

Overview

On July 22, 2021, Harford Transit LINK and the study team discussed findings of the June 28, 2021 Harford County Site Analysis and Development of Parcel Shortlist memo, which proposed four parcels for further analysis. At the meeting, Harford Transit LINK proposed that the two parcels below move forward for more detailed site analysis.

Study ID Number/Parcel	County Parcel Number	Location	Size (acres)
23	0005	Aberdeen N E S Chesapeake Road	15.66
24	0522 0571 0572 0615	Abingdon 3605 Philadelphia Road 1313 Abingdon Road 1321 Abingdon Road 1311 Abingdon Road	10.05

The more detailed analysis includes:

- Site layout considerations
- Hazardous materials status
- Title VI implications
- Cost of acquisition
- Cost of operation
- Cost of construction

The results of the analysis are summarized below, and more detailed analysis follows.

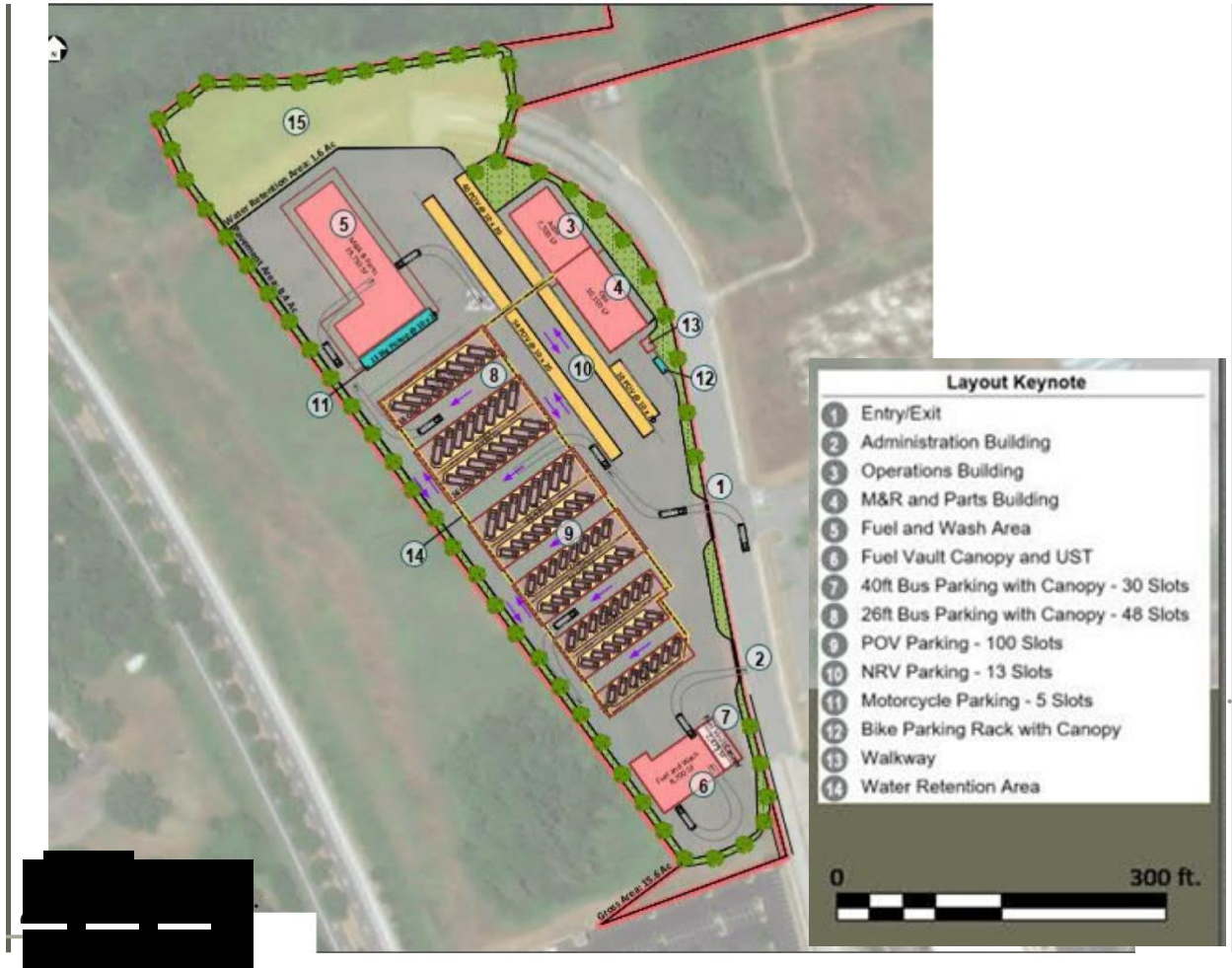
Detailed Analysis	Parcel 23 (Aberdeen)	Parcel 23 (Abingdon)
Site layout considerations	<ul style="list-style-type: none"> • Separate entry and exit for buses • Narrow site creates flow constraint 	<ul style="list-style-type: none"> • Use of existing building could avoid additional capital expenses • Difficult to develop new layout while facility is operational
Hazardous materials status	Low risk	Moderate risk
Title VI implications	No direct burden or benefit to minority communities	No direct burden or benefit to minority communities
Cost of acquisition	Most expensive	Middle cost
Cost of operation	Minimal impact	Minimal impact
Cost of construction	Most expensive	Least expensive

