

# 2023 ANNUAL GROWTH REPORT



## HARFORD COUNTY GOVERNMENT DEPARTMENT OF PLANNING AND ZONING

**ROBERT G. CASSILLY**

HARFORD COUNTY EXECUTIVE

**ROBERT McCORD**

DIRECTOR OF ADMINISTRATION

**SHANE P. GRIMM**

DIRECTOR OF PLANNING AND ZONING

*"MARYLAND'S NEW CENTER OF OPPORTUNITY"*

# The 2023 Annual Growth Report

## TABLE OF CONTENTS

|   |    |
|---|----|
| Introduction .....  | 1  |
| Growth Trends .....   | 2  |
| Regional Data .....   | 2  |
| Baltimore Region Permit Activity .....                                  | 2  |
| Baltimore Region Population / Household Projections .....               | 3  |
| Baltimore Region Employment Projections .....                           | 3  |
| Harford County Development Activity .....                               | 4  |
| New Subdivisions .....  | 4  |
| Permit Activity .....   | 4  |
| New Residential Permits .....   | 5  |
| New Non-Residential Permits .....                                       | 5  |
| Development Capacity .....  | 6  |
| Planning Document Updates .....   | 7  |
| Zoning Code Amendments .....  | 7  |
| Comprehensive Plan and Element Plan Updates .....                       | 7  |
| 2016 Land Use Map .....   | 8  |
| Adequate Public Facilities .....  | 9  |
| Public Schools .....  | 9  |
| Water and Sewerage .....  | 10 |
| Road System .....   | 14 |
| Government Facilities .....   | 16 |
| Planning Consistency Review .....                                       | 18 |
| Agricultural Preservation Map .....                                     | 20 |
| Process Improvements .....  | 21 |
| Laws and/or Regulations That Implement the State Planning Visions ..... | 21 |
| Methodology .....   | 21 |
| Population Projection Methodology .....                                 | 21 |
| School Enrollment Methodology .....                                     | 22 |
| Modified Enrollment Projection Methodology .....                        | 23 |
| Water and Sewer Facility Projection Methodology .....                   | 24 |
| Road Intersection Analysis Methodology .....                            | 25 |

---

## FIGURES AND TABLES

|   |    |
|---|----|
| Figure 1 – Change in Share of Baltimore Region Residential Permits: 2022-2023 .....                         | 2  |
| Figure 2 – Baltimore Region Population and Employment Growth: 2023 – 2033 .....                             | 3  |
| Figure 3 – Approved Residential Subdivisions Inside and Outside Priority<br>Funding Area .....              | 4  |
| Figure 4 – 2023 New Residential Building Permits Issued Inside and Outside<br>Development Envelope .....    | 5  |
| Figure 5 – Estimated Capacity of the Development Envelope.....  | 6  |
| Figure 6 – 2016 Land Use Map .....  | 8  |
| Figure 7 – Harford County Public School Enrollment Projections: 2023 – 2027 .....                           | 9  |
| Figure 8 – Harford County Water Production by Water Pressure Zones: 2023 .....                              | 11 |
| Figure 9 - Harford County Sewerage Capacity by Service Area in<br>Million Gallons Per Day (MGD): 2023 ..... | 12 |
| Figure 10 – Sewage Pumping Stations without Reserve Capacity .....  | 13 |
| Figure 11 – Failing Intersections Map .....   | 15 |
| Figure 12 – Harford County Public Libraries Square Footage Per Capita .....                                 | 17 |
| Figure 13 – Agricultural Preservation Map .....   | 20 |
| Table 1 – Pupil Yield Factors.....  | 23 |
| Table 2 – Estimating New Students Using Pupil Yield Factors .....   | 23 |
| Figure 14 – Chesapeake Science and Security Corridor (CSSC) Map.....  | 26 |

---

## **APPENDICES**

### **Appendix A: Regional Data**

|            |   |
|------------|---|
| Table 1A - | Harford County – Baltimore Region Residential Permit Activity   |
| Table 2A - | Harford County – Baltimore Region Population and Household Projections  |
| Table 3A - | Harford County – Baltimore Region Employment Projections  |
| Table 4A - | Harford County – Baltimore Region Non-Residential Permit Activity New Permits Valued at \$50,000 and Over                         |
| Table 5A - | Harford County – Baltimore Region Non-Residential Permit Activity Additions, Alterations, and Repairs Valued at \$50,000 and Over |

