number of trees and acreage of forest land. Trees and forest land can offset emissions through carbon sequestration that occurs with photosynthesis. The City intends to complete a forest inventory and set goals for increase forest plantings. See Agricultural & Forest Lands section above for more details.

SUSTAINABLE GROWTH

The City instituted a new initiative in 2022 to become more environmentally sustainable to protect its resources for future generations. This included adopting the Sustainable Community Action Plan and designating a Sustainable Community Area boundary. The plan includes a menu of environmental, economic, transportation, housing, quality of life, and land use strategies. This effort is overseen by the Department of Planning and Community Development.

Accomplishments resulting from the Sustainable Community Action Plan include improvement and expansion of multimodal transportation and transit opportunities, modification of the Aberdeen Development Code to include the form-based code for the Transit Oriented Development area, and extension and expansion of the Greater Aberdeen-Havre De Grace Enterprise Zone designation.

SUSTAINABLE MARYLAND

Sustainable Maryland is a certification program for municipalities in the State that want to go green, save money, and take steps to sustain their quality of life over the long term. Sustainable Maryland is a collaborative effort between the Environmental Finance Center (EFC) at the University of Maryland and the Maryland Municipal League (MML). The City embarked on a path to pursue local initiatives and actions by adopting *Resolution No. 14-R-12*. After implementing several green initiatives, and established a Green Team, the City received the Sustainable Maryland designation in 2022.
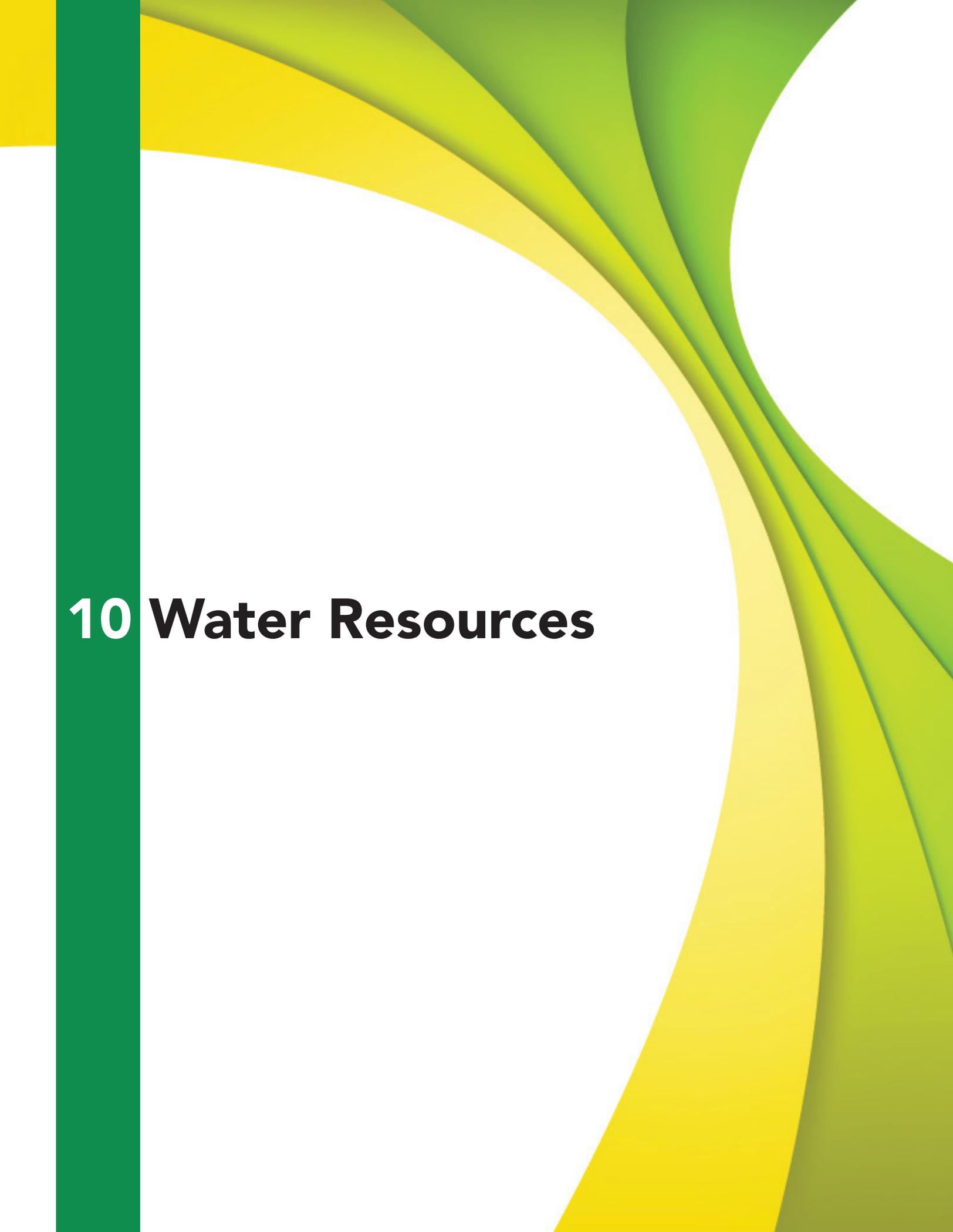
10 Water Resources

INTRODUCTION

Growth and sustainable development depend on the capacity of the existing water resources and availability to provide for future needs. The City commits to provide water and wastewater to meet current demands and future development needs. The City intends to meet its requirements under the MS4 General Discharge Permit with continued support in developing restoration work plans and implementing water quality best management practices to address the impacts of stormwater runoff and nutrient loadings. This chapter has been prepared consistent with the State of Maryland's Twelve Planning Visions, as they relate to growth areas, infrastructure, and sustainability.

This chapter addresses the City's existing water resources including impacts on growth encompassing a 20-year planning period. Areas of consideration are identified to provide water and sewer capacity for current needs and future growth.

GOALS

This Chapter identifies and analyses the City's water resources and infrastructure strategies and recommendations. The following goals provide the foundation to serve and maintain Aberdeen's water resource service areas.

1. **Protect and conserve the existing drinking water supply and distribution system.**
   - Managing the City's wellfield to allow for increased infiltration enhanced forest regeneration, open space, and smart growth in providing adequate space to allow for the recharge of the shall wellfield aquifer.
   - Renewing and maintain bulk water purchase agreements with Harford County Government and the City of Havre de Grace.
   - Developing a long-term systemwide replacement strategy for watermains past their useful life.
   - Developing a long-term capital improvement program to rehabilitate existing pump stations, water towers, and water treatment plant.
   - Periodically reviewing the Wellhead Protection Plan to ensure potential source water contamination causes are being avoided as well as monitoring of water quality in the supply wells.
   - Assessing the vulnerability of the wellfield to saltwater intrusion and, if necessary, evaluate mitigation strategies.

2. **Provide safe drinking water to serve existing customers and future development demands.**
   - Continuing strategic planning to assess the feasibility of supplemental water sources, including but not limited to supplemental wellfields, additional or revised bulk water purchase agreements, and a raw water intake and treatment facility that draws from available and reliable surface water sources such as the Susquehanna River.

3. **Provide adequate wastewater treatment and conveyance capacity to serve existing and future development demands.**
   - Continuing to perform routine assessments of the current wastewater conveyance system and evaluating proven cost-effective repairs, replacements, and upgrades and

identifying funding constraints, priorities, and develop strategies to meet the City's needs.

- Developing a long-term system wide replacement strategy for wastewater mains that are currently past useful life.
- Identifying capacity issues in the current system and develop plans to upgrade to meet the future capacity requirements based on existing and future demand and growth.
- Developing a creative communications program to carry the message to the public regarding disconnecting rain gutters and sump pumps from the collection system to reduce rain induced system infiltration and reduce FROG (frats, rags, oils, and greases) deposits that cause decreased pipe capacity, blockages, and increased maintenance costs.
- Revising ordinances and inspection procedures to mitigate and eliminate illegal discharge of sump pumps and stormwater runoff into the sanitary conveyance system.
- Revising pretreatment standards to consider nutrient loading (quality) in addition to flow rates (quantity) for commercial customers.
- Assessing the vulnerability of the wastewater treatment facility to flooding including sea level rise (SLR) inundation and the impact of climate change. Consideration should be given to investigating mitigation options such as storage for overflows for future treatment.
- Continuing strategic planning to assess the feasibility of various options to expanding the wastewater treatment plant (WWTP) capacity.

4. **Reduce the overall stormwater runoff discharge of stormwater.**
   - Dedicate resources to comply with municipal separate storm sewer systems (MS4) permit requirements and the Chesapeake Bay's total maximum daily load (TMDL) goals.
   - Implement best management practices (BMPs) during roadway construction and reconstruction projects, such as the reduction in impervious surface and the use of open section roadways where applicable.
   - Review the Subdivision Regulations and revise where applicable to reduce road and right-of-way widths in all new developments to allow for the reduction in impervious surfaces.
   - Create a policy to offer stormwater credits on impervious area reductions throughout the City.

5. **Plan for resiliency in the face of more frequent floods caused by climate change and reduce flood induced pollutants to local waters and the Chesapeake Bay.**
   - Appropriating resources to flooding mitigation planning that considers the full range of economic and social costs/social vulnerabilities associated with frequent and intense flooding events.
   - Using plan reviews to ensure thick natural and native vegetation is preserved and/or planted along waterways, wetlands, and riparian buffers.
   - Educating property owners of repetitive loss properties on adoption to better withstand threats of climate change and about options offered by the Maryland Department of the Environment (MDE).
   - Examining and documenting threats to streams and their buffers due to climate change impacts (e.g., nuisance flooding, intense storms).

WATER SYSTEM

The City of Aberdeen system currently serves approximately 5,300 billable customers. The City receives its water from three sources: (1) a 1.5 MGD (Permitted) Water Treatment Plant utilizing 14 wells near the boundary of Aberdeen Proving Ground (APG)-North Area owned and operated by the City of Aberdeen; (2) through a contract purchase agreement with Harford County for up to 900,000 gallons per day; and (3) through a 2020 contract purchase agreement with the City of Havre de Grace to purchase 500,000 gallons per day (900,000 peak). The contract allows for an optional increase of up to 900,000 gallons per day (90-day notice provision). Construction of a new waterline main along the US Route 40 corridor from the City of Havre de Grace was completed in February 2023 to support the agreement. **Table 10-1, Current Water Sources** provides a summary of the existing water sources serving the City.

Table 10-1. Current Water Sources

SOURCE	TREATED WATER CAPACITY, MILLION GALLONS PER DAY (MGD) (Average Daily)	TREATED WATER CAPACITY, MGD (Peak Daily)	STATUS
City of Aberdeen Water Treatment Facility and 14 Wells	1.5 (permitted) 0.85 (actual)	2.0	Permit term July 2019 to May 2031
Harford County Agreement	0.9 (contract) 0.47 (current actual)	0.9	Agreement in renewal status**
City of Havre de Grace Agreement	0.5-0.9 (contract) 0.0 (current actual)	0.9	Agreement term 2020 to 2040. Waterline construction began 4/2022, booster pump construction scheduled for 2023.
Total	2.9-3.3 (contract and permitted) 1.33 (current actual)	4.0	

*** Amounts based upon Amendment 11 dated August 18, 2018.*

Water Plant & Wellfield & Wellhead Protection

The City of Aberdeen's groundwater is harvested from the Talbot Formation which is part of Coastal Plain sediment of Harford County. The Talbot Formation is within the Quaternary System and functions as an unconfined aquifer in this area. The aquifer consists of shallow silt and clay facies and a deeper gravelly sand facies interbedded with dark clays. The lithology of the Coastal Plain sediments in Harford County is extremely variable and aquifer boundaries do not coincide with formation boundaries.

The City operates 14 groundwater wells to supply water to the public water distribution system. These wells draw water from the Quaternary aquifer. In general, water supplies in unconfined aquifers are susceptible to contamination from land use activities. The City routinely monitors for contaminants in drinking water according to federal and state laws and under the United States Environmental Protection Agency (EPA) guidelines of the Clean Water Act of 1972 (1996). This routine monitoring of contamination is essential in assuring a future supply of safe and healthy drinking water. When the City published the "Annual Drinking Water Quality Report" for 2021, the report indicated that any found regulated

constituents present in the water system were below the Maximum Contaminant Levels (MCL), which is determined safe by the EPA. The City's Water Appropriation and Use Permit (WAUP) for the community water system allows for an average withdrawal of 1.5 MGD on an annual basis and up to 2.0 MGD can be drawn from the aquifer during the month of maximum use.

The existing Aberdeen water treatment facility has the capacity to treat 3.0 MGD through the use of disinfection (sodium hypochlorite), fluoridation, degasification (forced aeration towers), and pH adjustment (soda ash) for groundwater sources. Should an increase in well production beyond the treatment plant's rated capacity occur in the future, additional water treatment capacity would be required to maintain the high-quality water currently provided. The City of Aberdeen should monitor the water quality and the treatment capacity as the demand for water increases with growth and plan for the expansion of the water treatment plant and/or additional sources of water to meet the growth.

Ten of the wells are located within City limits, and four of the wells are located on the west side of Gadsden Road, APG. All wells combined have a maximum capacity of approximately 3.061 MGD which exceeds the permitted average and maximum month average day limit. Assuming the largest well is out of service, a safe yield capacity of 2.571 MGD can be realized. For planning purposes, the month of maximum use (July) is used to determine the well capacity required. In July 2020, the wells produced an average of approximately 1.111 MGD.

The City adopted a revised *Wellhead Protection Ordinance* on August 20, 2018. The purpose of the Wellhead Protection Plan is to protect the public health, safety, and welfare through the preservation of groundwater resources of community public water supplies to ensure a future supply of safe and healthy drinking water. The designation of the Aberdeen Wellhead Protection Districts, and careful regulation of activities within these areas, can reduce the potential for groundwater contamination.

The groundwater underlying the community water supply Wellhead Protection Districts is a major source for the City's existing and future water supply. The aquifer systems providing ground water supply, is integrally connected with numerous surface waters and streams. Accidental spills and discharges of toxic and hazardous materials can threaten the quality of such water supplies, posing public health and safety hazards.

The Aberdeen Wellhead Protection Districts include differing zones of protection as recommended by MDE. Within the City, the wellhead protection region or district includes three zones of protection. Each zone is described as follows:

- Zone 1 represents the area bounded by a groundwater travel time of *one year (or less) to the Aberdeen supply wells.

- <u>Zone 2</u> represents the area bounded by a groundwater travel time of ***** 10 years (or less) to the Aberdeen supply wells.
- <u>Zone 3</u> represents the remaining land area of the wellhead protection district located within the City of Aberdeen.

*Amount of time a potential hazard excreted in groundwater takes to travel to City wells.

For more information on the Aberdeen Wellhead Protection District refer to the Code of the City of Aberdeen, Chapter 524 Wellhead Protection. Although there are no water quality issues at this time, it is recommended that the City continue monitoring water quality in the supply wells and periodically review the Wellhead Protection Plan to ensure potential source water contamination causes are being avoided.

Bulk Water Purchases

As noted in **Table 10-1, Current Water Sources**, the City receives water from the Harford County Water Treatment Plant and from the City of Havre de Grace Water treatment plant from facilities fed from the Susquehanna River, Perryman wellfield, and Abingdon Water Treatment Facilities through the ground wells and Harford County sources.

Daily Consumption & Capacities

The table below depicts system water demands; the Daily Average demand is based on the entire year while the Daily Max was the peak usage for one single day over the entire year. Bulk Purchase amounts are typically set, unless there is an emergency water usage requirement i.e., to support the system while due to a broken water line. Note: 2012 was listed as a drought in the City's files and appears that water usage likely increased due to irrigation needs. While yearly demands fluctuate, the trend when compared with the last three (2021 – 2019), five (2021-2016), and ten years (2021-2012) show general increase in water demand as shown in **Table 10-2, Historical Water Demands, Averages and Peak Factor**.

Table 10-2. Historical Water Demands, Averages and Peak Factor

Year	Well Field Production		Calculated	Bulk Purchase	Total System Demand		
	Daily Average (MG)	Daily Max (MG)	Peak Factor	Daily Average (MG)	Daily Average (MG)	Daily Max (MG)	Yearly (MG)
2012	0.84	1.18	1.40	0.54	1.38	1.69	506.25
2013	0.65	0.88	1.36	0.65	1.29	1.52	472.21
2014	0.68	0.97	1.43	0.66	1.34	1.63	488.86
2015	0.68	1.00	1.47	0.64	1.33	1.65	484.69
2016	0.67	0.89	1.34	0.64	1.31	1.53	479.35
2017	0.67	0.90	1.35	0.65	1.31	1.55	479.35
2018	0.79	1.05	1.33	0.54	1.33	1.59	484.92
2019	0.91	1.15	1.26	0.40	1.31	1.55	479.71
2020	0.90	1.09	1.22	0.39	1.29	1.49	472.83
2021	0.99	1.29	1.30	0.39	1.38	1.68	504.05
3-year average	0.93	1.18	1.26	0.39	1.33	1.57	485.53
5-year average	**0.85**	**1.10**	**1.29**	**0.47**	**1.33**	**1.57**	**484.17**
10-year average	0.78	1.04	1.35	0.55	1.33	1.59	485.22

Distribution System and Storage

The City of Aberdeen system serves most of the incorporated area. The water distribution system consists of approximately 92.5 miles of water pipe to distribute safe drinking water to its customers. Most of the system (83%) consists of 8-inch and 12-inch mains. The remaining consists of 4% (over 12-inch) and 13% (less 8-inch). The pipe material of the system is comprised of 85% metallic and 15% non-metallic. The system also utilizes four booster stations and four elevated water towers that have a total capacity of 1,190,000 gallons (75% storage capacity is used for planning purposes). The water treatment facility clear well has a 100,000-gallon capacity. Water is pumped from the water treatment plant or is delivered through the connections with Harford County.

The City assesses its pressures and fire flows within the community water system by flushing all the hydrants annually and adjusting the short cycles to meet the fire flows as well as utilizing a comprehensive hydraulic water model of the systems. Additionally, the City utilizes automated flushing units in the system to address a range of utility needs. On average these units pull 37,000 gallons per day from the system to maintain water quality in the distribution system. The units are programmed to run off peak hours, dechlorinate the water, and discharge into the storm sewer system. It is recommended that the City continue to perform the hydrant flushing and use of the automated flushing units to maintain the water model to identify any pressure and/or flow deficiencies and to identify the need for new or upgraded water mains as they relate to future growth.

Water System Improvements

The City is focused on the following improvements that are planned, under design, or in construction:

- Railbird Alley Booster Station: A Booster Station located at Railbird Alley will be constructed in 2023 to support the Aberdeen-Havre de Grace Interconnect Agreement.
- I-95 Elevated Water Tower: A water tank, currently in design, will support current and future development of the West Side (Planning Areas 9, 10, and 11). It is expected to provide in excess of 400,000 Gallons of storage. Final capacity will be determined when design is complete, subject to transfer agreements of the property to the City. Construction is planned in the next few years (Estimate completion by 2025).
- Long Drive Booster Station: Construction will begin in 2023 for a new water booster station in support of a new water supply line between Nonpareil and Long Drive to service the West Side Planning Areas.
- Heat Ctr Booster Pump Station Upgrade: An upgrade of the existing HEAT Center BPS is required to support the I-95 Water Tower Project. Design is expected to be completed FY24 and construction complete by FY25.

- Swan Meadows Water Line Replacement (Design): Designs are underway to replace 8,000+ LF of water mains in Swan Meadows. The waterline is at the end of service life, cannot accommodate pressures found in typical water systems, and impacts fire flow requirements.
- Raw Water Filtration Design: The City initiated plans in FY23 to design an upgrade to the Filtration system at the Water Treatment Plant. The City withdraws water from wells with shallow aquifers. The WTP does not have filtration to remove volatile organic compounds (VOC) and per-and polyfluoroalkyl substances (PFAs/PFOA). With new EPA mandates on the horizon a filtration system will be required to keep the facility compliant. Design is expected to be completed in FY24 with construction to occur in FY25-26.
- Water Main Replacement (Design): Forty-three (43%) percent of the City's inventory of ninety-two (92) miles are past their lifespan. Funding in 2023 will initiate designs to begin replacing water lines under a new program to prioritize and develop a long-term system wide replacement.

Growth Projections

The City of Aberdeen designated 13 Planning Areas, leaving 12 planning areas as future growth areas. These growth areas will be served by public water and sewer either by the City of Aberdeen or by Harford County. See **Map 10-1, Water Service Areas** which indicates the Water service areas per Harford County's Water and Sewer Master Plan 2022 Update. The City of Aberdeen plans for infrastructure extensions to the growth areas based on the phasing of the growth areas as described in **Chapter 5 – Municipal Growth**. When completely developed to the maximum density permitted by zoning, a potential of 9,732 equivalent dwelling units (EDUs)[1] can be added. **Table 10-3, Growth Area Summary,** shows the additional EDUs needed for two growth scenarios. Scenario 1, the Average Density Yield scenario, assumes development at average density for each land use and represents the projected (or likely) buildout of the City and growth areas. Scenario 2, the Ultimate Build-Out scenario, assumes full build out of all planning areas to the maximum density permitted by the current zoning ordinance and represents an aggressive growth scenario. **Table 10-3, Growth Area Summary** assumes that all additional EDUs will be served by city water and sewer even where no service is planned. Based upon the withdrawal limits and required water demands listed above, if the bulk purchase agreements remain in place and the allowable appropriations permitted by the current WAUP remain steady, the City can meet the anticipated future growth needs for scenario 1, but not scenario 2, unless some of the growth areas are served by other sources. See **Map 10-1, Water Service Areas,** which includes the Planned Service Areas. **Appendix E, Water Resource Calculations** includes the water resource calculation table which illustrates both average demand and anticipated peak demand for scenario 1 compared to available supply.

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[1]Equivalent Dwelling Unit (EDU) is a measure where one unit is equivalent to water demand or wastewater effluent from one home, which is 250 gallons per day per home (1 EDU = 250 gallons per day).

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Table 10-3. Growth Area Summary – Additional EDUs

Growth Area	Area (acres)	Scenario 1 Expected Build-Out[1] (EDUs)	Scenario 2 Aggressive Build-Out[2] (EDUs)	Served By[3]
Planning Area 1 – Aberdeen	3,880.66	3,966	6,936	City Water & Sewer
Existing & Infill	**3,880.66**	**3,966**	**6,936**	
Planning Area 2 – Swan Creek	360.55	0	0	Planned Service (11-20 yrs)
Planning Area 3 – Pulaski	221.65	114	224	City Sewer/Bulk Water
Planning Area 4 – Barkess	385.95	843	1,248	Planned Service (11-20 yrs)
Planning Area 5 – Old Robinhood	553.70	1,162	1,721	Planned Service (11-20 yrs)
Planning Area 6 – Titan Terrace	364.40	207	323	Planned Service (11-20 yrs)
Planning Area 7 – Paradise	252.11	656	971	Planned Service (11-20 yrs)
Planning Area 8 – Aldino-Stepney	786.49	1,391	2,056	No Planned Service
Planning Area 9 – Gilbert	251.76	482	752	No Planned Service
Planning Area 10 – Long/Heat	294.11	1,294	1,677	City Water & Sewer
Planning Area 11 – Grays	836.87	460	715	No Planned Service
Planning Area 12 – Bush Chapel	775.93	1,697	2,363	City Water & Sewer
Planning Area 13 – Old Philadelphia	166.59	149	215	No Planned Service
Additional EDUs		12,421	19,201	Total EDUs
Additional Water Demand/Sewer Flows (GPD)[3]		**3.105**	**4.800**	**Total New Demand**

Source: Wallace Montgomery Calculations

Notes: [1] Proposed EDUs with average densities, including the existing development within Aberdeen and Planning Areas unless no service is planned.

[2] Ultimate build out of growth areas, not including the existing development, includes the existing development within Planning Area 1 – Aberdeen and Planning Areas with no planned service.

[3] New water and sewer demand was determined by 250 gpd/EDU.

The City Aberdeen has adequate capacity through its permit and bulk water purchase agreements to meet current water demand. The five-year average daily demand is 1.33 MG, while peak daily water demand is 1.57 MG. Meanwhile, the total capacity including wells and bulk purchases covers an average daily demand of 3.3 MG and a peak demand of 4.0 MG. Therefore, the current reserve capacity to serve additional customers is 1.97 MG average daily demand and 2.43 MG peak demand. However, the growth average daily demand is 3.071 MG for scenario 1 and 4.749 MG for scenario 2. The City cannot meet the demand for growth scenario 1 or scenario 2 and the City would exceed 80% of its capacity after adding 5,259 EDUs, which is expected to occur in 2030 based upon a linear growth projection of the expected growth rate (scenario 1). Therefore, as recommended by MDE, the City needs to complete a Water Capacity Management Plan to begin the planning process to increase its capacity.

MAP 10-1
Water Service Areas

Legend:
- City of Aberdeen
- Planning Areas
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

Water Service Areas
- W1 Existing Service
- W3 Planned Service (0-5 Yrs)
- W5 Planned Service (6-10 Yrs)
- W6 Planned Service (11-20 Yrs)
- W7 No Planned Service
- Outside City & Planning Areas
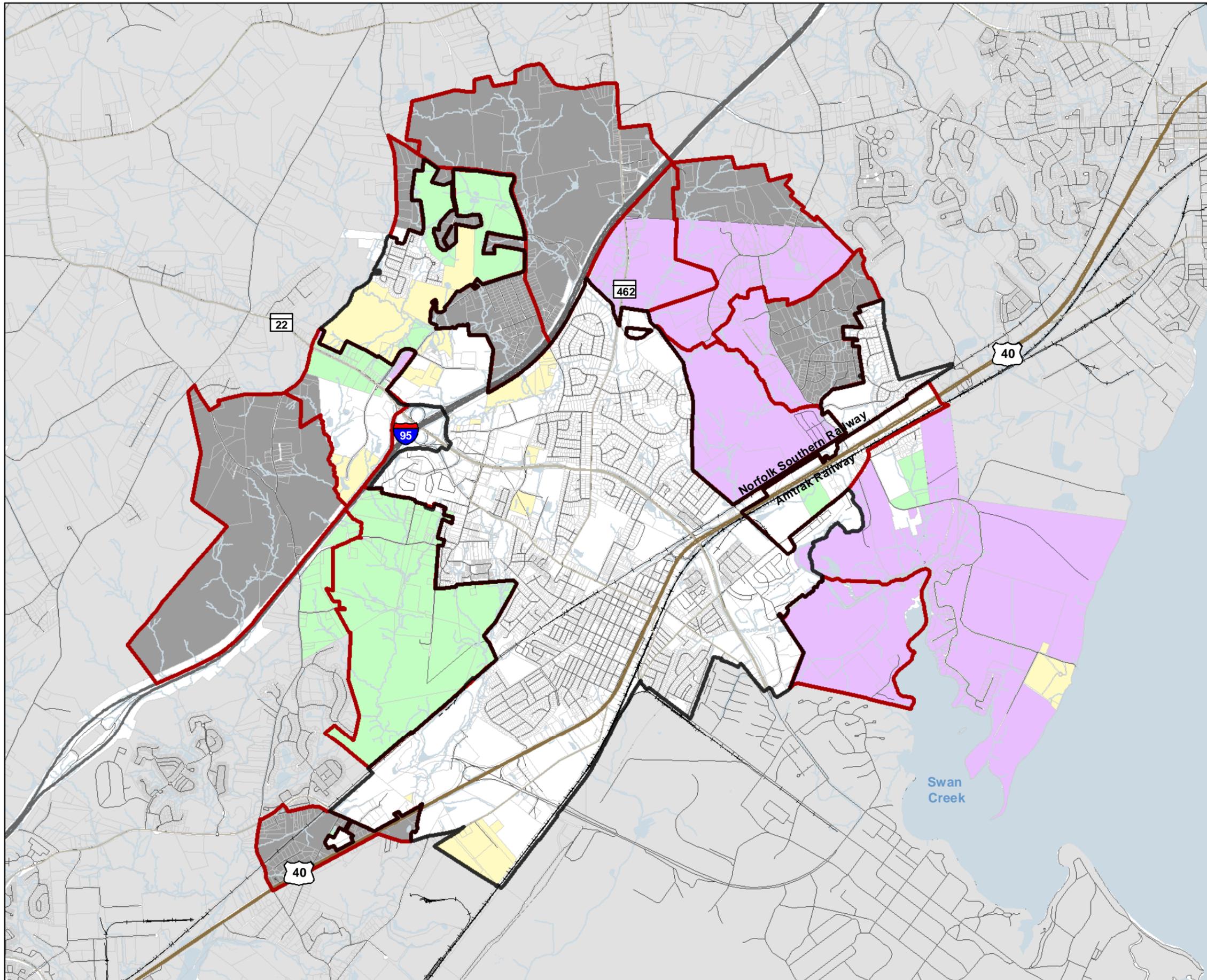
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Source: Aberdeen Department of Public Works, Harford County

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.

April 2023

0   0.5   1   Miles

The City should maintain the bulk water purchase agreement and continue to monitor water usage and further investigate the likelihood of utilizing surface water or the purchase of additional water from other sources should any change in planned development or water supply change. The City should also monitor the density of future developments, particularly commercial land uses where water uses vary greatly depending on the specific business needs. The City should update this plan if substantial growth is anticipated.

There are currently nine properties within the City with private wells. All are located on dead-end roads (Old Robin Hood Road, Northeast Road, and Johnson Lane) in Planning Area 11 and there are no immediate plans to connect these properties to the City's water distribution system. Accordingly, these properties were not included in the calculations.

Water Summary

The City currently has sufficient water supply capabilities to accommodate the current population and permitted development assuming average density development with the 14 existing wells, four existing storage tanks, and one planned new storage tank along with the bulk water purchases from Harford County and the City of Havre de Grace. The City should continue to investigate contingency water sources should the growth projections, approved annexations, or current water supplies deviate from what is planned. If the bulk purchase agreements remain in place and the allowable appropriations remain steady, the City should expect to exceed 80% of its capacity after adding 5,259 EDUs, which is expected to occur in 2030 based upon a linear growth projection of the expected growth rate (scenario 1). Therefore, as recommended by MDE, the City should plan to complete a Water Capacity Management Plan to begin the planning process to increase its capacity.

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WASTEWATER SYSTEM

Wastewater Plan Capacity

The City of Aberdeen wastewater system consists of 76 miles of various sized sanitary sewer lines and 11 pumping stations which collects wastewater. The wastewater is collected and treated at the City of Aberdeen's Advanced Wastewater Treatment Plant (WWTP). The City of Aberdeen owns and operates the facility located at the end of Michaels Lane. The facility has recently been modified and currently provides treatment to both secondary and tertiary levels. Sewage is treated to a tertiary level utilizing primary treatment, two-stage activated Enhanced Nutrient Removal (ENR) process. Phosphorous removal, UV disinfection, hypochlorite, chemical addition, anaerobic sludge digestion, and sludge composting utilizing the extended pile method. The treatment facility has a 4.0 MGD permitted capacity with 2.0 MG Equalization Storage Tanks for storm surges. The plant currently experiences average sewage influent flows of 1.78 MGD (3-year average) with instantaneous peak flows as high as 16.00 MGD during storm events and daily peak flows as high as 8.03 MGD (occurred in 2014). Treated effluent is released into an unnamed tributary of Swan Creek. Figure 10.1, Point of Discharge Location shows the location of the Aberdeen WWTP and outfall location.

Figure 10-1. Aberdeen AAWTP Point of Discharge Location
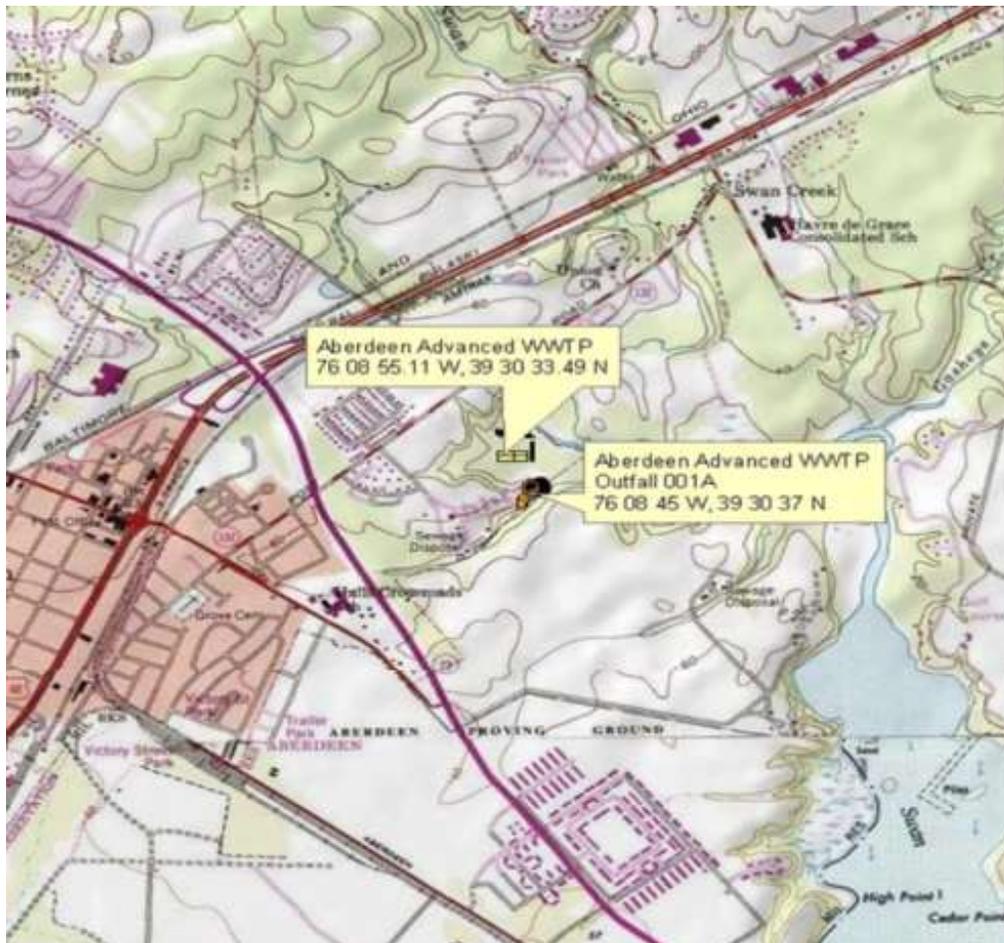
Source: Maryland Department of the Environment 2020

Table 10-4, Historical WWTP Averages and Peak Factors depicts the treatment of the sanitary system at WWTP. The Daily Average treatment is based on the entire year while the Daily Max was the peak usage for one single day over the entire year.   While yearly demands fluctuate, the trend when compared with the last three (2021 – 2019), five (2021-2016), and ten years (2021-2012) generally show a decrease.

Table 10-4. Historical WWTP Averages and Peak Factor

| Year | WWTP Operations | | Calculated | Total Treated |
	Daily Average (MG)	Daily Max (MG)	Peak Factor	(MG)
2011	1.73	6.79	3.92	631.17
2012	1.42	7.82	5.51	524.79
2013	1.70	6.03	3.55	621.33
2014	2.16	8.03	3.72	787.34
2015	1.90	6.80	3.58	682.41
2016	1.60	5.28	3.30	585.57
2017	1.60	6.27	3.92	584.62
2018	2.07	6.00	2.90	754.56
2019	1.85	7.44	4.02	673.46
2020	1.76	5.44	3.09	642.80
2021	1.74	6.68	3.84	631.68
3-year average	**1.78**	**6.52**	**3.65**	**649.31**
5-year average	1.79	6.27	3.52	650.73
10-year average	1.78	6.58	3.74	648.86

Daily Treatment and Operational Challenges

The peak factor for a treatment plant is determined by examining the actual flows the plant received over the years. In measuring capacity at the wastewater plant and the collection system, there are two major components that influence future planning:

- Inflow and Infiltration
- Services provided by others

Inflow and Infiltration (I&I): Inflow refers to clear water from rain and snowmelt that improperly drains into the sanitary sewer system. Infiltration refers to ground water that leaks into the sanitary sewer system through cracked or faulty sewer pipes. Both sources of water are basically clean. During heavy rainstorms, I&I may cause the sanitary sewers to quickly fill with clear rainwater that should be directed to the storm drain system. The City of Aberdeen WWTP peaks flows are extremely high due to wet weather. This undesired extraneous flow takes up wastewater system capacity that should be reserved only for wastewater. The I&I problems are also evident by examining the water supplied by the City and the wastewater received by the WWTP. **Table 10-5, Water to Sewer Comparison as Related to Rainfall,** provides a summary of the last ten years and provides a comparison of Daily Average of Water (Column 2) produced versus Daily Average (Column 3) of Sewer treated. Included in this chart is annual rainfall

measured from the wastewater treatment plant (Column 4) and City Hall (Column 7). Note: City Hall weather station did not start recording until the end of 2017 and therefore data is incomplete.

Weather events in the City are heavily influenced by the topography and its location near the Chesapeake Bay. Even a distance of several miles between two weather stations will yield differences measured (Note 2018 data). In general, higher annual flows treated coincide with higher yearly rainfall events.

Table 10-5. Water to Sewer Comparison as Related to Rainfall

Year	Water Daily Average (MG)	Sewer Daily Average (MG)	Rainfall at WWTP			Rainfall at City Hall		
			Yearly Total (in)	Max Rainfall per Month (in)	Month	Yearly Total (in)	Max Rain per Month (in)	Month
2012	1.38	1.42	33.35	7.06	Oct	N/A	N/A	N/A
2013	1.29	1.70	47.67	8.00	Jun	N/A	N/A	N/A
2014	1.34	2.16	43.61	7.66	Apr	N/A	N/A	N/A
2015	1.33	1.90	44.52	11.87	Jun	N/A	N/A	N/A
2016	1.31	1.60	27.21	5.87	Sep	N/A	N/A	N/A
2017	1.31	1.60	34.31	6.63	Jul	N/A	N/A	N/A
2018	1.33	2.07	48.41	6.65	Nov	63.49	8.62	Nov
2019	1.31	1.85	33.21	5.21	Jul	47.39	6.22	Jul
2020	1.29	1.76	50.06	11.45	Aug	47.07	9.48	Aug
2021	1.38	1.74	38.87	9.61	Jul	30.38	4.75	Jul

Efforts by City staff to curtail I&I into the collection system recently include the installation of 441 manhole cover inserts in 2017 and 2018 out of approximately 1900 manholes. Additional inserts are installed each year as funding allows. These inserts are placed under the manhole and prevent stormwater from entering the system. The City also has a program to perform video inspection of the entire system once every ten years. In 2022, the City started identifying and informing residents to repair broken cleanout caps in the yards that allow runoff to directly enter the sanitary sewer. Areas where there are breaks in the pipe are identified for repair. Long-term, the department challenges will be in funding constraints to repair broken pipes due to infiltration and residents/business that have a direct connect through sump pumps that inflow into the sewer. Efforts to measure success would be a decrease in the peaks from year to year and a closer delta between water produced and sewer treated on an annual basis. Reduced I&I can significantly reduce hydraulic loading into the WWTP during periods of wet weather and can be accomplished by emphasizing the evaluation and rehabilitation of the existing collection system.

Services provided by others: While the City has a bulk purchase water agreement with Harford County and the City of Havre de Grace, there are several instances where the City is the provider for Water and Harford County provides sewer service, and vice versa. On an average given year, 50,000 gallons per day are produced by the City and treated by Harford County's WWTP for some of the City's customers. These instances occurred because the cost to expand was prohibitive when the customer made the connections. In the planning of future growth, the ability to forecast the availability of the capacity in the system is driven by I&I issues and not in standing agreements for the City to serve sewage that it does not produce or purchase in bulk.

Wastewater System Improvements

The City is focused on the following improvements that are planned, under design, or in construction:

- Carsin's Run Sewer Pump Station Upgrade: Designs are planned to upgrade the lift station to support new development. This need is outlined in various APFO agreements with the developers and the City.
- Eagles Rest Sewer Pump Station: Designs are planned to provide upgrades to the lift station to support new development. This need is outlined in various APFO agreements with the developers and the City.
- Route 22 Sewer Line & Carsin's Run Sewer Line Upgrade: Designs are planned to upgrade the lift station and sewer lines to support new development. This need is outlined in various APFO agreements with the developers and the City.
- Swan Meadows Sewer Line Replacement: Designs are underway to replace over 8,000 LF of sewer mains in conjunction with a water main upgrade in Swan Meadows.
- Methane Flare System: Designs are complete with construction for FY24 to replace the Methane Flare System. The Methane system is comprised of the original equipment when installed in the late 1970s and is not functioning.
- Install AWWT Plant Auxiliary Power System (Construction): Designs are underway to secure the completion of a generator backup system for Process Control. An engineering firm in FY22 was selected to design a backup system to power the grit, primary, 1st stage, 2nd stage, and solids processing buildings at the WWTP. Backup generation allows essential equipment to operate during emergencies to maintain permit regulations.
- Sewer Main Lining: Pipe that can be rehabilitated are identified and lined to address voids in the pipe and extend the life especially when it is beyond the lifespan.
- Collection and Conveyance System Investigations: Developing a comprehensive sewer assessment program to identify and reduce I&I within the collection system.

Growth Projections

As illustrated in **Table 10-3, Growth Area Summary,** the growth areas will be served by public water and sewer either by the City of Aberdeen or by Harford County. **Map 10-2, Wastewater Service Areas** indicates the Sewer service areas per Harford County's Water and Sewer Master Plan 2022 Update.

When developed to the expected density, a potential of 12,282 EDUs will be added (See Scenario 1 in **Table 10-3, Growth Area Summary**). To support this development, based on the average day demand of 250 gallons per day (gpd) per EDU, the City of Aberdeen would need an additional 3.071 MGD of wastewater capacity. Between January 2017 and December 2021, the City of Aberdeen's WWTP experienced an average influent flow of 1.78 MGD leaving 2.22 MGD reserve capacity. The WWTP is currently operating at 44.6% capacity and would exceed 80% of its capacity after adding 5,667 EDUs which is expected to occur in 2030 based upon a linear growth projection (Scenario 1). Therefore, as recommended by MDE, the City should complete a Wastewater Capacity Management Plan and begin the planning process to increase its capacity. Possible options could include a capacity upgrade of the existing WWTP, reduce I&I, process modifications that will further enhance the treatment and further reduce the nutrients which may subsequently increase permitted capacity. **Appendix E – Water Resource Calculations** includes the current and projected **Wastewater Flows for the City of Aberdeen & Proposed Growth Areas**.

There are currently nine properties within the City of Aberdeen corporate limits which currently have sewer exemptions to operate on private septic systems. All are located on dead-end roads in the Swan Creek Watershed (four parcels on Old Robin Hood Road and two parcels on Johnson Lane) and the Bush River Watershed (three parcels on Northeast Road). There are no current plans to connect these properties to the City's sewer collection system. Accordingly, they were not included in the calculations.

The City of Aberdeen's future growth is also limited by the Total Maximum Daily Limits (TMDLs) in Swan Creek where the WWTP discharges effluent. Increased nutrient loading is one of the key factors that have been attributed to the decline in water quality and living resources in the Chesapeake Bay. Sources of these nutrients include run-off from the land, WWTPs and septic systems, and atmospheric deposition. All sources of nutrients that enter the Bay have been studied extensively and quantified. Scientists have estimated the maximum amount of nutrients that the Bay can accommodate without adverse water quality affects. A Tributary Strategy for the Chesapeake Bay Watershed has become the standard to which cleanup efforts of the Bay are proceeding.