Site Layout Considerations

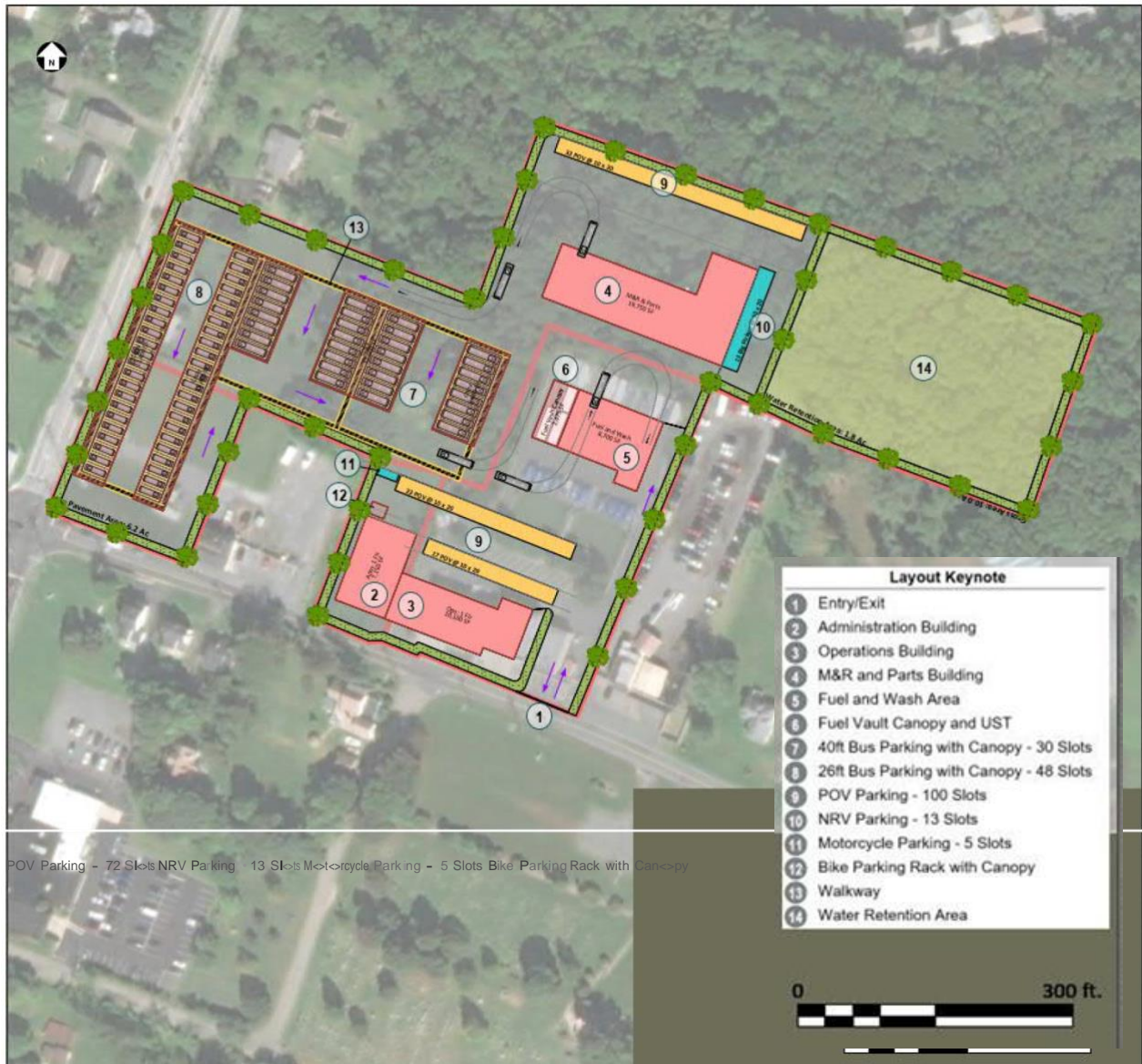
To help assess the feasibility of the parcels, the project team prepared high-level site layout and circulation diagrams. Each site incorporated the building areas (Administration, Operations, Maintenance and Repair (M&R), Fueling, and Bus Wash); bus parking slots; non-revenue vehicle slots; personal vehicle slots (POVs); and water retention areas as defined in the Basis of Design Report prepared January 2020. The project team used AASHTO's 2011 40-foot bus profile to define the necessary turn radii, and all bus parking slots have canopies over them that can accommodate solar photovoltaics (PV) panels. For each site layout, the intent was to organize the functions to maximize efficiency and make the site as compact possible while maintaining safety and turn radii considerations.