### **Appendix B: Adequate Public Facilities – Public Schools**

|             |   |
|-------------|---|
| Figure 1B - | Elementary School District Map  |
| Table 6B -  | Harford County Elementary Schools Utilization Chart                               |
| Table 7B -  | Harford County Modified Elementary School Enrollment Projections                  |
| Table 8B -  | Harford County Residential Building Permit Activity by Elementary School District |
| Table 9B -  | Harford County Population and Households by Elementary School District            |
| Figure 2B-  | Middle School District Map  |
| Table 10B - | Harford County Middle Schools Utilization Chart                                   |
| Table 11B – | Harford County Modified Middle School Enrollment Projections                      |
| Table 12B-  | Harford County Residential Building Permit Activity by Middle School District     |
| Table 13B - | Harford County Population and Households by Middle School District                |
| Figure 3B - | High School District Map  |
| Table 14B - | Harford County High Schools Utilization Chart                                     |
| Table 15B - | Harford County Modified High School Enrollment Projections                        |
| Table 16B – | Harford County Residential Building Permit Activity by High School District       |
| Table 17B - | Harford County Population and Households by High School District                  |

### **Appendix C: Adequate Public Facilities – Water and Sewer**

---

Table 18C- Water Consumption and Sewage Generations

Table 19C - Harford County System Water Production Projections

Table 20C - Harford County Present and Projected Sewerage Demands and Planned Capacities

Table 21C - 2023 Existing Water and Sewer Capital Projects

#### **Appendix D: Adequate Public Facilities – Road System**

Table 22D - Signalized Intersection Capacity Analyses

Table 23D - Unsignalized Intersection Capacity Analyses

Table 24D.1 - 48 Hour Average Weekday Daily Traffic Volume and Locations: 2021/ 2023

Table 24D.2 - 48 Hour Average Weekday Daily Traffic Volume and Locations: 2020 / 2022

Table 25D - List of Approved County Capital Projects Funded for Construction in FY23

Table 26D - List of Consolidated Transportation Program Projects Funded for Construction in FY23

Table 27D - Complete Multimodal Transportation List

#### **Appendix E**

Table 27E - 2023 Approved Subdivision Plans

---

## INTRODUCTION

The Harford County Annual Growth Report, in accordance with State law and the Harford County Zoning Code, provides information on development activity and planning programs to ensure that these activities are being completed in a manner consistent with the State's goals and visions. This report also addresses the implementation status of the County's Master Plan, known as HarfordNEXT.

Harford County, since July 2010, is also required to submit a report to the Maryland Department of Planning (MDP) regarding its Adequate Public Facilities (APF) laws and any development restrictions within Priority Funding Areas (PFAs). Harford County provides this information annually to MDP.

The 2023 Annual Growth Report is an ongoing analysis of growth trends, facility capacity, and service performance. The report provides information on present development activity, as well as past trends and future projections for Harford County and the region. The report contains information on updates to the County's Development Regulations and updates of all planning documents as required by the State. It also addresses State requirements regarding planning consistency and opportunities for improving the planning process.

This report was prepared by the Department of Planning and Zoning in coordination with the Department of Public Works, Harford County Public Schools, Harford County Public Library, Harford County Sheriff's Office, and the Baltimore Metropolitan Council (BMC).

The information in this report will be utilized by public officials, citizens, and private developers to:

- Assess facility adequacy during the development review and approval process.
- Assess facility capacity when considering zoning reclassifications.
- Support the evaluation of priority projects in the annual Capital Budget review.
- Identify critical deficiencies which require prompt attention by the County.

# GROWTH TRENDS

## Regional Data

In accordance with the Harford County Adequate Public Facilities provisions of the Zoning Code, the annual growth report must include data on growth trends for the previous one-year and five-year period, including comparisons with the other jurisdictions in the Baltimore region. Tables 1A – 5A (Appendix A) address the requirements specified in §267-126 A (2) of the Harford County Zoning Code.

### *Baltimore Region Permit Activity*

Harford County's share of the region's residential permits over the past five years represents 13% of the region's total permit activity. Harford County's share of the regional residential building permits activity decreased 0.5% between 2022 and 2023 (Figure 1). See Table 1A in Appendix A for residential permit activity for the Baltimore Region for the 2019 to 2023 period.