MAP 10-2

Wastewater Service Areas

Legend:
- City of Aberdeen
- Planning Areas
- Water Bodies
- Railroad

Major Roads
- Interstates
- US Highways
- State Routes
- Local Routes

Wastewater Service Areas
- S1 Existing Service
- S3 Planned Service (0-5 Yrs)
- S5 Planned Service (6-10 Yrs)
- S6 Planned Service (11-20 Yrs)
- S7 No Planned Service
- Outside City & Planning Areas
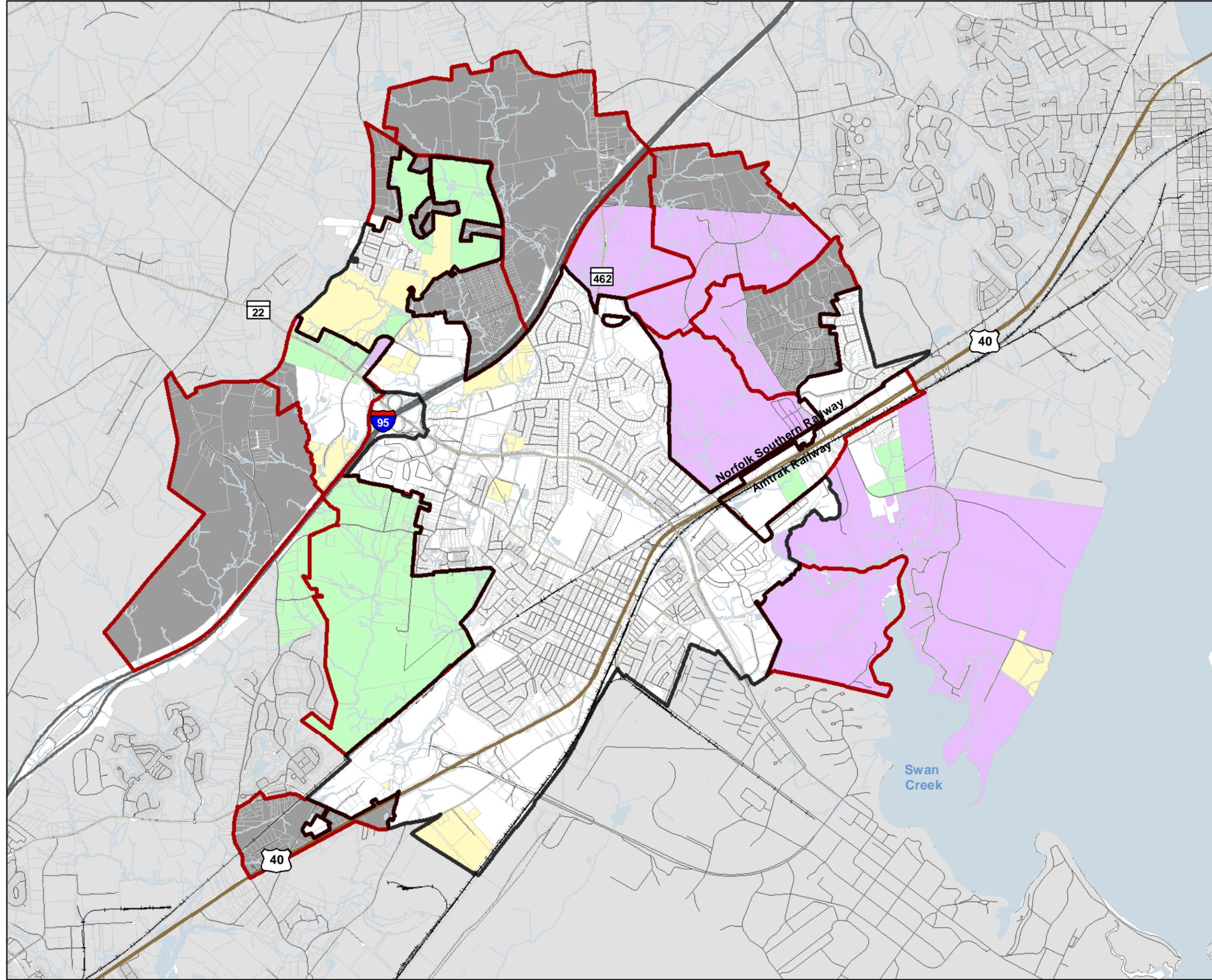
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Source: Aberdeen Department of Public Works, Harford County

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.

April 2023

0   0.5   1
Miles

Swan Creek

Norfolk Southern Railway
Amtrak Railway

In order to meet the goals of the Chesapeake Bay Initiatives, all of the major public WWTPs in Harford County have been upgraded to ENR standards of 4.0 mg/l total nitrogen and 0.3 mg/l total phosphorus. These ENR standards are being utilized for today's National Pollutant Discharge Elimination System (NPDES) permits. In response to the new pollution limits, also known as the TMDL, the seven Bay jurisdictions have created individual Watershed Implementation Plans (WIPs), or restoration blueprints that detail specific actions each would take to meet their pollution reduction goals by 2025. The blueprints guide local and State Bay restoration efforts through the next decade and beyond. The Bay jurisdictions also set two-year pollution reduction milestones to track and assess near-term progress towards completing their restoration actions; EPA regularly reviews each jurisdiction's milestones and confirmed that Maryland achieved both the 2010-2011, 2012-2013, and 2014-2015 milestones. Harford County submitted its Phase II WIP to MDE in 2012 and submitted new 2016-2017 programmatic milestones to track water quality improvements.

The current nutrient loadings at existing and permitted flows for the WWTP are set forth in **Table 10.9, Swan Creek WWTP Annual Nutrient Discharge Loads**. The concentration-based limits at future flows for total nitrogen at the future flows totals 59,102 lbs/year, which is more than the current permit limit of 48,729 lbs/year. Similarly, the concentration-based limits at future flows for total phosphorus at future flows totals 4,432 lbs/year, which is more than the current permit limit of 3,655 lbs/year. Therefore, nutrient loading is also limiting factor in the City's growth and should be considered during the Wastewater Capacity Management Planning, particularly if maximum effluent limitations for the WWTP outfall are adjusted in future NPDES permit revisions or revisions to the Swan Creek / Chesapeake Bay TMDL.

Wastewater Summary

Based on this review, the City of Aberdeen has capacity at the WWTP to accommodate future anticipated growth and meet limitations set within the discharge permit but is expected to exceed the 80% capacity threshold in 2030. Therefore, as recommended by MDE, the City should complete a Wastewater Capacity Management Plan and begin the planning process to increase its capacity. Additional infrastructure improvements will continue to be necessary to provide public sewer service to the designated growth areas and reduce I&I. The City of Aberdeen should monitor growth to ensure that system capacity remains sufficient.

STORMWATER MANAGEMENT

Stormwater (or runoff) management is the planned set of public policies and activities undertaken to regulate runoff under various specified conditions within various portions of the drainage system. Stormwater management is distinct from floodplain management, which regulates the nature and location of construction on (or the occupancy of) lands subject to inundation, so that foreseeable flooding damages will have an average annual risk smaller than a preselected amount. Managing stormwater is of critical importance in protecting the quality of Maryland's streams and rivers. As development occurs, forest and farmland are converted to impervious surfaces, resulting in increased stormwater runoff and decreased infiltration. With development, stormwater runoff increases in volume and velocity and can result in degraded stream channels, erosion, and increased pollutant loads. In addition, the increase of impervious areas reduces the opportunities for pollutants to be filtered prior to entering rivers and streams. Ideally, these pollutants are reduced by stormwater management practices implemented at the time of site development. This section of the Water Resources Chapter will describe the City's current efforts toward managing and mitigating stormwater runoff and describe a proposed restoration plan to address urban pollutant loadings from the City into the Chesapeake Bay.

The City of Aberdeen adopted its Stormwater Management regulations on May 10, 2010, by Ordinance # 10-O-08 to be consistent with *The Maryland Stormwater Management Act of 2007*. As an operator of MS4s, the City's stormwater discharge is permitted through the NPDES Program regulated by the federal EPA and administered by Harford County the Watershed Protection and Restoration Office (MS4 Office) within the Department of Public Works. The City's Current General Discharge Permit No. 13-IM-5500 (NPDES No. MDR055500) was effective October 31, 2018 and expires on October 30, 2023.

Under this permit, the City is required to implement the following six minimum control measures:

1. Public Education and Outreach
2. Public Involvement and Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Stormwater Runoff Control
5. Post Construction Stormwater Management
6. Pollution Prevention and Good Housekeeping

The City's current storm sewer assets include 61.44 miles of stormwater pipe, 282 outfalls, 89 drainage basins, 1,930 inlets, and 297 storm drains. In May 2018 the City adopted an Illicit Discharge ordinance, codified in Article XIII Section 250-34 through Section 250-42 prohibiting the discharge of certain substances into MS4. Recertification is required every five years. Stormwater retrofits and stream restoration projects within the Development Envelope are implemented through this program. The City currently uses contracted engineering services to manage its program to access its needs and develop

potential projects that provide stormwater credits toward the TMDL goals, such as stream restoration projects. Additionally, the City recently allocated dedicated positions and equipment to maintaining the separate storm sewer system. The City should continue to dedicate resources to assess, maintain and improve the separate storm sewer system.

Land Use Scenarios

Two land use scenarios were performed to determine non-point source loading. The first scenario looks at the affect infill development will have on increasing or decreasing non-point source runoff. The second scenario looks at the ultimate build out in the mapped growth areas. There are no scenarios based on the different developments.

Non-Point Source Summary

Table 10.6, Summary of Estimated Non-Point Nitrogen & Phosphorus Discharge for Scenarios 1 and 2 highlights the results of the following scenarios.

Scenario 1 - Existing City Boundaries (Infill Development)

Based on the Watershed Treatment Model (WTM), it is estimated that the City of Aberdeen is currently generating 25,040 pounds of nitrogen per year. Potential infill growth is estimated to increase discharge levels to 28,299 pounds of nitrogen per year generated by stormwater runoff; an increase of 3,259 pounds per year. Phosphorous levels are currently being discharged at an estimated 3,132 pounds per year. Projected infill growth is estimated to increase phosphorous discharge to 3,624 pounds per year.

Refer to **Table 10.6, Summary of Estimated Non-Point Nitrogen & Phosphorus Discharge for Scenarios 1 and 2** for the summary of initial and future nitrogen and phosphorous discharge in each of the watersheds. All estimates are based on projected future growth occurring inside the existing City limits. Any new development annexed into the City of Aberdeen will be required to address nutrient loading.

Scenario 2 – Future Growth Areas Build-Out

Based on the WTM, it is estimated that nutrient runoff within the City of Aberdeen's growth areas is generating 20,182 pounds of nitrogen per year. Potential new growth is estimated to increase discharge levels to 23,462 pounds per year generated by stormwater runoff; a increase of 3,280 pounds per year. Phosphorous levels are currently being discharged at an estimated 4,606 pounds per year. Projected new growth is estimated to increase phosphorous discharge to 2,930 pounds per year. See **Table 10-6, Summary of Estimated Non-Point Nitrogen & Phosphorus Discharge for Scenarios 1 and 2,** for the summary of initial and future nitrogen and phosphorous discharge in each of the watersheds. All estimates are based on projected future growth occurring inside and outside the existing City limits. Any new development annexed into the City of Aberdeen will be required to address nutrient loading.

Table 10-6. Summary of Estimated Non-Point Nitrogen & Phosphorus Discharge for Scenarios 1 and 2

Scenario		Total Non-Point Discharge			Swan Creek		Bush River		APG Watershed	
		% Change	Initial	Future	Initial	Future	Initial	Future	Initial	Future
Nitrogen	1	13%	25,040	28,299	13,144	15,804	8,624	9,007	3,272	3,489
	2	16%	20,182	23,454	12,672	15,017	7,510	8,437	N/A	N/A
Phosphorus	1	16%	3,132	3,624	1,599	2,006	1,110	1,166	423	452
	2	17%	2,513	2,929	1,644	1,950	869	979	N/A	N/A

Due to the limitations of the WTM, the results cannot be used to accurately predict actual nutrient loads within Swan Creek or other watersheds to allow for direct comparisons of TMDLs, but instead can only be used for comparing the relative impacts of alternative land use plans.

Table 10-7. Change in Impervious Surface Area (acres) for Scenarios 1 and 2

Scenario	Total		Swan Creek Watershed		Bush River Watershed		APG Watershed	
	Initial	Future	Initial	Future	Initial	Future	Initial	Future
1 - Infill	3880	3881	2440	2440	1019	1020	421	421
2 - Growth Areas	5235	5240	3240	3245	1995	1995	N/A	N/A

Swan Creek

Approximately 60% of the City of Aberdeen is in the Swan Creek Watershed. This watershed is listed as Category 3 under the Integrated Report and identifies the potential pollutants as Nutrients (nitrogen, phosphorus), Suspended Solids, and Combined Benthic/Fishes Bioassessments. Swan Creek Watershed is listed under Category 5 of the Integrated Report as impaired for impacts to biological communities. Approximately 46% of the Swan Creek Watershed is estimated as having fish and/or benthic indices of biological impairment in the poor to very poor category. The City of Aberdeen's WWTP with a design capacity of 4.0 MGD and Swan Harbor Dell WWTP, serving a mobile home park, are two-point sources discharging into Swan Creek.

However, there is also a TMDL for nitrogen and phosphorus loading into Swan Creek approved by the Watershed Protection Division of EPA Region III in March of 2002. According to the report, the State's 1996 list of Water Quality Limited Segments, Swan Creek is impaired by excess nutrients and suspended sediments. This report only addressed TMDL's for nitrogen and phosphorus and does not address sediment impairments. TMDL's for the nutrients are recorded on **Table 10.8, TMDLs for Annual Average Flow Conditions for Swan Creek** below and as follows:

Table 10-8. TMDLs for Annual Average Flow Conditions for Swan Creek

	Nitrogen	Phosphorus
Non-Point Source TMDL (lbs/yr)	121,907	9,774
Point Source TMDL (lbs/yr)	49,637	3,492
Total TMDL	**171,544**	**13,266**

Source: TMDL for Swan Creek

Estimated non-point nitrogen and phosphorous discharge for the City of Aberdeen scenarios is less than the non-point source TMDL of the Swan Creek. However, the City of Aberdeen is not the only jurisdiction

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contributing to these non-point loadings. **Table 10.9, Swan Creek WWTP Annual Nutrient Discharge Loads** shows the major WWTPs within the Swan Creek watershed along with their current nutrient discharge loads and ENR load caps for planning purposes.

Table 10-9. Swan Creek WWTP Annual Nutrient Discharge Loads

WWTP	Current*		Permit Load Cap	
	Nitrogen	**Phosphorus**	**Nitrogen**	**Phosphorus**
Aberdeen (MD0021563) (lbs/yr)	5,871	308	48,729	3,655
Swan Harbor Dell (MDR0023043) (lbs/yr)	487	3	487	3

*Source: NPDES Permit. Note: *Current information is from the most recent year presented in the source document. Permit and effluent testing data not available for Swan Harbor Dell, values based upon average flows in permit application and statewide permitted nutrient limitations.*

Bush River

This watershed is also listed as Category 3 under the Integrated Report and identifies the potential pollutants as Nutrients (nitrogen, phosphorus), Estuarine Bioassessments, PCB in Fish Tissues, Suspended Solids, and Combined Benthic/Fishes Bioassessments. **Table 10-10, Bush River WWTP Annual Nutrient Discharge Loads** shows the major WWTPs within the Bush River watershed along with their current nutrient discharge loads and ENR load caps for planning purposes.

Table 10-10. Bush River WWTP Annual Nutrient Discharge Loads

WWTP	Current*		Permit Load Cap	
	Nitrogen	**Phosphorus**	**Nitrogen**	**Phosphorus**
APG-Edgewood (MD0021229) (lbs/yr)	4,231	913	14,619	1,096
Sod Run (MD0056545) (lbs/yr)	143,450	10,841	243,645	18,273

*Source: NPDES Permit. Note: *Current information is from the most recent year presented in the source document. Effluent testing data not available for Sod Run, current values based upon average flows and permitted nutrient limitations.*

Aberdeen Proving Ground

This watershed is listed as Category 5 under Integrated Report and identifies the potential pollutants as Nutrients (nitrogen, phosphorus), Estuarine Bioassessments, Toxics, Suspended Solids, and Combined Benthic/Fishes Bioassessments. **Table 10-11, Aberdeen Proving Ground WWTP Nutrient Discharge Loads** shows the major WWTP within APG watershed along with its current nutrient discharge loads and ENR load cap for planning purposes.

Table 10-11. Aberdeen Proving Ground WWTP Nutrient Discharge Loads

WWTP	Current*		ENR Load Cap	
	Nitrogen	**Phosphorus**	**Nitrogen**	**Phosphorus**
APG-Aberdeen (MD0021237) (lbs/yr)	11,132	252	34,110	2,558

*Source: NPDES Permit. Note: *Current information is from the most recent year presented in the source document.*

The City should continue to work to implement stormwater BMPs along all three watersheds to help reduce the pollutants through non-point source discharge. The City of Aberdeen should also monitor approval of the TMDL and implementation strategy for Bush River and APG. In addition, the City of

Aberdeen should monitor progress of future TMDLs for the Swan Creek Watershed for other impairments discussed above.

TIER II WATERWAYS AND ANTIDEGRADATION

Tier II waterways are considered to be waterways high in quality that require special protections. In Harford County, seven waterways have been given Tier II status: Deer Creek 1, Deer Creek 4, Deer Creek 2, Little Gunpowder Falls 8, Little Gunpowder Falls 9, Overshot Branch 8, and Overshot Branch 7. The City of Aberdeen is not within a sub watershed affecting these Tier II designated creeks. See **Map 10-3, Tier II Waterways** for the location of the waterways that require special protection. In the future, the City of Aberdeen should monitor future designations of Tier II waterways to ensure waterways affected by urban runoff or future development in the City are recognized and measured to maintain high-quality waterways are implemented.

Another policy used by the State to protect water quality is the Antidegradation Policy. For any amendments to a county water and sewer plan or discharge permit, MDE must review the proposed change in light of the Maryland Antidegradation Policy. This policy ensures that water quality continues to support designated uses. In addition to protecting designated uses, federal and State laws require protection of waters that are of higher quality than the minimum standards. These waters are designated "Tier II." Tier II waters in Harford County occur mostly in the Deer Creek, Broad Creek, and Little Gunpowder Falls watersheds and are depicted on the Sensitive Areas Map. All but one occurs outside of the Development Envelope. None of the major WWTPs in Harford County discharge to Tier II waters, and there are no plans for any future discharges to these waters. One small treatment plant, Spring Meadows, services an existing community in the Deer Creek watershed; there are no plans for expansion.

Swan Creek Watershed

Bush River
Watershed

Aberdeen
Proving Ground
Watershed
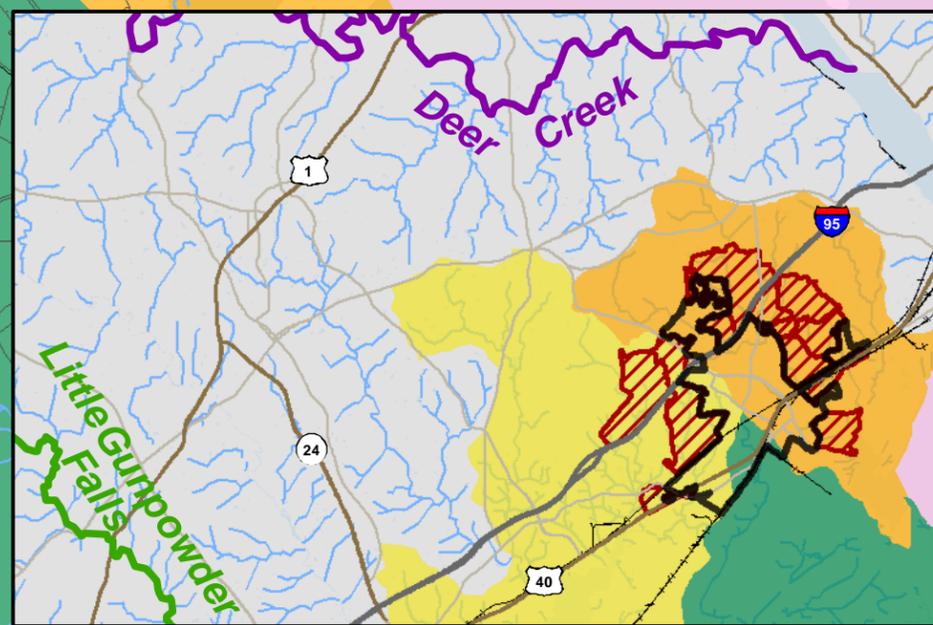
FLOOD RESILIENCY AND CLIMATE ACTION ADAPTATION

Urban and riverine flooding is a growing issue in Maryland. Accordingly, Maryland updated its *Stormwater Management Law, Environment Article 4-201.1*, effective June 1, 2021. The statute now requires local governments to plan for more frequent floods caused by climate change, and to reduce flood induced pollutants to local waters and the Chesapeake Bay.

Map 9-4, Flood Hazard Areas (**See Chapter 9 - Environmental Resources and Sensitive Areas**) illustrates the Federal Emergency Management Agency (FEMA) Flood Hazard Areas. **Map 9-6, Sea Level Rise Inundation,** (**See Chapter 9 – Environmental Resources and Sensitive Areas**) illustrates the SLR inundation for two-feet, five-feet and 10-feet inundation along Swan Creek. It is estimated that in 2020 – 2021, public works staff spent approximately 4% percent of its staff time dealing with flood cleanup activities. Appropriating resources on flood mitigation planning can be a more cost-effective use of staff time. Planning efforts should also be applied with an equity lens and not a simple cost benefit approach.

The National Flood Insurance Program (NFIP), managed by FEMA, makes federally backed flood insurance available in communities that agree to adopt and enforce floodplain management regulations to reduce flood damage. The NFIP's Community Rating System (CRS) encourages community floodplain management activities that exceed the minimum NFIP standards. Under the CRS, flood insurance premium rates are adjusted to reflect the reduced flood risk resulting from community activities based upon 19 creditable activities, organized in four categories: (1) public information; (2) mapping and regulations; (3) flood damage reduction; and (4) warning and responses. There are 10 CRS classes: Class 1 gets the largest premium reduction (currently 45%) and Class 10 receives no premium reduction. The City currently participates through Harford County, a Class 7 community, and all Harford County residents and business within Special Flood Hazard Areas (SFHA) currently receive a 15% premium reduction on flood insurance (5% reduction for non-SFHA). In sum, complying with Maryland's State requirement of improving flood management could help communities get the most out of the CRS and possibly rate premium reductions.

11 Implementation

IMPLEMENTATION

The goals and objectives for each of the chapters in Plan Aberdeen are outlined below. The goals and objectives are consistent with the State of Maryland's Twelve Planning Visions, as discussed in the previous chapters. The City of Aberdeen's Mayor and Council, Department of Planning and Community Development, Department of Public Works, Department of Finance, and the Aberdeen Police Department will work collaboratively to review the progress made in meeting these goals and strategies in Plan Aberdeen. The intent is for the goals and strategies to be completed or underway during the next 10 years. Following adoption of Plan Aberdeen, the Planning Commission will work with City Staff and City Council to identify priorities for implementation. Priorities will be identified as: high - occurring in the first five years; medium, - between 5 and 10 years; and long, - occurring in 10 or more years. Priorities are subject to change as situations may change following adoption of Plan Aberdeen. All efforts are subject to availability of funds and resources to help meet the goals and objectives identified as part of this plan update.

IMPLEMENTATION STRATEGY
COMMUNITY FACILITIES – CHAPTER 3
Public Facilities and Services
1. **Goal: Establish plans and programs for City parks, recreation, and open space management.**
Strategy: Develop a parks and recreation program to support the Aberdeen community, which may include budget allocations, prioritization, and establishing a Department of Parks and Recreation.
Strategy: Amend the Development Code to require recreational amenities in residential developments over 100 residential lots (i.e., multi-purpose fields, walking trails, playgrounds, etc.).
Strategy: Support the design, planning, and construction of the proposed Aberdeen Activity Center with Harford County Parks and Recreation.
Strategy: Partner with University of Maryland Upper Chesapeake to create a walking trail to connect with existing commercial areas and University of Maryland Upper Chesapeake Aberdeen Medical Campus from the new Activity Center site.
Strategy: Construct pocket parks where appropriate in residential developments throughout the City.
Strategy: Utilize the existing facility study for the Aberdeen Swim Center and prioritize the necessary improvements to bring the facility into ADA, electrical, plumbing, and building code compliance.
2. **Goal: Maintain the existing and planned public facilities to accommodate growth and sustainability.**
Strategy: Conduct a facility study to determine current and future needs for City departments.
Strategy: Conduct an energy audit and update all public facilities to include lighting, cooling, and heating.

3. **Goal: Ensure that the Aberdeen's approved development plans are shared with Harford County Board of Education and other agencies.**

Strategy: Compile building permit data annually and forward to Harford County agencies for review (i.e., Board of Education, Planning and Zoning, etc.) to plan for adequate public facilities.

4. **Continue to coordinate with Aberdeen Proving Ground (APG).**

Strategy: Continue ongoing coordination efforts to ensure that future needs for APG and related community facilities, housing and transportation improvements are addressed.

5. **Goal: Continue to offer a semi-annual community bulk item drop off event.**

Strategy: Assist residents by providing a venue to collect and remove unwanted household items.

Strategy: Improve the appearance of our community.

6. **Goal: Continue to refine the Adequate Public Facilities Ordinance requirements and process for review.**

Strategy: Establish a process and timeline for reviewing Adequate Public Facilities reports.

Strategy: Coordinate with Harford County Government to ensure that effective planning and implementation occurs for public facilities and utilities located adjacent to the City limits.

Strategy: Develop a long-term capital improvement plan (10 years) consistent with the adopted Plan Aberdeen.

Strategy: Promote innovative and sustainable strategies for the orderly extension of public facilities to include transportation facilities and other related services.

IMPLEMENTATION STRATEGY
LAND USE – CHAPTER 4
Land Use, Zoning Districts, and Development
1. Goal: Use the projections and analysis included in Plan Aberdeen to evaluate the current distribution of land uses compared to future growth scenarios.
Strategy: Review the Aberdeen Zoning Map for any sectional map amendments and rezonings.
Strategy: Conduct a comprehensive rezoning after adoption of Plan Aberdeen.
2. Goal: Evaluate opportunities for redevelopment and identify infill parcels.
Strategy: Promote revitalization of older neighborhoods.
Strategy: Establish a grant program using available Maryland Department of Housing and Community Development program funds and HUD Community Development Block Grant funds as available, to revitalize residential neighborhoods to include interior and exterior renovations, energy efficiency upgrades, and streetscape improvements.
Strategy: Market infill parcels to homebuilders and developers.
3. Goal: Consider rezoning opportunities for the Transit Oriented Development (TOD) District.
Strategy: Identify parcels within the TOD District for rezoning and pursue a sectional map amendment after adoption of Plan Aberdeen.
Strategy: Evaluate the TOD Regulating Plan and form-based code for amendments regarding height, density, and use requirements.
Strategy: Draft and adopt amendments to the Development Code for the TOD District.
Strategy: Create an overlay zone for the Main Street area and establish architectural design criteria, signage, and landscaping.
4. Goal: Ensure sufficient lands are available for commercial and industrial/light manufacturing uses.
Strategy: Perform an annual analysis on commercial lands to ensure that capacity is available to meet the evolving demands of the area.
Strategy: Assess the future population needs to address job training and advance workforce skills, use of technological innovations, and reduce economic barriers to employment.
Strategy: Identify market segments that are growing and correlate these demands to locations that can support the required uses. If vacant parcels with the correct zoning are not available to meet the demands, Aberdeen should evaluate options for rezoning.
Strategy: Ensure suitably zoned lands are distributed throughout the City to provide all residents with close, easy access to their daily commercial needs.

5. Goal: Existing residential areas are protected from incompatible land uses.
Strategy: Preserve and improve the integrity of existing residential neighborhoods by prohibiting encroachment of incompatible land uses.
Strategy: Require commercial uses to provide measures designed to reduce impacts and nuisances to abutting residential area.
6. Goal: Evaluate the effectiveness and vision of the Integrated Business District.
Strategy: Evaluate the purpose of the Integrated Business District, allowable uses, and consider an overlay zone for new development or redevelopment.
Strategy: Encourage pedestrian and bicycle connections between new residential subdivisions with commercial uses.

IMPLEMENTATION STRATEGY
MUNICIPAL GROWTH – CHAPTER 5
Growth Patterns and Existing Land Use

1. **Goal: Continue to work closely with Harford County Planning and Zoning and the Maryland Department of Planning to ensure future annexations are consistent with Priority Funding Areas (PFA), Growth Tiers, Harford County's Master Plan and Master Water and Sewer Plan.**

Strategy: Request updates of the PFA boundary map for future annexations to meet the municipal growth needs and ensure opportunities for funding is consistent with State laws and regulations.

Strategy: Meet quarterly with the municipal and County Planning Directors to discuss planning and zoning, land use, and annexation issues.

2. **Goal: Continue to grow and redevelop the Main Street area as a destination for Aberdeen.**

Strategy: For the redevelopment of Planning Area 1 Aberdeen, consider opportunities to support Main Street and the TOD District through rezoning or an overlay zone.

Strategy: Evaluate the sign requirements in the Main Street and the TOD District to see if they are applicable or need to be amended.

Strategy: Work with property owners to market vacant buildings and lease spaces and utilize available City programs for interior and exterior building improvements.

Strategy: Promote higher density uses on Main Street and the TOD District.

Strategy: Continue with the marketing and branding efforts that support Main Street – streetscape enhancements and community events.

Strategy: Adopt business incentives to attract new businesses and expand existing businesses in the Main Street and TOD District areas.

Strategy: Utilize available grant funding for projects that further economic development and foster creative placemaking.

Strategy: Work with Harford County Government, Harford County Chamber of Commerce, and the Aberdeen Chamber of Commerce to develop a program for entrepreneurs and start-up ventures.

Strategy: Work with Visit Harford! to market events in the Main Street and grow the downtown as a tourism destination.

3. **Goal: Continue to evaluate the existing City processes and procedures to ensure future needs are met based on changing rules and regulations.**

Strategy: Develop a timeline for updating the Comprehensive Rezoning Process and discuss with Planning Commission and City Council.

Strategy: Review the Aberdeen Development Code and Subdivision Regulations for any updates or revisions necessary to support the goals of Plan Aberdeen.

Strategy: Develop a timeline for updating the Development Code and Subdivision Regulations and present draft amendments to the Planning Commission and City Council for review and approval.

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Future Planning Areas
1. **Goal: Continue to monitor and assess each Planning Area and the potential for growth opportunities.**
Strategy: Further evaluate each Planning Area, based on the City's priorities, for growth and potential annexation.
Strategy: Ensure that identified development and growth opportunities are consistent with the City needs as identified throughout the Comprehensive Plan.
Strategy: Ensure that growth and future annexations are consistent with the Vision Statement and the State of Maryland's Twelve Planning Visions.
2. **Goal: Consider developing an incentive policy for annexations that are beneficial to the City.**
Strategy: Identify incentive items that may be beneficial to the City to encourage annexations in the higher priority Planning Areas. Incentives could include reduced real estate tax rates for a specified period, reduced water and sewer connection charges, and zoning changes.

Public Services and Infrastructure
1. **Goal: Prioritize the public infrastructure needed to support future growth based on Plan Aberdeen recommendations.**
Strategy: Continue to work with Harford County Government to fully understand the constraints and limitations of the existing water and sewer services and transportation.
Strategy: Continue to work closely with Harford County Government to identify needs for emergency services and community facilities such as parks, schools, and libraries.
Strategy: Continue to work closely with Harford County Government to amend the Master Water and Sewer Plan biannually to correlate with Aberdeen annexations.
Strategy: Initiate review of the existing Adequate Public Facilities Ordinance (APFO) to identify any revisions to the Ordinance that are required to better support future growth. This review should include consideration of additional public infrastructure or services that should be incorporated into the APFO in addition to water and sewer assets and examination of the user fees and rate structures currently in place.
2. **Goal: Develop a capital improvement program to support the infrastructure needed to support future growth.**
Strategy: Identify potential funding opportunities in the form of grant programs to help support infrastructure needs.
Strategy: Include requests for funding in Aberdeen's annual budget for the capital improvement program to plan for and design for future growth. This effort may include feasibility studies and cost estimates, to prioritize needs for the capital improvement program.

IMPLEMENTATION STRATEGY
HOUSING – CHAPTER 6
Housing Inventory
1. Goal: Identify, evaluate, and analyze current and future housing needs and trends.
Strategy: Create a housing inventory of existing conditions that includes, but is not limited to, housing condition, age, cost, size, type, tenure and vacancy rate.
Strategy: Continue to track and monitor building permits issued for new residential projects and housing renovations.
Strategy: Coordinate with Harford County and with the Maryland Department of Planning on the development of MDP's ongoing Statewide Building Permit Reporting System so that local building permit data are compatible with the new MDP tool(s) and the output from the tool(s) can be used for local analysis.
Strategy: Work with local and county elected officials and regional organizations such as the Baltimore Metropolitan Council to identify housing needs, including the need for housing for all age groups, to support aging in place and other long-term housing needs.
2. Goal: Identify incentives for the improvement or redevelopment of housing.
Strategy: Utilize programs offered by the Harford Department of Housing and Community Development and the MD Department of Housing and Community Development to help homeowners maintain and improve their housing conditions.
Strategy: Explore applying for State Community Legacy funds to fund a residential renovation and/or façade improvement program.
Strategy: Identify grants and other funding opportunities to assist low to moderate income residents to support improvements in their homes.
Strategy: Engage nonprofit organizations to assist in the rehabilitation of dilapidated or older housing stock.
3. Goal: Identify substandard dwellings and develop a plan of action to improve them.
Strategy: Review the Livability Code requirements and amend minimum standards if warranted.
Strategy: Explore establishing a rental registration program to ensure rental housing units meet Livability Code requirements.
Strategy: Consider amendments to the Environment Control Code.
Strategy: Consider adopting the International Property Maintenance Code to address blighted and vacant housing and property and building maintenance issues.
Strategy: Encourage efforts to maintain the quality and appearance of residential neighborhoods to improve the quality of life and retain property values.
Strategy: Assess City staffing needs to implement and oversee regulatory programs related to housing and connections to available resources.

Affordable and Workforce Housing
1. **Goal: Continue to identify opportunities to provide equity in housing and affordable housing opportunities in the City.**
Strategy: Work to ensure that a diversity of housing types, both rental and ownership opportunities, are available to serve all ages and income levels.
Strategy: Provide information on Maryland's Department of Housing and Community Development homebuyer programs to first-time home buyers to attract homeowners of all ages.
Strategy: Explore available funding sources to establish a 'Live Near Your Work' program to provide incentives for people to work and live in the City.
Strategy: Explore opportunities to preserve historical and architectural character and promote the rehabilitation and re-use of existing structures where feasible.
Strategy: Identify opportunities to increase the supply of housing for the senior population, including developments that support aging in place.
Strategy: Support affordable housing opportunities that are accessible to the entire population, without compromising the quality of residential neighborhoods.
Strategy: Support housing projects that provide a mix of housing to serve a mix of income levels and integrating traditional market housing with affordable housing opportunities.
Strategy: Look for opportunities to further encourage and incentivize affordable housing, including multi-family housing, in the City's designated Transit Oriented Development area.
2. **Goal: Continue to identify opportunities to provide housing to support city workforce needs.**
Strategy: Work closely with existing employers and new commercial and industrial developments to identify the workforce needs and housing available for employees.
Strategy: Share information with local business about the types of housing available in the City.
Strategy: Promote the real property tax break for current and future City employees.

Fair Housing
1. **Goal: Take steps to affirmatively further fair housing throughout the City.**
Strategy: Coordinate with the Maryland Department of Planning and the Maryland Department of Housing and Community Development to complete the required Fair Housing Assessment upon the issuance of guidance from State agencies.
Strategy: Identify community partners that provide services to assist those experiencing homelessness.
2. **Goal: Collaborate with County and Non-Profit Agencies to address homelessness in the City.**
Strategy: Work with Harford County elected officials, the Harford County Department of Housing and Community development (HCD) and the Harford Community Action Agency to better quantify homelessness so that resources can be targeted to reduce it.
Strategy: Identify community partners that provide services to assist those experiencing homelessness.

IMPLEMENTATION STRATEGY
TRANSPORTATION – CHAPTER 7
Roadway System
1. Goal: Continue to maintain existing transportation infrastructure in a state of good repair.
Strategy: Evaluate the existing transportation infrastructure and identify needs for ongoing maintenance and rehabilitation.
Strategy: After evaluation and identification of maintenance needs; prepare updates to the capital improvement program for budgetary purposes and review by City Council.
Strategy: Work with the Maryland Department of Transportation (MDOT) to ensure that Aberdeen's transportation priorities are included in the Statewide Transportation Improvement Program (STIP).
Strategy: Work with Harford County Government to ensure that Aberdeen's transportation priorities are included in the annual Harford County Priority Letter to MDOT.
Strategy: Review crash history and other data with the Aberdeen Police Department to identify safety improvements needed on existing roadways.
Strategy: Continue to receive public input on the needs for continuous improvement to the transportation infrastructure throughout Aberdeen.
Strategy: Continue to include landscaping for traffic calming measures and other amenities as part of transportation improvements.
Transit Oriented Development (TOD)/Multimodal Transportation Hub
1. Goal: Identify opportunities to provide additional multimodal connectivity.
Strategy: Develop a master plan for pedestrians, bicycles, and other non-motorized modes of transportation to provide safe, convenient, and accessible pathways to connect to the Main Street and Transit Oriented Development (TOD) areas.
Strategy: Pursue other Federal and State grant opportunities to enhance and revitalize the Aberdeen MARC/Amtrak Train Station and implement the TOD Master Plan.
Strategy: Pursue Federal earmarks to complete the preliminary engineering design and geotechnical reports for the proposed TOD Station Square improvements that include removal of the pedestrian overpass and construct a pedestrian underpass that is ADA compliant.
Strategy: Continue to work with MDOT MTA and Harford Transit to evaluate and refine transit services to the City, APG, and nearby areas, including the needs for paratransit service.
Strategy: Work with Harford County Government, Baltimore Metropolitan Council, and other municipalities to adopt the U.S. Route 40 Bicycle and Pedestrian Concept Plan and Study.

Transportation and Sidewalk Connectivity
1. **Goal: Identify opportunities for connectivity between residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation throughout Aberdeen.**
Strategy: Develop a master plan to connect residential, commercial, and recreational nodes for pedestrians and non-motorized modes of transportation.
Strategy: Develop a sidewalk master plan as part of the overall transportation master plan to identify gaps in the existing sidewalk network and places of interest for connectivity.
Strategy: Identify locations for improving and prioritizing transportation connectivity between parks and recreational nodes with residential communities.
Strategy: Utilize best practices to identify bicycle, pedestrian, transit, and overall vehicular operational and infrastructure needs.
Strategy: Identify updates to the Subdivision Regulations, Adequate Public Facilities Ordinance, and Development Code to ensure recommendations from the transportation master plan are updated as appropriate.
Strategy: Work with the community to help identify needs and solutions, while educating the public on the fiscal and physical constraints and limitations, including the cost to provide additional transportation infrastructure.
Transportation Infrastructure
1. **Goal: Identify other transportation infrastructure needs to meet the changing technology and environmental conditions as well as transportation travel demand changes.**
Strategy: Provide additional vehicle charging stations as the number of electric vehicles continues to increase.
Strategy: Explore alternative fuel sources such as compressed natural gas (CNG) for City-owned vehicles.
Strategy: Ensure that all signage and markings are to the latest standards and specifications to ensure compatibility with the requirements for connected and autonomous vehicles.
Strategy: Identify any future infrastructure improvement needed and ensure future transportation infrastructure projects are designed to address any issues related with changing climate or conditions such as more intense rain and snow events.
Strategy: Incorporate electric vehicle charging stations into new residential and commercial developments.

IMPLEMENTATION STRATEGY
ECONOMIC DEVELOPMENT – CHAPTER 8

Industries

1. **Goal: Diversify Aberdeen's employment base and encourage industries that promote skilled employment.**

Strategy: Promote job training and educational programs offered by Harford Community College, Harford County Office of Economic Development, and Susquehanna Workforce Network.

Strategy: Continue to be an advocate for Aberdeen Proving Ground (APG) and the Army Alliance. Support the mission of Aberdeen Proving Ground and the defense community.

Strategy: Address joint land use and the Department of Defense's Army Compatible Use Buffer Program as it relates to APG.

Strategy: Promote the University of Maryland Upper Chesapeake initiatives and support growth in the medical and health industry sectors.

Economic Development

1. **Goal: Provide the overall conditions to attract new businesses and retain and expand existing businesses.**

Strategy: Continue to work with business owners to identify opportunities to develop and enhance workforce pipelines. This could include creating or enhancing job training or apprenticeship organizations. Collaborate with Harford Community College and other agencies for assistance with programs and resources to focus on this issue.

Strategy: Collaborate with internal and external agencies to improve workflow on the review and approval of development plans.

Strategy: Analyze the Code of the City of Aberdeen for regulations that may hinder economic development and growth (i.e., admissions and amusement tax, personal property taxes, etc.).

Strategy: Ensure future small area plans include economic development elements.

Strategy: Ensure that infrastructure necessary for businesses are available at a level of service that supports and encourages economic development. This includes roads, water and sewer infrastructure, as well as, broadband internet service, sidewalks, bicycle accommodations and public transit that connects residents with commercial centers.

Strategy: Complete an analysis of retail and business needs nearby and develop a strategy to address needs.

2. **Goal: Revitalization of downtown and U.S. Route 40.**

Strategy: Create a unified approach to revitalizing U.S. Route 40 with the City of Havre de Grace and Harford County Government.

Strategy: Encourage and assist entrepreneurs in start-ups, marketing, and finding working capital for their new business ventures.

Strategy: Promote the assets within the Main Street area such as the Aberdeen MARC/Amtrak Train Station, civic uses, historic B&O Train Depot, and Festival Park to encourage business development and tourism.

Strategy: Encourage the adoption of a vacancy ordinance for downtown and U.S. Route 40.

Strategy: Market the culturally diverse businesses in the downtown.

Strategy: Work with the property owners to identify and address obstacles that preclude them from leasing their buildings.

Strategy: Market the downtown as a viable center for transit, retail, customer service uses, professional offices, and civic functions.

Strategy: Continue to seek funding for the Transit Oriented Development (TOD) – Station Square improvements.

Strategy: Continue to seek funding from State Revitalization Programs that benefit businesses in this area.

Strategy: Promote the existing business incentives offered by the City.

Strategy: Target businesses that do not have a presence in Aberdeen and provide financial incentives to attract them.

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IMPLEMENTATION STRATEGY
ENVIRONMENTAL RESOURCES & SENSITIVE AREAS – CHAPTER 9

Habitats of Rare, Threatened, and Endangered Species

1. **Goal: Ensure protection of the Aberdeen's natural environment and its most important environmentally sensitive features.**

Strategy: Continue to monitor state, federal, and county regulation changes with respect to natural resources protection and update the Code of the City of Aberdeen, as necessary.

Strategy: Preserve stream valleys, floodplains, and nontidal wetlands and their buffers.

Strategy: Adopt updated critical area map and the critical area program requirements for Aberdeen.

Conservation of Lands

1. **Goal: Encourage enhancement and expansion of natural and forest lands.**

Strategy: Use codes and plan reviews to ensure native, non-invasive vegetation is preserved and/or planted along waterways, and within parks, open spaces, and public rights-of-way to the extent practicable.

Strategy: Establish and implement an invasive species removal program and focus on planting native species within natural areas and forest lands.