The site layouts and a summary of the operational consideration follow.

Parcel 23: N E S Chesapeake Road



Parcel 24: 3605 Philadelphia Road, 1313 Abingdon Road, 1321 Abingdon Road, 1311 Abingdon Road



Site Layout Considerations	Parcel 23	Parcel 24
Bus and personal vehicle (POV) entry	Separate entry/exit for buses POVs enter/exit at bus	Single entry/exit for POVs and buses
Parking lot configuration	45-degree angle; herringbone type slots	90-degree angle with one direction
Bus flow	<ul style="list-style-type: none"> • Bus arrives and parks in parking slots • Bus goes to M&R, if needed, and then returns to parking slots • Bus goes to wash area, makes U-turn, goes to fuel lane, gets fueled and leaves facility 	<ul style="list-style-type: none"> • Bus arrives and parks in parking slots • Bus goes to M&R, if needed, and then returns to parking slots • Bus goes to fuel lane, gets fueled, makes U-turn, goes to wash area, and leaves facility
Total pavement	Approx. 8.4 acres	Approx. 1.3 acres
Water retention area	Approx. 1.7 acres	Approx. 1.3 acres
Water retention location	Located to the north edge, which has lower terrain and slopes to the north	Located to the northeast edge, which has lower terrain
Other considerations	M&R building in north of bus parking and fuel/wash area to the south	<ul style="list-style-type: none"> • Existing building will be converted to all Operations building • New M&R, fuel/wash, and bus parking slots should be operational before converting existing facility building to operations only

The advantages and disadvantages of each parcel’s site layout are summarized below.

Parcel 23: N E S Chesapeake Road

Site Layout Advantages

- Separate entry and exit for buses ensure safety and proper traffic flow in and out of the site.