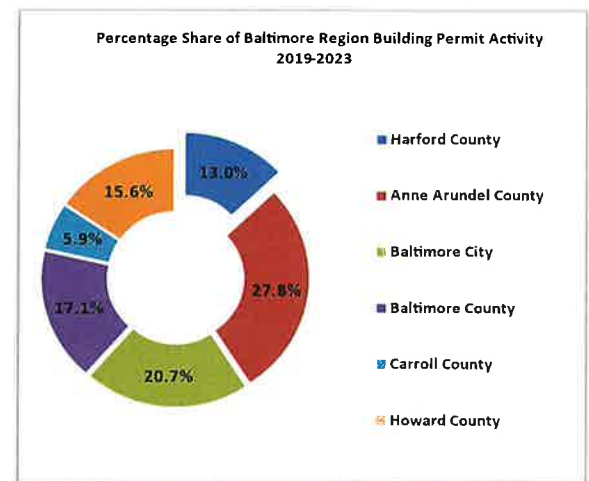
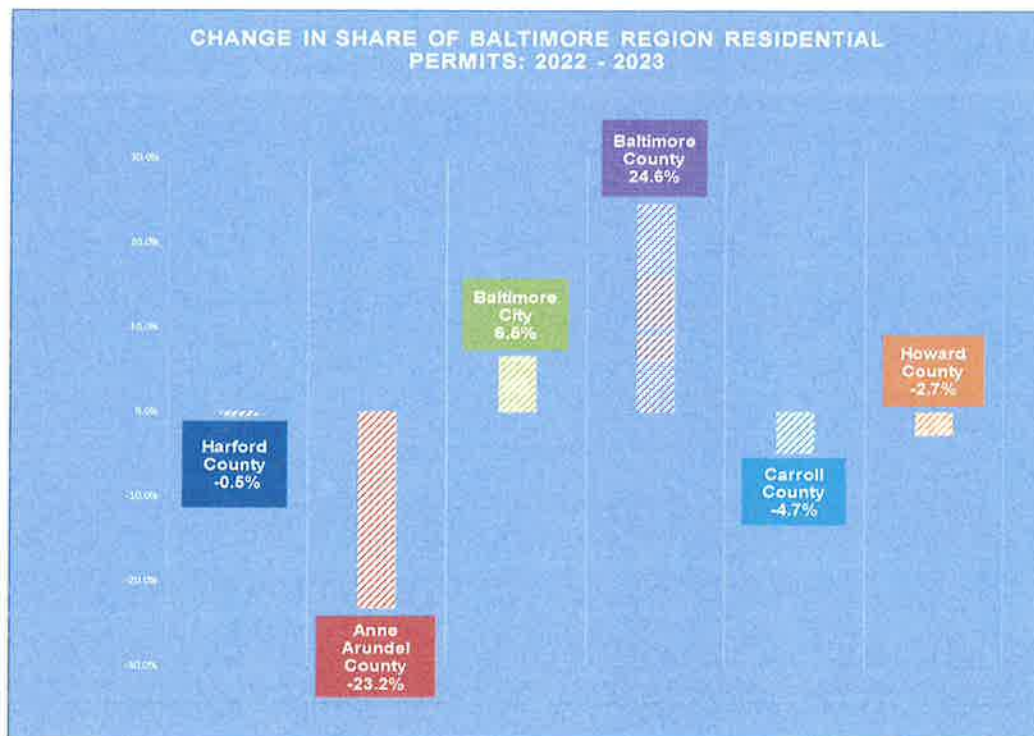