Strategy: Continue membership in the 'Tree City USA' program and expand practices resourced in this program.

Strategy: Conduct a comprehensive inventory of the existing forested lands and set goals for preserving existing forest and increasing forest on public lands.

Strategy: Conduct a street tree inventory and assess the health and maintenance of the street trees. Complete all necessary street tree maintenance.

Strategy: Conduct a tree cover analysis to determine the extent of the City's tree resources and green infrastructure.

Sustainable Growth

1. **Goal: Emphasize and enhance sustainable environmental practices within the City.**

Strategy: Develop a volunteer-based sustainability/green team to assist with environmental protection and enhancement goals throughout Aberdeen.

Strategy: Support the ongoing efforts for the Aberdeen's Sustainable Maryland Certification.

Strategy: Support energy efficiency and renewable energy upgrades in new and existing public facilities.

Strategy: Adopt local mitigation, floodplain management, and outreach activities that exceed the minimum National Flood Insurance Program (NFIP) and allow for the application for Community Rating System (CRS) participation through the Federal Emergency Management Agency (FEMA).

IMPLEMENTATION STRATEGY
WATER RESOURCES – CHAPTER 10

Water Resources
1. **Goal: Protect and conserve the existing drinking water supply and distribution system.**
Strategy: Manage the City's wellfield to allow for increased infiltration, enhanced forest regeneration, open space, and smart growth in providing adequate space to allow for the recharge of the shallow wellfield aquifer.
Strategy: Renew and maintain bulk water purchase agreements with Harford County Government and the City of Havre de Grace.
Strategy: Develop a long-term systemwide replacement strategy for watermains past their useful life.
Strategy: Develop a long-term capital improvement program to rehabilitate existing pump stations, water towers, and water treatment plant.
Strategy: Periodically review the Wellhead Protection Plan to ensure potential source water contamination causes are being avoided as well as monitoring of water quality in the supply wells.
Strategy: Assess the vulnerability of the wellfield to saltwater intrusion and, if necessary, evaluate mitigation strategies.
2. **Goal: Provide safe drinking water to serve existing customers and future development demands.**
Strategy: Continue strategic planning to assess the feasibility of supplemental water sources, including but not limited to supplemental wellfields, additional or revised bulk water purchase agreements, and a raw water intake and treatment facility that draws from available and reliable surface water sources such as the Susquehanna River.

Wastewater Capacity
1. **Goal: Provide adequate wastewater treatment and conveyance capacity to serve existing and future development demands.**
Strategy: Continue to perform routine assessments of the current wastewater conveyance system and evaluating proven cost-effective repairs, replacements, and upgrades. Identify funding constraints, priorities, and develop funding strategies to meet the City's needs.
Strategy: Develop a long-term system wide replacement strategy for wastewater mains that are currently past useful life.
Strategy: Identify capacity issues in the current system and develop plans to upgrade to meet the future capacity requirements.
Strategy: Develop a creative communications program that will carry the message to the public regarding disconnecting rain gutters and sump pumps from the collection system to reduce rain induced system infiltration and reduce FROG (frats, rags, oils, and greases) deposits that causes decreased pipe capacity, blockages, and increased maintenance costs.

Strategy: Revise ordinances and inspection procedures to mitigate and eliminate illegal discharge of sump pumps and stormwater runoff into the sanitary conveyance system.

Strategy: Revise pretreatment standards to consider nutrient loading (quality) in addition to flow rates (quantity) for commercial customers.

Strategy: Assess the vulnerability of the wastewater treatment facility to flooding including sea level rise (SLR) inundation and the impact of climate change. Consideration should be given to investigating mitigation options such as storage for overflows for future treatment.

Strategy: Continue strategic planning to assess the feasibility of various options to expanding the wastewater treatment plant (WWTP) capacity.

Total Maximum Daily Load and Watersheds

1. **Goal: Reduce the overall stormwater runoff discharge of stormwater.**

Strategy: Dedicate resources to comply with municipal separate storm sewer systems (MS4) permit requirements and the Chesapeake Bay's total maximum daily load (TMDL) goals.

Strategy: Implement best management practices (BMPs) during roadway construction and reconstruction projects, such as the reduction in impervious surface and the use of open section roadways where applicable.

Strategy: Review the Subdivision Regulations and revise where applicable to reduce road and right-of-way widths in all new developments to allow for the reduction in impervious surfaces.

Strategy: Create a policy to offer stormwater credits on impervious area reductions throughout the City.

Tier II Waterways

1. **Goal: Plan for resiliency in the face of more frequent floods caused by climate change and reduce flood induced pollutants to local waters and the Chesapeake Bay.**

Strategy: Appropriate resources to flooding mitigation planning that considers the full range of economic and social costs/social vulnerabilities associated with frequent and intense flooding events.

Strategy: Use plan reviews to ensure thick natural and native vegetation is preserved and/or planted along waterways, wetlands, and riparian buffers.

Strategy: Educate property owners of repetitive loss properties on options to better withstand threats of climate change and about options offered by the Maryland Department of the Environment (MDE).

Strategy: Examine and document threats to streams and their buffers due to climate change impacts (e.g., nuisance flooding, intense storms).
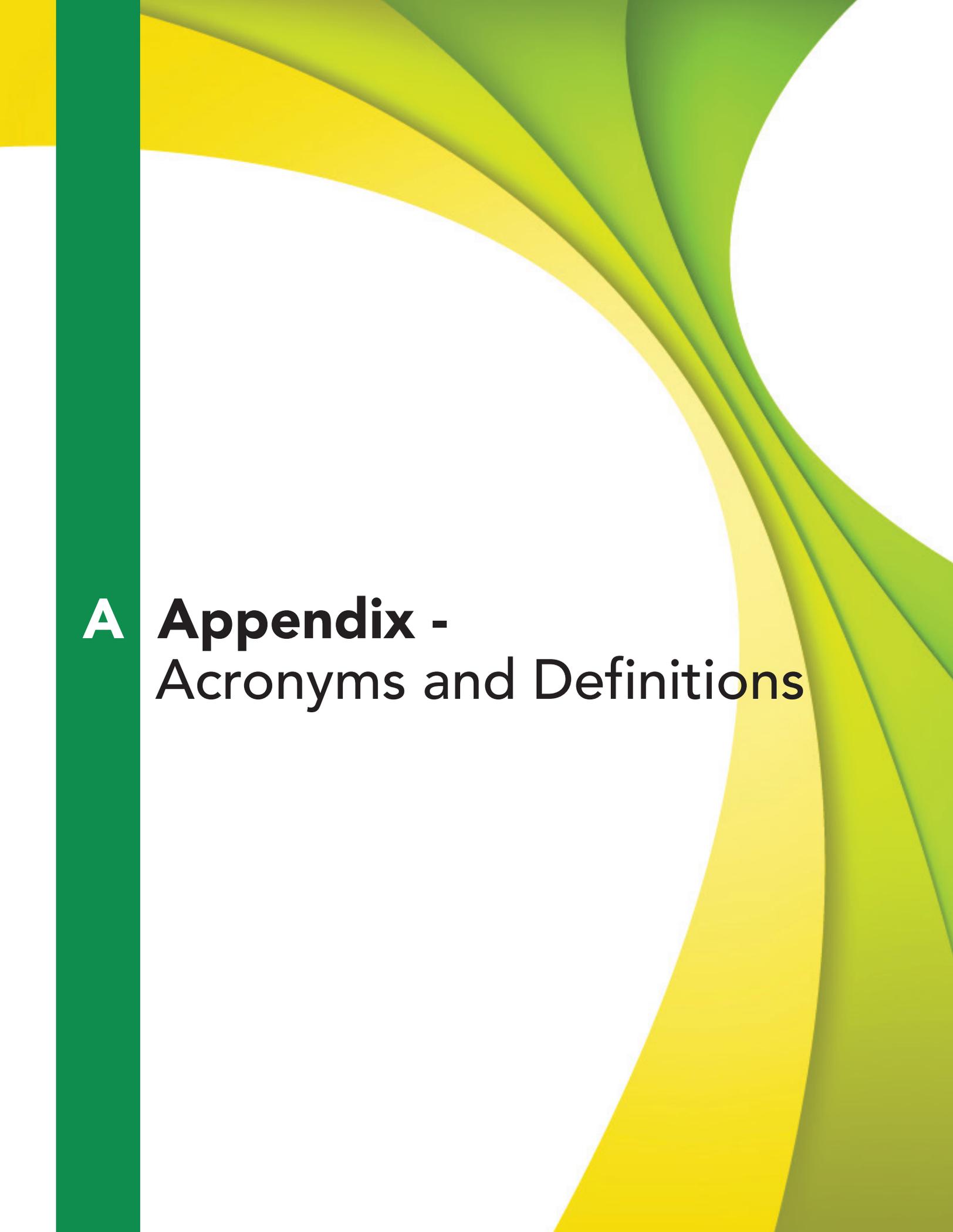
A Appendix -
Acronyms and Definitions

This appendix is intended for general guidance only. In the event of a conflict between these acronyms/ definitions and a formal, legal definition established by a County ordinance, the legal definition shall prevail.

ACRONYMS

AADT	Average Annual Daily Traffic
ACS	American Community Survey
ACUB	Army Compatible Use Buffer
ADA	Americans with Disabilities Act
AG	Agriculture
AMI	Area Median Income
APD	Aberdeen Police Department
APF	Adequate Public Facilities
APFO	Adequate Public Facilities Ordinance
APG	Aberdeen Proving Ground
ARC	Architectural Review Committee
ATEC	Army Test and Evaluation Command
AVFD	Aberdeen Volunteer Fire Department
AWWTP	Aberdeen Advanced Wastewater Treatment Plant
BMC	Baltimore Metropolitan Council
BMP	Best Management Practice
BRAC	Base Realignment and Closure
BRIP	Brownfields Revitalization Incentive Program
BWI	Baltimore/Washington International-Thurgood Marshall Airport
CALEA	Commission on Accreditation for Law Enforcement Agencies
CBCA	Chesapeake Bay Critical Area
CIM	Community Informational Meeting
CL	Community Legacy
CRS	Community Rating System
CTP	Consolidated Transportation Program
DNR	Department of Natural Resources
DPW	Department of Public Works
EDC	Economic Development Commission
EDU	Equivalent Dwelling Units
EFC	Environmental Finance Center
EMS	Emergency Medical Service
EMT	Emergency Medical Technicians
ENR	Enhanced Nutrition Reduction
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIDS	Forest Interior Dwelling Species
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
FMR	Fair Market Rent

FPMO	Maryland Model Floodplain Management Ordinance
FTA	Federal Transit Administration
GBC	Greater Baltimore Committee
GED	Graduate Equivalency Diploma
GGRA	Greenhouse Gas Reduction Act
GIS	Geographic Information System
HCPS	Harford County Public School
HEAT	Higher Education and Applied Technology
HECM	Home Equity Conversion Mortgage
HMP	Hazard Mitigation Plan
HUD	U.S. Dept. of Housing and Urban Development
I&I	Inflow and Infiltration
IBD	Integrated Business District
IDA	Intensely Developed Area
ISO	Insurance Services Office
JLUS	Joint Land Use Study
LDA	Limited Development Area
LEHD	Longitudinal Employer-Household Dynamics
LIHTC	Low-Income Housing Tax Credit
LOS	Level of Service
LRTP	Long-Range Transportation Plan
MALPF	Maryland Agricultural Land Preservation Foundation
MARC	Maryland Area Rail Commuter
MCCC	Maryland Commission on Climate Change
MCL	Maximum Contaminant Levels
MD	Maryland
MD DHCD	Maryland Dept. of Housing and Community Development
MDE	Maryland Dept. of the Environment
MDP	Maryland Dept. of Planning
MDOT	Maryland Dept. of Transportation
MDOT MAA	Maryland Dept. of Transportation Maryland Aviation Administration
MDOT MPA	Maryland Dept. of Transportation Maryland Port Administration
MDOT MVA	Maryland Dept. of Transportation Motor Vehicle Administration
MDOT SHA	Maryland Dept. of Transportation State Highway Administration
MDSBDC	Maryland Small Business Development Center Network
MDTA	Maryland Transportation Authority
MEAF	Maryland Economic Adjustment Fund
MEDCO	Maryland Economic Development Corporation
MET	Maryland Environmental Trust
MGD	Million Gallons per Day
MGE	Municipal Growth Element
MHT	Maryland Historic Trust
MIDFA	Maryland Industrial Development Financing Authority
MIHP	Maryland Inventory of Historic Properties
MLB	Major League Baseball
MML	Maryland Municipal League

MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTP	Maryland Transportation Plan
NCSS	National Cooperative Soil Survey
NFIP	National Flood Insurance Program
NBW	Neighborhood Business Works
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OLDCC	Office of Local Defense Community Cooperation
OSDS	Onsite Sewage Disposal System
PFA	Priority Funding Area
PPP	Public Participation Plan
POS	Program Open Space
PWQ	Partnership for Workforce Quality
QMTC	Qualified Maryland Technology Company
RCA	Resource Conservation Area
SBA	Small Business Administration
SCORE	Service Corps of Retired Executives
SD	Special Districts
SGSC	Smart Growth Subcabinet
SJRIS	Statewide Joint Land Use Response Implementation Strategy
SLR	Sea Level Rise
SMART	Speed Monitoring Awareness Radar Trailer
SMC	Sustainable Maryland Certified
SSPRA	Sensitive Species Project Review Areas
STEAM	Science, Technology, Engineering, Arts, and Mathematics
TAP	Transportation Alternative Program
TDM	Transportation Demand Management
TEDCO	Maryland Technology Development Corporation
TIF	Tax Increment Financing
TMDL	Total Maximum Daily Loads
TOD	Transit-Oriented Development
TOD-C	TOD Corridor
TOD-D	TOD Downtown
TOD-N	TOD Neighborhood District
UCMC	University of Maryland Upper Chesapeake Medical Campus
UCRM	Uniform Crime Reporting Model
UPWP	Unified Planning Work Program
U.S.	United States [of America]
USACE	U.S. Army Corps of Engineers
USDA	U.S. Dept. of Agriculture
US DOD	U.S. Dept. of Defense
US DOT	U.S. Dept. of Transportation
US EPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey

US HUD	U.S. Dept. of Housing & Urban Development
VCP	Voluntary Cleanup Program
WAUP	Water Appropriation and Use Permit
WIP	Watershed Implementation Plan
WRE	Water Resources Element
WWTP	Wastewater Treatment Plant

DEFINITIONS

Affordable Housing: Housing for which the household is paying no more than 30% of their annual income for gross housing costs, including utilities.

Agriculture: All methods of production or management of livestock, poultry, crops, vegetation, and soil, other than commercial logging and timber harvesting operations, and includes but is not limited to tillage, plowing, seeding, fertilization, pest control, harvesting, maintenance of best management practices, and marketing; feeding, housing, grazing, raising, and maintaining animals such as cattle, dairy cows, sheep, hogs, poultry, and equine and the handling of their by-products; orchards, nurseries, vineyards, cheese making, winery, and U-pick operations; and silviculture, sod production, and aquaculture.

Area Median Income (AMI): The median household income for the area adjusted for household size as published and annually updated by the U.S. Department of Housing and Urban Development.

Base Realignment & Closure (BRAC): The congressionally authorized process the US DOD has used to reorganize its base structure to more efficiently and effectively support our military forces, increase operational readiness, and facilitate new ways of doing business.

Building Permit: A permit (or other final approval) required before the construction, extension, conversion, alteration, or reconstruction of a structure.

Capital Improvement Program (or Plan) (CIP): An annually revised document that guides the County's investments in public facilities and infrastructure during a five-year time horizon.

Character: The result of the combination of various features and traits of an area as defined by the predominant pattern of physical scale, land use, building and site design, natural and historic features, and the vision for the area as expressed in adopted plans. Not all elements affect community character in all cases; a community usually draws its distinctive character from a few elements.

Chesapeake Bay Critical Area – generally defined as all land and water areas within 1,000 feet beyond the landward boundaries of tidal wetlands, the Bay and its tributaries.

Civilian Labor Force: All persons 16 years and over in the civilian noninstitutional population classified as either employed or unemployed.

Commercial Use: Any development approved by the County or a municipality that involves the retail or wholesale marketing of goods and services.

Community Facility: Facilities financed by public revenues and available for use by the public (e.g., roads, schools, sewerage treatment plants).

Community Sewerage System: Any system, whether publicly or privately owned, serving two or more individual lots, for the collection and disposal of sewerage or industrial wastes of a liquid nature, including various devices for the treatment of the sewage and industrial wastes.

Complete Streets: A policy that aims to improve transportation options and safety by ensuring that alterations to transportation systems are implemented to provide all users regardless of age or ability with a comprehensive and connected multimodal network.

Comprehensive Plan: The most recently adopted Aberdeen Comprehensive Plan text and all accompanying maps, charts, and explanatory material and all its amendments. A document, officially adopted by the local governing body, which spells out the manner a municipality, county, or county sub-area must develop. Typically, it includes a map showing proposed future land use and anticipated transportation and community facilities. It also contains policies for protecting environmental features and recommendations for amending local development-related ordinances in a manner that helps achieve its objectives. It must also explain how the jurisdiction will provide water for development and address the handling of sewage treatment plant discharges. Municipal comprehensive plans must explain how anticipated growth will impact community facilities and the environment and identify areas where growth will occur. The plan has legal significance in that zoning, provision of water and sewer, and other local actions and other actions must be consistent with its recommendations. Comprehensive plans capture how people want their communities to function and grow. Local jurisdictions must review their comprehensive plans every five years and update them every ten.

Connectivity: The measurement of a system of streets with multiple routes and connections serving the same origins and destinations. An inter-connected roadway network can accommodate more multimodal travel demands than a roadway network with limited connectivity.

Cost of Living: The cost of maintaining a certain standard of living measured by the average cost of the basic necessities of life (e.g., food, shelter, clothing). A rise in the cost of living reflects the rate of inflation.

Critical Area Buffer – measured 100 feet inland from mean high water, the landward extent of tidal wetlands, and the edge of tributary streams. The term Buffer also includes areas where the Buffer has been expanded beyond 100 feet to include contiguous steep slopes or hydric soils.

Critical Workforce: Individuals employed in the City as teachers (full-time); law enforcement officers (full-time), including correctional officers; emergency medical technicians (full-time); active members of a volunteer fire company for the past 12 months, including both firefighters and emergency medical technicians, who are certified by the president of the County Volunteer Chief's Association; and emergency dispatchers.

Development: Division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of structures; any use or change in use of structures or land; extension of use of land; or clearing, grading, or other movement of land for which permission may be required pursuant.

> **Active Adult:** Developments with age-restricted occupancy, where at least one occupant must be over the age of 55.

> **Infill:** Development that takes place on vacant or underutilized parcels within an already-developed area.

Development Density: The number of dwelling units allowed per acre based on zoning, after deducting environmentally sensitive lands.

Development Intensity: The carrying capacity or degree to which an area of land can be physically developed, to the fullest extent possible. The development intensity of a land area is determined by the degree of suitability it has after deducting conservation measures. A development intensity factor may be assigned based on land suitability, sensitive water resources, and infrastructure. Development intensity can be controlled by density for residential development as well as through floor area ratio on the parcel level for commercial, mixed use, and industrial developments.

Dwelling: A building or portion of a building that is designated or used for residential purposes.

> **Multi-Family:** A planned residential development consisting of more than one dwelling unit (such as duplexes, townhouses, cottage homes, apartments or multiplex).

> **Single-Family:** A dwelling designed for single-family residential use and occupied by not more than one family and having no roof, wall, or floor in common with any other dwelling unit, including site-built homes, modular homes, and double-wide manufactured homes.

> **Duplex (Two-Family):** A two-family dwelling, either stacked or sharing a common wall, designed for and occupied exclusively as the residence of not more than two families, whether as renters or owners, each living as an independent housekeeping unit.

> **Unit:** A principal building, room, or group of rooms providing, or intended to provide, living quarters for not more than one family.

Easement: The authorization by a property owner for the use by another and for a specified purpose of any designated part of the property.

> **Agricultural:** A nonpossessory interest in land that restricts the conversion of use of the land, preventing nonagricultural uses.

> **Conservation:** A nonpossessory interest in land that restricts the manner that the land may be developed in an effort to conserve natural resources for future use.

Economic Center: An area of the City where economic development has recently or traditionally occurred and where a significant percentage of residents and commuters work located in or near the City.

Economic Development: The process of improving a community's well-being through job creation, business growth, and income growth, as well as through improvements to the wider social and natural environment that strengthen the economy.

Employed Persons: All persons who, during the reference week (the week including the 12th day of the month), did any work as paid employees, worked in their own business or profession or on their own farm, or worked 15 hours or more as unpaid workers in an enterprise operated by a member of their family; or were not working but who had jobs from which they were temporarily absent because of vacation, illness, bad weather, childcare problems, maternity or paternity leave, labor management dispute job training, or other family or personal reasons, whether or not they were paid for the time off or were seeking other jobs. Each employed person is counted only once, even if he or she holds more than one job.

Endangered Species: Any species of fish, wildlife, or plants that have been designated by the Secretary of the Department of Natural Resources. Designation occurs when the continued existence of these species as viable components of the State's resources are determined to be in jeopardy, including any species determined to be endangered pursuant to the federal Endangered Species Act, 16 U.S.C. § 1531 et seq., as amended.

Enhanced Nutrient Removal (ENR): The use of technologies that allow wastewater treatment plants to provide an advanced level of treatment, dramatically reducing nitrogen and phosphorus discharge in effluent. Its goal is to achieve effluent nutrient concentrations of a maximum of 3.0 milligrams per liter (mg/l) total nitrogen and 0.3 mg/l total phosphorus.

Equity: A condition of equality achieved by being intentional about improving quality of life for underserved, under-resourced, and vulnerable populations.

Erosion: The process where wind, water, ice, or gravity wear away the land surface.

Erosion and Sediment Control: The practice of preventing or controlling wind or water erosion, including containing eroded soil so that it does not wash off and cause water pollution to a nearby waterbody. Can also refer to an individual practice or device designed to prevent, control, or contain erosion and sediment. The State has a statewide erosion and sediment control program that establishes regulatory criteria and procedures to control sediment-laden runoff from land disturbing activities.

Fair Housing: The purpose of creating laws to prevent discriminatory housing practices; adding specific prohibitions relating to discrimination in housing; or providing remedies for discrimination in housing.

First-time Homebuyer: A homebuyer who has not owned a home as their primary residence in the three years prior to closing on the new home (some exceptions apply).

Flood: A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of inland or tidal waters or the unusual and rapid accumulation or runoff of surface waters from any source.

Flood Insurance Rate Map (FIRM): An official map on which the Federal Emergency Management Agency (FEMA) has delineated special flood hazard areas (SFHA) to indicate the magnitude and nature of flood hazards, to designate applicable flood zones, and to delineate floodways, if applicable. FIRMs that have been prepared in digital format or converted to digital format are referred to as "Digital FIRMs (DFIRM)."

Flood Zone: A designation for areas that are shown on Flood Insurance Rate Maps (FIRMs):

> **Zone A:** Special flood hazard areas (SFHA) subject to inundation by the 1% annual chance (100-year) flood; base flood elevations (BFEs) are not determined.

> **Zone AE & Zone A1-30:** Special flood hazard areas (SFHA) subject to inundation by the 1% annual chance (100-year) flood; base flood elevations (BFEs) are determined; floodways may or may not be determined. In areas subject to tidal flooding, the limit of moderate wave action (LiMWA) may or may not be delineated.

> **Zone AH & Zone AO:** Areas of shallow flooding, with flood depths of one to three feet (usually areas of ponding or sheet flow on sloping terrain), with or without BFEs or designated flood depths.

> **Zone B & Zone X (shaded):** Areas subject to inundation by the 0.2% annual chance (500-year) flood; areas subject to the 1% annual chance (100-year) flood with average depths of less than one foot or with contributing drainage area less than one square mile; and areas protected from the base flood by levees.

> **Zone C & Zone X (unshaded):** Areas outside of zones designated A, AE, A1-30, AO, VE, V1-30, B, and X (shaded).

> **Zone VE & Zone V1-30:** Special flood hazard areas (SFHA) subject to inundation by the 1% annual chance (100-year) flood and subject to high-velocity wave action.

Floodplain: Any land area susceptible to being inundated by water from any source.

Forest: a biological community dominated by trees and other woody plants covering a land area of 10,000 square feet or greater. A forest includes areas that have at least 100 live trees per acre, with at least 50% of those trees having a two-inch or greater diameter at 4.5 feet above the ground. A forest also includes areas that have been cut but not cleared. A forest does not include orchards.

Forest Interior Dwelling Species (FIDS): Species of birds that require relatively large, forested tracts in order to breed successfully (e.g., flycatchers, warblers, vireos, woodpeckers).

Forest Management: The protection, manipulation, and utilization of the forest to provide multiple benefits (e.g., timber harvesting, wildlife habitat).

Functional Classification: A classification used to describe a roadway's purpose or the degree to which its primary function is to provide access to adjacent land uses or mobility for longer-distance travel.

Geographic Information System (GIS): A computer system for capturing, storing, checking, and displaying data related to positions on Earth's surface.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Growth Area: Those lands designated and identified as most appropriate for future growth and residential density.

Historic Preservation: The act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property.

Historic Property: A district, site, building, structure, or object significant in history, architecture, engineering, archeology, or culture at the national, state, or local level.

Historic Structure: Any structure or cultural resource, including but not limited to residential, agricultural, and commercial buildings, that is at least 50 years of age or otherwise deemed to be of exceptional historical significance to the City due to its association with historic events or activities; association with persons who are important to the community or to specific developments of history; embodiment of distinctive characteristics of a type, period, method of construction, or the work of a master; or potential to provide important information about history or prehistory.

HOMELESS: The characterization of an individual living in a place not meant for human habitation, unsheltered, or in an emergency shelter or transitional housing.

HOUSEHOLD: One or more people who occupy a housing unit.

> **FAMILY:** Includes a householder and one or more people living in the same household who are related by birth, marriage, or adoption. All people in a household who are related to the householder count as members of that family. A family household may include people not related to the householder.

> **NON-FAMILY:** Consists of a householder living alone (i.e. a one-person household) or where the householder shares the home only with people sharing no relations (e.g., a roommate).

HOUSING:

> **Affordable:** Housing for which the household is paying no more than 30% of their annual income for gross housing costs, including utilities.

Age-Restricted: A residential complex containing multifamily or apartment dwellings designed for and occupied by persons 55 years or older, which may include a congregate meals program in a common dining area.

Cost: Rent for a rental housing unit or mortgage principal and interest, real property taxes, and insurance for a housing unit that is for sale.

COST BURDEN: Paying more than 30% of household income toward rent or for mortgage principal and interest, real estate taxes, and insurance.

Fair: The purpose of creating laws to prevent discriminatory housing practices; adding specific prohibitions relating to discrimination in housing; or providing remedies for discrimination in housing.

Low-Income: Housing that is affordable for a household with an aggregate annual income that is less than 60% of the area median income.

Stock: The total number of dwelling units (e.g., houses, apartments) in an area.

SUPPORTIVE: Collectively refers to housing for persons who may be considered disabled, handicapped, or in recovery from chemical dependency, under federal or State law, and includes developmental disability facilities (i.e. group home, neighborhood home, rest (family care) home); mental health facilities (i.e. group home); licensed sober house; and self-governed sober house.

TRANSITIONAL: A type of supportive housing for homeless or at-risk homeless but is not housing specifically targeted to serve persons who are considered disabled, handicapped, or in recovery from chemical dependency.

Unit: A single unit of a structure providing or intended to provide complete living and sleeping facilities for one or more persons.

Workforce: Housing that is affordable to households earning incomes within the range of 60% to 120% of the area's median household income and includes single-family homes, townhouses, condominiums, starter homes, and apartments affordable to area workers.

Impervious Surface: Any man-made surface that is resistant to the penetration of water, including areas of stored lumber, outdoor storage or display, and junkyards.

INCOME:

AREA MEDIAN (AMI): The midpoint of a region's income distribution—half earn more than the median and half earn less; published and annually updated by HUD.

EXTREMELY LOW: Income at or below the greater of 30% of area median income or the federal poverty level.

VERY LOW: Income at or below 50% of area median income.

LOW: Income at or below 80% of area median income.

MODERATE: Income 50%-80% of area median income.

Land Use: A description of how land is occupied or used.

> **Existing:** A description of how land is currently being used, which establishes a reference point for identifying areas suitable for change and redevelopment or areas appropriate for preservation.

> **Future:** How the City and its residents envision the future use of lands.

Level of Service (LOS): Quantitative standards established to determine how well a facility is operating.

Level of Traffic Stress (LTS): An approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic. The LTS methodology assigns a numeric stress level to streets and trails based on attributes such as traffic speed, traffic volume, number of lanes, frequency of parking turnover, ease of intersection crossings and others.

Multimodal: A term referring to facilities designed for and used by more than one mode of transportation (e.g., walking, cycling, automobile, public transit).

Multimodal Transportation Network: The physical network of connections among various modes of transportation (e.g., walking, cycling, automobile, public transit).

National Wetlands Inventory (NWI): An inventory of wetlands as identified by the U.S. Fish & Wildlife Service, typically including wetlands that are 5 acres or larger in size; additional wetlands may exist.

Nutrient Load: The quantity of nutrients (e.g., nitrogen, phosphorus) entering an ecosystem during a given period.

Parcel: An area of land with defined boundaries under unique ownership.

Planning Commission: An appointed body that advises the governing body on all matters related to the planning of growth and development, including the comprehensive plan, zoning, subdivision, and other issues (e.g., proposed rezoning, variances, special exceptions, development-related ordinances), generally with the authority to approve subdivision plats and other development plans.

Policy: A specific statement of principle or intent that implies clear commitment by the City or agency.

Population Growth: An increase in the number of people that live in a country, state, county, or municipality.

Preserved Lands: All lands subject to legal instruments or restrictions that prohibit development including, but not limited to, conservation easements, covenants, and deed restrictions made pursuant to the Maryland Environmental Trust (MET) or private nonprofit land trust; the Maryland Agricultural Land Preservation Foundation (MALPF); a TDR transfer instrument; a noncontiguous development; or a planned residential development.

Priority Funding Area (PFA): Existing communities and places where local governments want State investment to support future growth. In accordance with the 1997 Priority Funding Areas Act, the State directed funding for projects that support growth in PFAs, which are areas identified by the County and designated by the State where the state, county, and municipalities want to target their efforts to encourage and support economic development and new growth.

Quality of Life: The degree to which a community or an individual perceives the ability to function physically, emotionally, and socially, which includes all aspects of community life that have a direct influence on the physical and mental health of its members.

Redevelopment: New construction on a site that has pre-existing uses or renovation of existing uses on a site.

Residential Use: Any use approved by the City or a municipality for existing or proposed dwelling units, including but not limited to single-family residential dwellings, single-wide manufactured homes, single-family clusters, manufactured home communities, commercial apartments, multifamily units, and first floor apartments.

Safe: Free from danger and hazards that may cause accidents or disease.

Sensitive areas – areas including a stream or wetland and its buffers, a 100-year floodplain, a habitat of a threatened or endangered species, a steep slope, agricultural or forest land intended for resource protection or conservation, and any other area in need of special protection as determined in a plan.

Sensitive Species Project Review Areas (SSPRA): The general locations of documented rare, threatened, and endangered species as created and updated by staff of the Wildlife and Heritage Service.

Steep Slopes – areas with slopes greater than 25%. The slope gradient of a site is expressed as a relationship of vertical feet of elevation over horizontal feet of distance (rise over run).

Streams – a body of water that flows across the Earth's surface via a current and is contained within a narrow channel and banks.

Stream buffers – a stream buffer or riparian buffer is a vegetated area near a stream, usually forested, which helps shade and partially protect the stream from the impact of adjacent land uses. It plays a key role in increasing water quality in associated streams, rivers, and lakes, thus providing environmental benefits.

Streetscape: The environment of the street right-of-way as defined by adjacent private and public buildings, pavement, street lighting, and furniture and the use of the right-of-way.

Targeted Ecological Areas: Areas of lands and watersheds with high ecological value, identified as conservation priorities by the Maryland Department of Natural Resources (DNR) using a variety of methods developed by agency ecologists. These lands include large blocks of forests and wetlands, rare species habitats, aquatic biodiversity hotspots, and areas important for protecting water quality. (Also known as Greenprint Area.)

Topography – the arrangement of the natural and artificial physical features of an area.

Total Maximum Daily Load (TMDL): A regulatory term in the U.S. Clean Water Act, describing a plan for restoring impaired waters that establishes the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards (WQS). TMDLs are a tool for implementing State water quality standards, based on the relationship between pollution sources and in-stream water quality conditions. A TMDL addresses a single-pollutant or stressor for each waterbody and is the sum of the individual waste load allocations (WLAs) for point sources, load allocations (LAs) for nonpoint sources and natural background, and a margin of safety (MOS), which can be expressed in terms of mass per time, toxicity, or other appropriate measures that relate to a State's water quality standard.

Traffic: Pedestrians, ridden or herded animals, vehicles, streetcars, buses, and other conveyances, either singly or together, that use roads for purposes of travel.

Traffic Congestion: A condition involving slower speeds and longer trip times.

Unemployed Persons: All persons who had no employment during the reference week, were available for work (except for temporary illness), and had made specific efforts to find employment some time during the 4-week period ending with the reference week. Persons who were waiting to be recalled to a job from which they had been laid off need not have been looking for work to be classified as unemployed.

Unemployment Rate: The ratio of unemployed to the civilian labor force expressed as a percent.

Walkable: A measure of how safe and attractive an area is to people of all ages, abilities, ethnicities, and incomes to walk for transportation, wellness, and fun. Walkable areas typically provide pedestrian connectivity between neighborhoods, shopping centers, schools, and other local destinations.

Waste Management: The activities and actions required to manage solid waste from its inception to its final disposal, including the collection, transport, treatment, and disposal of waste, together with monitoring and regulation of the waste management process.

Wastewater: Water that has been used for washing, flushing, manufacturing, etc. and so contains waste products (i.e. sewage).

Water Antidegradation Policy: Maryland's antidegradation policy ensures that water quality supports designated uses. U.S. EPA regulations provide for three tiers of protection:

> **Tier 1 Waters:** Tier 1 mandates that water uses and the level of water quality necessary to protect the uses designated by the Clean Water Act are maintained and protected. Tier 1 specifies minimum standards (i.e. support of balanced indigenous populations and contact recreation), often referred to as "fishable-swimmable."
> **Tier 2 Waters:** Tier 2 specifies existing high-quality water that is better than the minimum needed to support fishable-swimmable uses. While water quality can be slightly impacted, the State Antidegradation Policy identifies procedures that must be followed before an impact to Tier 2

water quality can be allowed. Tier 2 protects water that is better than the minimum specified for that designated use.

Tier 3 Waters: Tier 3 governs high-quality waters considered outstanding national resources (e.g., waters of national and state parks and wildlife refuges) or waters of exceptional recreational or ecological significance. Tier 3 guidelines prevent any action that would threaten the quality of these waters, with the possible exception of short-term activities (e.g., road construction, park improvements) that would have no lasting impacts. Maryland is developing Tier 3 protection for these Outstanding National Resource Waters (ONRW).

Water Quality: The physical, biological, chemical, and aesthetic characteristics of water.

Watershed: The area within a topographic divide above a specified point on a stream that drains into that stream.

Wetlands – a wetland is an ecosystem that depends on constant or recurrent, shallow inundation or saturation at or near the surface of the substrate. The minimum essential characteristics of a wetland are recurrent, sustained inundation or saturation at or near the surface and the presence of physical, chemical, and biological features reflective of recurrent, sustained inundation or saturation.

Zoning: The reservation of an individual property, section, or areas of a jurisdiction for a specific land use or particular type of residential, commercial, or industrial structure, enterprise, or activity. The areas reserved for specific land uses or building types are known as zones. The zoning of a municipality or county is addressed in a zoning ordinance that lists the zones and the types of development allowed in each, plus the conditions under which they are allowed.
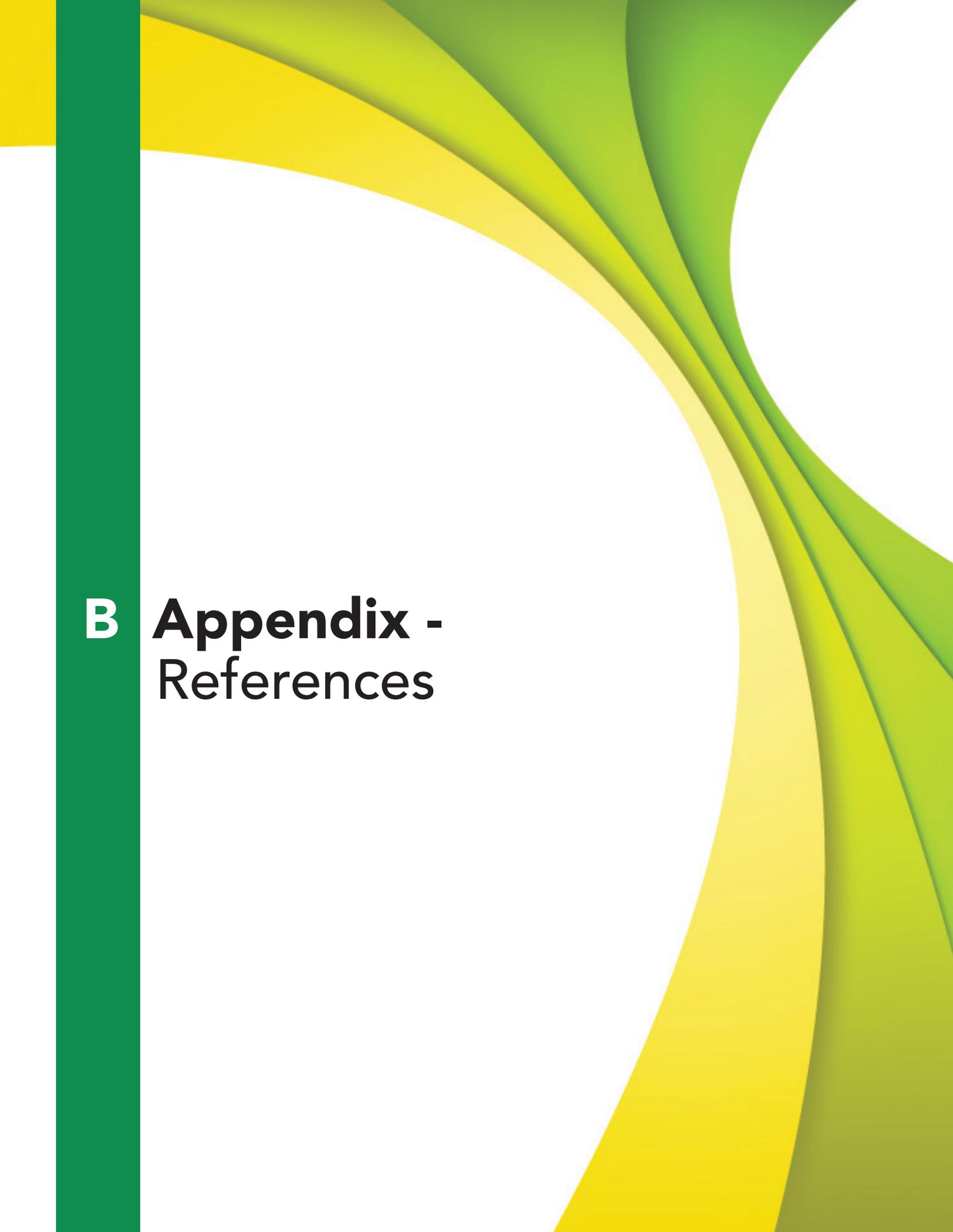
B Appendix - References

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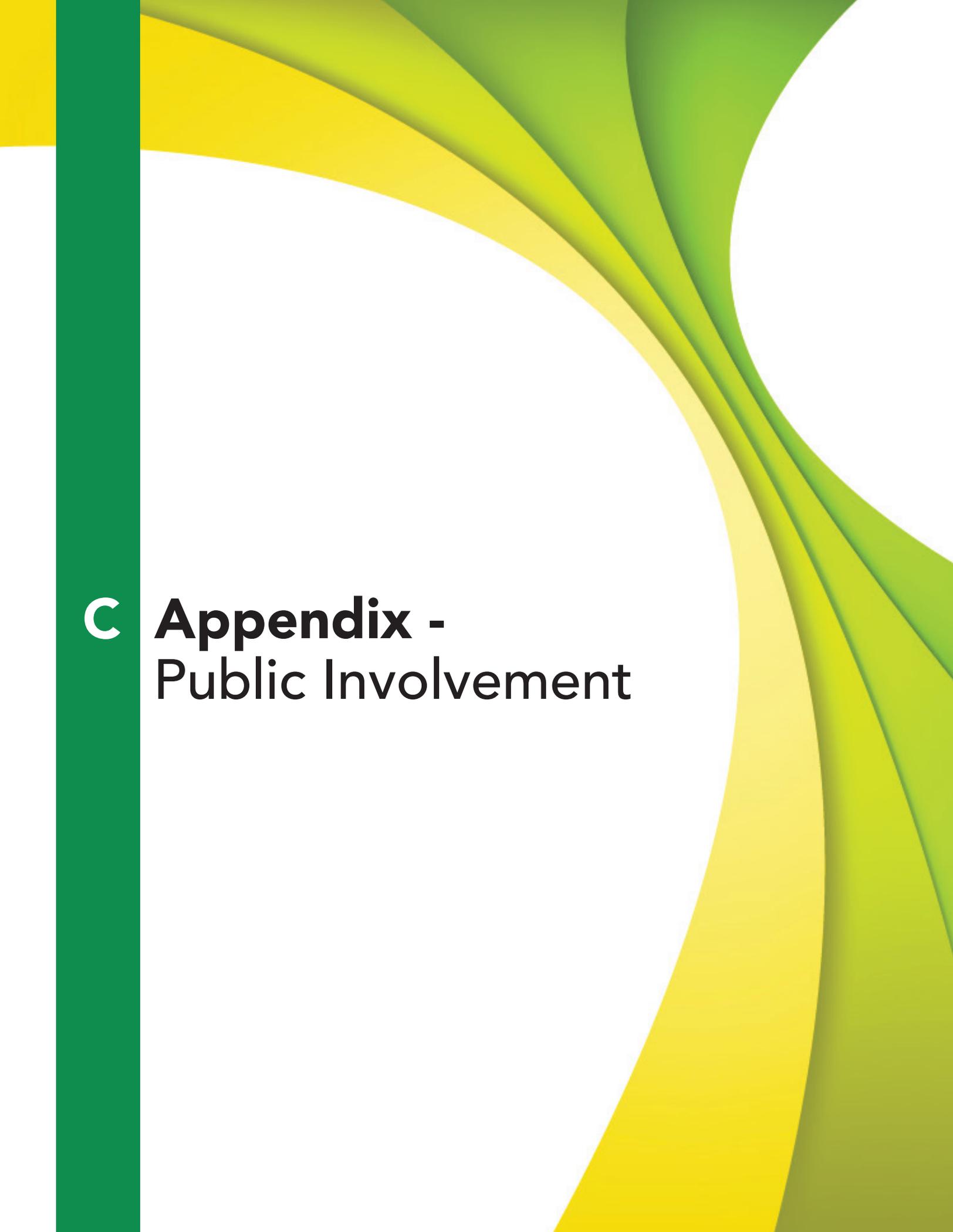
C Appendix -
Public Involvement

PUBLIC INVOLVEMENT

In 2022, the City of Aberdeen updated its comprehensive plan, Plan Aberdeen, which is the long-range policy guide for the City's physical, social, and economic development. Each of the Plan's updated chapters provides an inventory of the topic and related data and identifies a vision, goals, key issues, and strategies for the future.