Site Layout Disadvantages

- Narrow site creates flow constraint, which requires the bus parking slots to be spread out.
- Commercial buildings in the surrounding area may raise community issues regarding a bus maintenance facility in the area.
- Expansion would be difficult because of site geometry.

Parcel 24: 3605 Philadelphia Road, 1313 Abingdon Road, 1321 Abingdon Road, 1311 Abingdon Road

Site Layout Advantages

- Established location with known routes.
- Use of existing building could avoid additional capital expenses.

Site Layout Disadvantages

- Difficult to develop new layout while facility is operational.
- Due to space constraints, site provides fewer personal vehicle slots (72 vs. 84 identified in Basis of Design Report).

Hazardous Materials Status

Hazardous materials evaluations were conducted for each of the three potential transit maintenance facility sites. The goal of evaluations was to identify potential soil, groundwater, or debris-impacted potential sites of concern (PSOCs) such as a leaking underground storage tanks (LUSTs), drycleaners, and landfills on or near each site and determine if any environmental impacts may potentially be present.

Considering all the information identified and reviewed during these evaluations, as well as the local topographic/hydraulic gradient, the sites were assigned an overall risk classification of “high”, “moderate” or “low” based on the potential for environmental impacts to be present within the boundaries of each of the two sites.

Parcel 23: N E S Chesapeake Road

The parcel is believed to have been utilized as an agricultural field up until approximately 2007, when the parcel and adjoining parcels to the south/southwest were developed as the North Gate Business Park. The only improvements within the boundary of the parcel is a stormwater management pond in the northeastern corner and a portion of Research Blvd. Based on a review of available information, it is not believed that any environmental conditions both onsite and/or offsite have impacted Parcel 23.

Parcel 24: 3605 Philadelphia Road, 1313 Abingdon Road, 1321 Abingdon Road, 1311 Abingdon Road

Several active and former USTs were identified on and offsite of the parcel that have the potential to have impacted Parcel 24. A former 4,000-gallon heating oil UST was removed from the Abingdon Volunteer Fire Station (previously onsite).

Title VI Implementations

FTA requires Harford Transit LINK to conduct a Title VI equity analysis to ensure the Transit Facility location was selected without regard to race, color, or national origin. A Title VI equity analysis was conducted. The demographic analysis and subsequent equity analysis findings take into consideration the rural nature of Harford County and the absence of planned surrounding development.

To understand the communities that would be impacted by a new or expanded transit facility, the project team determined the percentage of minority population and the percentage of the population living below the poverty line near the three sites. The demographic analysis was based on 2019 American Community Survey 1-Year Estimates data for census tracts 3017.03, 3024, 3029.02, 3029.01, and 3065, which are within approximately one mile of each parcel.

Neither of the sites have a surrounding minority population greater than 50% or a surrounding population living below the poverty line greater than 25%.

Parcel	Location	Total Population	% Minority Population	Population living below the poverty line %
23	Aberdeen NES Chesapeake Road	5,640	44%	20%
24	Abingdon 3605 Philadelphia Road 1313 Abingdon Road 1321 Abingdon Road 1311 Abingdon Road	5,845	35%	2%

Both sites are located within the county's designated development envelope. This is an area the county has identified as a targeted area for future growth to maximize the efficient use of public infrastructure. With the acquisition of land for the Transit Facility there are no cumulative impacts anticipated.

Cost of Acquisition

To determine cost of acquisition, the project team visited <https://hcgweb01.harfordcountymd.gov/billpay> and documented each parcel's current assessment value. The data was accessed on August 5, 2021. Parcel 23 is the most expensive. Parcel 24 is assessed at \$698,067, excluding the current transit facility's assessed value.

Parcel	Location	Assessed Value	Size (acres)
23	Aberdeen NES Chesapeake Road	\$1,572,400	15.66
24	Abingdon 3605 Philadelphia Road 1313 Abingdon Road 1321 Abingdon Road 1311 Abingdon Road (<i>current facility</i>)	\$276,667 \$93,800 \$327,600 \$1,407,100	10.05