Public participation was an essential component of Plan Aberdeen. The City reached out to residents and stakeholders in a variety of ways to gather public input on local preferences, concerns, and priorities for the future. This appendix summarizes the results of those efforts.

PUBLIC OUTREACH APPROACHES

The City gathered input and using the following methods (summaries of which are attached in this Appendix):

1. Community Survey
2. Commission and Council Homework
3. Public Workshops
4. Stakeholder Interviews
    a. Harford County Department of Planning and Zoning
    b. Harford County Department of Community and Economic Development
    c. Harford County Public Library – Aberdeen Branch
    d. Maryland Department of Planning
    e. City of Aberdeen Police Department
    f. Aberdeen Volunteer Fire Department

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COMMUNITY SURVEY SUMMARY

The City of Aberdeen conducted a community survey to collect thoughts and insight from its residents and community stakeholders. They received 105 responses in total. Below is a summary of the information gathered from those responses.

RESPONDENT SNAPSHOT

- 71.43% live in Aberdeen
- 91.89% of those who live in Aberdeen, also own their own home
- 73.33% of respondents are between the ages of 25-64

WHY DO RESIDENTS CHOOSE TO COME/LIVE HERE?

- 42.67% chose to live in Aberdeen to be close to family and friends
- 32% chose to live in Aberdeen because of housing affordability

WHAT WE HEARD:

WHAT RESIDENTS WISH THEY HAD:
- Revitalized Downtown
- Community Center
- More sit-down restaurants

WHAT RESIDENTS DON'T WANT:
- Adult stores/strip club
- Fast food restaurants
- Rehabilitation facility/Adult counseling

WHAT WOULD IMPROVE THE QUALITY OF LIFE IN ABERDEEN:
- Reduce crime
- More community activities
- Revitalize the Downtown area
- Increase green space/parks throughout the City

ABERDEEN'S GREATEST STRENGTHS:
- Community
- Ripken Stadium
- Diversity
- Affiliation with Aberdeen Proving Ground

ABERDEEN'S MOST CRITICAL ISSUES:
- Crime
- Code enforcement
- Downtown area/sustaining businesses
- Affordable housing

RESIDENTS TOP CONCERN:
- Crime and safety

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HOMEWORK #1: SUMMARY COMMENT COMPILATION

In November/December 2021, we distributed the enclosed questions to select City boards/commissions and staff and asked for responses to be completed individually. We received comments from 2 City Council members, 7 Planning Commission members, 3 Economic Development Commission members, and 5 City Staff members. We compiled all results into verbatim and summary documents. These comments will be used to develop the Comprehensive Plan Update and to help determine key issues and priorities for the City to consider over the next 10-year planning period.

QUESTION 1

THE CITY'S CURRENT COMPREHENSIVE PLAN WAS ADOPTED IN 2011. HOW HAS ABERDEEN CHANGED SINCE THAT TIME?

- BRAC impacts
- Downtown decline
- Increase in civilian jobs
- Increase in commercial development/Class A office conversion/fast-food/ warehouses
- Increase in high-end rental units
- Increase in residential development/HOA communities
- Improved multimodal transportation
- Main Street designation
- Population growth/change
- Upper Chesapeake Medical Center

QUESTION 2

WHAT ARE YOUR TOP PRIORITIES OR AREAS OF CONCERN THAT YOU HOPE TO SEE ADDRESSED IN THE COMPREHENSIVE PLAN UPDATE?

- Code enforcement (residential and commercial)
- Downtown revitalization
- Economic development
- Implementation progress
- Parks and recreation/open space
- Pedestrian connectivity
- Public facilities (water/sewer/roads)
- Quality of life/community design
- Sustainability/environmental protection
- Transit-oriented development
- Transportation/capacity/traffic
- Updated Planning Areas (number/boundaries)

QUESTION 3

WHAT DO YOU LIKE MOST ABOUT THE CURRENT COMPREHENSIVE PLAN?

- Defined goals/multiple objectives
- Planning Area maps, descriptions & recommendations
- Topic breadth and depth
- Zoning District map/discussion

WHAT DO YOU LIKE LEAST ABOUT THE CURRENT COMPREHENSIVE PLAN?

- Implementation follow-through
- Lacks discussion of economic development and undeveloped land opportunities
- Lacks Executive Summary
- Land use accountability
- Needs assessment of public services and

infrastructure needs

- Needs to address 12 Visions

- Not enough forward planning for growth
- Not visually appealing/needs more graphics

QUESTION 4

IS THERE ANYTHING IN THE CURRENT COMPREHENSIVE PLAN THAT IS A "MUST KEEP?"

- Architectural and street design
- Descriptions of existing zoning districts
- Planning Area maps/recommendations
- Quality of life/recreation & open space
- Table of approved development projects

- Updated Community Facilities Element
- Updated Introduction
- Updated Municipal Growth Element
- Updated Land Use Element
- Updated Transportation Element

QUESTION 5

WHAT AREAS DOES THE CURRENT COMPREHENSIVE PLAN NOT ADDRESS THAT IT SHOULD?

- Code enforcement (residential/commercial)
- Detailed plan for infrastructure improvements
- Economic development/revitalization
- Emergency services considerations for roads

- More detail/recommendations for housing
- More detail/recommendations for sensitive areas/environment
- Role within Harford County

QUESTION 6

WHAT ORGANIZATIONS SHOULD THE PLANNING TEAM SEEK INPUT FROM?

- Aberdeen Chamber of Commerce
- Aberdeen Historical Museum
- Aberdeen Lions Club
- Aberdeen Police Department
- Aberdeen Rotary
- Aberdeen Volunteer Fire Department
- APG/DOD
- Boys and Girls Club of Aberdeen
- Golden Age Club of Aberdeen
- Harford County Association of Realtors

- Harford County Chamber of Commerce
- Harford County Government
- Harford County Public Schools
- Harford County Sheriff's Office
- Historical Society of Harford County
- Local businesses/churches/citizens/ developers/engineers
- MDE
- MDTA, FHWA, CSX, AMTRAK

SWOT ANALYSIS

STRENGTHS: INTERNAL ELEMENTS THAT GIVE THE CITY AN EDGE OR COMPETITIVE ADVANTAGE. THESE CAN BE UNIQUE ASSETS, SKILLS, OR RESOURCES THAT ABERDEEN CAN USE TO ITS BENEFIT.

- Aberdeen Proving Ground
- Ability to expand
- Affordable shopping
- Amtrak/MARC line
- Business friendly

- City staff/officials
- Diversity
- Havre de Grace partnership for water
- Healthcare hub (Upper Chesapeake)
- Infrastructure investment

- Low cost of living
- Low traffic
- Own wastewater treatment plant
- Ripken Stadium/sports tourism

- Schools
- Strategic location
- TOD/multimodal hub
- Volunteers (organizations/individuals)

WEAKNESSES: INTERNAL ELEMENTS THAT HINDER THE CITY'S ABILITY TO REACH OPTIMAL PERFORMANCE AND PREVENTS ABERDEEN FROM REACHING ITS GOALS. THE ULTIMATE GOAL IS TO MAKE IMPROVEMENTS TO THESE.

- Appearance/aesthetics
- City interactions with communities/citizens
- Code enforcement/property maintenance
- Concentration of low-income areas
- Department of Public Works
- Downtown activity/variety/streetscape
- Extent of supportive services/programs
- Extent of warehouse facilities
- Few ties/events to Aberdeen Proving Ground
- Future vision

- Lack of long-term infrastructure plan
- Lack of parks/recreation program/facilities
- Lack of youth activities
- MDOT/FHWA/CSX/Amtrak
- Mix of restaurants/retailers
- Needed revitalization
- Perception of safety
- Perception of schools
- Relationship with Harford County
- Road conditions

OPPORTUNITIES: EXTERNAL CIRCUMSTANCES AND POTENTIAL SITUATIONS THAT CAN BE USED OR EXPLOITED TO BENEFIT ABERDEEN. THEY ARE BEYOND THE CITY'S CONTROL, BUT ABERDEEN CAN MAKE THE MOST OF THEM.

- Aberdeen Proving Ground
- Affordable housing
- Amtrak/MARC
- Available downtown property
- Federal infrastructure investment
- Hospital complex

- Land
- Proactive adaptation to lifestyle changes
- Recreation Center
- Ripken Stadium
- Stagnant growth of nearby cities
- Strategic location

THREATS: EXTERNAL CIRCUMSTANCES THAT POSE A THREAT TO ABERDEEN'S CURRENT OR FUTURE ABILITY TO ACHIEVE WHAT IT WANTS TO. THE CITY SHOULD MITIGATE OR AVOID THESE POTENTIALLY DAMAGING EFFECTS.

- Aesthetics/appearance
- Business closures
- Closure of Aberdeen Proving Ground
- Concentration of low-income areas
- COVID-19 pandemic
- Crime
- Extent of warehouse distribution facilities
- Harford County coordination efforts
- Housing mix
- Lack of vision

- Limited IBD development
- Overdevelopment
- Perception of safety
- Retailer locating
- School ratings
- State legislation guided by Baltimore politics
- Teleworking impacts
- Traffic issues
- Trash collection
- Water cost

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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

VISIONING WORKSHOP #1: GROUP EXERCISE COMMENT COMPILATION

The City held its first Visioning Workshop on Wednesday, January 26, 2022 from 4:30-6:00pm at Mt. Zion Baptist Church (200 Post Road, Aberdeen). Following is a compilation of the workshop's discussions and comments. A summary of all Visioning Workshops—including Boards—is provided separately.

ATTENDEES

PARTICIPANTS

Beth Boyson
Roberta Clay
Amy DiPietro
Norm Fegel
Bob Hartman
Quentin Johnson
Don Kern
Shirley Kern
Denita McDaniels
Mack McDaniels
Chris Petsko
Joe Snee
Malcolm Whyte
James Williams

ABERDEEN PLANNING COMMISSION

Mark Schlottman, Chair

Dominique Gillis, Vice Chair

ABERDEEN ECONOMIC DEVELOPMENT COMMISSION

Holly Bennett

Sheryl Kohl

Chuck Jacobs

ABERDEEN STAFF

Phyllis Grover, Director—Planning & Community Development

Rolla Chng, City Engineer

Stefani Specter, Senior Planner

Sydnie Trionfo, Planning Assistant

WALLACE MONTGOMERY—CONSULTANT/FACILITATOR

Lauren Good, Project Manager

Ray Moravec

Nicky Davis

EXERCISE #1

NEEDS: WE NEED TO ADDRESS THIS CRITICAL ISSUE

- Adequate roads
- Need a City Planner to guide City Council on all things growth
- Get rid of the walking bridge to East Bel Air Avenue
- Upgrade Amtrak train station
- Affordable rental properties
    - Maintenance can be an issue
    - Affordable single occupant dwellings
- More public transportation so people can get to work at all hours/days
- Cleaning of streets/curbs, especially on Rt. 40 Frontage Road (at night?)
- Code violations
- Rental property issues with County law enforcement
- Climate design – flooding/drainage
- Neglected/abandoned properties
- Water tower – West Side
- Comprehensive Transportation Plan (public transit, roads, bike, sidewalk connections, ADA)
- Public and road transportation (transit, bike lanes, pedestrian)
- Convenient parking downtown and well-marked (wayfinding sign for public parking)
- Revolving loan fund to demolish properties in the downtown (Strategic Demolition fund)

- Expansion/extension of Main Street properties w/DHCD *(State Department of Housing & Community Development)*
- Removal of derelict properties – State Strategic Fund to remove
- Extension of Main Street designation

WANTS: IF WE HAD THE CHOICE, WE WOULD CHOOSE TO HAVE...

- Better/more restaurants and shops
  - Sit down restaurant/pub
- Broad range of housing options
  - More housing to support APG and hospital employees
- More parking downtown Main Street to support businesses
- Brewery
- Department store – Kohls
- Michael's
- Professional offices – legal, real estate, medical
- New US Post Office and personnel
- Trader Joes
- Whole Foods
- Red Lobster
- Big box stores
- Post office with adequate access (handicap) and parking
- Safe streets
  - Speed limits
  - Revisit plans/criteria
- Walking trails – incorporate playground, better utilization of Festival Park; indoor walking path
- Train station renovation
- Rehab/parole probation locations – no more in downtown
- 22/40 better coordination with Federal Highway/SHA for streetscape (visual appeal)
- Better/proactive code enforcement
- Commercial recycling initiatives/incentives
- Good mix of housing moving in a good direction
- Revisit zoning by new/incoming hospital
- Park at community center (waiting)
- Charging stations for electric vehicles
- Preserving open space/nature (natural habitats)
- Craft store
- District courthouse
- Walking paths – active transportation
- Better utilization of parks
- Baseball, pickleball, etc. – outside recreation

DESIRES: WOULDN'T IT BE NICE IF..., BUT IT'S OK IF WE DON'T GET IT

- Community Center

BARRIERS: IMMOVABLE OBJECTS OR OBSTRUCTIONS THAT WE MUST GO AROUND—WE CAN'T SIMPLY ELIMINATE THEM

- Pedestrian overpass
- Day shelter
- Truck traffic
- Bel Air Avenue improvement
- Vagrancy/homeless people congregating in downtown (need a day shelter)
- State rules
- Harford County–need improved relationship
- Borders are "unmoveable" (ex. State Highway, federal institutions, etc. block movement)
- Pedestrian walkway/overpass removal
- Warehousing and truck traffic
- Clear understanding for businesses/owners
- Route 40 – no identity
- Annexation procedures

OBSTACLES: THINGS GET IN THE WAY OF WHAT WE WANT TO ACCOMPLISH, BUT CAN BE CHANGED

- Promoting the vision
- Annexation procedures – too time consuming
- Rt. 40/MD 22 – transportation issues
- Vacant buildings; commercial and residential
- Pitiful school system in Aberdeen
- Developers

- Landlords in downtown content with current conditions; will not promote Vision of Main Street
- I-95
- Lacking code enforcement

ANNOYANCES: THINGS WE JUST DON'T LIKE; TEND TO BE NUISANCES AND PERSONAL; DO NOT PREVENT YOU FROM ACHIEVING GOALS

- Need increased police presence downtown to address traffic violations: U-turns in the middle of the street, parking on City streets all day and are marked 2-hour parking
- Keep tractor trailers out of downtown
- Perception of Aberdeen not being safe; Rt. 40 Corridor is bad

EXERCISE #2

2011 Comprehensive Plan Vision: Aberdeen will concentrate development in a manner that ensures a safe, attractive, and economically viable land use pattern that sustains a balance between the City's current footprint and the inevitable growth that will occur.

I LIKE...

- Family focus
- More professionals moving here and not just working here
- Live/work/play
- Easy access
- Walkable community
- Small town feel - 2
- Feedback from Mayor and Council
- Accommodating to change
- Pivot depending on circumstances affecting Aberdeen – Upper Chesapeake Hospital
- Work/life balances

- Aberdeen is the "Center of Activities" in Harford County
- I-95 interchange
- Train Station
- Post office
- Inevitable growth
- Sense of community
- Local elected official response
- Interconnected with focal points to area
- Center of many areas
- Relationship to planning areas

I DON'T LIKE...

- Eliminate BRAC statement
- Need more community events (speakers at park, draw families in)
- Not enough parking downtown
- Not enough connection between sections of the City

- Revitalize properties, not build new
- Focused too much on development activities
- Ignoring underutilized "old" development
- Inevitable growth sounds negative
- Walking bridge by Amtrak - eyesore

IT'S MISSING...

- Vibrancy – need to make it feel like a City
- Current vision statement is boring
- Revamp "old town"
- Main Street feel
- Feel good about walking around/spending time in Aberdeen
- Fun places to hang out/eat
- Interconnectedness between developments,

parks, businesses; cohesive feel
- Sense of place
- Human element; need more people that live here – connections
- Affordable housing opportunities
- Environmental impact
- Environmentally friendly designs and recognizing the environmental importance of

our location
- Inclusivity of all generations
- Senior housing options/elderly care
- 55+ age targeted
- Lacks a sense of "downtown feel"
    - Nothing to walk to
    - Think of Havre de Grace
- Develop infill
- Lacking parking downtown
- Make Aberdeen a place of access

- More professional housing (work <u>and</u> live in Aberdeen)
- Additional housing – single-family homes
- Needs to address sustainable growth
- Infrastructure (water, police, etc.)
- Sidewalks
- Downtown business district
- SHA/County/City coordination
- Sense of community
- Safety

WHAT WILL ABERDEEN BE KNOWN FOR IN THE FUTURE?

- Place of access
- Creativity to draw people in
- Housing for young professionals
- Safe
- Diverse Community
- Youth Baseball
- Convenience
- Small town feel
- High tech jobs
- Military presence
- Science and Math Academy
- Amtrac and MARC train station
- BVO train Depot

- Historic houses
- Community Events
- Community Communication Weekly Newsletter
- Hopefully a City that Cares
- Good Quality of Life
- Stay incorporated as a City Government to control what we can
- Work/improve our image as a City
- Recreation
- History
- Community coordination

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VISIONING WORKSHOP #2: GROUP EXERCISE COMMENT COMPILATION

The City held its second Visioning Workshop on Wednesday, January 26, 2022 from 7:00-8:30pm at Mt. Zion Baptist Church (200 Post Road, Aberdeen). Following is a compilation of the workshop's discussions and comments. A summary of all Visioning Workshops—including Boards—is provided separately.

ATTENDEES

PARTICIPANTS

Christy Rumbaugh

ABERDEEN CITY COUNCIL

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Terri Preston

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Phyllis Grover, Director—Planning & Community Development

Vickie Horne, Main Street Coordinator

Stefani Specter, Senior Planner

Sydnie Trionfo, Planning Assistant

WALLACE MONTGOMERY—CONSULTANT/FACILITATOR

Lauren Good, Project Manager

Ray Moravec

Nicky Davis

EXERCISE #1

NEEDS: WE NEED TO ADDRESS THIS CRITICAL ISSUE

- Family oriented activities/entertainment options (including indoor)
- Restaurants (non-fast food) – 3
- Sit-down restaurants
- Public/Private attractions
- Quality of life features
  - Walking trails
  - Community Center/Youth programming
- Vibrant downtown after hours with transportation (bus routes)
- MARC/Amtrak Station Revision and connection to communities on both sides of track
- Transportation for seniors
- Connect downtown and neighborhoods to hospitals
- Diverse housing options
- Community events
- Retail shops (Kohls)
- Parks and Rec – Aberdeen lacking a department
- Better quality of life for citizens
- Mix retail in downtown area
- Restrict types of business in downtown area
- Deli/Sandwich shop open 6 days/week
- Area for eatery/food service at Medical

- Center to encourage both patients and staff to eat/spend time/walk
- Library improvements (or new) – encourage events/speakers
- Overall connectivity
- Downtown area needs more to attract you to actually go downtown
- Brewery
- Retail clothing stores

- Make Festival Park more user-friendly – bathrooms not accessible unless there's an event
- Bakery
- Specialty shop
- Craft night/paint night
- <u>New</u> library
- More evening/weekend activities
- Parks & Recreation

WANTS: IF WE HAD THE CHOICE, WE WOULD CHOOSE TO HAVE...

- More retail options
- Pocket parks throughout the City
- Entertainment & events for families of all ages – utilize public space
- Mixed use of recent annexed land commercial (walking distance) from the planned residential projects
- Skilled nursing and residential treatment facility
- Affordable senior living with wellness focus

- Parks and amenities – 2
  - Bathroom availability
  - Family planning/events
- Brewery
- Sit down restaurant
- More active downtown – bakery, specialty shops, creative spots (paint night, etc.)
- Focus on homeownership (east side)
- Housing that is affordable

DESIRES: WOULDN'T IT BE NICE IF..., BUT IT'S OK IF WE DON'T GET IT

- Brewery in the TOD
- Bakery and other specialty shops
- Community gardens
- Family focused options (similar to Havre de Grace and Bel Air)
- Single floor living
- Sustainability/green team

- Remove barrier on Rt. 40 (walking overpass) to make better connectivity between East side of Town
- Private development focused on revitalizing blighted property
- Better communication from City on what is happening

BARRIERS: IMMOVABLE OBJECTS OR OBSTRUCTIONS THAT WE MUST GO AROUND—WE CAN'T SIMPLY ELIMINATE THEM

- Railroad bridge
- Redevelopment of worn-down homes/ properties - 2
- Breaking through old impressions of Aberdeen that we aren't an area worth investing in or that the community isn't considered safe
- Not having a property maintenance ordinance - 2
- Crime and safety
- Reason to go downtown on evenings and weekends
- Not a large enough population radius for

- retail shops to build/desire to come here
- Attracting developers for redevelopment
- Low income/subsidized housing issue with Historic East Side
- "It's all Aberdeen" – erase notion that it's East or West
- Properties in squalor drive away potential residents
- Lack of organized Parks & Rec
- Ignored neighborhoods – "slumlords" and absentee landlords
- Concrete pedestrian overpass/train tracks
- Lack of communication on active/in-progress

projects
- Lack of community engagement

- Lack of community investment in character/community events

OBSTACLES: THINGS GET IN THE WAY OF WHAT WE WANT TO ACCOMPLISH, BUT CAN BE CHANGED

- Absentee landlords
- Communication
- Relationships with Government partners (County/State) needs improving and finding mutual benefit from growth and investment
- Getting ahead of the water/sewer needs in order to supply the growth expected West of I-95
- Need a more civic/volunteer focused

community
- Solve for the aesthetics related to the rail (Amtrak)
- Better participation of Aberdeen citizens and employees of the City
- Many activities geared towards mid-day; need activities for evening/weekend
- Lack of organized Parks and Rec department
- East side of City "ignored" – need to reinvest

ANNOYANCES: THINGS WE JUST DON'T LIKE; TEND TO BE NUISANCES AND PERSONAL; DO NOT PREVENT YOU FROM ACHIEVING GOALS

- Lack of code enforcement
- Traffic issue in certain areas of Aberdeen – mostly includes warehouse traffic

- Progress is slow and finding compromise in government to plan out more than one project at a time makes it difficult to execute a comprehensive plan, but it is still doable.

EXERCISE #2

2011 Comprehensive Plan Vision: Aberdeen will concentrate development in a manner that ensures a safe, attractive, and economically viable land use pattern that sustains a balance between the City's current footprint and the inevitable growth that will occur.

I LIKE...

- Have a safe City (proven by stats)
- Economically viable, great location

- Safe

I DON'T LIKE...

- Don't need dependency on BRAC; City is more than APG/BRAC

- Not really attractive (aesthetically)

IT'S MISSING...

- Get people to live/stay and not just drive through
- Climate control/sustainability
- Quality of life
- History (has been and will continue to be)

- Vibrancy
- Sense of community
- Recreation
- Attractive

WHAT WILL ABERDEEN BE KNOWN FOR IN THE FUTURE?

- A great place to live
- Focus on what we have instead of what we don't
- Build around experiences (APG, Ripken, University Health System)
- Vibrant Main Street with Culture and History

- Active Community (Civic Mindset)
- More active transportation/less reliability on cars
- "Work, play and stay"
- Tie together public health/resiliency
- Friendly

- Welcoming
- Community
- Medical expertise

- Employment opportunities
- Build off of what we already have
- Sustainability

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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

VISIONING WORKSHOP #3: GROUP EXERCISE COMMENT COMPILATION

The City held its third and last Visioning Workshop on Saturday, February 12, 2022 from 9:00-10:30am at the Aberdeen Boys & Girls Club (100 E Bel Air Ave, Aberdeen). Following is a compilation of the workshop's discussions and comments. A summary of all Visioning Workshops—including Boards—is provided separately.

ATTENDEES

PARTICIPANTS

Bethany Ables

Jessica Boyle Tsottles

Tom Burns, Jr.

Peter Dacey

Sarah Davis

Julius Dow

Paul Fallace

Julian Gordon

Lillian Ishibashi

Natalie Johnson

Leigh Maddox

Indy McGrady

Susan Osborn

Jackie Smith

Linda Snier

Tom Snier

ABERDEEN PROVING GROUND

Nathan Osborne, Directorate of Public Works Master Planning Division

HARFORD COUNTY

Kim Gutierrez, Harford County Public Schools

Len Parrish, Community & Economic Development Director

ABERDEEN CITY COUNCIL

Patrick McGrady, Mayor

ABERDEEN PLANNING COMMISSION

Susan Brown

ABERDEEN ECONOMIC DEVELOPMENT COMMISSION

Steve Horne, Chair

Sheryl Kohl

ABERDEEN STAFF

Phyllis Grover, Director—Planning & Community Development

Vickie Horne, Main Street Coordinator

Stefani Specter, Senior Planner

Sydnie Trionfo, Planning Assistant

WALLACE MONTGOMERY—CONSULTANT/FACILITATOR

Lauren Good, Project Manager

Ray Moravec

Angela Fleck

EXERCISE #1

NEEDS: WE NEED TO ADDRESS THIS CRITICAL ISSUE

- Native plant care
- Vision of care
- Historic protection
- Small business > chain
- Covered bus stops
- Traffic remediation plan for Old Philadelphia

Road between Route 715 – traffic circle. Tractor trailer backups 4-5 deep both directions on two-lane rural road with no turning lane.

- Could be caused by business not accepting trucks vs turning movement issue
- Branding (what do you stand for)
- Improve Rt. 40
- Homeless (I see less now than in the past so I do not know if Aberdeen is addressing homelessness)
    - What services are there to address needs of homeless in the community?
- As someone stated, plants in public areas should be sustainable. Should also be native plants to sustain wildlife and helpful in collecting stormwater so that stormwater is directed away from drains. This helps keep our Bay clean.
- Traffic volume
- Affordable housing
- Home ownership
- Hold landlords accountable for their rental property
- Hold landlords accountable for renters not keeping up property
- Signage for tractor trailers going to APG. Often come into Swan Lake residential area and have to back out.
- Better bus routes
- Pedestrian, scooter & bike crossings with attention to road and street design
- Development patterns that allow complete communities
- Government buildings/recreation areas currently replacing plants with same thing every year. Would be cheaper to plant native, come back every year vs planting every year and maintaining. Want less cost/maintenance
- Bus stops not as available – access is an issue
    - Section near Boys & Girls Club has only 2 stops – opportunities for more
- Rt. 22 corridor from 95 to APG Paradise Rd to 40 in need of repaving – potholes
- Focus on more small/independent shops and

restaurants vs national chains
- Ripken Stadium is the City's only true attraction. Need to identify additional resources and economic development/ marketing opportunities.
- 2 components of City – business district and residential areas
    - Lack of code enforcement in residential areas – need to maintain integrity of community
    - Need commitment from city/prioritize code enforcement throughout; proactive because they're visible
- Focus attention on bicycle/pedestrian connectivity. Currently doing but need more focus. (active transportation)
- Aberdeen Train Station Bus Terminal – problem with loitering inside/outside
    - Signs?
    - People not there for transportation needs, just hanging out
    - Citizens should be safe/comfortable when trying to use – currently a detraction
- S Philadelphia Blvd has people driving the wrong way – need 1-way signage
- With new road improvements, need wayfinding to major areas (downtown, Stadium, 95, etc.)
- Sidewalks without connectivity – need to fill gaps
    - People crossing Rt. 40 in unsafe way
- Vision of care – covers subjects such as homeless, addictive, elderly, released criminals, youth → help address problems encountered
    - Look at what we have and build on (ex. Harford Family Home will help transition people to their own homes)
    - Don't have affordable addiction services
- Have level of elderly care in some of the community but no assisted living or senior care – opportunities for aging in place

WANTS: IF WE HAD THE CHOICE, WE WOULD CHOOSE TO HAVE...

- Indoor pool at new community center
- Water access to Chesapeake Bay and Bush River
- Farm brewery
- Handyman group to assist homeowners/ seniors complete various tasks they can't do and at a reasonable rate
- Playgrounds (better & bigger)
- Improved wayfinding to key destinations (e.g., APG & Rt. 95)
- Aberdeen Train Station is the only public historic building in the City – the area is blighted. Friends of Aberdeen Train Station has effort underway to preserve the station and turn it into a gateway to the City, which could be a transformative attraction
- Better connectivity
- Healthy living (walking trails)
- More homeownership
- More homeowners
- More accessible bus stops
- Local businesses
- Complete communities with commerce & residential instead of blocks of houses and a "downtown" that has all commerce
- Jazz, blues, and other cultural events

DESIRES: WOULDN'T IT BE NICE IF..., BUT IT'S OK IF WE DON'T GET IT

- More local establishments for entertainment and shopping
- Scoops partner with interested parties and be open in the evenings
- Possible wine/cocktail pub
- High-density community development and investment in real property
- Even out sidewalks
- Not to look like a transient town

BARRIERS: IMMOVABLE OBJECTS OR OBSTRUCTIONS THAT WE MUST GO AROUND—WE CAN'T SIMPLY ELIMINATE THEM

- Traffic
- Pattern of adding new development without adequate infrastructure
- State & County roads controlled by other entities
- Real estate controlled by outside folks without resources or intent to invest in our community
- Maryland State Highway – administration and improvement needs
- Lack of engagement
- Traffic control
- Volunteer work (getting more active in the community)
- Pedestrian overpass
  - Working on underpass
- What about both? Overpass would provide a view; underpass wouldn't be a physical barrier

OBSTACLES: THINGS GET IN THE WAY OF WHAT WE WANT TO ACCOMPLISH, BUT CAN BE CHANGED

- Volunteering
- Advertisement of meeting
- Poor representation of minorities
- Access
- Money → priorities
- Funding
- Crime
- Trash/clutter
- Branding/what are you known for
- Aesthetics
- More homeownership
- Stricter accountability of landlords to have tenants maintain property
- Volunteers – lack of $$$
- Cynicism of citizens
- Train station overpass/improvements
- Economic upward mobility
- Expensive baseball stadium with long-term

- obligations
- Money
- Developing buildings without having appropriate infrastructure in place first
- Need for/knowledge of/education on "city awareness coordination" – what's going on in the community, programs, volunteer needs, opportunities
- Sale/transfer of real property – "real estate moves glacially;" takes time to transfer "bad" properties to someone to make it better

- Local people focusing on local issues buildings a community that cares about each other so we can do great things together
  - Grassroots effort to get people involved, talk to each other, and build relationships
- Need money for development/community building
- Only so much staff/elected officials can do, especially without support of citizens

ANNOYANCES: THINGS WE JUST DON'T LIKE; TEND TO BE NUISANCES AND PERSONAL; DO NOT PREVENT YOU FROM ACHIEVING GOALS

- Pesticide/herbicide use
- Stricter accountability of landlords to have tenants maintain property
- Drug activity
- Holding landlords accountable for renters not keeping up property!
- Drug dealer @ 50 Aberdeen

- People who whine but don't take individual action
- Local people to do local things?
- Building a community that cares
- Downtown development district → funding/resources

EXERCISE #2

2011 Comprehensive Plan Vision: Aberdeen will concentrate development in a manner that ensures a safe, attractive, and economically viable land use pattern that sustains a balance between the City's current footprint and the inevitable growth that will occur.

I LIKE...

- Sustain balance "speaks to acknowledgement of CoA culture but also preparing for the future"
- The small town "look and feel"
- Safe, attractive, economically viable
- Splashpads, pools, outdoor activities, parks
- Reading at the libraries
- Safe
- The small-town community feel
- Accessibility of the government
- Community facilities

- Dated regarding BRAC component
- Concentrate (focus on community)
- Small-town life
- Accessibility to government
- Libraries/community facilities
- Safe, attractive, economically viable land use
- Sustains a balance between culture and preparing for the future
- Specific to development and land use – critical element

I DON'T LIKE...

- Remove BRAC language
- Inevitable growth sounds passive aggressive toward people that may want to maintain open space

- As someone said, the vision statement lacks sense of community and soul
- Rental property not maintained
- Inevitable growth is baloney

- Litter, video games, uneven sidewalks
- Lack of clothing stores
- County's perception of Aberdeen
- Doesn't have a feeling
- Community feel missing
- Language regarding BRAC
- Development – already have buildings empty/neglected. Need to fix up what we have vs building more (focus on redevelopment versus new)

- Doesn't sound like Aberdeen has <u>soul</u>
- Too focused on business environment/development
- Idea of existing for APG – important to know when/how growing but not main factor for City
- Future of ABD belongs to young people → <u>education</u> for children, raising bar for education/school system

IT'S MISSING...

- No mention of green spaces!?
- Personality (what is APG known for) – small diverse charming city, great opportunities live, work, and play
- As someone said, a "picture" of the vision
- Main Street businesses and selection
- Ferris wheels, more baseball games, indoor soccer arenas, sports
- Aberdeen is a community that cares about each other and where families can live and our young people don't have to move away when they grow up
- Rock banks, music
- Support community members
- Education
- Education for our children
- What is the culture of Aberdeen?
- Need a picture
- <u>Multicultural</u> hub of services/restaurants – something to make you stop

- Destinations
- Interconnection between multiple travel modes/access/circulation
- Picture of city we want to be
- Pictures of communities we want to see/like to be
- Existing statement is specific within discipline of planning/zoning/land use – not community
  - Sense of community
  - Community development encompasses neighbors
  - Government needs overall vision statement
- Current "home of opportunity" – opportunity needs to be in community development – opportunity to live in an All-American City
- Statement not comprehensive
- Statement too business oriented – needs to encompass more

WHAT WILL ABERDEEN BE KNOWN FOR IN THE FUTURE?

- As others said, cultural centers/events, financially sustainable
- Local Harford County town where residents care about each other and the town
- Clean, <u>cool</u> town where folks love their community and take care of each other
- Center of healthcare in northeast Maryland
- Opportunities and farmers markets, community events, play, work, live, and retire
- A wonderful place to live, grow, raise

children
- Home of community opportunity
- Volunteers that host community activities
- May-Nov go to Bel Air specifically for farmers' market
  - Aberdeen's existing one is very small and repetitive
  - ABD/HDG partner for larger one with significant stuff
  - Want similar events with local providers
  - Need facility to accommodate

- When young people grow up, they don't have to move away for opportunities
- Regardless of economic standing, quality of life is good for anyone
- Great place to play, work, live, and retire
- Caring people
- Financially solvent
- Need arts, culture, plays, museums for adults and kids
- Open/green spaces – places to rest/rejuvenate that are cared for
- Use Ripken Stadium for outdoor cultural events
- HDG has taken the lead on sponsoring events – why can't we?
- Need community engaged and involved to make events happen – not just attend
- Important to hear from outsiders
- Envision ABD as a growth area with residential north of Ripken Stadium

- Outside of community, not a lot of residential development
- Attractions to downtown area – Main Street
- Iron Birds expansion efforts/Ripken Baseball will utilize local services – hotels, restaurants, other local businesses
- #1 employer in county is APG – don't need more office space. BRAC added 150 offices but limited employees (not as many as expected). Seeing alternate uses of existing office space
- Hospital (#2 job sector in county)
- Northgate – see transitioning to something else in future
- #3 county sector is big box. Currently 2 available spaces with current interests. Once occupied, will be completely occupied. Not really looking for more big-box.
- Want to be known for vision of care

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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: JENNY JARKOWSKI

Stakeholder: Jenny Jarkowski, Director of Planning & Zoning
Harford County, Department of Planning & Zoning
Date: Thursday, March 24, 2022 | 2:00pm-3:00pm | Teams Virtual Meeting
WM Team: Lauren Good, Project Manager
Nicky Davis, Planner
Ray Moravec, Vice President of Planning
City Staff: Phyllis Grover, Director of Planning & Community Development
Stefani Spector, Senior Planner

STAKEHOLDER INFORMATION

Jenny has been the Director of Planning & Zoning for Harford County since January 2021 and previously served as the Deputy Director since January 2015. In this role, she oversees the long-range planning, zoning administration and enforcement, mapping, development review, and agricultural preservation services offered by Harford County.

Email: jbjarkowski@harfordcountymd.gov
Phone: 410.638.3103
Department: https://www.harfordcountymd.gov/164/Planning-Zoning

DISCUSSION TOPICS

FROM YOUR PLANNING PERSPECTIVE, WHAT ARE THE KEY ISSUES THE COUNTY AND ABERDEEN ARE FACING TODAY? WHAT ABOUT OVER THE NEXT 10-20 YEARS?

- Seven years ago, the County went down the road looking at accessory dwelling units to see if they would be palatable. So many roadblocks were brought up in Harford County because of its suburban nature—they were just insurmountable in some ways, particularly due to the availability of emergency services, metering, and addressing. There's a question about how do these uses become practical?
- Restructured cottage housing. There has been an increased need for people to have relatives live with them within the same unit, so changes to regulations to make this easier to navigate would be beneficial.
- Apartment interest is dwindling.
- Minor changes in people not going to the office due to Covid (i.e. changes to how people are working).
- County has been very focused on their Greenhouse Gas Plan, Bicycle & Pedestrian Master Plan; staying away from more of the traditional economic development plans.

THE COUNTY'S COMPREHENSIVE PLAN INCLUDES SPECIFIC IMPLEMENTATION ITEMS RELATED TO THE IDENTIFIED ABERDEEN/BUSH RIVER/HAVRE DE GRACE COMMUNITY PLANNING AREA THAT WOULD INVOLVE SPECIFIC COORDINATION WITH THE CITY. COULD YOU SPEAK TO THEIR STATUS/COUNTY PLANS FOR MOVING FORWARD WITH THEM OR OTHER SIMILAR EFFORTS THAT SHOULD ENTAIL COORDINATION EFFORTS?

- A Route 40 Corridor Study in being completed in conjunction with the Baltimore

- Metropolitan Council.
- Planning & Zoning is working on finalizing the 5-year update/midpoint check on Harford

Next (hoping to have ready sometime soon). There were 486 implementation strategies identified in Harford Next.

DO YOU HAVE ANY GENERAL COMMENTS OR CONCERNS ABOUT THE GROWTH OR PLANNING AREAS ABERDEEN IDENTIFIED IN THEIR 2011 PLAN? WE'LL BE REVIEWING THESE OVER THE COMING MONTHS TO DETERMINE WHAT, IF ANY, UPDATES MAY BE DESIRED AND ARE LOOKING FOR INITIAL INPUT.

- The City identified 17 Planning Areas. [Jenny} Wrote the initial Municipal Growth Element guidelines while at the Maryland Department of Planning and had initial concerns about this high number of areas. She previously suggested narrowing in on priorities. Major concerns focused being able

to provide basic infrastructure to the areas when it would be needed, and that land use and zoning wouldn't match up appropriately because annexations that come in to the City will have a more intense use. Everything annexing will be agricultural land and will be approximately 50% more dense.

CAN YOU DISCUSS ANY SUCCESSES OR IDENTIFIED PLANS FOR THE COUNTY'S EFFORTS TO IMPROVE THE US 40 CORRIDOR AND YOUR THOUGHTS ON HOW THE CITY PLAN MIGHT STRENGTHEN OR FURTHER THOSE EFFORTS?

- Desired focus on beautification efforts or bike lanes going through the City but likely won't move forward without obtaining funding through MDOT District 4.
- County is putting bike lanes through Aberdeen.

- Great opportunities for median areas for plantings, etc. to show that you're in Aberdeen—this type of gateway treatment could encourage motorists to slow down because of the indicated pedestrian presence.

HAVE THERE BEEN ANY CHANGES TO THE COUNTY'S TIER MAP SINCE THE CITY ADOPTED IT THAT WOULD NEED TO BE ACCOUNTED FOR IN THE CITY'S COMP PLAN?

- The Tier mapping was previously agreed upon and there have been no changes.
- City ARPA funds are going to be used to make

improvements including adding a water tower and other infrastructure investments on the west side.

THE COUNTY'S WRE NOTED COORDINATION MEETINGS THAT OCCURRED AND POPULATION PROJECTIONS FOR WATER/SEWER SERVICE AREA BOUNDARIES WERE DETERMINED BY THE COUNTY. HAVE THESE PROJECTIONS BEEN UPDATED SINCE THE PLAN'S ADOPTION OR DOES THE COUNTY INTEND TO DO SO?

- Some internal conversations were held with Public Works. The Deputy Director is the best contact in reference to any data/capacity.
- County possibly needs new WWTP, depending on numbers or capacity. They

anticipate the City will have similar issues and seek funding from MDE to look at updating treatment plants as well, especially with additional units being built on the west side of City. How will those be served?

WHAT PLANNING EFFORTS ARE EITHER CURRENTLY UNDERWAY OR PLANNED THAT WILL IMPACT THE CITY OR SHOULD INFORM THIS PLANNING EFFORT.

- Development along Technology Drive with the potential for a police substation.
- Development along Gilbert/Long Drive and the fact that the style of development isn't

preferred due to the lack of services—zoning and land use designations do not seem to line up.
- Have seen permits go down significantly in

the County. This could be caused by the pandemic, rising construction costs, etc. There are a lot of things that are potential factors. The County is hopeful that sometime in the near future, things will get back to normal.

- Have seen a dearth of apartments in recent years. People are afraid to put down roots and buy something due to economy/world issues.
- Development of Carsins Run supposed to be a continuing-care retirement community (CCRC), but the developers pulled out citing a 30% increase in construction costs and per

the State, they have to have a 70% deposit by a certain time. CCRCs are so needed in the County—people want to stay in the County and age in place.

- Hopeful that at the 6-month mark, there will be potential increases in permits.
- Regarding school enrollment, some have gone down significantly. The Department has just updated enrollment projections and will forward spreadsheets as well as historical data.
- Regarding Census data, Al Sundara is a good contact at the State Data Center and would be a good contact for all things Census.

WE HAVE A COPY OF THE COUNTY'S 2021 TRANSPORTATION PRIORITY LIST; ARE THERE UPDATES OR CHANGES TO THIS LIST FOR 2022?

- They'll send FY23 once complete for April 1 submission to MDOT.
- Aberdeen Train Station improvements (e.g., parking and other improvements) have been included in the Priority Letter since 2012 and the Transit Oriented Development since 2007. These dates are stressed in the current letter.
- Some things are being earmarked at the federal level, not necessarily new projects but general discussions about the rail corridor

that would significantly impact Harford County. There is still no state brief on where billions from the federal government will be going.

- Woodley Road and Perryman Peninsula: Woodley Road did not receive federal funding so pulled out of TIA for planning studies. 30% design now; hoping to get federal dollars to move project forward.

WHAT HAVEN'T WE ASKED YOU THAT WE SHOUD HAVE?

- Don't have push for historic preservation in Aberdeen – a lot of the people who had been involved previously have died. Phyllis would like to have a program to promote it, but not a strong desire throughout the City. County is putting together new related grant soon—stay tuned!
- Friends of the B&O Train Station have applied for State funding and through legislative offices. Very interested in restoring the station.
- Served on Edgewood Small Area Planning Committee; a lot of things have been done related to this but a lot of things still left to do elsewhere.

Meeting Notes:
Lauren Good, Project Manager
Nicky Davis, Planner
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Transcript Available:
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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: LEN PARRISH

Stakeholder: Len Parrish, Director of Community & Economic Development
Harford County—Department of Community & Economic Development
Date: Wednesday, March 23, 2022 | 10:00am-10:45am | Teams Virtual Meeting
WM Team: Lauren Good, Project Manager
Nicky Davis, Planner

STAKEHOLDER INFORMATION

Len has been the Director of Community & Economic Development for Harford County since December 2014. In this role, he oversees the housing, community development, transit, and economic development programs offered by Harford County through a number of grant funded projects from federal, state, and local entities. The Department brings together housing, transportation, and job services to the citizens of the County.

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DISCUSSION TOPICS

FROM AN ECONOMIC OR COMMUNITY DEVELOPMENT PERSPECTIVE, WHAT ARE THE KEY ISSUES FACING ABERDEEN TODAY? WHAT ABOUT OVER THE NEXT 10-20 YEARS?

- APG is the #1 employer. On/off-Post employment is about 30,000 employees within the County.
- Going to see much more remote working. APG is operating at 50% on-Post right now.
- Anything with Amtrak/MARC transportation would have been a bigger issue but may not have been/will be as much now due to Covid.
- Need to ask, "what is defense community looking like regarding transportation."
- Construction of new hospital. Health care is #2 sector within the County. There will be some job creation within the County, but most involves employee transfers from Havre de Grace. Anticipating new technology uses in the future.
- Anticipate Aberdeen will see more residential growth than other areas in the County, especially on north end near Ripken Stadium.

Not seeing a lot of residential development elsewhere in the County.

- With rooftops brings retail – will continue to do well. Absorption has gone up and vacancy down from 8% to 6% during Covid.
- Industrial is #4 sector in County with many facilities just outside the City. Anticipates additional industrial facilities to be developed across from the stadium.
- City is served well by the bus system. Would like to see MARC system throughout the County – could see travel from North Carolina to Boston but there is a 12-mile gap in area. Would like to see connection to SEPTA in the future, which would open the City up to more growth. This has been on the State's radar for a while and received a lot of traction under the O'Malley Administration. The main station would have to be in located in Delaware, so he looked to Perryville as an appropriate place for a station, but the cost was much higher than the State was willing to absorb. Would have to work with Amtrak for 4th rail – have land but question remains whose responsibility this would be. Hope was that maybe with ARPA funding, rail would be considered, but with upcoming change in Maryland Governor, this conversation is going to be starting over. It will take 10-20 years for this project to build out (once started) and take a major commitment from multiple parties.

WHAT TRENDS ARE YOU SEEING IN THE COMMUNITY? AND PARTICULARLY FROM A BUSINESS/RETAIL/OTHER COMMERCIAL STANDPOINT?

- Data centers are another opportunity. These are large industrial/warehouse type facilities. They will not employ a lot of people but will use a lot of power. Big data is key for large online platforms. There will likely be defense contractors and private sector facilities that want to locate near them.
- Automation and artificial intelligence are developed at APG and within the City, but also utilized locally.
- Advanced manufacturing (both building and research) will likely continue.

HOW CAN ABERDEEN CONTINUE TO DIFFERENTIATE ITSELF FROM OTHER AREAS OF THE REGION/STATE?

- Train station – main station in Harford County.
- Festival Park has some opportunity – large park in center of town in front of the City Administration building. Doing nice job using the facility in terms of farmers' market and concerts, but the City could take advantage of it more, including additional promotion of the resource.

HOW CAN ABERDEEN ATTRACT BETTER DIVERSITY OF BUSINESSES OR SHOULD THE CITY FOCUS ON PARTICULAR NICHE AREAS?

- Always focus on diversification for economic development, but this is done well for the County generally.
- Concern more for the future – people are being hired at the hospital and have to be there in-person. For defense industry, this is not the case. Defense will potentially hire people from outside the area who will be able to do the majority of their work from other locations. There is likely to be less emphasis on on-Post locations for defense side of things *(confirm with Nathan Osborne)*. There will be more opportunities to bring in additional defense contractors. The issue is they are not employing the higher number of employees that were anticipated during BRAC, so larger buildings/offices have fewer people/need for space.
- Future trends will include smaller office spaces and/or flexible design and location near the train station as it provides an easy in/out for commuters.
- Sports tourism is going to continue to grow in the County. The majority of County tourism

money comes from Ripken baseball. They are getting ready to open 2 new fields and possibly 2 more. There are opportunities for week-long tournaments. Attendees will be looking for restaurants, hotels, and gas stations. They will be moving their headquarters from Baltimore to Aberdeen.

- Flexibility in zoning is key near the stadium. A vacant building is currently transitioning to self-storage in the area – it will do well but not necessarily the best use for area to leverage stadium and visitors.
- Rail continues to do well.
- There has been a shift to people buying products online, but many still like to shop in neighborhood areas – local restaurants and retail (mom and pop vs national).
- Grocery is always a concern for Rt. 40 – not necessarily in Aberdeen but generally. Would like to see grocer move into the area.

WHAT NEEDS ARE THERE FOR BUSINESSES IN THE CITY/REGION? FOR SMALL OR START-UP BUSINESSES? (E.G., INCUBATOR SPACES, SKILLS TRAINING, OTHER RESOURCES)

- Harford County Public Schools and the Community College are doing a good job coming together to provide training for trades.
- Lab space & related training continue to be needs.
- There is an ongoing need for assistance in obtaining military clearance.
- The college could potentially make significant investment in the City.

WHAT DO YOU SEE AS OBSTACLES TO REINVESTMENT IN THE CITY? WHAT ARE SOME THINGS THE CITY COULD DO TO REMOVE THOSE OBSTACLES?

- Aberdeen seems pretty flexible in terms of development/developer needs. This is part of the reason the hospital chose this location. The City is willing to work with those coming.
- Vacant spaces are present throughout the City and County – nothing can really be done to incentivize.
- There is a high land cost, which is a problem throughout the County, not just in Aberdeen.

ARE THERE SERVICES OR PROGRAMS THAT THE CITY SHOULD CONSIDER PARTICIPATING?

- Continue supporting the Main Street program, which DHCD continues to fund. This has been a strong program generally.
- Enterprise Zone designation is key – there are real property and income tax benefits when businesses locate within the area. Big chunk of Aberdeen falls within the Enterprise Zone.
- Not a ton of economic incentives within the County other than matching State money that goes into the community.

THE COUNTY'S RECENT COMPREHENSIVE PLAN NOTED A DESIRE FOR COORDINATION RGARDING IMPROVEMENTS WITHIN THE US 40 CORRIDOR—CAN YOU PROVIDE ADDITIONAL INFORMATION ON WHAT IS DESIRED?

- Façade improvements – have grants/loans that can be used on a commercial building; generally only for properties that front Rt. 40.
- Redevelopment/beautification along corridor always welcome; new construction has been pretty decent.

COULD YOU TALK A LITTLE ABOUT ANY HOUSING NEEDS/OPPORTUNITIES?

- Worry about affordable housing within Harford County. Any lower/entry level jobs will have difficulty finding housing. Hope that new housing developing in north end will provide opportunities. This is a need countywide – there are plenty of jobs available, but the question is where employees are going to live and how are they going to get to jobs.
- There are no extreme issues related to housing within the City.
- There are problems with homelessness

throughout the County and, at one time, Aberdeen was a hub for this population but not the case so much anymore. The County is looking to expand the current individual homeless shelter; they do not have a family shelter.

- Family House in Aberdeen is a great provider that tries to help families in transitional vs emergency housing. Giving/working them on a year-long program – hand up vs hand out to get people back to self-sufficiency. The County is going to continue to invest with them and are in the process of merging with the individual homeless shelter.
- Senior living – giving people the opportunity to age-in-place is key. Aberdeen has at least 1-2 senior housing communities. The focus should be on finding areas where services can be provided onsite.

- Accessory dwelling units are available. These provide an opportunity to have aging parents living with you. Flexibility in zoning is key to allow. Or even kids getting out of college but not going out on their own. ADUs provide help for affordable housing needs and providing housing stock in general.
- All programs have a wait list (Housing Choice Vouchers, etc.).
- There is a big push for moving toward Areas of Opportunity (Opportunity Zones). Aberdeen had not been in an Opportunity Zone previously, but one present toward south end from rail line to APG – more State money is going toward these areas and is pushing this growth more toward those areas. There is a need if a developer was interested and could get approved.

DURING PREVIOUS WORKSHOPS AND THE COMMUNITY SURVEY, CRIME WITHIN THE CITY WAS BROUGHT UP A FEW TIMES. DO YOU FIND THAT THERE IS HESITATION TO LOCATE IN THE CITY DUE TO THIS PERCEPTION?

- Part of this is a perception issue. Don't think there is really a crime issue in Aberdeen. There is a strong policing unit and community policing unit. They do a good job trying to interact with communities thar are most in need.
- Problems with crime occur in specific, known communities within the City. This is not impacting business attraction. Problem areas are typically south of the railroad and closer to APG. This is a more low-income area where drug use and crime occur typically. While there is a problem, businesses aren't trying to locate here – their focus is more on locations closer to I-95.

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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: ABERDEEN BRANCH LIBRARY

Stakeholder:	Jennifer Jones, Aberdeen Branch Manager
	Mary Hastler, CEO/Director of Harford County Public Library
	Beth LaPenotiere, Senior Director for Public Services
Date:	Monday, April 11, 2022 | 1:00pm-2:00pm | Teams Virtual Meeting
WM Team:	Lauren Good, Project Manager
	Nicky Davis, Planner
City Staff:	Phyllis Grover, Director of Planning & Community Development
	Stefani Spector, Senior Planner

STAKEHOLDER INFORMATION

Harford County Public Library has an Aberdeen Branch at 21 Franklin Street. Jennifer Jones currently serves as the Branch Manager. The stakeholder conversation was held with Jennifer, as well as Mary Hastler, CEO and Director of the Harford County Public Library, and Beth LaPenotiere, Senior Director for Public Services.

DISCUSSION TOPICS

CAN YOU PROVIDE AN OVERVIEW OF THE SERVICES AVAILABLE AT THE ABERDEEN BRANCH?

- The Aberdeen branch is 1 of 11 branches in the overall system.
- Available collections include traditional books, DVDs, special collections, American Girl dolls, superhero action figures, etc.
- Curriculum is provided for all ages.
- Outdoor story garden.
- Branch manager is out and about in the community. Participant in the community. If something's happening anywhere in the County, the Library feels that they should be there in support.

- "Opening the Gift" – licensed daycare provider program. Library would visit households for Storytime, drop-off books, train parents to qualify for MD program.
- Partner with many nonprofits in the community. "Lawyer in the Library" provides legal services to residents. Social workers through CAA. Work with school to provide free lunches/dinners. Provide food trucks/giveaways. MD health dept – worked to provide COVID vaccine distribution as well as test kit distribution.

WHAT ROLE DOES THE ABERDEEN BRANCH PLAY IN THE COMMUNITY? WHAT BENEFITS DOES IT PROVIDE TO THE ABERDEEN COMMUNITY AS A WHOLE?

- "Silver Reader" — outreach vehicle serving seniors in the County
- "Rolling Reader" — outreach vehicle serving after school and more vulnerable population, also visits Aberdeen Proving Ground as it can be scheduled

- In children's area (*birth through HS), STEM is an emphasis especially due to relationship with Aberdeen Proving Ground.
- 3D printing
- Big events bringing authors, activities to the public

- Go outside to the parks, festivals, outreach type events—go "out of the walls"

- Aberdeen has very good relationship with the City—evident when emerging from COVID seclusions. City accommodated for events outside which allowed for more participants for outside Storytime than could fit within the library building.

- A lot of technology training. Computers heavily used. Upgraded on a regular basis.

WHO ARE THE MAIN USERS OF THE ABERDEEN LIBRARY?

- Community branch—many people walk to it.

- Have not only people who have lived in community for their entire lives but people more recent due to Aberdeen Proving Ground

- Some of the homeless population will come in but many haven't come back after Covid—not sure where they've gone

- A lot of the kids not coming back after Covid—not sure where they've gone

- Pre-COVID, there was a very active teen group that would walk to and congregate in the library—just "hang out". With 2 years of covid, expect part have graduated and moved on. Others slowly making their way back. Emphasized virtual products. Some of those that would have needed to come in in person can utilize stuff virtually.

- Teens who were coming in would bring in others—this is not happening anymore. Interruption to continuity. Kids are tired. When they're done with school, they're just done. Used to have 20 teens generally but not that many in the building anymore.

- Older folks not quite ready to come back inside. Use curbside pickup.

ARE THERE ANY SEGMENTS OF THE COMMUNITY THAT DON'T APPEAR TO BE WELL REPRESENTED BY THE LIBRARY?

- Have fairly far-reaching system. Even if certain people don't use, someone in their household does.

- Concern about seniors—have tried to continue to reach out virtually as much as possible. Covid has impacted some parts of the community harder than others.

- Even though there's an east/west split, people walk and use the busses. Get lot of people who walk from across MARC/Amtrak to visit.

WHAT ARE THE ABERDEEN LIBRARY'S STRENGTHS? WEAKNESSES?

- So embedded within community

- Flexible & nimble delivering services

- Known nationally for being creative

- Staff, live, work, go to school here. Fully embrace Harford county. Staff really do care. Most staff want to give back, help, make sure you have a great experience. This is what brings people back—they know staff is there to help them get what they need.

- Weaknesses? Biggest parking has always been parking. Staff parking. Outside book drop in back took up a space. Street parking only other than little staff space. Outgrow meeting room if a big event. People don't always realize they can park around on the street. Think the space is filled up.

- Need to let people know the library is there regardless of the fact they've been in the space for almost 50 years. Still this need to get the word out. Per Phyllis, there is plenty of parking around central park, LED/digital signs are permitted.

WHAT FACILITY NEEDS HAVE BEEN IDENTIFIED FOR THE NEXT 10 YEARS OR SO?

- Can't think of any. Looked at enlarging the building, but that didn't work. Neither did looking for annexes nearby. Will partner with someone in the community for larger events. Don't mind going out into the community.
- New recreation center being built by County (hopefully 2024. W Belair Ave.) Hoping to partner and hold events there/support the City.
- Building built in 1975. Staff spaces thinking about some renovations/bringing outlets up to date, etc. to allow for computer usage.
- Would love to have better landscaping. At mercy of county landscapers.

ARE THERE ANY NEW OR EMERGING NEEDS THAT YOU SEE IN THE COMMUNITY?

- Not just in Aberdeen but seeing mental health issues throughout the community. During COVID, a lot of people going through change/impact. Uptick of people being angrier (especially in schools), not exhibiting correct behavior in public. Make sure city can provide these health services. Some youth, especially some of the younger ones, don't remember what it's like not to wear masks.

WHAT HAVE YOU FOUND ARE THE MOST EFFECTIVE METHODS OF COMMUNICATION TO REACH THE COMMUNITY (E.G., NEWSLETTERS, EMAIL, TEXTS, WEBSITE, OTHER MEDIA)?

- All of these. Still trying to figure out the best way—it depends on the person.
- Social media posts, website.
- Haven't brought back "Headlines and Happenings" quarterly magazine.
- Being out and about in the community.
- Still struggle getting the word out to the community.
- Staff good when people are in the building, call, or ask questions online.
- City does weekly newsletter that picks up library events, specials, etc.

HOW HAS COVID IMPACTED THE LIBRARY?

- Completely renovated branch
- Some people haven't returned—teens, seniors—for different reasons.
- Taking longer to do and get everything (e.g., materials/building upgrades)

DOES THE BOOKMOBILE "ROLLING READER" GET OUT TO DIFFERENT PARTS OF ABERDEEN?

- Yes. Rolling Reader serves children through high school; Silver Reader for seniors
- Children's Library—filled for book drops throughout community for COVID
- Getting ready to start pop-up visits for vans to go out to visit community where people will be able to get on the vans. Going to use for festivals, etc. similar to Amazon vehicle pop-ups in NYC.
- Rolling Reader has multiple stops in Aberdeen throughout the day. Park at Festival Park in between stops

THE CITY IS PREPARING TO CHANGE UP THE FARMERS MARKET, AND IT WILL NOW BE SATURDAY'S IN THE PAVILION AREA WITH A LIVE BAND AND MOVIE NIGHT.

- Staffing on Saturdays is a current concern but want to support if possible. Perhaps once a month. Farmers' market is going to be once a month too. See this as an opportunity for partnership.

THROUGH RENOVATIONS,

- Children's gardens, sails installed. Outdoor story garden concept started in Brooklyn, NY. 1st official one within the Harford County Library system. Ribbon cutting planned. Have used space a couple times but not yet as often as desired. Have held baby group, kids

escape room zoo theme.

WHAT HAVEN'T WE ASKED YOU THAT WE SHOUD HAVE?

- Appreciate all the support over the years whether it's the 5K for breast cancer or other events.
- Whatever's happening in the City, want to support and be involved
- Regardless of where staff may live, the library is part of the community

Meeting Notes:
  Lauren Good, Project Manager
  Nicky Davis, Planner
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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: DAVID DAHLSTROM

Stakeholder:	David Dahlstrom, Regional Planner—Upper Shore Maryland Department of Planning
Date:	Wednesday, March 23, 2022 | 1:00pm-1:50pm | Teams Virtual Meeting
WM Team:	Lauren Good, Project Manager
	Nicky Davis, Planner

STAKEHOLDER INFORMATION

When David took his position at the Maryland Department of Planning, the existing Comprehensive Plan was in place. David and Phyllis Grover (Aberdeen Director of Planning & Community Development) both worked on the form-based code team for the transit-oriented development area. He also directly reviews all water/wastewater amendments as well as grant/funding requests for the City.

DISCUSSION TOPICS

FROM MDP'S PERSPECTIVE, ARE THERE AREAS OF THE CITY OR PLANNING CONCEPTS THAT WE SHOULD FOCUS ON DURING THIS PLANNING PROCESS?

- Current legislation (not adopted yet) by the General Assembly dealing with accessory dwelling units. It would appear be mandating them. The City may want to mention them in the plan so that they're not restricted—have criteria where the City would allow them.
- Housing is a big state concern—generally Maryland has a problem with affordability overall.

AS PART OF THE COMPREHENSIVE PLAN REVIEW PROCESS, WE'LL BE SUBMITTING A DRAFT OF THE PLAN TO MDP FOR YOUR REVIEW IN A FEW MONTHS' TIME. WHAT ARE YOU HOPING TO SEE INCORPORATED?

- New housing element requirement: make sure there's a plan to update zoning code and clearly identify growth areas.
- WRE updates; changes in land use—how do those changes impact the City?
- Updated Census data. Need to be aware how reliable data is, particularly Census. Make sure to identify if there's a large margin of error.
- Overall the existing plan is well written; perhaps identify things that may seem outdated and identify new challenges.
- What level/amount of parks are there? Are each of the parks appropriate for the age of the community members?
- Thinking about COVID, where do people go to get outdoor recreation?
- Look at commercial standards—is an outdoor environment being promoted? Are incentives needed to facilitate or offset desired situation? Maybe parking reduction?
- Adequate parking is overrated. This is not a reason that a business fails.
- Incorporate Tier Map if haven't already done so. If there are changes to growth areas, the City should identify those. A Tier Map is not as important for the towns as with the county, since there's sewer availability and in the PFA vs areas not in the county.

ARE THERE BEST PRACTICES FROM OTHER COMMUNITIES THAT YOU THINK ABERDEEN SHOULD CONSIDER?

- ARPA funding is supposed to be for infrastructure. What are they using it for? I&I? storage? Capacity? Distribution? The uses need to be spelled out in the comprehensive plan and water/sewer plan in order to get that funding or at least be eligible to apply.

WHAT ARE YOUR THOUGHTS ON ABERDEEN GENERALLY? WHAT ARE ITS ASSETS? WHAT IS IT DOING WELL? WHERE DOES IT NEED TO IMPROVE?

- Very proactive—not a large town, not large staff.
- Embraced TOD (transit-oriented development) and FBC (form-based code)—a lot of jurisdictions would be apprehensive.
- Phyllis has pushed to try and get improvements—wish FHWA would rethink standards since Rt. 40 is such an impediment.
- Video on station area improvements.
- Underpass is a big-ticket item—need more support.
- I-95 study had community involvement—being proactive, about as much as you can be.
- Designated Main Street area is great for the City.
- Sustainable Communities designation is great for the City.
- Applied for Community Legacy funds and received them.
- Harford County TAP grants.
- Implementing what they have about as much as they can bite off—can't really say the City's going in a wrong direction.
- Discussion about train station in current plan needs modification/updating—museum being renovated.
- Maybe consider utilizing some of the ARPA funding for community improvements, state/fed funding for underpass?
- Continuing to work on Main Street.
- Already has a lot of affordable housing; the City is probably looking for more market rate, but ADUs are a topic of interest in Annapolis.
- Sustainable Communities funding application just came in—increase in residential 4%? 7.3% reduction in crime. Moving in right direction. 40% increase in vacant housing—not sure if there was a low number to begin with?
- Have had some issues around APG base due to some of the development there—some of the constraints put on them
- From a growth/development standpoint, the comprehensive plan needs to be out with the old and refining some of the new but not drastic changes. Continue existing path.
- Talked about creating a new IBD Zone—big focus in the plan should be getting the zoning code amended. Want to make sure any changes identified to the Code are actually going to be implemented.
- Is there big box/industrial being proposed for technology park? Harford County has a citizen group identified to fight it. Massive facilities have lots of impacts and are not attractive neighbors, especially if losing farmland.
- Maybe in HEAT area, development being proposed not as originally envisioned but still allowed by Code.
- In IBD, development coming in going to try to get max they can unless Code modified to address what's actually desired.
- For WRE, changes in land use and what impacts will be due to those changes. Be

aware of when limited capacities might become problematic. What is the current capacity? Typically MDE wants you to start evaluating allocations once you reach 80%—don't wait until you get to 100%. May need to start looking at this 5 or so years in advance. Growth is going to go where there's sewer capacity. Is treatment plant in need of expansion? What's needed and when? The City needs to consider all constraints and truly put thought into how to address capacity issues in the future.

- Look at water withdrawals and saltwater intrusion. Is Aberdeen near limits? Are new wells or deeper aquifers needed? What happens if there's a drought year?
- Is the City using their APFO as a tool to make sure they're acquiring new capacity to accommodate growth?
- No real reference to APG in Harford County's comprehensive plan. Aberdeen should take that into account. What about their water/sewer needs?

HOW FAMILIAR ARE YOU WITH CITY/EXISTING PLAN?

- Existing plan was already in place.
- TOD (transit-oriented development) Master Plan—attended charrette, met Phyllis Grover. One of the recommendations was to adopt FBC (form-based code). Have been on team to assist in that development over about a year.
- Have been reviewing water/ sewer

amendments and annexations, sustainable community applications, etc.
- Attended some of the I-95 land use study meetings.
- Involvement directly related to requests for assistance. Phyllis appreciates assistance she gets from Maryland Department of Planning.

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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: KIRK BANE

Stakeholder: Kirk Bane, Deputy Chief
City of Aberdeen Police Department
Date: Wednesday, March 30, 2022 | 1:00pm-2:00pm | Conversation via Cell Phone
WM Team: Lauren Good, Project Manager
City Staff: None Present

STAKEHOLDER INFORMATION

Deputy Chief Kirk Bane began his career with the Aberdeen Police Department in 1997 after receiving a Bachelor's Degree in Criminal Justice with a minor in Safety and Risk Management from Virginia Commonwealth University. Deputy Chief Bane graduated from the Harford County Sheriff's Office Academy in June 1998 and was assigned to the Patrol Division. In August 1998, he was assigned to the Special Operations Unit and was tasked with narcotics interdiction and gang suppression. In July 2000, he earned the rank of Detective and was assigned to the Criminal Investigations Division where he investigated a myriad of cases including homicides, robberies, arsons, rapes, and white-collar crimes. He was promoted to Corporal in October 2001 and assigned to the Patrol Division as a shift supervisor where he remained through his promotion in April 2005 to Sergeant. In July 2006, he earned the rank of Detective Sergeant and was placed in charge of the Criminal Investigations Division. In this capacity, he oversaw criminal investigations, internal investigations, crime scene processing, and the Special Operations Unit. He remained in this position until he was promoted to Lieutenant in March 2011 and placed in command of the Patrol Division. In July 2014, he was promoted to Captain and named the Deputy Chief of Police. In this capacity, he oversees the Field Operations Division, which includes Patrol, Traffic, K-9, and School Resource Officers.

In October 2013, the municipalities of Aberdeen, Bel Air, and Havre de Grace formed the Harford County Municipal S.W.A.T. team, a multi-jurisdictional team that Bane spearheaded and currently serves as Commander. Bane had been a member of the Aberdeen S.W.A.T. team since 1998 and a Team Leader since 2000. He received several awards throughout his career from City, County, State, and federal levels and in 2002, was named Harford County Law Enforcement Officer of the Year. After serving in the Aberdeen Police Department for 25 years, Deputy Chief Bane is retiring in 2022.

DISCUSSION TOPICS

CAN YOU PROVIDE AN OVERVIEW OF THE DEPARTMENT'S STRUCTURE—DEPARTMENTS, DIVISIONS, ETC. IS THE PATROL AREA STRICTLY WITHIN ABERDEEN CITY LIMITS?

- The Patrol Division is the largest. It has 4 shifts with 24/7 operation that handles all calls for service, traffic complaints, other complaints. These are what the public thinks of as the "typical" day-to-day police officers.
- The Criminal Investigations Division handles all cases that are more serious (beyond what

the Patrol Division handles). They also handle all crime scene processing, property and evidence collection and storage, and internal investigations.
- The Administrative Division handles records processing and storage, communications (dispatchers), vehicle maintenance,

equipment, uniforms, grants, applicant processing/background investigations for new hires, etc.

- The Department's service area generally consists of the City limits. The Criminal Investigations Division typically goes outside

of those limits (also special operations). They will go beyond City limits if something starts in the City but needs to be pursued outside or when the Department receives a request from other agencies asking for assistance (County/Havre de Grace).

WE'VE HELD MULTIPLE VISIONING SESSIONS AND CONDUCTED A COMMUNITY SURVEY. ONE ITEM THAT WAS BROUGHT UP WAS A PERCEPTION OF CRIME WITHIN THE COMMUNITY. ARE THERE AREAS OF THE COMMUNITY WHERE YOU'RE SEEING A TRUE "CRIME" PROBLEM OR IS THIS A PERCEPTION ISSUE?

- This is more of a perception issue than an actual crime issue. When he first started with the Department, there were drug and gang issues that are not present today, as well as problem properties that have new tenants or owners.

- He and the Department are proud of the City's low crime statistics now but, historically, the area was "crime ridden." Reputation is often difficult to change and there is always a segment of the population or generations that think Aberdeen is what it was 15-20 years ago, which is not the case

anymore.

- The City has won awards for being safest in the State.

- The City's biggest issues aren't considered "major crimes." They are theft (biggest complaints are Walmart shoplifting) and domestic assaults; other types of crimes are pretty consistent across the board.

- There have been no homicides within City limits in the past several years. Shootings do occur from time to time, but they are by no means a regular occurrence.

WHERE ARE PLACES THAT SAFETY IMPROVEMENTS ARE MOST CRITICAL? WHAT ARE THEY?

- At one time, Aberdeen had the worst intersection in the County as far as crashes but they have done a lot to alleviate the engineering issues behind them

- Along Rt. 40, there is a lot of traffic and a lot of pedestrian traffic, which is why this location is where the Department tries to do a lot of speed enforcement. Outside of the City, the speed limit is 55, which drops to

40/30 within City limits. The street is two lanes in each direction with wide shoulders. The nature of businesses in the area is that they produce a lot of foot traffic. Unfortunately, there are probably 2-3 pedestrians struck/killed each year. The area from Rt. 22 to Walmart is the worst; there is little to no foot traffic beyond this area.

WHAT ARE SOME OF THE MOST IMPORTANT TYPES OF SERVICES THE CITY SHOULD CONTINUE TO FUND OR CONSIDER FUNDING TO ADDRESS THE NEEDS OF VARIOUS GROUPS WITHIN ABERDEEN?

- From the Police Department side, the Department already does more than other municipalities in the County; there is not much more or additional programs that the Department could be doing.

- Chief Trabert is always open and willing to give something a shot.

- A civilian employee was brought on as a liaison to downtown businesses; this employee is also used as an advocate for the homeless and mental health—there are numerous mental health clinics in a 2-3 block radius.

- The City doesn't really have a well-

established parks and recreation program. Aberdeen relies on volunteers, which has been problematic over the past several years due to claims of embezzlement, people not getting along, etc. Kids don't have programs or sports to get involved in—those that are available are located outside the City and not everyone has the ability to get to these other places. It would be beneficial for the City to have a better Parks and Recreation association, or at least someone on City staff to coordinate/manage/oversee volunteers to ensure there are things to do.

DOES THE PD HAVE A NEED FOR NEW OR EXPANDED FACILITIES? WHERE AND WHAT KIND?

- The Department has outgrown the space they are currently using. Half of City Hall is the Police Department; the other half is the rest of City Administration. It is likely true that City Administration has outgrown their side too. Renovations are needed to the Police Department side to keep up with changes to the profession. The Department has been in the building for approximately 22 years. Rooms that were initially larger closets were turned into offices because of personnel expansion.

COULD YOU PROVIDE THE CITY'S CRIME STATISTICS (AND HOW FAR BACK DO THEY GO)? ARE THEIR FORMATS IN MORE OF AN EXCEL/PDF OR IS ANY OF IT AVAILABLE IN A GEOGRAPHIC FORMAT (E.G., HEATMAP)?

- Crime statistics are broken down by month. These can be provided by Jen Liberto.

WHAT INTERACTIONS ARE THERE (IF ANY) WITH THE HARFORD COUNTY SHERIFF'S OFFICE (OR OTHER LAW ENFORCEMENT AGENCIES)?

- Typically, the Department doesn't have a lot of engagement with Aberdeen Proving Ground because it's a federal installation—they have stricter laws and separation between the base and outside. Jurisdiction typically ends at the gate.
- The Department does Interact with Havre de Grace, Harford County, and State Police frequently, especially for major incidents and when additional manpower is needed.

WE UNDERSTAND THAT CODE ENFORCEMENT IS HANDLED BY THE APD. ARE CODE ENFORCEMENT ISSUES A PROBLEM FOR THE CITY? WHAT ARE THE MOST PREVALENT COMPLAINTS? DO YOU HAVE STATISTICS THAT COULD BE PROVIDED?

- Code Enforcement is the biggest problem Aberdeen Police Department has in the City.
- People within the City don't seem to understand what the Code really is. They think that if they don't like something that it can just be cited.
- Most frequent complaints are vegetation, trash, and cars, with vegetation being the biggest actual code enforcement issue.
- Code Enforcement used to fall under Planning and Community Development; Aberdeen Police Department took it over in late 2016 (approximately). Since this change, the City has had four different Code Enforcement Officers.
- Code enforcement is a long process—it might take upwards of a month to actually show action. For something to have more teeth, need to get elected officials involve – differing opinions on what this means.

Meeting Notes:
Lauren Good, Project Manager
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CITY OF ABERDEEN ♦ COMPREHENSIVE PLAN UPDATE

STAKEHOLDER INTERVIEW: ABERDEEN VOLUNTEER FIRE DEPARTMENT

Stakeholder: Josh Montague, Fire Chief
Russ Piper, President
City of Aberdeen Volunteer Fire Department
Date: April 14, 2022 | 3:00pm-4:00pm | Teams Virtual Meeting
WM Team: Lauren Good, Project Manager

STAKEHOLDER INFORMATION

The Aberdeen Volunteer Fire Department is responsible for fire suppression and prevention, rescue services, and emergency medical services. Fire and rescue services in Aberdeen are provided by both volunteer firemen and paid emergency medical technicians. The City of Aberdeen is served by three fire stations. The main fire station, located on Rogers Street, is centrally located in its service area and has ready access to major streets in all directions. In addition to the main fire station, the City also has two substations, one located on MD 22 (which has been recently been rebuilt and expanded), and the other located on East Bel Air Avenue. There is also one substation located in Perryman that is owned and operated by the Aberdeen Volunteer Fire Department, but not within the corporate limits of Aberdeen.

DISCUSSION TOPICS

CAN YOU PROVIDE AN OVERVIEW OF THE DEPARTMENT'S STRUCTURE AND THE RELATIONSHIP OF THE ORGANIZATION TO THE CITY ITSELF? IS THE SERVICE AREA STRICTLY WITHIN ABERDEEN CITY LIMITS (TYPICALLY, UNLESS CALLED TO PROVIDE AID)? HOW MUCH INTERACTION IS THERE WITH APG? HOW MUCH OF THE DEPARTMENT IS CAREER VS VOLUNTEER? DO YOU HAVE DIFFICULTY ATTRACTING NEW MEMBERS (AND IF YES, WHAT DO YOU ATTRIBUTE THAT TO?)?

- Independent association with a Board of Directors (President, Vice President, Secretary, Treasurer, three Trustees, Assistant Chief, Chief) as the governing body. Board meetings once a month and holds regular meetings once a month.
- Have own budget set up on annual basis.
- Funded through fund drives, Harford County, City of Aberdeen. All buildings are privately owned by the Aberdeen Volunteer Fire Department.
- Service area goes beyond the City boundary, encompasses entire City, but mutual agreements with the County along with other cities/towns.
- Have mutual aid agreement with APG; more often APG coming off base to assist the AVFD, but occasionally AVFD will assist APG
- Volunteer company. All fire personnel are 100% volunteer. EMS is paid service. Hire people to staff medic units.
- Difficult to attract new members. People coming into the County don't realize that it is an all-volunteer system.

WHAT STRENGTHS CONTRIBUTE TO THE SUCCESS OF THE DEPARTMENT?

- Being in business since 1889—core group of individuals. Have pride in the organization.
- Had problems 20 years ago with providing an ambulance service so went to paid system

- but still struggling due to lack of career medics.

- People want to come out, go on calls, enjoy being at firehouse, have passion for fire service—keep it going daily

- Just put together $9M renovation of station through all volunteers. Had $1.5M from County, <$100k from City. Working on paying off $6M loan.

WHAT ARE SOME AREAS WHERE YOU BELIEVE THE DEPARTMENT COULD MAKE IMPROVEMENTS?
- Everywhere!

WHAT PROGRAMS OR SERVICES ARE YOU CURRENTLY PROVIDING? WHAT ARE THE MOST FREQUENT CALLS FOR SERVICE YOU RECEIVE?

- Put in smoke detectors for the community.
- Mainly EMS and fire protection.

- Most frequent calls are EMS—90% of what they do.

DOES AVFD HAVE A NEED FOR NEW OR EXPANDED FACILITIES? WHERE AND WHAT KIND? WHAT ABOUT MAJOR EQUIPMENT?
- Replacing medic units at least 3x within next 20 years; fire trucks at least 1-2 replacement needed within that timeframe.

- Short-term rescue truck and 2 engines need to be replaced.

ARE CURRENT RESPONSE TIMES/STAFFING APPROPRIATE FOR THE SIZE/TYPE OF COMMUNITY?
- Day-to-day changes in response times. With people around, can occur in a reasonable time. Others, 6-7 minutes to get equipment on the road because volunteers are not in firehouse. Good bit of members within City limits but others take some time to get to firehouse. Most days looking at about 5 minutes to get equip on road.

IN THE CITY'S 2011 COMPREHENSIVE PLAN, A NUMBER OF FUTURE PLANNING AREAS ARE IDENTIFIED FOR POTENTIAL FUTURE ANNEXATION. WHAT CONCERNS (IF ANY) DO YOU HAVE ABOUT BEING ABLE TO PROVIDE SERVICE TO THESE AREAS?
- Biggest concern is the amount of calls from those developments. More concerned about EMS calls. As far as fire incidents, don't think there would be that much of a struggle or big change. New development would increase calls a bit but as they get plans for new developments, they'll have to look at response times, types of incidents they might handle, will it be an issue to get those calls covered. Will always be concerned with this because 100% volunteer.
- Once the department gets upwards of 2,000-3,000 calls per year, what will this do to the volunteers currently have.
- Need to go to paid force is definitely coming. It is an eventuality. Would say it's a safe bet within 10-20 years will have some kind of paid system.

- Volunteer system as a whole is taking a hit so just one of those things where there will be a need to have people in the station 24/7. Whether just paying 2 trained personnel, driver/officer and volunteers to be firefighters or other situation remains to be seen.

ARE THERE AREAS WITHIN THE COMMUNITY THAT ARE CHALLENGING TO PROVIDE SERVICE? WHERE AND WHY?
- With new development, how much space is going to be on the roadways? Some

developments the department has recently been sent to have asked if equipment has fit and wanting to make sure it will fit.

- As far as height, it can be a challenge but don't foresee high-rise buildings within the

community.

- Cars parking on the street combined with width of street a concern due to size of equipment.

ARE THERE ANY AREAS OF THE COMMUNITY THAT DO NOT HAVE ADEQUATE WATER PRESSURE FOR FIREFIGHTING NEEDS (OR AREAS WHERE YOU WOULD HAVE TO RELY ON WATER TRUCKS, ETC. DUE TO THE LACK OF HYDRANTS)?

- Within City limits, most areas have hydrants and most of those are really good hydrants.
- Older mains mean pressure is not as good, but this is being addressed already.
- Within the City, hydrants are roughly 500-600 feet apart, which is pretty standard. There

are some areas where it's a longer distance (dead-end street) but not really that many where that's a problem. If it is a problem, the officers plan for this and have a plan prior to an incident occurring.

ARE YOUR FIREFIGHTERS/EMTS ABLE TO FIND ADEQUATE HOUSING WITHIN THE CITY OR IS HOUSING AFFORDABILITY A PROBLEM?

- Never really been brought to their attention.

DO YOU ENCOUNTER ISSUES WITH VACANT PROPERTIES?

- Run into very little issues with vacant properties or those occupied by people that aren't supposed to be there.

- Even with EMS calls, rarely getting calls related to this.

DO YOU HAVE ANY CONCERNS WITH EMERGENCY COMMUNICATIONS OR AREAS WITHIN THE COMMUNITY THAT HAVE POOR COMMUNICATION SIGNALS?

- Pretty good within the City.

- Warehouses tend to have issues.

WHAT HAVEN'T WE ASKED YOU THAT WE SHOUD HAVE?

- If solar panels on roof and there's a fire, don't have access to roof to vent. For most part case by case review.
- Would like to find funding for EMS and start of paid fire force. Definitely would like to see

support from City to do this. Not asking for money to ask for money. Doing this to keep up and provide good quality service to Aberdeen. Also for vehicle replacement.

Public Comment Period Record

No.	Date	Page Number	Comment	Comment Received Through	Response
1	12-Oct	Chapter 5, Page 13	Land Use in Area 8 fronting on Paradise Road is designtaed as low density. Prior plans it was low/medium; why the change? What about convenience stores?	Public Open House	Planning Area 8 - Aldino Stepney; the Future Land Use Recommendation states planned for low and medium density residential and neighborhood commercial uses. Text included for consiseration of residential commercial to support low and medium density residential communities.
2	12-Oct	Chapter 4	Land Use - Future Land Use Key; color codes for H-D Residential, NC, and T-O Commercial are very close. Need to differentiate	Public Open House	Colors will be adjusted
3	12-Oct	Chapter 5	I would think it would be a more efficient use of land if the low density residential was changed to medium density.	Public Open House	City would like to maintain both for future planning due to the effec thtat the change would have on the water resources element. Please note that the low density land use cateogry is similar to the R-2 zoning.
4	12-Oct		Happy to see a representative from City Council in attendance; hope that the council actually takes the time to review the plan and provide feedback.	Planning Commission Meeting Public Comment	
5	12-Oct		Perhaps create a brief synopsis/summary of the comprehensive plan that can be delivered via email or used in promotional material for the City.	Planning Commission Meeting Public Comment	An executive summary was prepared and is available on the City's website and www.planAberdeen.com
6	12-Oct		Planning Area 8 - 2011 it was identified as low/medium density; now it is low density. We would prefer to see property as low/medium and can see the potential for future retail (Coffee shops/newspaper)	Planning Commission Meeting Public Comment	Planning Area 8 - Aldino Stepney; the Future Land Use Recommendation states planned for low and medium density residential and neighborhood commercial uses.
7	14-Oct		I now regret that I located to Eagles Rest from Fallston 2 years ago. This Comprehensive Plan and the planning area development docs signed in 2021 located elsewhere on the Town website are not the same, but equally unfavorable to the existence of our neighborhood as I know it. The destruction of frested areas behind the Richmond American section to be replaced with homes just a few feet from single family new builds is not the aesthetic that anyone in this community desires. Aberdeen is allowing a builder with a reputation for "jamming in townhouses", an Aberdeen inspector's words, to ruin this lovely neighborhood. Of course folks have a right to sell and buy/develop but the City has the responsibility to limit permitting and plans to keep the neighborhood we bought into small, contained, and visually attractive without looking into the backs of rows of townhomes or apartments. Why would city planners think that this is what residents want? You know we do not. I appreciate wanting to provide homes for new residents but at the cost of current resident's neighborhoods and quality of life- the same folks who already pay county tax, city tax, and a yearly water system fee. The mess that is and will be behind us is unncessary. If I desired a mutli-family style community, I would not have purchased in Eagles Rest. The traffic on 22 is rough and none of the supporting roadways can handle the projected volume. If this building up fo the area is the way of the future, we will be looking to relocate again, though this was to be our forever home in the first community I genuinely loved. Please let me know the detailed timeline for road construction and building so we are no longer in the dark and cavn make our next housing decision appropriately.	Website	The properties were annexed into the City and a community input meeting, Planning Commission public meeting, and numerous public meetings held with the City Council. After the properties were annexed the owner/developer presented a preliminary site plan and final subdivision plats for approval before the Planning Commission and City Council. These meetings are open to the public for comments. The City's Department of Planning and Community Development and Department of Public Works are available to discuss the development of the land.
8	14-Oct		The maps of the City do not include our most recent annexations (Cranberry Business Park, Rock Glen and Long Drive/Pres Homes). I believe they should be included in the final draft.	Email	Changes have been made to the maps.
9	14-Oct		There are two lots in Locksley Manor that have been included in many of the maps of the City but are not actually in the City and should be excluded	Email	Changes have been made to the maps.
10	14-Oct	Chapter 10	The first map in Chapter 10 (Map 10-1) indicates that planned water service for the Aberdeen Overlook area and Bosworth properties off Bush Chapel is shaded in green (6-10 years). Shouldn't they be in the yellow 0-5 color? Additionally, it states that the Welands Annexation are in gray which means it is not planned. Since they are in the City, should they be at least in green for planned service in the next 6-10 years?	Email	Emails were sent in regards to the water service inquiries and any applicable changes were made to the maps.
11	14-Oct	Chapter 10	Last thing is minor, lots of the population data says that our population is just under 16k per 2020 but the Census data states that our 2020 numbers were 16,250. Is there a reason these are different?	Email	The 2020 census data was incorporated along with other changes
12	12-Oct		Thanks for your reply to my 9/20 email, and I do understand your point that the codes, etc. will govern the permit/approval process. My only concern is that in the future,if the City looks to modify their codes, they would possibly look to the comprehensive plan for guidance or intent, and seeing the words "preservation of established tree cover is required" may lead to in fact implementing that in the codes. I'm not worried about this with you at this time because of what yous aid, but just wary ofhow other possible future City planners and regimes might handle it.	Email	Verbiage updated to remove the word "require"

13	12-Oct		Regarding densities - the Bush Chapel 2011 Comp Plan lists low and medium densities, which would work for a single family detached and attached development. Regarding my 90 acres on Robinhood Road, which is in the 2011 Titan Terrace area and the Old Robinhood area; both of these areas are shown planned for low density. I would like the possibility of single family detached and attached here - could they be listed like Bush Chapel as low and medium densities?	Email	PA 5 Old Robinhood Road is recommended for medium density residential, and PA 6 Titan Terrace is recommended for low to medium density residential.
14	17-Oct		Eagles Rest Phase 2 is missing from several tables where recent projects are mentioned. I think it should be included on pages 4-16, 5-87, and 6-17.	Email	This has been addressed in the pages noted.
15	17-Oct	Page 5-69	Bush Chapel Future Land Use Recommendation: Change R2 to R3 as that City zoning better matches the County zoning that allows townhouses and also better matches the medium density residential that is proposed in the plan.	Email	Remove commercial from Table 5-1, does not correspond to PA12 Bush Chapel proposed land uses are medium density residential, high density residential, industrial, and open space.
16	17-Oct	Page D-SAP-BC1	Bush Chapel Small Plan Area/ Introduction/ First Paragraph - Change the last line from "Low to Medium Density" to "Medium to High Density" as that is what is shown on all the plans for this area.	Email	This information will be updated
17	17-Oct	Map BCSAP-2	The three small properties closest to Bush Chapel as well as the house Mike Hiob grew up in should probably be yellow for Low Density Residential as the existing land use as they don't have any Ag on them. Near this same area, might want to reclassify the Cullum junk yard as industrial instead of low density residential.	Email	The City is not in agreement with the recommended land use change; The City also does not agree with the reclassification suggestion for Cullum's Salvage and Towing Business.
18	21-Oct	D-SAP-AS9	The Noplock Family Farm is located in Planning Area 8 and fronts on Paradise Road (Route 462). The draft 2022 Comprehensive Plan (Page D-SAP-AS9 and following) recommends low density residential development. For a variety of reasons, I suggest that the Planning Commission return it to a low/medium density designation as it has been since the 2011 Comprehensive Plan. Also, in it's May 24, 2022 updated to the City Council, Wallace Montgomery stated that "The Planning Commission's recommendation is to retain Aldino-Stepney as a Future Growth Priority with Low to Medium Density REsidential and Limited Mixed Use/Commercial future land uses."	Website	Please refer to answers above for Planning Area 8
19	21-Oct	Page 5-54	Although the 2022 text states "This area should be targeted for low-intensity business uses that support and enhance the lives of the immediate residents, such as small cafes or bodegas…" (see page 5-54) in Area 8, there does not seem to be any allowance for that in the Low-Density REsidential designation for this property. Having a cafe or bodega, for example, within walking distance is very attractive. Commissioner Gillis expressed similar sentiments at an earlier meeting.	Website	Please refer to answers above for Planning Area 8
20	21-Oct		Are there any areas designated for those over 55? If not, some medium density housing would permit "patio homes" or "villas" which would be ideal for that population - spacious homes, first floor master suites, great rooms and kitchens with guest facilities on the second floor. I can attest to the fact that these are in short supply in Harford County. As for the younger generation, I would like to express my thoughts on what I have learned from helping our son and daughter-in-law search for their first home. Young working couples are looking for sidewalk communities with small yards that require little maintenance. Whether young or aging, homes with smaller lots are more affordable.	Website	The Comprehensive Plan would not address specific types of housing or areas for senior living, patio homes, villas with spacious homes, first floor master suites. The Small Area Plans provide more detailed information for Bush Chapel, Aldino Stepney, and Gilbert. The Plan may reference needed housing types in Chapter 6 - Housing.
21	21-Oct		Finally, Paradise Road could easily accommodate the additional traffic that some medium density housing would bring.	Website	Agreed and the market will determine the housing types that will be constructed in Aberdeen.
22	24-Oct	Chapter 3	I'd like to see Chapter 3 include a few lines on upgrading the downtown US Post Office. A) One low-cost enhancement would be a drive-up letter drop w/the drop slot on the driver's side. I think there's room behind the building in a low-traffic stretch of road -- maybe carving out a small portion of the parking lot along Buchanan Lane. B) The building interior is outdated, worn, inefficient, and in need of a thorough renovation to bring the Post Office up to current Post Office standards. C) The building exterior needs an upgrade, too. I'm almost sure the Post Office has developed new standards for enhancing their building exteriors. D) Recommend sharing w/US Post Office officials as a courtesy -- pointing out the importance of the Post Office to the health of downtown and inviting them to come alongside the City in the coming years w/eterior and interior enhancements of their own.	Website	The City agrees and the comments will be addressed in Chapter 3 - Community Facilities Chapter
23	24-Oct	Chapter 3	Maybe the Post Office could eventually build a new building in a new downtown location w/its own parking lot. Challenge Post Office officials in a friendly way to develop a concept for a new downtown location and offer to work with them on such a project.	Website	Response as noted above.

24	24-Oct	General	An executive summary would be helpful	City Countil Meeting	An executive summary was prepared and is available on the City's website and www.planAberdeen.com
25	24-Oct	SAP	When looking at the Small Area Plans, see just low residential in some areas, but don't see much on commercial use or City facilities? Can you explain?	City Countil Meeting	This will be addressed
26	27-Oct	General	More retail - preferably downtown. Specifically clothing/shoes/housewares. Currently our only options are big box stores or going elsewhere in the County.	Email	Noted
27	27-Oct	General	Cleaned up. Trash pickup, landscaping, mowing, painting, etc.	Email	Noted
28	27-Oct	General	Improved or more grocery stores. I'm not impressed with the produce at Shop Rite or Aldi, and have not been in Lidl. Food Lion in Churchville has a much better produce section, and that's where I currently go because it's the closest to home. I am absolutely a convenience shopper, and will go to whatever store has what I want & is convenient to my current location.	Email	Goals will be noted in the implementation chapter that would encourage these improvements.
29	27-Oct	General	More police TRAFFIC presence. Some guy just drove his lawn mower down the sidewalk past our office. Scooters & bikes are ridden on the sidewalks all the time, and should be in the street. There are often blatant traffic violations downtown, like U-turns in the middle of Bel Air Ave, terrible parking jobs (blocking travel lanes), right turns on red where it's marked no turn on red, parking on the street for more than the 2 hour limit, parking semis on Bel Air Ave, etc. And there are NEVER police downtown to address these things that should be addressed.	Email	Comments like this should be directed to the Aberdeen Police Department; this has been forwarded
30	2-Nov	General	I am a co-Chair of Bike Harford, promoting bike infrastructure work to make cycling safe for the 8 year olds and the 80 year olds across Harford County. And those in between 8 and 80, too! The concept plan work going on now for the Aberdeen - Havre de Grace Route 40 connector is exciting. We see safer cycling/ walking infrastructure supporting healthier residents, creating economical ways for families to help themselves, healthier air and water, less crowded roads and parking areas, less impact on wildlife, and more -- similar to many goals that Aberdeen Planning holds. We will likely have a meeting within the next month or two. Would one of your staff members be available to present, and help us learn more about your work and upcoming projects?	Website	Harford County Government will include the concept plan for bicycle and pedestrian improvements along US40 (Aberdeen to Havre de Grace) as part of their Priority Requests for consideration to MDOT SHA. The final plan for these improvements is being discussed at a public open house on February 9, 2023.
31	8-Nov	Chapter 5	In Chapter 5 Municipal Growth, Planning Area 1, Aberdeen does not address the properties at the corner of US Route 40 and Md. Route 715 that run along MD Route 715 to Old Philadelphia Road (Route 7) that need to be redeveloped or developed and which will require a zoning change to do so.	Website	That will be the next step in the comprehensive plan process - comprehensive rezoning.
32	15-Nov	General	I appreciate the efforts of Wallace Montgomery, the City's Planning Commission, the City Staff and the City Council. With all of these entities involved, I believe the finished product will be something we can all be proud of. That being said, I have already offered my opinion regarding many aspects of this document, so the only thing I will offer at this time is: Please don't attempt to pacify every request submitted by the general public. Many times, their comments (or requests) may be self serving or in conflict with what's best for our City.	Website	The City will review comments submitted and address as appropriate.
33	20-Nov	Chapter 8	Sports Tourism can and will have a huge impact on our city. We need to foster conditions to expand Ripken experience and to have all turf fields. We need more branded and independent dining facilities on I-95 & Downtown area. Need big box retail and office supply stores. We need a housing facility like BUlle ROck, and improvements in public transportation	Email	Noted
34	1-Dec	General	I would like to see the entire TOD along W Bel Air Ave, as designated in the 2012 Aberdeen TOD Master Plan, be included in the TOD-D area. This would coinside with the Main Street program area. Why limit the TOD-D to the area around the AMTRAK station? Give the main street through the city the maximum opportunity to provide additional revenue!	Website	The Transit Oriented Development (TOD) Area is a State designation that includes a 1/2 mile radius around the Aberdeen MARC Train Station. The TOD zoning will be reviewed during the Comprehensive Rezoning Process after the Plan is adopted.
35	1-Dec	General	Through your professional knowledge, you eliminated the previously designated Stepney Planning Area. However, on an arbitrary suggestion by one of the city planning commissioners, you included on particular property in the Bush Chapel Planning Area which had been part of the Stepney Planning Area. I have an interest in the ownership and management of that property and request you return it to the Stepney Planning Area.	Website	This was a decision of the Planning Commission and City staff based on public utilities and new developments under construction in the County.
36	5-Dec	General	This plan, unfortunately, does not contain any plans for promoting or preserving Aberdeen's history. This is one of the things that has made Aberdeen great over the decades/centuries. Please amend to include this. Thanks!	Comment Drop Box	Chapter 2, City Profile was expanded to include additional historical information

38	8-Dec	Chapter 3	As stated on Page 3-20, "As the City has grown, the amount of open space available for public use and protection is limited." As such, HLT strongly recommends that protection of open space for public access be prioritized. Table 3-2 shows a total of 57.25 acres of community and neighborhood parks and recreation facilities for the City's 15,904 residents (per the 2020 census). While recommendations vary regarding the amount of public parkland per capita for municipalities, Aberdeen should set a target number of acres per 1,000 residents to guide its efforts.	Email/Hard copy via mail	Decisions on targets will be undertaken as part of the implementation for goals and objectives. Information on recommended targets is appreciated.
39	8-Dec	Chapter 9	On Page 9-1 within the Environmental Resources and Sensitive Areas goals, there is mention of green infrastructure. HLT recommends that the City develop and adopt a green infrastructure plan to enhance and protect key green infrastructure assets.	Email/Hard copy via mail	Green infrastructure will be included as part of the open space and parks development and preservation.
40	8-Dec	Chapter 5	Planning Area 2: Swan Creek - As identified on Page 5-29, the Swan Creek Planning Area "has been almost completely preserved through a combination of protective easements." HLT suggests that the Swan Creek Planning Area be removed as others have (as referenced on Page 5-9) due to the perpetual conservation easements covering almost the entirety of the Planning Area.	Email/Hard copy via mail	Planning Area 2 - Swan Creek - the Future Land Use Recommendation states the area is identified as a Buffer Area. The revised Planning Area 2 Map 5-7 states future land use as agriculture. We have included language in the Future Land Use Recommendations that "we recognize the importance of preserving the natural resources, MET easements, and existing agricultural uses."
41	8-Dec	Chapter 5	Planning Area 4: Barkess - HLT is pleased to see the inclusion of the statement, "Development of this area should take care to preserve as much forest cover as possible as it provides significant habitat and connectivity for wildlife." Additionally, much of the Barkness Planning Area is considered to have the highest green infrastructure conservation values by Harford County's 2018 Green Infrastructure Plan ("Plan"). This Plan suggests prioritizing these lands for future conservation acquisitions, including parkland or perpetual conservation easements.	Email/Hard copy via mail	Noted
42	8-Dec	Chapter 5	Planning Area 8: Aldino-Stepney - The descriptions of the Aldino-Stepney Planning Area on Pages 5-53 and 5-54 do not acknowledge that 58.7 acres on West Chapel Road (shown on Map 5-13 on Page 5-55) are permanently preserved through the Maryland Agricultural Land Preservation Foundation (MALPF) program.	Email/Hard copy via mail	Description updated to include acreage noted in comment.
43	8-Dec	Chapter 5	Planning Area 11: Grays - The Natural Features description on page 5-65 require corrections. The park area, known as the Grays Turn Tract of Stoney Demonstration Forest, is owned by the State of Maryland and is managed by the Maryland Department of Natural Resources Forest Service. The forest serves as an educational resource where a variety of silvicultural practices, forest best management practices and wildlife habitat management practices are implemented. As such, HLT suggests that the City revise the Planning Area to exclude any lands owned by the State.	Email/Hard copy via mail	Description updated.
44	8-Dec	Chapter 5	Chapter 5 includes very little mention of the need for public open space as the City grows. Page 5-92 states, "Additional needs for community parks will be assessed as part of the annexation of the Planning Areas and as part of overall community and infrastructure improvements." HLT suggests the City utilize and include a more deliberate planning approach for estimating new acres of parkland required as the City population grows.	Email/Hard copy via mail	Noted. Additional language on the need for additional open space and open space preservation added throughout.
45	14-Dec	Map 4.3	Map 4.3 shows all of Swan Meadows being designated as high density including the park. I don't think I am reading wrong. Red on the key matches red on the map. I am very confused and concerned by the Swan Meadows designation being changed from medium density to high. What is the reason for this? Is there a future plan to add apartments to any area already over run by rentals? Some of these properties are managed/owned by people who do not care about their tenants let alone their properties - Is the plan to exacerbate this issue at the expense of the current residence trying to improve their neighborhood. As a 15+ year homeowner in this area I would like to know how this plan improves the neighborhood and my fellow homeowners property values and quality of life. It doesn't but I am sure someone else will profit from it.	Website	This area has always been zoned as R-3, no changes were made with this plan update cycle. Future land use reflects the consistency with the R-3 designation.
47	14-Dec	Chapter 5	Page 5-69, Planning Area 12-Bush Chapel, The Area Type section describes the Growth Area as High Priority for Low- to Medium-Density Residential (and Commercial) Development however, Table 5.14 (on the next page) identifies no future acreage for low density residential land use and identifies 136.19 acres for high density residential land use. High density residential land use appears to be a challenge given the area's limited rural roadways and sensitive environmental features. Recommend justifying why high density residential land use is appropriate for this area (mention adjacent to existing high density residential land use; identify how this area will be accessed with respect to roads (something more that the existing narrow Bush Chapel Road)).	Email	Noted. And updates made through coordination with City Staff and the PC.

48	14-Dec	Chapter 5	Page 5-97, paragraph 11) b: "The City Council may reject the petition for any reason or for no reason." Explain why it would/should be acceptable for the City Council to reject a petition without reason. Wouldn't that just leave everyone confused?	Email	This is the City's Annexation Policy and Procedures, and a text amendment woud be required to change the language.
49	14-Dec	Chapter 7	Page 7-1, Transportation Goals and Objectives, goal 1, first sub-bullet: To the end of the first sentence "Continue to evaluate the existing transportation infrastructure;" add "…to address evolving traffic conditions."	Email	Sentence revised per comment
50	14-Dec	Chapter 7	Page 7-10, Traffic Conditions: In this section, mention how often traffic studies are performed to understand traffic volumes and conditions on existing roadways (how often is data collected for determining the average annual daily traffic and level of service).	Email	Noted.
51	14-Dec	Chapter 8	Page 8-12, Table 8-11. Largest Employers: Would it be possible to add another column to show how many employees at each of these companies are residents of the city of Aberdeen?	Email	Information is not readily available.
52	14-Dec	Chapter 9	Page 9-1, Chapter 9-Environmental Resources and Sensitive Areas. This chapter does a great job of addressing this topic for the current City of Aberdeen property. Recommend expanding the information provided to cover the Planning Areas and adding a goal which would ensure environmental resources and sensitive areas will be considered when annexing properties into the City of Aberdeen.	Email	Each of the Planning Area descriptions/profiles in Chapter 5 note the environmental features/sensitive areas.
53	14-Dec	Appendix C	Appendix C-Public Involvement, Page 1 of the Visioning Workshop #3 Group Exercise Comment Compilation. Please correct the spelling of participant Paul Fallace (not Fullace).	Email	Corrected
54	14-Dec	General	How does the public get the opportunity to review the proposed final draft? Recommend extending the schedule to allow for public review of document that has addressed comments;	Public Hearing	A public draft for review will be provided prior to the commission's vote to adopt the updated comprehensive plan.
55	14-Dec	Chapter 4	In Chapter 4 on Table 4-2 it says "unofficial"; there's also a zoning map that seems to show Victory Park as high density. When did that get approved? How do we make comment on something that is unofficial? Agree that there should be an extended review period for the public	Public Hearing	Chapter 4, Map 4-2 Zoning recflect the exising City Zoning Map. Unofficial has been removed to minimize confusion.
56	14-Dec	General	Feel strongly that historic preservation should have it's own chapter in the comprehensive plan. Plan has been crafted well overall. Provided outline (handed directly to commission) that gives background info on why it's important to include historic preservation; Bel Air, Harford County, etc. all have separate chapter; sustainability IS preservation. If MHT is already invested per the comments provided, the City should support as well.	Public Hearing	Chapter 2, City Profile was expanded to include additional historical information and the City will review this during the Mid Cycle Review required by the Maryland Department of Planning
57	14-Dec	General	Distributed historic map; B&O train station as a focus, referenced shots of soldiers leaving the train station to emphasize role it has played in history of the City; City ordered the station to be demolished, however Historical Society interviened and took over care of the station. Planning to complete the exterior renovations once funding is secured. Would like the City to invest in a preservation committee/staff	Public Hearing	Noted. Historic Preservation section that is currently in Chapter 2 is being expanded.
58	14-Dec	General	Swan Meadows region is changing from R-2 to R-3 zoning. Will involve the EPA Environmental Justice Group if necessary. This plan will fail without realizing major issues within Aberdeen. How can we realize a vision when slumlords aren't held accountable? Vet renters first. A burned out building is only a block away; the current code doesn't have enough teeth to fight these issues. East side has become a dumping ground for mentally ill and slumlord renters. Issues of gangs and heavy drug use are impacting our schools and Swan Meadows is being exploited.	Public Hearing	Swan Meadows is zoned R-3 High Density Residential, and the Comprehensive Plan does not change the zoning. The Comprehensive Plan is an official long-range policy document adopted by the City Council. The Comprehensive Plan role is a guide for future decisions about appropriate land uses, based on forecasts of existing land use patterns and anticipated trends. The Comprehensive Plan is not intended to address current property maintenance or rental issues, gang activity, drug use, or other illicit activities. There are codes in the Code of the City of Aberdeen that address property maintenance issues and Aberdeen Police Department will address those other identified issues.
59	14-Dec	General	current plan doesn't show what the property is actually zoned - low density residential. Business has existed on this property for 22 years and is zoned commercial in zone 5. If this changes, the business will not be allowed in that area. Will be requesting annexation.	Public Hearing	Represents zoning and not land use. Zoning has not changed for this update.
60	14-Dec	General	Against re-zoning for high density. You say we need affordable housing, but we already have it. Just need to get rid of slumlords and stop allowing people to purchase homes then turn them into air b&b's.	Public Hearing	Comment noted. Zoning has not changed for this update.
61	14-Dec	General	high density on other side of 95 is not appropriate for the area, totally against it. There is not enough infrastructure available. Who is going to pay for the infrastructure needed? Building isn't needed. What about providing water lines? Stop growth, it is not beneficial to the City. Build a water tower first. Water and sewer lines are already failing.	Public Hearing	Comment noted.
62	14-Dec	General	Home has been in Aberdeen since 1966. Housing changed to high density in his area. Schools cannot handle more students, water lines are dilapidated and failing. Apartments should go on route 40, not anywhere else. Windemeir has plenty of green space but City seems to want to limit green space on east side. No one in council lives on that side of Town so they ignore issues. Infrastructure should be a focus.	Public Hearing	The City has added the Church Green Park on East Bel Air Avenue, expanded Victory Street Park with a dog park, disc golf, water feature, basketball court was resurfaced, and new playground equipment installed after fire damage; the North Deen Park will have a state-of-the-art skate park opening in summer 2023. The Windemere community does not have any public parks or recreational opportunities.

63	14-Dec	General	East side resident; concerned with R-3 zoning of the area. Yards and homes are relatively small and there is a need for green space for kids to play. There are no sidewalks for safe walking to and from school. Schools cannot handle more children moving to the area. Infrastructre issues are major on the east side - sink holes, traffic issues. There is a major lack of resources and there is a lot of concern if area is left as R-3 zoning.	Public Hearing	This property has always been zoned R-3, no changes were made with the update of this plan.
64	16-Dec	General	This comment came into the Museum via the Guest Book comments: " Great History. Would love to tour the old homes. You must save the Victorian homes. Do not demolish! Have them on National Register. Have tours on some (with furniture) can make $ for tours. Pull together your resources for history from beginning to present. New buildings are dull - old ones worth saving, even moving."	Website	Comment noted.
65	16-Dec	General	Before proceeding any farther with the present Comprehensive Plan, I recommend taking inventory of what Aberdeen already has. Aberdeen does not lack existing areas of attraction; they simply need to be recognized and put to use. 1) Value Aberdeen's HIstory: Here I will address Aberdeen's historic homes and buildings. Aberdeen has a rich and interesting history. The value of Aberdeen's history has already been addressed in the document jointly written and submitted by Friends of the Aberdeen Train Station and the Aberdeen HIstorical Museum. If given suggestions are implemented, the historic district of Aberdeen can contribute to renewing the vitality of the surrounding area by becoming a focal point for community involvement and tourism. It can become a catalyst for other community enhancements. 2) Value Aberdeen's Green Spaces: people do not like to be packed in liek sardines Just as the pages of a book has margins for the eye to rest (the print never goes to the edges of the pages for a reason), people need to feel they have safe open spaces to wander and play. Communities need to be dotted with playgrounds and parks for emotional rest. The area beyond Ripken Stadium (Seibert Farm) has beautiful woodlands, fields, and streams. Develop that, not into townhouses and apartments, but an outdoor scenic attraction with footpaths, trails, a picnic area, and pavillion. Again, such features will be seen as desirable by both residents and visitors alike.	Website	Chapter 2, City Profile was expanded to include additional historical information and the City will review this during the Mid Cycle Review required by the Maryland Department of Planning
66	20-Dec	Land Use	The Aberdeen East Action Committee (AEAC), a community advocate organization within Aberdeen, with nearly a hundred members, would like to share our great concerns over the land-use and zoning for our community as depicted in the City of Aberdeen 2022 Comprehensive Plan. As one of the Plan's objectives is to consider the quality of life for our residence including examining zoning and future land use. We foresee any lack in attention to our concerns will result in efforts to exploit our underprivileged community, as we made clear during the Public Comment Meeting on 14 December. The oversaturation of multi-family properties within East Aberdeen has resulted in difficulties for us to obtain a healthy stable community. As, there is a strong correlation between large numbers of so called affordable multi-family structures and the increases in crime and traffic[i]. As a result, the AEAC considers the proposed future Plan-Use Map (4-3) depicted in Chapter 4 if realized, will lead to greater hardship and a significant impact to the general welfare and quality of life of our residence. We consider that if this Plan is approved as is, it will be in great violation of environmental justice, as the only benefiter will be the powers within our city to profit off our misery. Therefore, we demand the following:	Email	Map 4-3 Future City Land Use has been updated to reflect the recreation/open space areas; Chapter 11 Implementation includes goals and strategies to address property maintenance, code enforcement, updates to existing codes will be addressed in the future.
			Comment 1 - That the Planning Committee return the land use for Swan Meadows and those properties located east of Post Road along E Bel Air Ave, to remain medium-Density Residential as depicted in Map 4-1 (Current Land Use). We do not see any justification for such areas to be planned for High-Density Residential as depicted in Map 4-3 (Future Land Use).	Email	This property has always been zoned R-3, no changes were made with the update of this plan.
			Comment 2 - That all Greenspaces that appear within the Swan Meadows Community as shown in the Current Land use Plan (Map 4-1) be reinstated in the Future Land Use Map (Map-3). This would include liberty Park along with the land adjacent. Greenspaces are crucial element of Environmental Justice and assist in providing a greater quality of life for our residences.	Email	Comment noted.
			Comment 3 - That the committee call to rezone Swan Meadows and those properties located east of Post Road along E Bel Air Ave to R-2. This to reflect our current land use as medium-density residential as depicted in Map 4-1. We strongly believe our R-3 zoning designation is a mischaracterization which is not in the best interested of our community.	Email	This property has always been zoned R-3, no changes were made with the update of this plan.
			We request that any indifference to our demands, to prevent any future exploitation of our community be conversed with us prior to the finalization of the Plan to allow us the opportunities to coordinate with our connections within the EPA Environmental Justices Legal Division to advocate on our behalf. In addition to these land use/zoning demands, the AEAC has general recommendations that we would strongly encourage the Committee to also adopt within the City Plan. This as the Plan's goal is also intended to address shortcomings within the City's Current Codes and policies. The AEAC has great fear that our desired goals for improvements within the downtown and train station areas will fail, unless these following additional parameters are also explored.	Email	All changes made have been discussed and voted on publicly, with input welcomed from City residents.

			Comment 3 – We strongly recommend that the Committee adopt within the Plan a call to reform the city codes to hold slumlords accountable through a proper vetting process and use of a renter register as in Havre de Grace, MD. The downtown / train station area is incased by a considerable number of properties retained by slumlords, whom without care often do not properly vet tenants - which has led to the increase of troubling individuals within our community that pray within.	Email	Comment noted.
			Comment 4 – We strongly recommend that the Committee adopt within the Plan measures to strengthen Structure Code Standards. The downtown / train station area is surrounded by dilapidated properties. Many are heavily damaged by fire, such as the property at 5 Post Rd, at the crossroads of our community. AEAC understands that revitalization efforts can never be fully realized with current code standards.	Email	Comment noted.
			Comment 5 – We strongly recommend that the Committee adopt within the Plan measures to limit the oversaturation of special conditioned properties such as halfway houses and those associated with mental health. Such properties within a specific area should be limited and be required to register as a business and zoned for commercial areas. The downtown / train station areas surrounding East Aberdeen is currently overwhelmed as a dumping ground (a campus) for the mental ill and littered with halfway houses. These properties tend to be run by organizations with poor supervision and lack in community safety. The AEAC does not believe that city plan improvements can be realized unless great efforts are called to address such properties.	Email	Comment noted.
			Should this committee request additional information or insight to our demands and recommendations, we will be happy to work with the committee. Thank you for your attention and consideration. Should you require additional information, please feel free to contact Paul Clark at pclark79@aol.com	Email	Comment noted.
67	3-Jan	Chapter 10	1. Please change the City Water and Sewer Planned Service to 0-5 years for Planning Area 5 (Old Robinhood) and Planning Area 12 (Bush Chapel) in Chapter 10, table 10-3 and map 10-1).	Website	Priorities for future planned service is an ongoing seperate effort based on the comprehensive plan.
68	9-Jan-23	MDP Comment Responses	Maryland State Visions Section 3-201C of the Land use Article: •Recommend adding verbiage of the 12 visions in each introduction paragraph of the chapters Public Safety, Fire, and Emergency Services •Noted that the comment states fire and EMS are volunteer-only, however EMS is paid Libraries, Activity Center •Noted that the activity center is currently under development, and both would not be considered for a city CIP spending plan Health Services •Noted that the comments states UMUC will be developed, but is already being developed and providing services Land Use Mapping •Agreed to mapping changes, however, Annexation #16-R-03 is listed in table 4-3 Water Resources Element •Noted the City has a purchasing agreement with Havre de Grace and new line will be completed Future Growth •Table 5-3 needs further clarification •Did not agree that a high priority designation for Planning Areas 8, 9, and 10 would detract from the redevelopment initiative of the downtown/TOD Agreed that the map on page 1-1 should be amended Agreed that the community facilities goals, bullet two should include apartment units Agreed to changing STIP to CTP Definition of AADT should be revised	Email	Additional language on the 12 visions is being added. Updating accordingly Adding additional language Updating accordingly Updating table and map changes have been made Included in WRE Clarifying Table 5-3 and Noted comment on Planning Areas Map has been updated and comments have been addressed
69	9-Jan-23	MDOT Comment Responses	Questioned whether it was feasible to widen MD-22 from Bel Air to Aberdeen	Email	Goal and Objective is continued coordination with MDOT SHA on transportation improvement needs.
70	9-Jan-23	DNR Comment Responses	Suggested using the phrase habitat loss in place of over development	Email	Text updated
71	9-Jan-23	MHT Comment Responses	Suggested additional information on historic preservation as an expansion of the information included in Chapter 2.	Email	Expanding Chapter 2 with additional Cultural and Historic Information
72	4-Jan-22	General	I take exception to the comment about there not being flooding in the Aldino-Stepney Area; need to pinpoint an area/horizon line and come up with some sort of success measurement tool	PC Meeting on 1/4/23	Noted and added to Goals and Objectives
73	4-Jan-22	General	Agree that the horizon/window for the plan should be 10 years.	PC Meeting on 1/4/23	Concurred upon by the Planning Commission
74	4-Jan-22	General	Agree that the horizon should be 10 years; agree that historical preservation should be expanded on within the plan	PC Meeting on 1/4/23	Noted and updates being completed

75	4-Jan-22	General	Somewhat lost in the details of the plan; what are the priorities of the City? There is concern for housing and whether the City is actually focusing on citizens' concern; Do we have a clear vision outlined for housing? We need to make sure that our decisions keep a clear focus on existing citizens. We don't want to grow so much that we cannot handle traffic.	PC Meeting on 1/4/23	Chapter 6 - Housing will be updated to address the comments from the Maryland Department of Planning and the Maryland Department of Housing and Community Development. After the 2022 Comprehensive Plan is adopted, the Planning Commission and City staff will discuss the implementation of goals and strategies and assign priorities for addressing these.
76	4-Jan-22	General	Infill is addressed in the plan; the City has no control over housing on APG; Harford County Comments on GA 8 and GA 9 - maybe we start to work with Harford County a little more and try to mesh ideas a little more; 7-1 Implementation- is there something that updates you on the contact info so that communication remains open with point of contact (possibly state wide)	PC Meeting on 1/4/23	Coordinating with City Staff on best way to address contacts for PC moving forward with the Goals and Objectives
77	4-Jan-22	General	Comprehensive plan is a cook book of items; tried to identify constraints and issues if the area is developed; we should look at measured improvements not specific items/issues.	PC Meeting on 1/4/23	Measurable items to be identified as part of the implementation of the Goals and Objectives
78	4-Jan-22	General	Agree with the decisions and direction the council is going in; only concern is some of the planning area designations - will follow up with comments; should try to mesh plans with the County Vision as well; need to try and pay attention to the infrastructure that's available.	PC Meeting on 1/4/23	Noted
79	11-Jan-23	Chapter 4	Technical Error: Table 4-4 identifies the residential development project, The Edge at Middelton, as multi-family residential. However, Maps 4-1 and 4-3 don't reflect this type of land use. It should be marked in red color, high density residential, but in 4-1 it is coded dark green, Open Space/Forested, and in 4-3 it is coded as light blue, Highway Commercial.	Email	This site has been revised to assign it as high-density residential. All tables and maps have been updated to reflect this change.
80	11-Jan-23	Chapter 5	Recommendation: Recommend that goals for growth and enhancement within the current city limits of Aberdeen should be addressed in a separate chapter. Addressing this topic as an element of Chapter 5 (municipal growth area 1) along with 12 other potential growth areas may exacerbate the perception that the plan does not prioritize the needs of the current citizens of Aberdeen. Indeed, the future land use recommendations within the current city limits warrants just 1 ½ pages and is greatly lacking in specifics.	Email	Noted
81	11-Jan-23	Chapter 5	Recommendation: The sections within Chapter 5 that describe each of the 13 planning areas contain a map showing the location and bounds of the planning area. Since the point of each of these descriptions is to discuss the potential future use of these areas, each of these sections should also include maps showing the current and future use for that particular planning area. This will greatly assist the users of this plan to understand the planning area location, as well as the evolution that the city envisions, all within one section of the document. In addition, the maps for each section are at a resolution that include road layouts and other geographical landmarks that will assist plan users understanding and contribute to transparency. This level of resolution is not available in map 5-4, Planning Areas Existing Land Use, and map 5-5, Planning Areas Future Land Use.	Email	We have integrated maps for each planning area.
82	11-Jan-23	Map 5-4	Technical Error: Map 5-4, Planning Areas Existing Land Use, contains errors in planning zone 3, Pulaski. The entirety of the Pulaski planning Area is coded as High Intensity Commercial. A simple review of imagery from Google Earth at coordinates 39o31'20'' N, 76o08'42'' W clearly shows a portion of the planning area for which the current use is agriculture.	Email	Revised and revised the land use features across all planning areas and have added greater detail where possible.
83	11-Jan-23	Map 5-4	Technical Error: Map 5-4, Planning Areas Existing Land Use, contains errors in planning zone 4, Barkess. A portion of this planning area is coded as medium density residential. A review of imagery from Google Earth at coordinates 39o31'22''N, 76o08'45'' W shows that a part of the area coded as medium density residential is in fact currently being used for agricultural purposes.	Email	Revisions to the land use map, both existing and future, have been integrated in this section.
84	11-Jan-23	Map 5-4	Technical Error: Map 5-4, Planning Areas Existing Land Use, appears to contains errors in planning zone 6, Titan Terrace. A significant portion of this region is shown as Open Space / Forest. A review of imagery from Google Earth at coordinates 39 32 05 N, 76 09 08 W clearly shows that there are existing homes within the region that appears to be designated as Open Space /Forest. (see comment 2, Chapter 5 above regarding recommendation to add higher resolution maps for each planning area)	Email	Reviewed and revised the land use features across all planning areas and have added greater detail where possible.
85	11-Jan-23	Chapter 5	Technical Error: In the description of Planning Area 4, under the heading Future Land Use Recommendation, the following is stated: "Commercial or light industrial uses along the US 40 frontage would also be consistent with historicdevelopment patterns." Planning Area 4 does not have frontage on US 40. The frontage on US 40 in the vicinity of Planning Area 4 is contained in Planning Area 3, Pulaski.	Email	That passage has been revised to refer to the railroad area.

#	Date	Chapter	Comment	Source	Response
86	11-Jan-23	Chapter 5	Observation: In the description of Planning Area 4, under the heading Future Land Use Recommendation, the following is stated: "New residential development should utilize transportation connections with the existing residential developments adjacent to Barkess and within the City." There is currently only one potential means of ingress to Area 4 that matches this description and this is Grasmere Drive in the Windemere Development. If this is not the intent then recommend that you clarify. If it is the intent then recommend the impact of this be discussed in Chapter 7 – Transportation.	Email	This sentence has been revised to suggest that new transportation connections be identified to support future development.
	17-Jan-23		This is to support the presentation by Peter Dacey to the Planning Commission, during the November meeting, recommending the establishment in the Comprehensive Plan of a separate Chapter for Historic Preservation. On page 2-3, you wrote "the preservation of the City's history is an important and a key element of the character for the community", but then you followed with a single paragraph and did not even mention the two Historic Districts delineated by the Maryland Historical Trust (MHT). The Aberdeen Historical Museum is not mentioned at all. Preserve Maryland II states as an objective of Goal Five: "Ensure that historic preservation is integrated into state and local planning efforts..". In "A Better Maryland", the first strategy for Protecting Historic and Cultural Resources is " Promote the inclusion of historic preservation and cultural heritage concerns in local planning for recreation, tourism, community development, and climate adaptation." Plans for Harford County in "HarfordNEXT", Bel Air and Havre de Grace all include a separate Chapter for Historic Preservation. Additionally, the Smart, Green and Growing plan includes Historic and Cultural Preservation. I understand you currently intend to expand Chapter 2 to include Historic Preservation. I suggest leaving location and demographics in Chapter 2- City Profile, and creating Chapter 2A – Preservation of Historic and Cultural Resources.	Website	Information regarding the historical museum has been added
	18-Jan-23		The Aberdeen Heritage Trust was established by local ordinance so the City of Aberdeen has a preservation commission similar to those created by the Town of Bel Air, Harford County and the City of Havre de Grace. Havre de Grace also has a separate chapter on Historic Preservation. Chapter 9, entitled "Historic Preservation" of its plan ha a brief introduction. It states in part: Preservation of the historic resources and the context of the City are greatly desired. The healthy inventory of historic structures within the setting of evenly measured, tree lined streets is what makes Havre de Grace interesting and beautiful, for residents and tourists alike. In communities that have the benefit of concentrated historic resources, HISTORIC PRESERVATION is a powerful economic development tool in attracting visitors interested in heritage tourism and those seeking a unique, small town experience. For residents, historic preservation is a wellspring of community pride, identity and collective memory. It is imperative that CITY STAKEHOLDERS develop the necessary tools, such as local historic preservation incentives OR DESIGN GUIDELINES within the National Register Historic Districts, to succeed in preserving resources within Havre de Grace. The City of Aberdeen has many historic resources such as the stately homes along W. Bel Air Ave., the canneries of a bygone era, and the historic B&O station, which is listed on the Maryland Inventory of Historic Properties. In summary, all these properties and many more in the All American City of Aberdeen. As I have mentioned before in grant applications for the station, it is the Gateway to the City of Aberdeen. Therefore, Aberdeen's plan requires a separate chapter on historic preservation and not having sentences interspersed in different chapters in the document prepared by Wallace Montgomery.	Website	Noted

Aberdeen keeps saying, "We don't have anything [for tourism, like Havre de Grace's waterfront]." But we do! Of course, there's Ripken Stadium -- But pump the history. Promote things that will put Aberdeen on the map.

1.) Promote Trains -- Havre de Grace has the same 2 rail lines running through it, but they don't have a train station. Get behind the restoration of the old B&O station & make it a tourist attraction: a train museum & a place for rail fans to hang out at & watch trains. Help Friends negotiate with CSX for more land. Put in a siding, a couple of old rail cars on it with a snack bar/coffee shop, & a viewing platform. Host events there, as they do in Folkston, Ga. https://www.tripadvisor.com/Attraction_Review-g34948-d3194330-Reviews-Folkston_Funnel_Train_Viewing_Platform-Folkston_Georgia.html

2.) Create a Designated, Protected Historic District -- W. Bel Air Ave. (as well as locations on the East Side) is full of fascinating history. The Aberdeen Historical Museum has numerous photos, historic information, & anecdotal stories of various sites, homes, & the families who lived & worked in them. Along the sidewalk side of W. Bel Air Ave., place City-sponsored placards in the front yards of historic properties (like those along the Promenade in Havre de Grace) telling of the history of that property & the one across the street. Promote walking tours of the historic parts of the City. A great number of people find older homes and structures -- especially those 100 years or older -- to be fascinating because they are not being built anymore & they have so many stories attached to them.

Protect the Victorians and older homes & structures. There is a tourism niche of persons who love looking at old homes, & we have collections of them along W. Bel Air Ave., down Law, Rogers, & Parke Streets, and on the East Side. If they begin to disappear one by one & are replaced with modern structures, the collection loses value. Pass ordinances to protect them. Give incentives for restoration & upkeep, and enforcing codes for lack of good maintenance.

18-Jan-23

3.) Promote the Historical Museum -- Havre de Grace pumps thousands of dollars into their museums and promotes them as some of their biggest attractions, & the results are very favorable, attracting thousands of visitors each year. Aberdeen has a functioning historical museum -- Fund it, promote it, & benefit from it.
4.) Create a Quiet Park in the Countryside -- People love hiking & cycling trails and picnicking in parks along the Susequhanna, in Havre de Grace, and at the Rocks. Create a park with hiking & biking trails, a picnic area with pavilions to rent, and a playground for the kids. Make Aberdeen's park a destination.

While tourism doesn't provide the City immediate revenue, it will in the long run.

Hotels -- Cater to them. Perhaps build another. They are basically all profit. Houses & apartments aren't. That's because of the need to pay for more road maintenance, snow removal, trash removal, buying more snow plows & trash trucks, more vehicle maintenance, hiring more DPW employees & paying more salaries, paying more workers overtime to do bulk pick-up on Saturdays, hiring more police & the need for more police vehicles & maintenance, . . .

More housing really doesn't mean a greater profit because what comes in goes right back out again. Halt the crazy build-build-build mentality & focus Aberdeen's dollars into areas that will feed back into the coffers rather than drain them. Promote historic tourism.

Website   Noted

			Can we discard what exists? As if there is no significance to what it represents? Determining it insignificant, of no value or worth? Can we dismiss the existence of design? Can we dismiss the existence of agency by like-minded people who created a community, where others helped each other and continue to do so, where now the community lives across generations for these past 131 years? What was formed here in this place, this community, and why this character.....displayed in its buildings and neighborhoods and our people? We need understanding, the ability to identify, to attach to place and the legacy of history to serve us today, in the present, and to guide us tomorrow, into the future. Brink-n-mortar, wood and glass, infrastructure, the means to travel, communication, organizations and lifestyles to look backwards and then into the future. Created for our common health, safety and welfare. History, our story, that which is historic, worthy of preserving , is it not more valuable today than a future planned water line, sewer line, roadway or conglomeration of land? It can be seen, the story be told and understanding gained to give future generations the story of their ancestors and the way of life across centuries, only and uniquely Aberdeen. The reader and practitioner of the comprehensive plan needs historic preservation as a tool in discerning what was and what is and what can be. It will produce more community, more sense of place and unify the past with the future.		
	18-Jan-23			Website	Noted - continued focus on cultural and historic resources
	25-Jan-23		Frito-Lay has been a longtime member of the Aberdeen community, with a Manufacturing Plant in the City of Aberdeen that opened in 1993. The Frito-Lay plant currently employs over 800 people, many of whom live in Aberdeen, and the facility has grown significantly over the decades, consistent with the growth of the Aberdeen community. Our facility sits on the Freight Railroad tracks adjacent to the Bush Chapel Planning Area, an area which is designated for growth. We urge the City and developers to consider our operations as they work to shape the future of this area,. As with many industrial operations, our facility is a busy hub of manufacturing and transportation activities that are carried out 24 hours a day, seven days a week. These activities naturally generate noise and traffic from employee vehicles, trucking, and rail operations. While current zoning regulations allow for residential properties to be built adjacent to our industrial operation, the inherent qualities of an industrial operation should be kept in mind when planning new residential areas nearby in order to ensure those residential areas are designed to include noise and visual attenuating features, such as vegetative screening or other appropriate features. We value our place in the Aberdeen community and consider meaningful planning that will accommodate our existing use and any new uses to be paramount, and we hope the City and developers share this interest.	Email	Noted
	25-Jan-23		As part of the Comprehensive Plan, we encourage the City to ensure that water and sewer infrastructure is also considered carefully. Again as a manufacturing facility, our operations consume water and utilize water and sewer infrastructure and while we are proud of our Company's measures to continue to find ways to conserve water use, water resources and infrastructure will always be critical to our continued operations and we are dependent on the City to provide that for us. Any curtailment in water supply or sewer capacity could threaten our ability to continue to operate or expand in the future and continue to employ and serve the greater Aberdeen area.	Email	Noted

	27-Mar-23		Provided a list of historic properties to Council President Schlotter; historic storefronts are still located behind the façade currently seen; Would still like to see a full chapter devoted to Historic Preservation; railroad museum will be an asset to Aberdeen once complete.	Public Hearing	Chapter 2, City Profile was expanded to include additional historical information and the City will review this during the Mid Cycle Review required by the Maryland Department of Planning
	27-Mar-23		Historic Preservation should have it's own chapter. Previously submitted a 5 page document that had a lot of history that could be of use; History gives Aberdeen a sense of identity - where we have been, where we want to go. It is the cornerstone of our identity; Unhappy with the amount of information currently in the plan.	Public Hearing	Chapter 2, City Profile was expanded to include additional historical information and the City will review this during the Mid Cycle Review required by the Maryland Department of Planning
	27-Mar-23		Mixed use zoning is not what my property should be zoned; want to put the property towards retail but there are issues with the current zoning. Feel that property along Rt.22 should be R3 not mixed used.	Public Hearing	The 2022 Comprehensive Plan is a guide for long range planning; it does not provide City zoning designations for properties outside of the Corporate Limits and the properties would require annexation.
	27-Mar-23		Economic Development Commission member; commend the staff and council for the Plan; recommend an annual review with a 5 year mid-term update so that it remains a working document.	Public Hearing	Noted - 5 year review recommendation
	27-Mar-23		Wanted to thank the citizen/stakeholder/staff for the work put ito the plan; unanimous recommendation for adoption at the Planning Commission meeting; would also like to see a 5 year review	Public Hearing	Noted - 5 year review recommendation
	27-Mar-23		There are currently major traffic issues on Beards Hill; more Patrols by Walgreen/sMcDonalds would help; the entire area needs more attention especially with the addition of the new apartments; crime needs to be a focus	Public Hearing	Traffic and public safety are a concern for the City and will be addressed by the Department of Public Works and Aberdeen Police Department.
	27-Mar-23		The Plan is a Phenomenal document; agree that updates should happen annually, especially as site plans are approved	Public Hearing	Noted - annual review
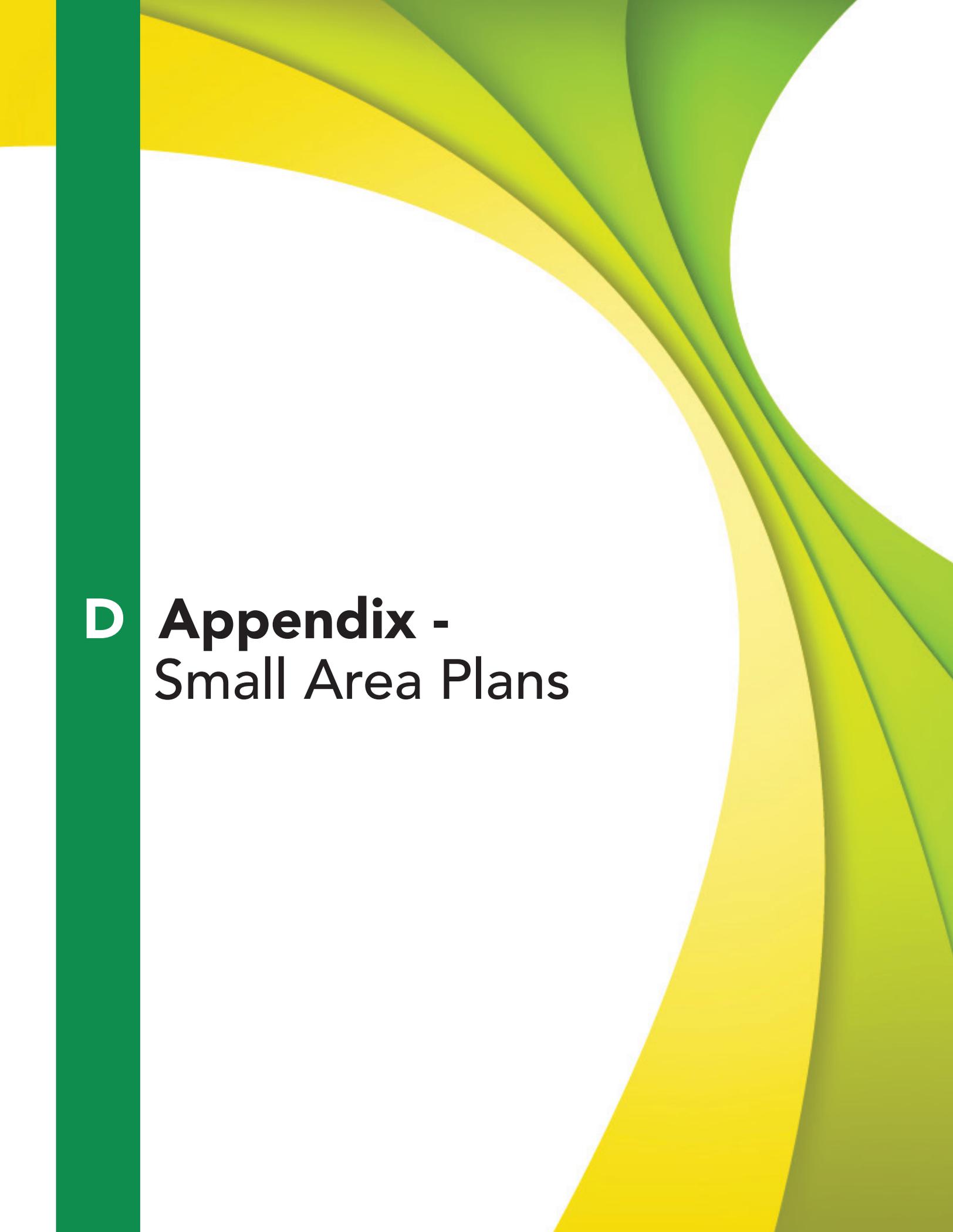
D Appendix -
Small Area Plans

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 ¼ 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 ¾ 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 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
The are no existing neighborhood resources or community facilities located in the Aldino-Stepney Small Planning Area.

Historic Resources
The 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.
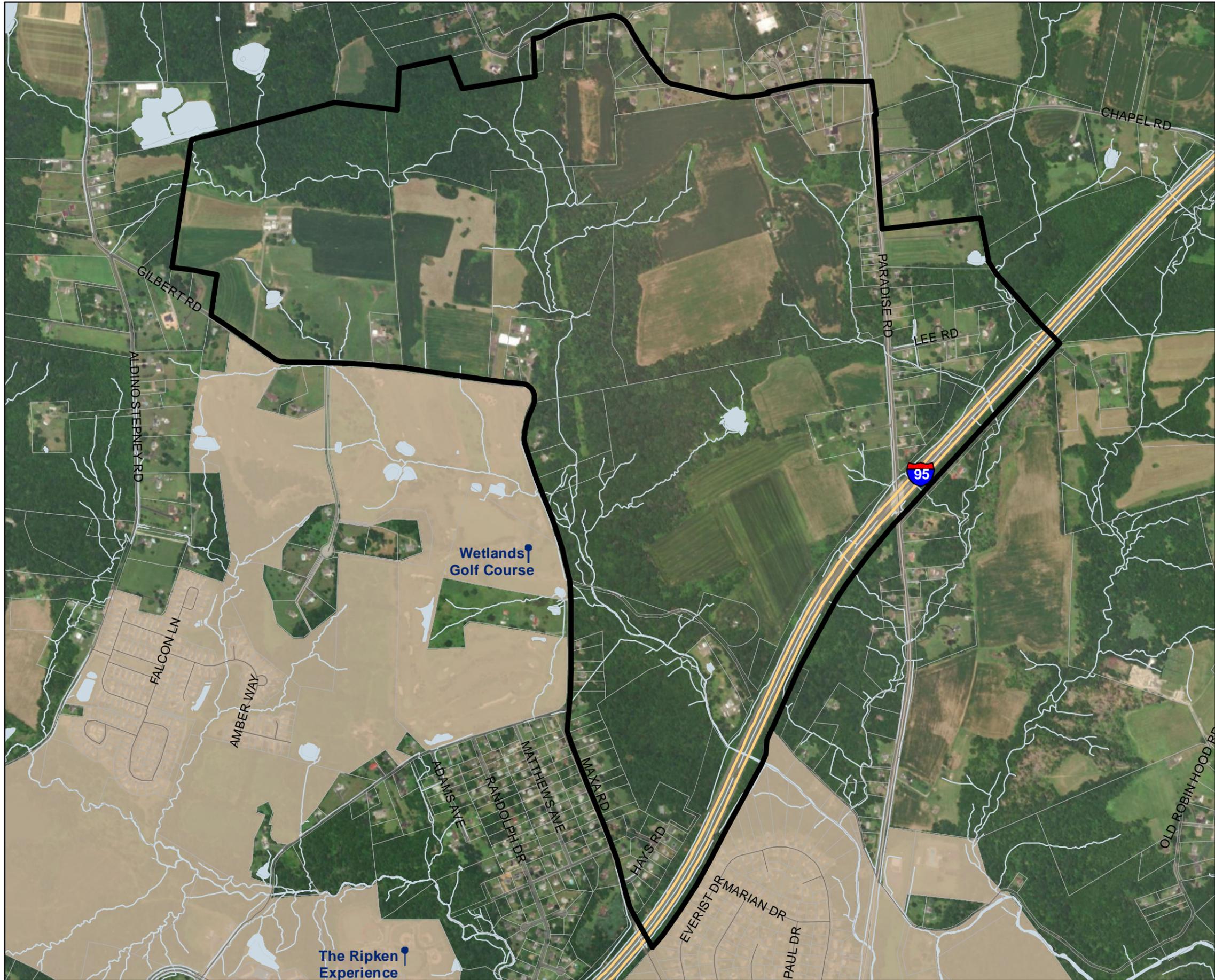
MAP ASSAP-1

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

Wetlands
Golf Course

The Ripken
Experience

GILBERT RD

ALDINO STEPNEY RD

CHAPEL RD

PARADISE RD

LEE RD

PAUL DR

EVERIST DR

MARIAN DR

HAYS RD

MAXA RD

MATTHEWS AVE

RANDOLPH DR

ADAMS AVE

AMBER WAY

FALCON LN

OLD ROBIN HOOD RD

95

planABERDEEN
Our City. Our Plan. Our Future.

Source: City of Aberdeen

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.

April 2023

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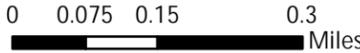
MAP ASSAP-2

Planning Area 8 - Aldino-Stepney Existing Land Use
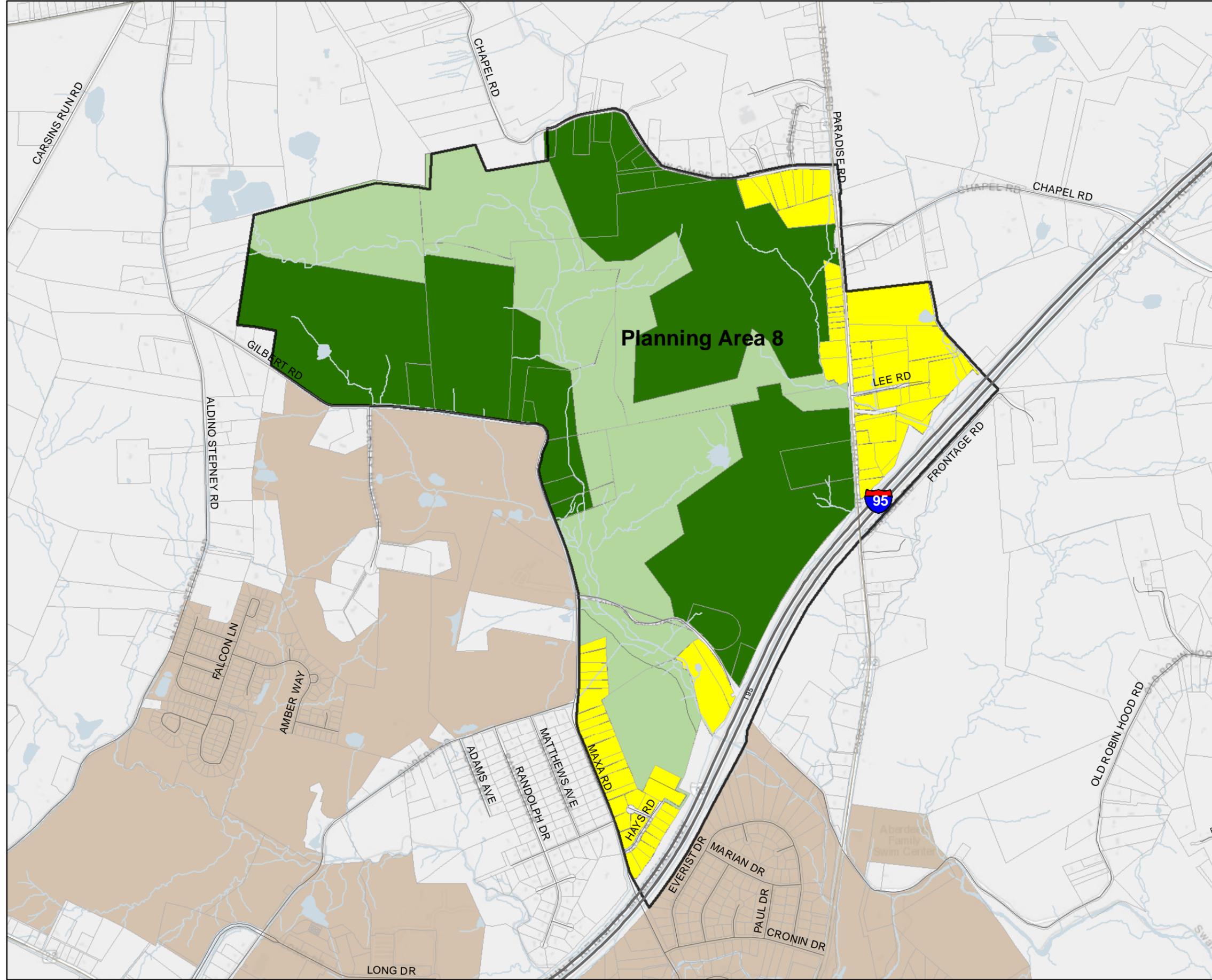
Planning Area 8

Legend

- 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

planABERDEEN
Our City, Our Plan, Our Future.

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.

April 2023

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MAP ASSAP-3

Planning Area 8 - Aldino-Stepney Environmental Features

Planning Area 8

Legend
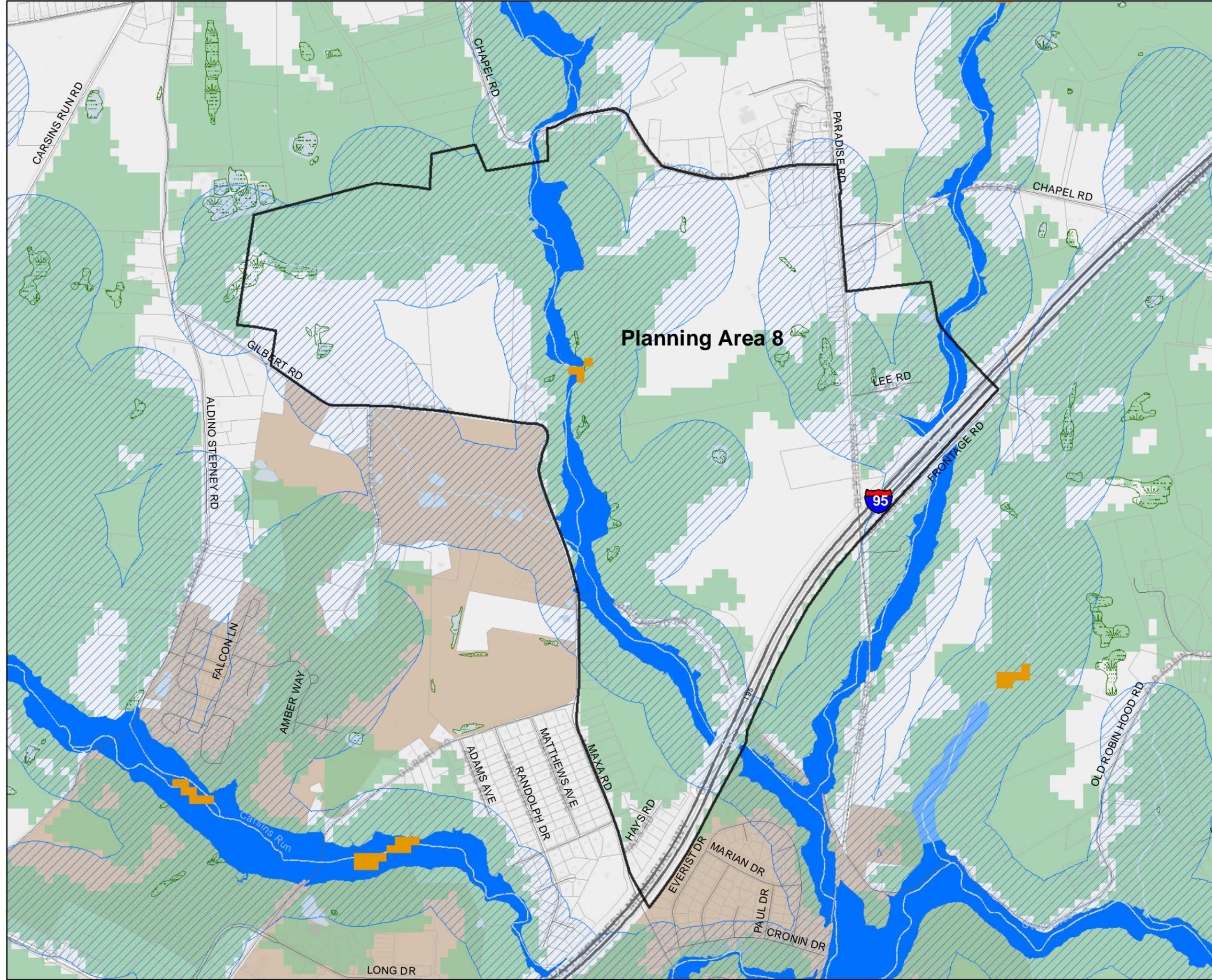
- City of Aberdeen
- Planning Area 8 - Aldino-Stepney
- Parcels
- Railroad

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

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Source: MD iMAP, FEMA

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                                Miles

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

Planning Area 8

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Source: Wallace Montgomery, Based on Harford County Land Use

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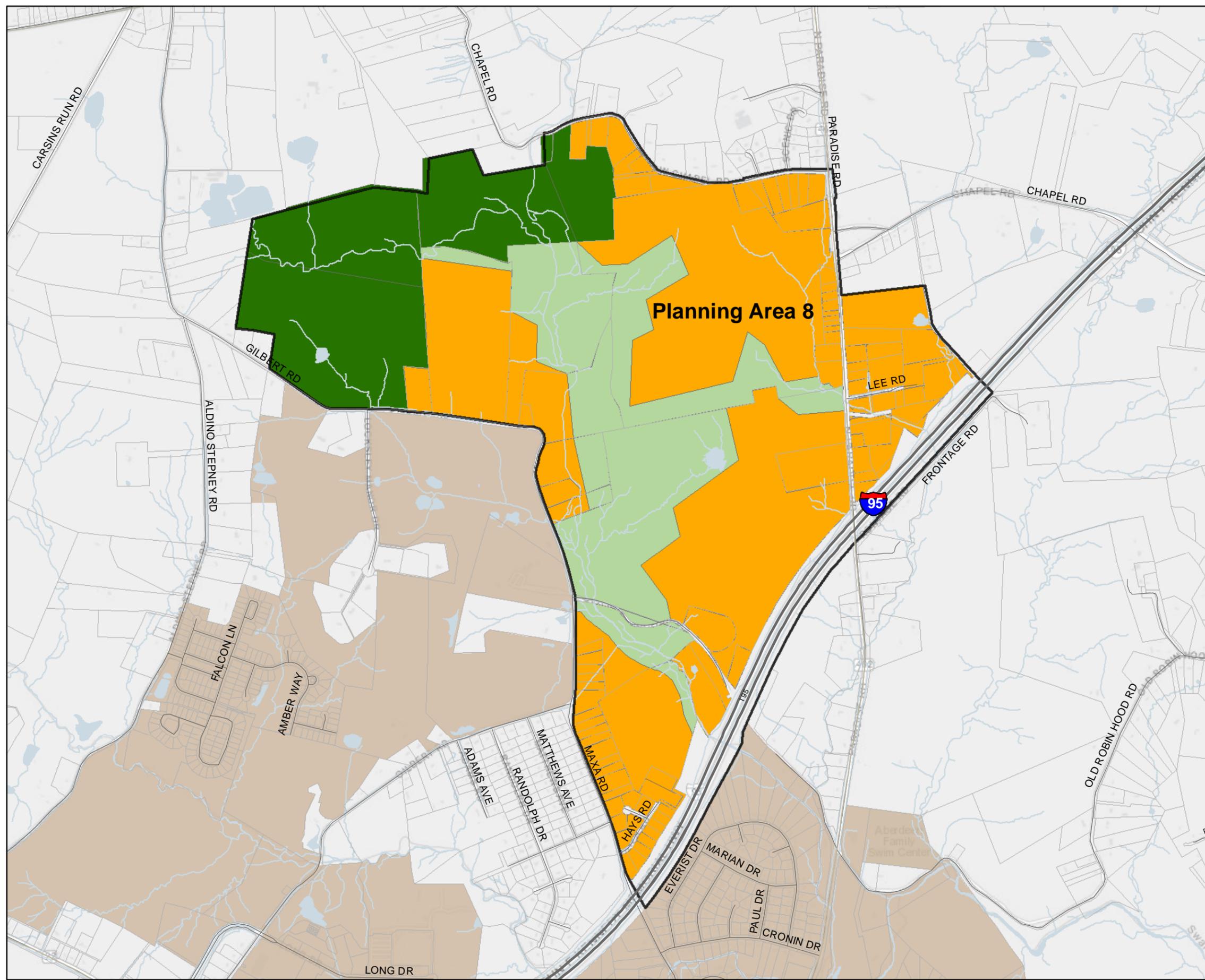
Residential Development

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

Local road with sidewalks

Local road with sidewalks

Planning Area 8

Local road with sidewalks

Local road with sidewalks

Collector road with
shoulders and a sidewalk
or multi-use trail

Legend

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

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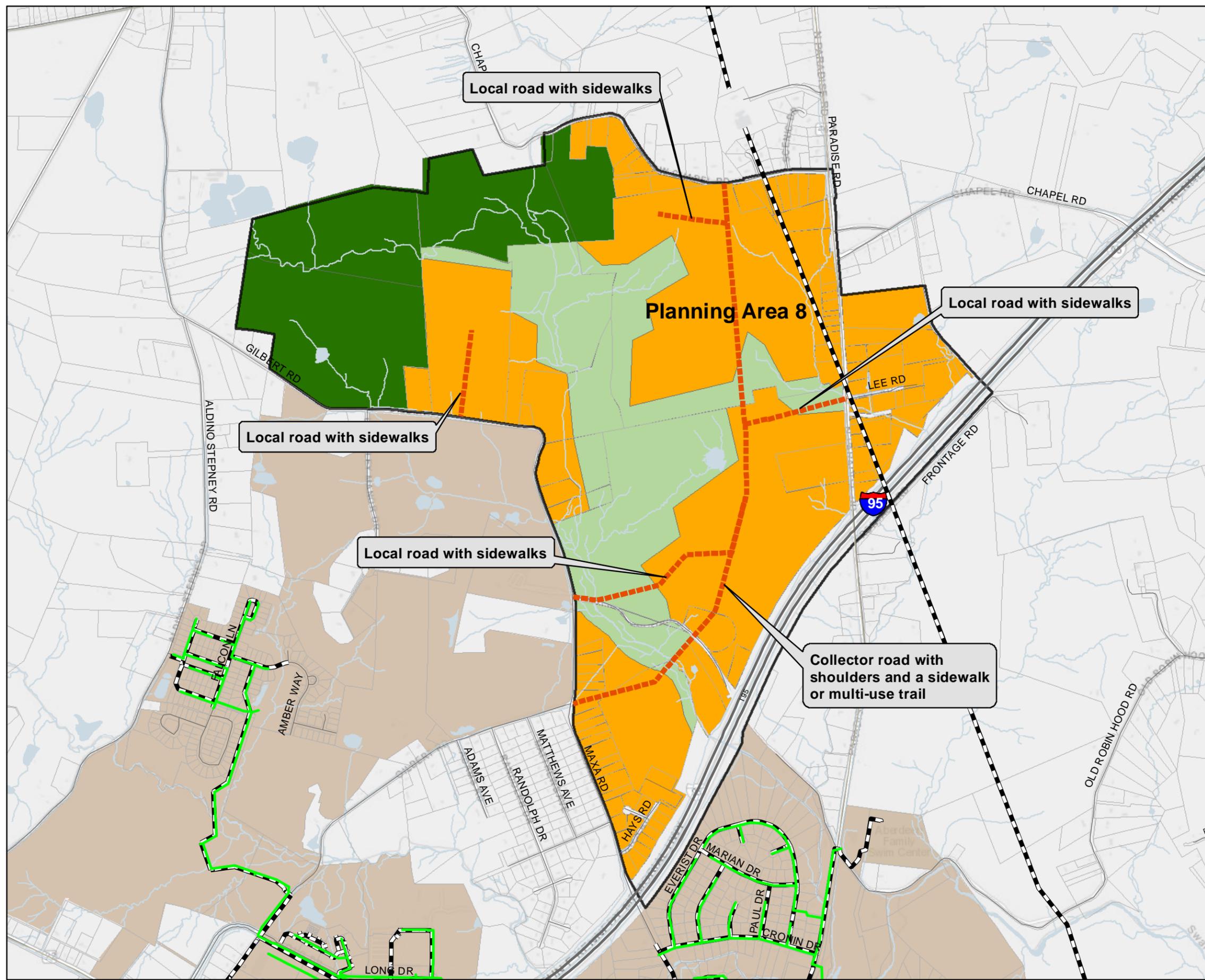
INTRODUCTION

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

The 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

The 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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Planning Area 12

Legend:

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

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Source: Wallace Montgomery, Based on Harford County Land Use

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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.
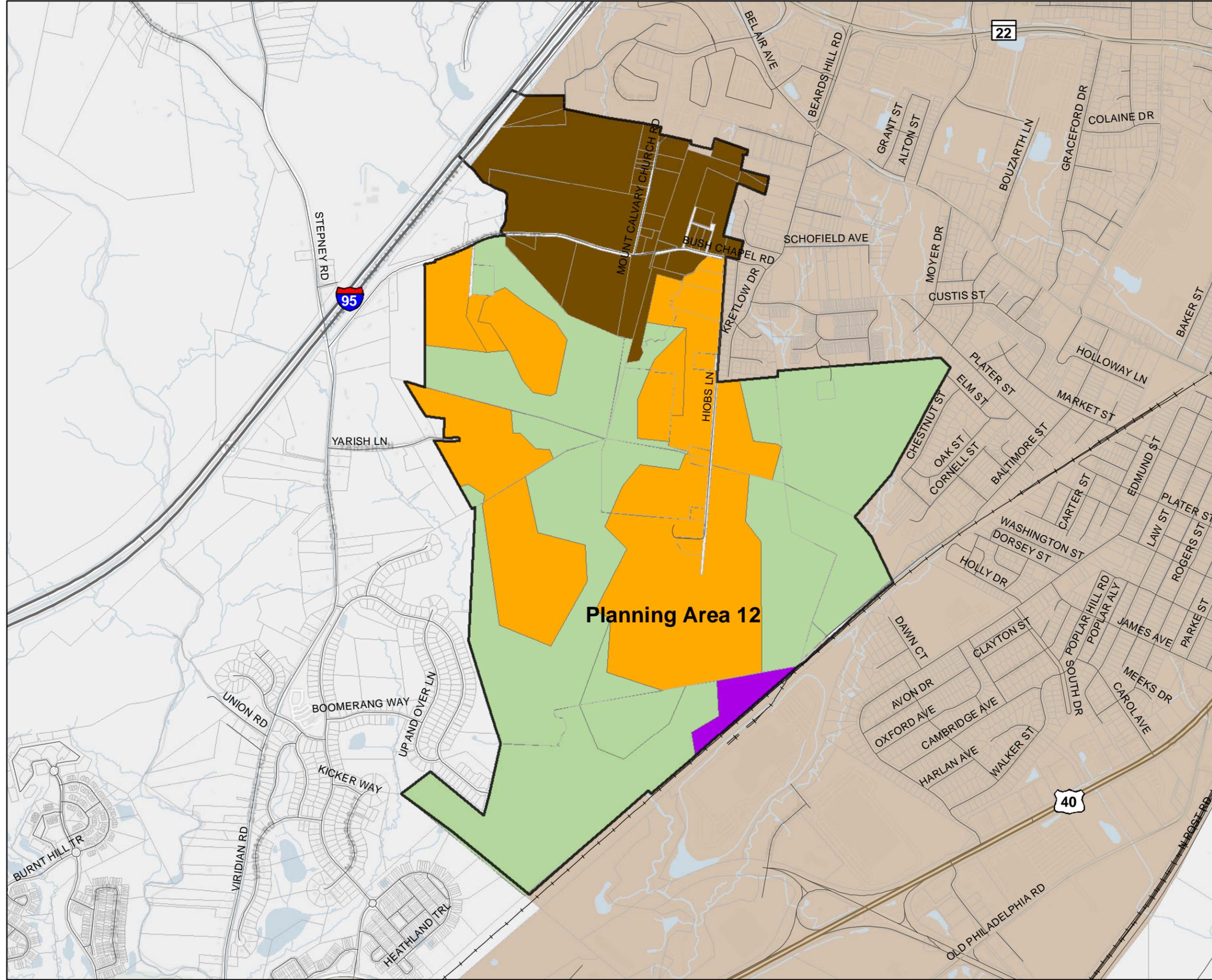
Legend

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

Planning Area 12

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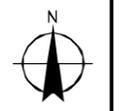
Utility Infrastructure and Services

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

Local road with sidewalks

Local road with sidewalks

Local road with sidewalks

Local road with sidewalks

Planning Area 12

Legend

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

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Source: Wallace Montgomery, Based on Harford County Land Use

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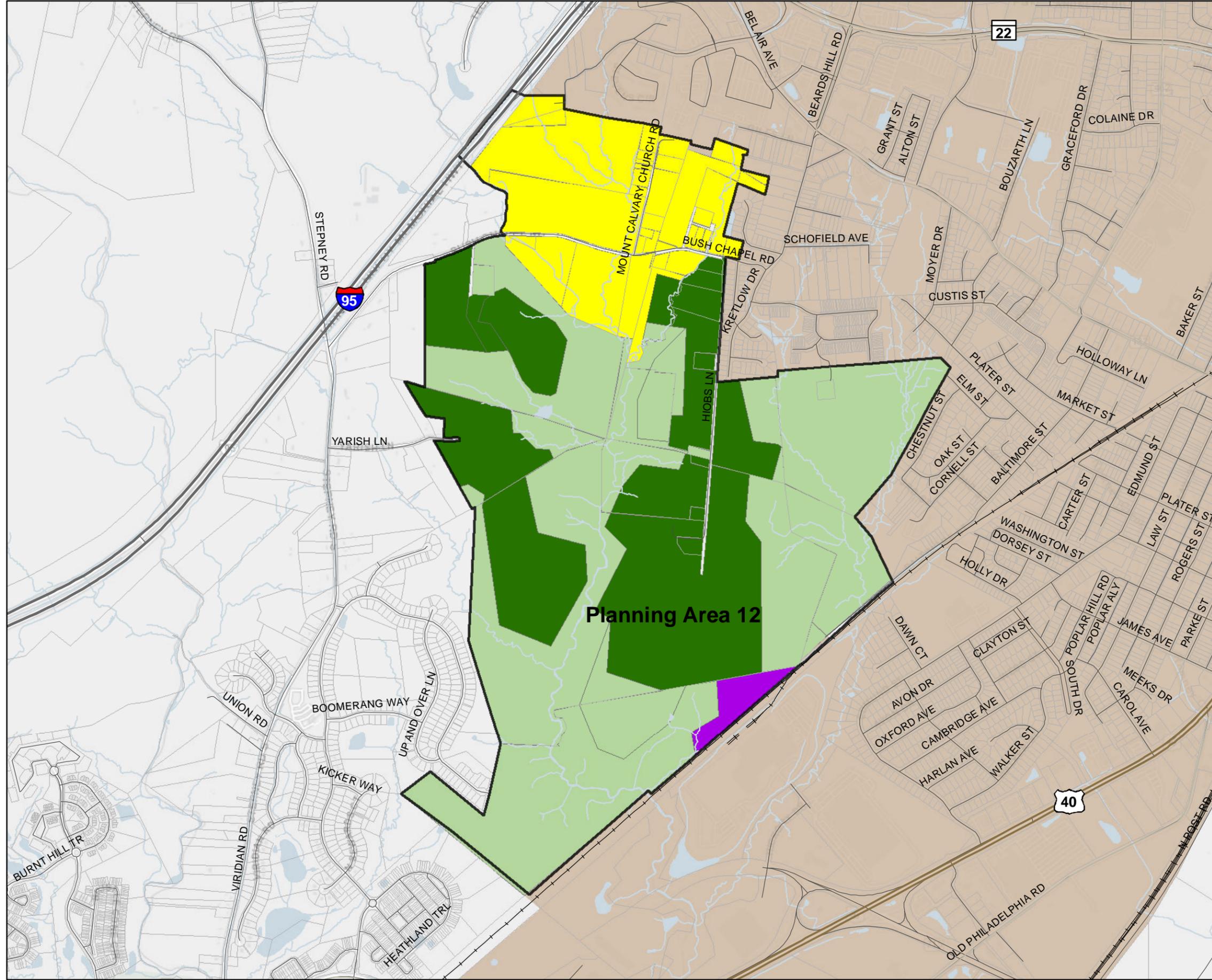
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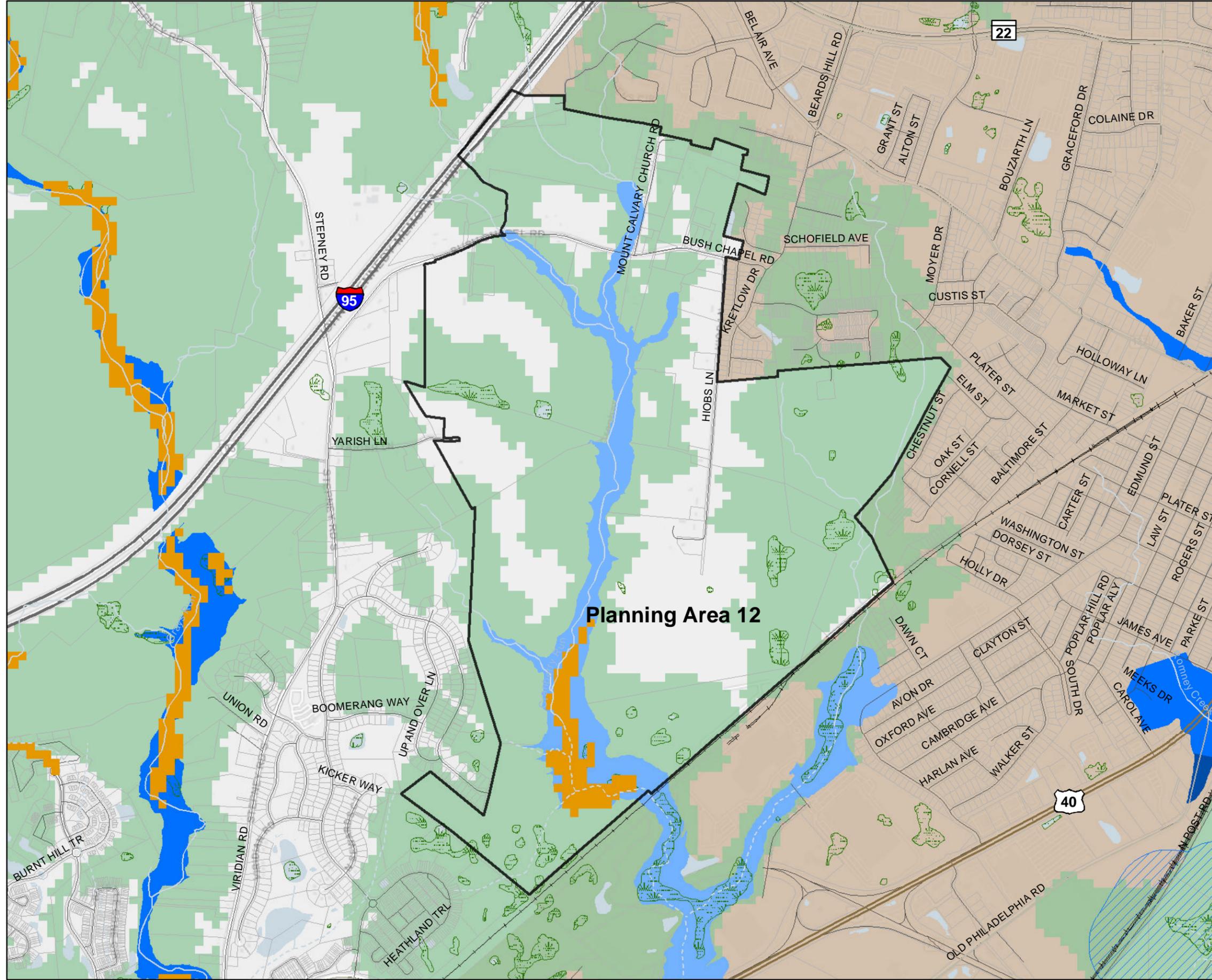   Miles

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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
The 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 labels:
- GILBERT RD
- ALDINO STEPNEY RD
- PARADISE RD
- LEE RD
- FALCON LN
- LYNN LEE DR
- ARK DR
- Wetlands Golf Course
- ADAMS AVE
- RANDOLPH DR
- MATTHEWS AVE
- FARM RD
- MAXA RD
- HAYS RD
- OLD ROBIN HOOD RD
- FRON
- 95
- EVERIST DR
- MARIAN DR
- CRONIN DR
- The Ripken Experience
- LONG DR
- Ripken Stadium
- Royal Farms
- TECHNOLOGY DR
- 22
- SOUTHGATE RD
- WINDEMERE DR
- BEARDS HILL RD
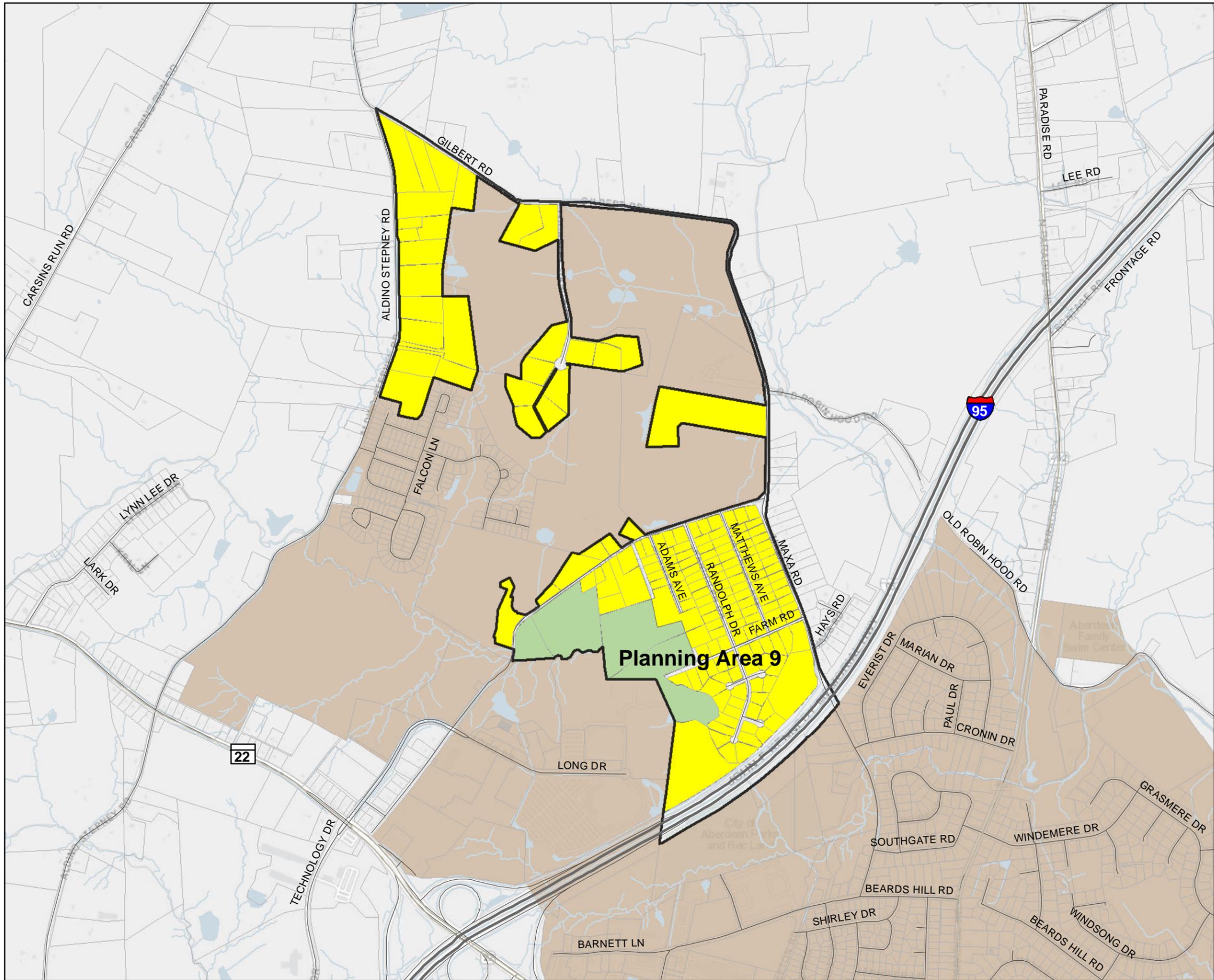
MAP GSAP-2
Planning Area 9 - Gilbert
Existing Land Use

Legend

- 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

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Source: Wallace Montgomery, Based on Harford County Land Use

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April 2023

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                              Miles

MAP GSAP-3
Planning Area 9 - Gilbert
Environmental Features

Legend

- 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

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Source: MD iMAP, FEMA

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Planning Area 9

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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.

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

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Source: Wallace Montgomery, Based on Harford County Land Use

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Planning Area 9

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

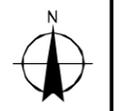Planning Area 9 - Gilbert Transportation Recommendations

Legend

- 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

Callouts on map:
- Collector road with shoulders and a sidewalk or multi-use trail
- Collector road with shoulders and a sidewalk or multi-use trail
- Local road with sidewalks
- Collector road with shoulders and a sidewalk or multi-use trail

Planning Area 9

Road labels: GILBERT RD, ALDINO STEPNEY RD, CARSINS RUN RD, LYNN LEE DR, LARK DR, FALCON LN, TECHNOLOGY DR, LONG DR, ADAMS AVE, MATTHEWS AVE, RANDOLPH DR, FARM RD, MAXA RD, HAYS RD, EVERIST DR, MARIAN DR, PAUL DR, CRONIN DR, HOOD RD, PARADISE RD, SOUTHGATE RD, BEARDS HILL RD, WINDEM, RIPLEY DR

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Source: Wallace Montgomery, Based on Harford County Land Use

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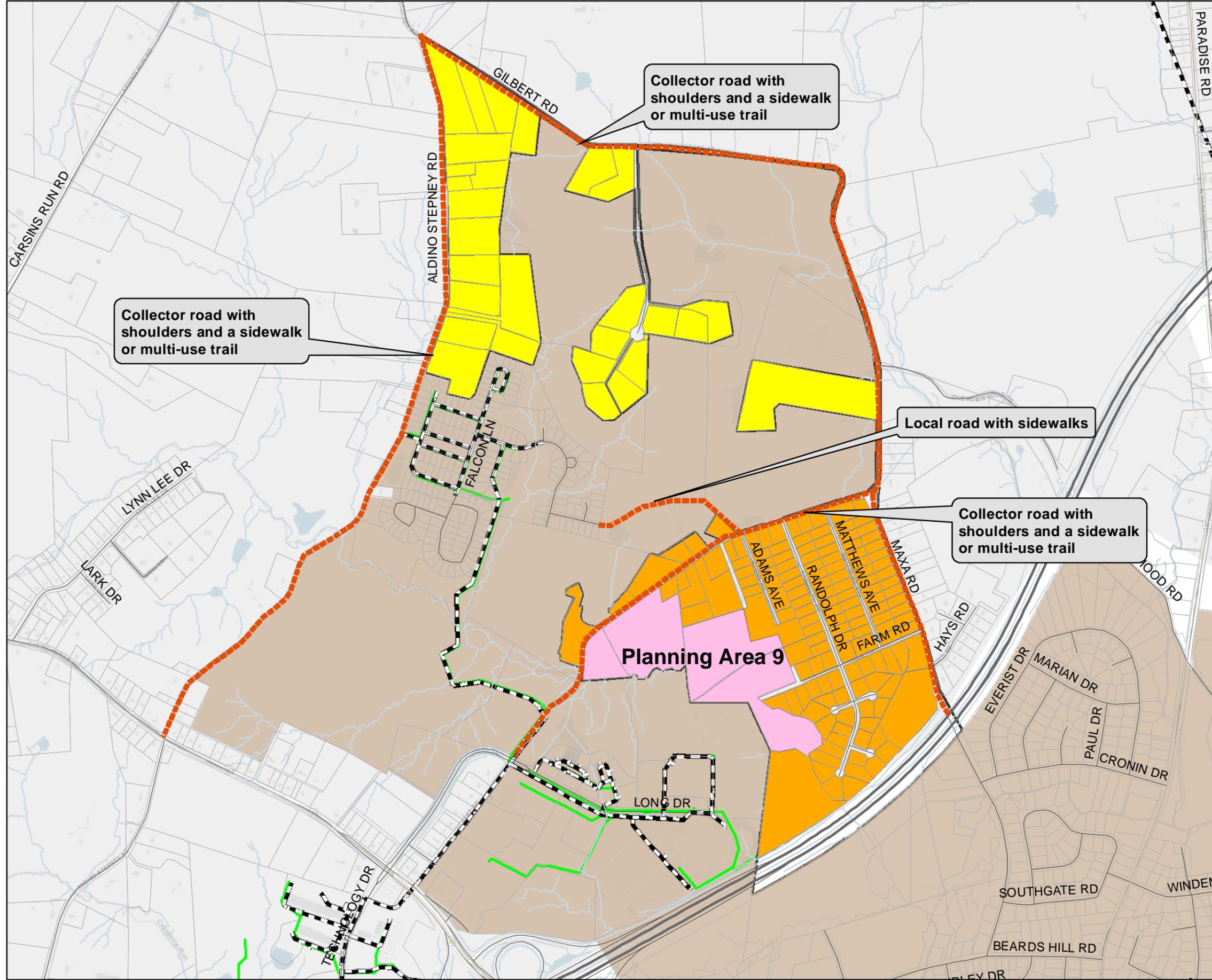
APPENDIX E – WATER RESOURCES CALCULATIONS

Growth Estimates per Planning Area

Planning Area 1 - Aberdeen

Zoning Class	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
High Density Residential	224.91	361.31	52.14	20	10	587	1456	782
Medium Density Residential	509.27	594.78	135.61	10	3.5	687	1704	1017
Low Density Residential	703.65	672.15	64.23	3.5	1	108	268	168
Mixed Use	117.63	410.95	158.35	20	5	1485	3683	2375
Residential Total	**1,555.46**	**2,039.19**	**410.33**			**2867**	**7,111**	**4342**
Non-Residential Zoning Class			Projected Developable Area*	Estimated Lot Coverage (ac)	EDU Conversion Ratio (# of EDU per acre of land cover)	Resulting EDUs		Resulting EDUs
Commercial	441.88	477.54	78.56	32.4	11.92 EDUs per ac of land cover	386		456
Industrial	605.01	600.08	63.52	26.2	18.76 EDUs per ac of land cover	492		580
Institutional	234.94	271.55	16.11	6.65	33.25 EDUs per ac of land cover	221		261
Open Space /Recreation/ Forested	987.55	436.48	0	N/A	N/A	0		0
Transportation	55.82	55.82	0	N/A	N/A	0		1,297
Non-Residential Total	**2,325.20**	**1,841.47**	**158.19**	**374.61**		**1,099**		**2,594**
Total	**3,880.66**	**3,880.66**	**568.52**			**3,966**		**6,936**

Planning Area 2 – Swan Creek

Land Use	Current Acreage	Future Acreage	Future Developable Area	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Agriculture	360.55	360.55	0.00			0	0	0
Total	**360.55**	**360.55**	**0.00**			**0**	**0**	**0**

Planning Area 3 - Pulaski

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	47.75	47.75	27.1	3.5	1	46	114	71
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
High Intensity Commercial	120.85	120.85	21.79	N/A	8.98	107	0	126
Industrial	53.05	53.05	3.02	N/A	1.24	23	0	27
Total	**221.65**	**221.65**	**51.9**	**N/A**	**N/A**	**176**	**114**	**224**

Planning Area 4 - Barkess

Land Use Category	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Agriculture	141.21	84.64	0.00	0.05	0.05	0	0	
Low Density Residential	4.66	4.65	0	3.5	1	0	0	
Medium Density Residential	45.21	234.59	166.52	10	3.5	843	2091	1248.00
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	194.87	62.06	0.00	N/A	N/A	0	0	
Total	**385.95**	**385.94**	**166.52**	**N/A**	**N/A**	**843**	**2091**	**1248**

Appendix E- Water Resources Calculations

Planning Area 5 – Old Robinhood

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	384.73	0	0	N/A	N/A	0	0	
Medium Density Residential	0	384.73	229.49	10	3.5	1,162	2,882	1,721
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	168.97	168.97	0	N/A	N/A	0	0	
Total	**553.7**	**553.7**	**229.49**	**N/A**	**N/A**	**1,162**	**2,882**	**1,721**

Planning Area 6 – Titan Terrace

Land Use	Current Acreage	Future Acreage	Future Developable Area	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	166.70	178.43	80.69	3.50	1.00	148	367	235
Medium Density Residential	114.44	114.44	11.72	10.00	3.50	59	146	88
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	83.26	71.54	0.00			0	0	
Total	**364.40**	**364.41**	**92.41**			**207**	**513**	**323**

Planning Area 7 - Paradise

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Land Use	Current Acreage	Future Acreage	Future Developable Area	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Agriculture	135.44	0.67	0	N/A	N/A	0	0	
Low Density Residential	75.86	0	0	N/A	N/A	0	0	
Medium Density Residential	0	210.63	129.52	10	3.5	656	1,627	971
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	40.81	40.81	0	N/A	N/A	0	0	
Total	**252.11**	**252.11**	**129.52**	**N/A**	**N/A**	**656**	**1,627**	**971**

Planning Area 8 – Aldino-Stepney

Land Use Category	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Agriculture	387.60	169.83	149.90	0.05	0.05	6	15	5
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	2051.00
(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**	**2056**

Planning Area 9 - Gilbert

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	212.87	100.16	17.35	3.5	1	29	72	45
Medium Density Residential	0	112.72	28.36	10	3.5	144	357	212
Mixed Use	0	38.88	33.01	20	5	309	766	495
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	38.89	0	N/A	N/A	N/A	0	0	0
Total	**251.76**	**251.76**		**N/A**	**N/A**	**482**	**1,195**	**752**

Planning Area 10 – Long/Heat

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	102.06	0	0	N/A	N/A	0	0	
Mixed Use	0	102.06	37.43	20	5	350	868	561
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Institutional	151.14	151.14	68.89	N/A	37.89	945	0	1116
Open Space / Forested	40.91	40.91	0	N/A	N/A	0	0	
Total	**294.11**	**294.11**	**133.5**	**N/A**	**N/A**	**1,294**	**868**	**1,677**

Planning Area 11 – Grays

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	280.78	360.92	272.77	3.5	1	460	1141	715
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
Open Space / Forested	556.05	475.91	0	N/A	N/A	0	0	
Institutional	0.04	0.04	0	N/A	N/A	0	0	
Total	**836.87**	**836.87**	**272.77**	**N/A**	**N/A**	**460**	**1141**	**715**

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Planning Area 12 – Bush Chapel

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
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	1,115
High Density Residential	0	132.63	78.48	20	10	883	2,190	1,177
(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	71
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	2,363

Planning Area 13 – Old Philadelphia

Land Use	Current Acreage	Future Acreage	Projected Developable Area*	Maximum Density Yield (du/ac)	Minimum Density Yield	Average Density Dwelling Units Created	Associated Population Yield (Avg)	Total EDUs Max Density
Low Density Residential	35.94	0	0	N/A	N/A	0	0	
Medium Density Residential	0	55.89	26.44	10	3.5	134	332	198
(Non-Residential Land Uses)					Resulting Avg Lot Coverage (ac)	Estimated Equivalent Dwelling Units		
High Intensity Commercial	57.86	57.86	2.98	N/A	1.22	15	0	17
Industrial	5.34	5.34	0	N/A	N/A	0	0	
Open Space / Forested	67.45	47.5	0	N/A	N/A	0	0	
Total	166.59	166.59	29.57	N/A	N/A	149	332	215

Water Flows for City of Aberdeen & Proposed Growth Areas (in GPD) for Average Density Yield

Location		EDU	City		No Planned Service[4]		Total (City + No Planned Service)	
			AD[1]	PD[2]	AD[1]	PD[2]	AD[1]	PD[2]
Planning Area 1—Aberdeen	Existing[3]	5,301	1,325,268	1,709,596			1,325,268	1,709,596
	Infill	3,966	991,500	1,279,035			991,500	1,279,035
Planning Area 2—Swan Creek		0	0	0			0	0
Planning Area 3—Pulaski		114	28,500	36,765			28,500	36,765
Planning Area 4—Barkess		843	210,750	271,868			210,750	271,868
Planning Area 5—Old Robinhood		1,162	290,500	374,745			290,500	374,745
Planning Area 6—Titan Terrace		207	51,750	66,758			51,750	66,758
Planning Area 7—Paradise		656	164,000	211,560			164,000	211,560
Planning Area 8—Aldino-Stepney		1,391			347,750	448,598	347,750	448,598
Planning Area 9—Gilbert		482			120,500	155,445	120,500	155,445
Planning Area 10—Long/Heat		1,294	323,500	417,315			323,500	417,315
Planning Area 11—Grays		460			115,000	148,350	115,000	148,350
Planning Area 12—Bush Chapel		1,697	424,250	547,283			424,250	547,283
Planning Area 13—Old Philadelphia		149			37,250	48,053	37,250	48,053
New Demand		12,421	2,484,750	3,205,328	620,500	800,445	3,105,250	4,005,773
Total (Existing + New)		17,722	3,810,018	4,484,363	620,500	800,445	4,096,750	5,284,808
Currently Available from City Sources (wells and bulk purchase)			3,300,000	4,000,000			3,300,000	4,000,000
80% Permit Capacity			2,640,000	3,200,000			2,640,000	3,200,000

[1]*Average Day (AD) demand determined as 248 gpd/EDU.*

[2]*Peaking Factor of 1.29 and is used to determine Peak Day (PD) demand. See Table 10-2 for Peak Factor calculation.*

[3]*Existing EDUs based on average daily influent flow from 2017 to 2021 (5-yr average) divided by 250 gpd/EDU.*

[4]*Areas mapped as "No Planned Service" in the Harford County Water and Sewer Master Plan. Proposed EDU's for these growth areas is zero. Infrastructure extension to these areas is not expected in the near future.*

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Wastewater Flows for City of Aberdeen & Proposed Growth Areas (in GPD) for Average Density Yield

Location		EDU	City		No Planned Service[4]		Total AWWTP Flows (City + No Planned Service)	
			AD[1]	PD[2]	AD[1]	PD[2]	AD[1]	PD[2]
Planning Area 1—Aberdeen	Existing[3]	7,133	1,783,333	6,520,000			1,783,333	6,520,000
	Infill	3,966	991,500	3,618,975			991,500	3,618,975
Planning Area 2—Swan Creek[4]		0	0	0			0	0
Planning Area 3—Pulaski		114	28,500	104,025			28,500	104,025
Planning Area 4—Barkess		843	210,750	769,238			210,750	769,238
Planning Area 5—Old Robinhood		1,162	290,500	1,060,325			290,500	1,060,325
Planning Area 6—Titan Terrace		207	51,750	188,888			51,750	188,888
Planning Area 7—Paradise		656	164,000	598,600			164,000	598,600
Planning Area 8—Aldino-Stepney		1,391			347,750	1,269,288	347,750	1,269,288
Planning Area 9—Gilbert		482			120,500	439,825	120,500	439,825
Planning Area 10—Long/Heat		1,294	323,500	1,180,775			323,500	1,180,775
Planning Area 11—Grays		460			115,000	419,750	115,000	419,750
Planning Area 12—Bush Chapel		1,697	424,250	1,548,513			424,250	1,548,513
Planning Area 13—Old Philadelphia		149			37,250	135,963	37,250	135,963
New Demand		12,421	2,484,750	9,069,338	620,500	2,264,825	3,105,250	11,334,163
Total (Existing + New)		19,554	4,268,083	12,688,313	620,500	2,264,825	4,888,583	17,854,163
WWTP Permit Capacity			4,000,000				4,000,000	
WWTP 80% Permit Capacity			3,200,000				3,200,000	

[1]*Average Day (AD) demand determined as 248 gpd/EDU.*

[2]*Peaking Factor of 3.65 and is used to determine Peak Day (PD) demand. See Table 10-5 for Peak Factor calculation.*

[3]*Existing EDUs based on average daily influent flow from 2019 to 2021 (3-yr average) divided by 250 gpd/EDU.*

[4]*Areas mapped as "No Planned Service" in the Harford County Water and Sewer Master Plan. Proposed EDU's for these growth areas is zero. Infrastructure extension to these areas is not expected in the near future.*

STORMWATER ASSESSMENT

The non-point source pollution and stormwater management discussion in Chapter 10 is intended to inform the land use process by evaluating receiving waters and ensuring that the land use planning and management process is used as an instrument to manage non-point source pollution. This process aims to support anti-degradation goals for water quality by balancing the assimilative capacity of receiving waters with estimated pollutant loads stemming from current, and future, point- and non-point sources of water pollution. The calculations and data featured in Chapter 10 utilized the following assumptions and criteria.

- Pollutant loads from primary sources for the existing condition scenario were estimated using the Simple Method[1] calculations for each of the three watersheds covering Aberdeen and the Planning Areas. These existing conditions were compared to estimated pollutant loads from primary sources associated with the future growth scenarios for each watershed.
  - Primary sources of pollutant load in this context are total nitrogen (TN), total phosphorous (TP), total suspended solids (TSS) and Fecal Coliform (FC). This Appendix contains calculations for all four primary sources of pollutant loads.
  - Nutrient pollution is defined as excess amounts of nitrogen and phosphorous in aquatic systems. Therefore, the comparisons within the text of Chapter 10 focus on the nitrogen and phosphorous loads.

- The only secondary pollutant load sources that were considered in this analysis were those sites with an active NPDES Discharge permit. Tables detailing wastewater treatments plants, permitted pollutant loads and permit thresholds are listed in Chapter 10.

- To develop an estimate of the non-point source pollutant loading stemming from projected future growth scenarios, impervious cover percentages associated with each generalized land use designation were derived from materials created by the Center for Watershed Protection and are shown below[2]:

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[1] The Simple Method estimates pollutant loads for chemical constituents as a product of annual runoff volume and pollutant concentration, as:

$$L = 0.266 \times R \times C$$

Where:

L = Annual load (lbs)
R = Annual runoff (inches)
C = Pollutant concentration (mg/l)
A = Area (acres)
0.226 = A conversion factor

[2] See Cappiella, K. and K. Brown. 2000. *Derivations of Impervious Cover for Suburban Land Uses in the Chesapeake Bay Watershed*. Center for Watershed Protection. Ellicott City, MD.

Table 3.2 Impervious Cover (%) for Various Land Uses (adapted from: Cappiella and Brown, 2000)

Land Use Category	Sample Number (N)	Mean Impervious Cover (%)
Agriculture	8	2
Open Urban Land	11	9
2 Acre Lot Residential	12	11
1 Acre Lot Residential	23	14
1/2 Acre Lot Residential	20	21
1/4 Acre Lot Residential	23	28
1/8 Acre Lot Residential	10	33
Townhome Residential	20	41
Multifamily Residential	18	44
Institutional	30	34
Light Industrial	20	53
Commercial	23	72
Roadway*	--	80

* % for roadway was obtained using best professional judgment

- Converting the impervious cover to quantifiable pollutant loads for each land use class also utilized research from the Center for Watershed Protection in conjunction with the University of Alabama.
    - The pollutant concentrations from urban land[3] uses were calculated using the following values[4]:
        - Total Nitrogen (mg/l)
            - Residential 2.1
            - Commercial 2.1
            - Roadway 2.3
            - Industrial 2.2
        - Total Phosphorus (mg/l)
            - Residential 0.31
            - Commercial 0.22

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[3] Urban land includes seven general categories: residential, commercial, industrial, forest, rural and open water. Residential land use is then broken into four more detailed land use categories: low-, medium-, and high-density and multifamily.

[4] Values obtain from Pitt, R., Maestre, A., Morquecho, R., Brown, T., Schueler, T., Cappiella, K., and Sturm, P. (2005). *Evaluation of NPDES Phase I Municipal Stormwater Monitoring Data*. University of Alabama and the Center for Watershed Protection.

- - Roadway 0.25
  - Industrial 0.25
  - o The pollutant concentrations from the non-urban[5] land uses were calculated using the following values[6]:
    - Total Nitrogen (lbs/acre/year)
      - Forest 2.0
      - Rural 5.0
    - Total Phosphorus (lbs/acre/year)
      - Forest 0.2
      - Rural 0.5
  - o For the purposes of these calculations:
    - "Park" land use was considered "Forest"
    - "Agricultural" land use was considered "Rural"
    - "Municipal," "Mixed Office," "University," and "Military" land uses were considered "Commercial"
    - "Transportation" land use was considered "Roadway"

- o The analysis to compare the pollutant loads associated with the existing conditions against pollutant loads from proposed conditions did not integrate (as a discount or credit) any existing or proposed stormwater control programs such as public education efforts, erosion and sediment controls, street sweeping, impervious cover disconnection, stream restoration, or similar direct and indirect treatment methods.

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[5] Non-urban land includes rural land and forest.
[6] Values utilized are roughly the average of the values noted in Lizarraga, J. 1997. Estimation and Analysis of Nutrient and Suspended Sediment Loads at Selected Sites in the Potomac River Basin, 1993-1995. USGS. *Water Resources Investigations Report*. 97-4154 .

Stormwater Pollutant Source Primary Loads

Current Land Use by Watershed

Row Labels	Sum of REV_ACRES
Aberdeen Proving Ground	**420.955666**
High-Density Residential	4.845200871
Highway Commercial	94.86369644
Industrial	96.35528298
Institutional	5.421981418
Low-Density Residential	32.39558846
Medium-Density Residential	164.6882365
Open Space / Forested	13.3458302
Recreation/Open Space	5.127945258
Transportation	3.911903828
Bush River	**1019.740474**
High-Density Residential	57.1204676
Highway Commercial	181.2867892
Industrial	446.1799794
Institutional	20.15514882
Low-Density Residential	94.64862772
Medium-Density Residential	125.1168393
Mixed-Use	0.344505063
Open Space / Forested	74.21370903
Recreation/Open Space	16.71095798
Transportation	3.963450191
Swan Creek	**2439.984748**
High-Density Residential	162.943621
Highway Commercial	160.6508585
Industrial	62.48182204
Institutional	209.3678257
Low-Density Residential	576.606243
Medium-Density Residential	219.4630016
Mixed-Use	117.287577
Neighborhood Commercial	5.079642621
Open Space / Forested	644.0901212
Recreation/Open Space	234.0651388
Transportation	47.94889629
Grand Total	**3880.680888**

Future Land Use by Watershed

Row Labels	Sum of REV_ACRES
Aberdeen Proving Ground	**420.955666**
High-Density Residential	41.19451543
Highway Commercial	84.85621531
Industrial	96.35528298
Institutional	5.421981418
Low-Density Residential	4.255489376
Medium-Density Residential	155.366382
Mixed-Use	18.24273342
Neighborhood Commercial	0.537269513
Open Space / Forested	5.685947412
Recreation/Open Space	5.127945258
Transportation	3.911903828
Bush River	**1019.740474**
High-Density Residential	109.1263634
Highway Commercial	191.6012356
Industrial	446.1799794
Institutional	28.51476069
Low-Density Residential	74.45781537
Medium-Density Residential	124.4488654
Open Space / Forested	27.06495158
Recreation/Open Space	14.38305268
Transportation	3.963450191
Swan Creek	**2439.984748**
Central Commercial	0.47611436
High-Density Residential	210.9843561
Highway Commercial	195.7165748
Industrial	57.54861904
Institutional	237.6227182
Integrated Business Commercial	0.332467952
Low-Density Residential	593.444159
Medium-Density Residential	314.9637524
Mixed-Use	392.7025389
Neighborhood Commercial	4.024399231
Open Space / Forested	330.4778303
Recreation/Open Space	53.74232127
Transportation	47.94889629
Grand Total	**3880.680888**

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Planning Area Current Land Use

Row Labels	Sum of REV_Acres
Aldino-Stepney	**786.4945455**
Agriculture	**387.6046386**
Swan Creek	387.6046386
Low Density Residential	**109.5491604**
Swan Creek	109.5491604
Open Space / Forested	**289.3407464**
Swan Creek	289.3407464
Barkess	**385.9570118**
Agriculture	**141.2135892**
Swan Creek	141.2135892
Low Density Residential	**4.657025699**
Swan Creek	4.657025699
Medium Density Residential	**45.21427774**
Swan Creek	45.21427774
Open Space / Forested	**194.8721192**
Swan Creek	194.8721192
Bush Chapel	**764.7412286**
Agriculture	**235.1213822**
Bush River	235.1213822
Industrial	**9.338940663**
Bush River	9.338940663
Low Density Residential	**132.6297306**
Bush River	132.6297306
Open Space / Forested	**387.6511752**
Bush River	387.6511752
Gilbert	**251.7561097**
Low Density Residential	**212.8684396**
Swan Creek	212.8684396
Open Space / Forested	**38.88767009**
Swan Creek	38.88767009
Grays	**836.8679489**
Institutional	**0.038025123**
Bush River	0.038025123
Low Density Residential	**280.7849032**
Bush River	280.7849032
Open Space / Forested	**556.0450206**
Bush River	556.0450206

Long/Heat	**290.701212**
Agriculture	**0.000168708**
Swan Creek	0.000168708
Institutional	**150.1096867**
Bush River	147.1380964
Swan Creek	2.971590276
Low Density Residential	**99.68120042**
Bush River	38.16236244
Swan Creek	61.51883798
Open Space / Forested	**40.91015622**
Bush River	40.91015622
Old Philadelphia	**167.0524376**
High Intensity Commercial	**58.31520099**
Bush River	58.31520099
Industrial	**5.350898289**
Bush River	5.350898289
Low Density Residential	**35.9384194**
Bush River	35.9384194
Open Space / Forested	**67.44791895**
Bush River	67.44791895
Old Robinhood	**508.3018718**
Low Density Residential	**339.3261119**
Swan Creek	339.3261119
Open Space / Forested	**168.9757599**
Swan Creek	168.9757599
Paradise	**252.0239972**
Agriculture	**135.5024113**
Swan Creek	135.5024113
Low Density Residential	**75.70923824**
Swan Creek	75.70923824
Open Space / Forested	**40.81234772**
Swan Creek	40.81234772
Pulaski	**221.5622667**
High Intensity Commercial	**120.9054864**
Swan Creek	120.9054864
Industrial	**52.98841982**
Swan Creek	52.98841982
Low Density Residential	**47.66836045**
Swan Creek	47.66836045
Swan Creek	**360.5587927**

Agriculture	**360.5587927**
Swan Creek	360.5587927
Titan Terrace	**409.1225955**
Low Density Residential	**166.6884158**
Swan Creek	166.6884158
Medium Density Residential	**113.7499464**
Swan Creek	113.7499464
Open Space / Forested	**128.6842333**
Swan Creek	128.6842333
Grand Total	**5235.140018**

Planning Area Future Land Use	
Row Labels	**Sum of REV_Acres**
Aldino-Stepney	**786.4945455**
Agriculture	**169.8316571**
Swan Creek	169.8316571
Medium Density Residential	**440.4910325**
Swan Creek	440.4910325
Open Space / Forested	**176.1718558**
Swan Creek	176.1718558
Barkess	**385.9570118**
Agriculture	**84.64145381**
Swan Creek	84.64145381
Low Density Residential	**4.657025699**
Swan Creek	4.657025699
Medium Density Residential	**234.5931431**
Swan Creek	234.5931431
Open Space / Forested	**62.06538918**
Swan Creek	62.06538918
Bush Chapel	**764.7412286**
High Density Residential	**132.6297306**
Bush River	132.6297306
Industrial	**9.338940663**
Bush River	9.338940663
Medium Density Residential	**247.4263093**
Bush River	247.4263093
Open Space / Forested	**375.346248**
Bush River	375.346248

Gilbert	**251.7561097**
Low Density Residential	**100.1436726**
Swan Creek	100.1436726
Medium Density Residential	**112.7247671**
Swan Creek	112.7247671
Mixed Use	**38.88767009**
Swan Creek	38.88767009
Grays	**836.8679489**
Institutional	**0.038025123**
Bush River	0.038025123
Low Density Residential	**360.9150392**
Bush River	360.9150392
Open Space / Forested	**475.9148846**
Bush River	475.9148846
Long/Heat	**290.701212**
Agriculture	**0.000168708**
Swan Creek	0.000168708
Institutional	**150.1096867**
Bush River	147.1380964
Swan Creek	2.971590276
Mixed Use	**99.68120042**
Bush River	38.16236244
Swan Creek	61.51883798
Open Space / Forested	**40.91015622**
Bush River	40.91015622
Old Philadelphia	**167.0524376**
High Intensity Commercial	**58.31520099**
Bush River	58.31520099
Industrial	**5.350898289**
Bush River	5.350898289
Medium Density Residential	**55.89070391**
Bush River	55.89070391
Open Space / Forested	**47.49563444**
Bush River	47.49563444
Old Robinhood	**508.3018718**
Low Density Residential	**0.026819838**
Swan Creek	0.026819838
Medium Density Residential	~~**339.299292**~~
Swan Creek	~~339.299292~~
Open Space / Forested	**168.9757599**

Swan Creek	168.9757599
Paradise	**252.0239972**
Agriculture	**0.674371808**
Swan Creek	0.674371808
Medium Density Residential	**210.5372777**
Swan Creek	210.5372777
Open Space / Forested	**40.81234772**
Swan Creek	40.81234772
Pulaski	**221.5622667**
High Intensity Commercial	**120.9054864**
Swan Creek	120.9054864
Industrial	**52.98841982**
Swan Creek	52.98841982
Low Density Residential	**47.66836045**
Swan Creek	47.66836045
Swan Creek	**360.5587927**
Agriculture	**360.5587927**
Swan Creek	360.5587927
Titan Terrace	**409.1225955**
Low Density Residential	**223.8328734**
Swan Creek	223.8328734
Medium Density Residential	**113.7499464**
Swan Creek	113.7499464
Open Space / Forested	**71.53977567**
Swan Creek	71.53977567
Grand Total	**5235.140018**

Loads from Primary Sources - Simple Method Calculations

APG Watershed - Aberdeen Existing

PRIMARY SOURCES - Land Use

		Area (Acres)	Impervious Cover %	Concentrations TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	Annual Loading Rates TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	Annual Load TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	32.39558846	11	2	0.26	55	20000	2.8	0.4	90	130	92	12	2,916	4,206
	MDR (1-4 du/acre)	164.6882365	21	2	0.26	55	20000	4.6	0.6	126	208	753	98	20,695	34,298
	HDR (>4 du/acre)	4.845200871	33	2	0.26	55	20000	6.6	0.9	182	302	32	4	884	1,465
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		94.86369644	72	2	0.26	55	20000	13.3	1.7	367	608	1,266	165	34,815	57,698
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		3.911903828	80	2	0.26	55	20000	14.7	1.9	405	671	58	7	1,584	2,625
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		101.7772644	53	2	0.26	55	20000	10.1	1.3	277	459	1,026	133	28,202	46,738
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		18.47377546						2.5	0.2	100	12	46	4	1,847	222
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		420.955666	39.22510342					7.773454	1.005063	216.0385	349.8033	3,272	423	90,943	147,252

Partitioning Coefficients for Rural and Forest Land				
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	420.955666
Stream Length (miles)	
Planning Horizon (years)	20

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Loads from Primary Sources - Simple Method Calculations

APG Watershed - Aberdeen Future Growth - Infill

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	4.255489376	11	2	0.26	55	20000	2.8	0.4	90	130	12	2	383	553
	MDR (1-4 du/acre)	155.366382	21	2	0.26	55	20000	4.6	0.6	126	208	710	92	19,524	32,357
	HDR (>4 du/acre)	41.19451543	33	2	0.26	55	20000	6.6	0.9	182	302	273	36	7,516	12,456
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		103.6362182	72	2	0.26	55	20000	13.3	1.7	367	608	1,383	180	38,035	63,034
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		3.911903828	80	2	0.26	55	20000	14.7	1.9	405	671	58	7	1,584	2,625
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		101.7772644	53	2	0.26	55	20000	10.1	1.3	277	459	1,026	133	28,202	46,738
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		10.81389267						2.5	0.2	100	12	27	2	1,081	130
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		420.955666	42.37471993					8.287333	1.074142	228.8223	375.0784	3,489	452	96,324	157,891

Partitioning Coefficients for Rural and Forest Land				
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	420.955666
Stream Length (miles)	
Planning Horizon (years)	20

Loads from Primary Sources - Simple Method Calculations

Bush Watershed - Aberdeen Existing - Infill

PRIMARY SOURCES - Land Use

		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	94.6486	11	2	0.26	55	20000	2.8	0.4	90	130	270	35	8,518	12,289
	MDR (1-4 du/acre)	125.1168	21	2	0.26	55	20000	4.6	0.6	126	208	572	74	15,723	26,057
	HDR (>4 du/acre)	57.1205	33	2	0.26	55	20000	6.6	0.9	182	302	379	49	10,422	17,271
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		181.287	72	2	0.26	55	20000	13.3	1.7	367	608	2,419	315	66,532	110,263
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		3.96345	80	2	0.26	55	20000	14.7	1.9	405	671	58	8	1,605	2,659
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		466.335	53	2	0.26	55	20000	10.1	1.3	277	459	4,699	611	129,217	214,149
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		90.9247						2.5	0.2	100	12	227	18	9,092	1,091
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		1019.39605	42.80873847					8.460072	1.08866	236.5217	376.4773	8,624	1,110	241,109	383,779

Partitioning Coefficients for Rural and Forest Land				
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	1019.39605
Stream Length (miles)	
Planning Horizon (years)	20

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Loads from Primary Sources - Simple Method Calculations

Bush Watershed - Aberdeen Future Growth - Infill

PRIMARY SOURCES - Land Use

		Area (Acres)	Impervious Cover %	Concentrations TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	Annual Loading Rates TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	Annual Load TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	74.45781537	11	2	0.26	55	20000	2.8	0.4	90	130	212	28	6,701	9,667
	MDR (1-4 du/acre)	124.4488654	21	2	0.26	55	20000	4.6	0.6	126	208	569	74	15,639	25,918
	HDR (>4 du/acre)	109.1263634	33	2	0.26	55	20000	6.6	0.9	182	302	724	94	19,910	32,996
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		191.6012356	72	2	0.26	55	20000	13.3	1.7	367	608	2,557	332	70,318	116,536
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		3.963450191	80	2	0.26	55	20000	14.7	1.9	405	671	58	8	1,605	2,659
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		474.69474	53	2	0.26	55	20000	10.1	1.3	277	459	4,783	622	131,534	217,988
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		41.44800426						2.5	0.2	100	12	104	8	4,145	497
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		1019.740474	45.40843431					8.832458	1.143139	245.0139	398.3979	9,007	1,166	249,851	406,262

Partitioning Coefficients for Rural and Forest Land

Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data

Annual Rainfall (inches)	47
Watershed Area (acres)	1019.740474
Stream Length (miles)	
Planning Horizon (years)	20

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Loads from Primary Sources - Simple Method Calculations

Swan Watershed - Aberdeen Existing - Infill

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/year
Residential	LDR (<1du/acre)	576.606	11	2	0.26	55	20000	2.8	0.4	90	130	1,643	214	51,895	74,864
	MDR (1-4 du/acre)	219.463	21	2	0.26	55	20000	4.6	0.6	126	208	1,003	130	27,579	45,705
	HDR (>4 du/acre)	162.9436	33	2	0.26	55	20000	6.6	0.9	182	302	1,081	141	29,729	49,269
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		283.018	72	2	0.26	55	20000	13.3	1.7	367	608	3,777	491	103,868	172,138
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		47.9489	80	2	0.26	55	20000	14.7	1.9	405	671	706	92	19,412	32,172
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		271.8496	53	2	0.26	55	20000	10.1	1.3	277	459	2,739	356	75,327	124,838
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		878.1552						2.5	0.2	100	12	2,195	176	87,816	10,538
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		2439.9843	22.52054023					5.386929	0.655313	162.1423	208.8228	13,144	1,599	395,625	509,524

Partitioning Coefficients for Rural and Forest Land			
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	2439.9843
Stream Length (miles)	
Planning Horizon (years)	20

Loads from Primary Sources - Simple Method Calculations

Swan Watershed - Aberdeen Future Growth - Infill

PRIMARY SOURCES - Land Use

		Area	Impervious Cover	Concentrations				Annual Loading Rates				Annual Load			
		(Acres)	%	TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/year
Residential	LDR (<1du/acre)	593.444	11	2	0.26	55	20000	2.8	0.4	90	130	1,691	220	53,410	77,050
	MDR (1-4 du/acre)	314.964	21	2	0.26	55	20000	4.6	0.6	126	208	1,439	187	39,580	65,594
	HDR (>4 du/acre)	210.984	33	2	0.26	55	20000	6.6	0.9	182	302	1,400	182	38,494	63,795
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		200.55	72	2	0.26	55	20000	13.3	1.7	367	608	2,676	348	73,602	121,979
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway		47.949	80	2	0.26	55	20000	14.7	1.9	405	671	706	92	19,413	32,172
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		687.874	53	2	0.26	55	20000	10.1	1.3	277	459	6,931	901	190,604	315,884
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		384.22						2.5	0.2	100	12	961	77	38,422	4,611
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		2439.985	30.67127134					6.476916	0.822316	185.8713	279.1349	15,804	2,006	453,523	681,085

Partitioning Coefficients for Rural and Forest Land

Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data

Annual Rainfall (inches)	47
Watershed Area (acres)	2439.985
Stream Length (miles)	
Planning Horizon (years)	20

Loads from Primary Sources - Simple Method Calculations

Bush - Existing - Growth Areas

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	487.5154157	11	2	0.26	55	20000	2.8	0.4	90	130	1,389	181	43,876	63,297
	MDR (1-4 du/acre)		21	2	0.26	55	20000	4.6	0.6	126	208	-	-	-	-
	HDR (>4 du/acre)		33	2	0.26	55	20000	6.6	0.9	182	302	-	-	-	-
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		58.31520099	72	2	0.26	55	20000	13.3	1.7	367	608	778	101	21,402	35,469
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway			80	2	0.26	55	20000	14.7	1.9	405	671	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		161.8659605	53	2	0.26	55	20000	10.1	1.3	277	459	1,631	212	44,852	74,332
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		1052.054271						2.5	0.2	100	12	2,630	210	105,205	12,625
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural		235.1213822						4.6	0.7	100	39	1,082	165	23,512	9,170
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		1994.87223	9.09344452					3.764526	0.435488	119.7306	97.69626	7,510	869	238,847	194,892

Partitioning Coefficients for Rural and Forest Land				
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	1994.87223
Stream Length (miles)	
Planning Horizon (years)	20

Loads from Primary Sources - Simple Method Calculations

Bush - Future Growth - Growth Areas

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/ye
Residential	LDR (<1du/acre)	360.915	11	2	0.26	55	20000	2.8	0.4	90	130	1,028	134	32,482	46,860
	MDR (1-4 du/acre)	303.317	21	2	0.26	55	20000	4.6	0.6	126	208	1,386	180	38,116	63,169
	HDR (>4 du/acre)	132.6297	33	2	0.26	55	20000	6.6	0.9	182	302	880	114	24,198	40,103
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		58.315	72	2	0.26	55	20000	13.3	1.7	367	608	778	101	21,402	35,469
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway			80	2	0.26	55	20000	14.7	1.9	405	671	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		200.028	53	2	0.26	55	20000	10.1	1.3	277	459	2,015	262	55,426	91,856
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		939.6669						2.5	0.2	100	12	2,349	188	93,967	11,276
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural								4.6	0.7	100	39	-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		1994.8716	14.79627365					4.229367	0.490938	133.1367	144.7373	8,437	979	265,591	288,732

Partitioning Coefficients for Rural and Forest Land			
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	1994.8716
Stream Length (miles)	
Planning Horizon (years)	20

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Loads from Primary Sources - Simple Method Calculations

Swan - Existing - Growth Areas

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/year
Residential	LDR (<1du/acre)	1017.98559	11	2	0.26	55	20000	2.8	0.4	90	130	2,900	377	91,619	132,171
	MDR (1-4 du/acre)	158.9642241	21	2	0.26	55	20000	4.6	0.6	126	208	726	94	19,976	33,106
	HDR (>4 du/acre)		33	2	0.26	55	20000	6.6	0.9	182	302	-	-	-	-
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		120.9054864	72	2	0.26	55	20000	13.3	1.7	367	608	1,614	210	44,372	73,538
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway			80	2	0.26	55	20000	14.7	1.9	405	671	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		55.96	53	2	0.26	55	20000	10.1	1.3	277	459	564	73	15,506	25,698
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		861.57287						2.5	0.2	100	12	2,154	172	86,157	10,339
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural		1024.8796						4.6	0.7	100	39	4,714	717	102,488	39,970
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		3240.267771	8.087962808					3.91086	0.507437	111.1385	97.15899	12,672	1,644	360,118	314,821

Partitioning Coefficients for Rural and Forest Land			
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	3240.267771
Stream Length (miles)	
Planning Horizon (years)	20

Loads from Primary Sources - Simple Method Calculations

Swan - Future Growth - Growth Areas

PRIMARY SOURCES - Land Use		Area (Acres)	Impervious Cover %	Concentrations				Annual Loading Rates				Annual Load			
				TN mg/l	TP mg/l	TSS mg/l	FC MPN/100 ml	TN lb/acre	TP lb/acre	TSS lb/acre	FC billion/acr	TN lb/year	TP lb/year	TSS lb/year	FC # billion/year
Residential	LDR (<1du/acre)	380.8419	11	2	0.26	55	20000	2.8	0.4	90	130	1,085	141	34,276	49,447
	MDR (1-4 du/acre)	1446.855	21	2	0.26	55	20000	4.6	0.6	126	208	6,612	859	181,817	301,322
	HDR (>4 du/acre)		33	2	0.26	55	20000	6.6	0.9	182	302	-	-	-	-
	Multifamily		44	2	0.26	55	20000	8.5	1.1	235	389	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
								1.3	0.1	90	12	-	-	-	-
Commercial		120.905	72	2	0.26	55	20000	13.3	1.7	367	608	1,614	210	44,372	73,537
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Roadway			80	2	0.26	55	20000	14.7	1.9	405	671	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Industrial		156.3665	53	2	0.26	55	20000	10.1	1.3	277	459	1,576	205	43,328	71,806
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
								0.0	0.0	0	-	-	-	-	-
Forest		519.565						2.5	0.2	100	12	1,299	104	51,957	6,235
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Rural		615.706						4.6	0.7	100	39	2,832	431	61,571	24,013
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
												-	-	-	-
Open Water								12.8	0.5	155		-	-	-	-
Active Construction															
Vacant Lots								0	0	0	0				
Total		3240.2394	15.91419461					4.634449	0.601817	128.7929	162.4446	15,017	1,950	417,320	526,359

Partitioning Coefficients for Rural and Forest Land			
Pollutant Fraction as Storm Load	TN	TP	TSS	FC
	50%	70%	90%	100%

Watershed Data	
Annual Rainfall (inches)	47
Watershed Area (acres)	3240.2394
Stream Length (miles)	
Planning Horizon (years)	20
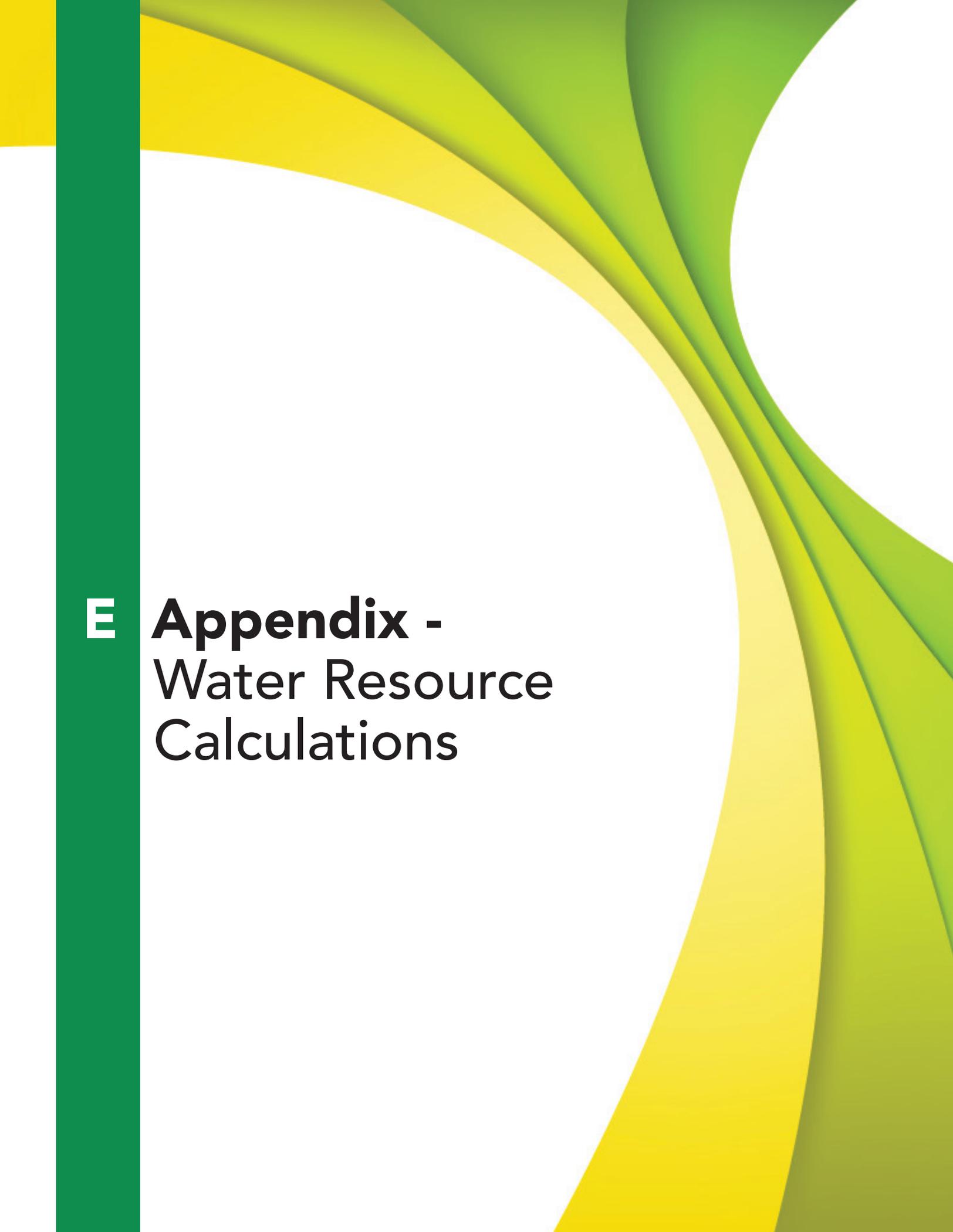
E Appendix - Water Resource Calculations

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