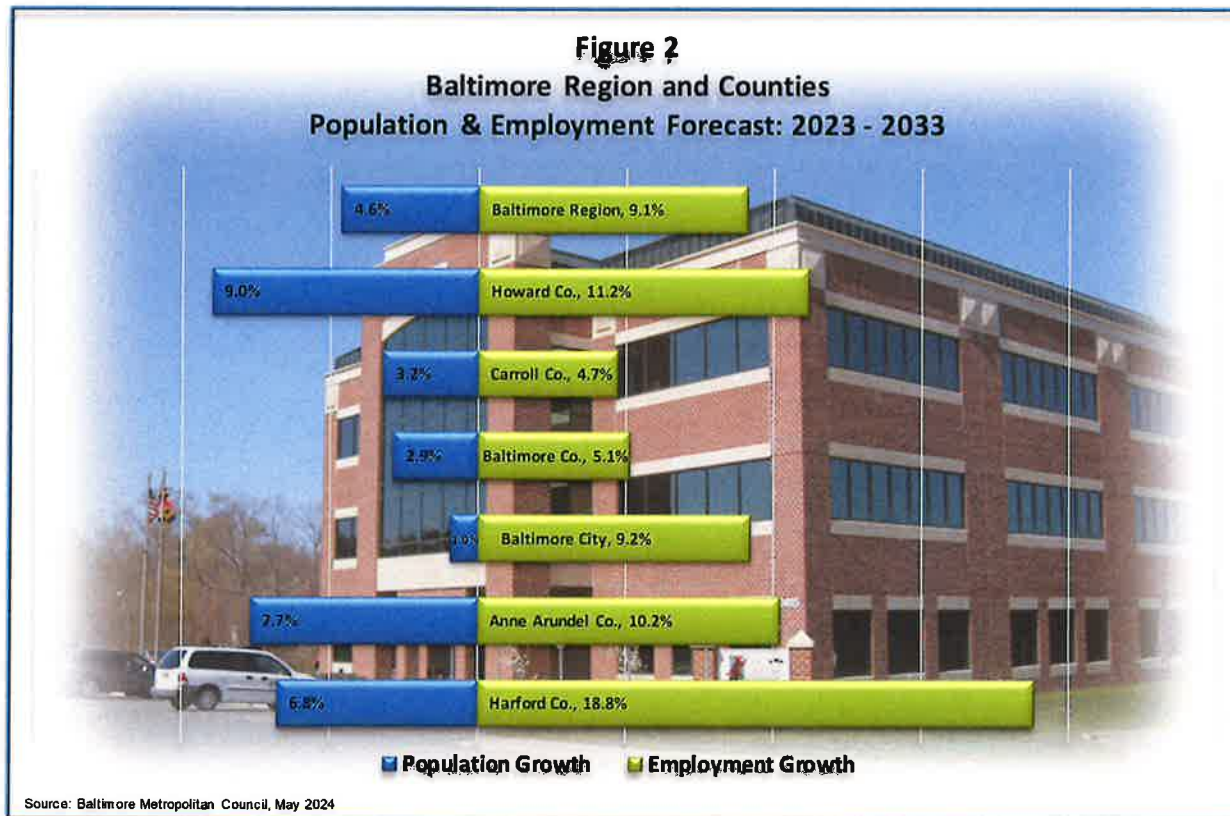
FIGURE 1





## *Baltimore Region Population / Household Projections*

Harford County's population is projected to grow by 17,939 residents over the next ten years from 264,644 in 2023 to 282,583 in 2033 (Figure 2). This represents a 6.8% increase in population growth and is slightly greater than the Baltimore region's projected growth rate of 4.6%. See Table 2A in Appendix A for population and household projections for the Baltimore region for the 2023 to 2033 period.



## *Baltimore Region Employment Projections*

Harford County's employment is projected to grow by over 20,046 jobs between 2023 and 2033, which represents an 18.8% increase in jobs over the next ten years. By contrast, the Baltimore region employment is projected to grow by 9.1% or 136,333 jobs between 2023 and 2033.

Harford County is strategically located on I-95 in the heart of the East Coast and Mid-Atlantic markets. Harford's location, highly skilled workforce, and progressive, business-friendly environment offers the ultimate setting for a wide range of prospective companies and industry sectors. See Table 3A in Appendix A for employment projections for the Baltimore region for the 2023 to 2033 period.



## Harford County Development Activity

In accordance with State Land Use Article §1-207, Harford County is required to prepare an annual report on development activity and planning programs. Reporting is required to be based on designated Priority Funding Areas (PFAs). PFAs coordinate state and local government efforts to support economic development and new growth. Funding for projects in municipalities, other existing communities, industrial areas, and planned growth areas designated by counties receive priority for state funding over other projects. Areas eligible for County designation include existing communities and areas where industrial or other economic development is desired. In addition, counties may designate areas planned for new residential growth which will be served by water and sewer systems and meet minimum density requirements established by the state.

### *New Subdivisions*

In 2023, Harford County approved 22 residential subdivisions, totaling 306 acres. The residential subdivisions resulted in the creation of 813 units. Eleven of the subdivisions (792 units) were in the PFA. The remaining 11 residential subdivisions were located outside of the PFA and created 21 units (Figure 3). As part of Maryland's 2009 Smart, Green, and Growing law, Harford County must submit an annual report showing the County is following the statewide land use goal of targeting development within designated PFAs and minimizing development outside of these areas.

There were three non-residential subdivision plans approved in 2023, two of which were located outside of the PFA. A list of the approved subdivisions is in Appendix E.

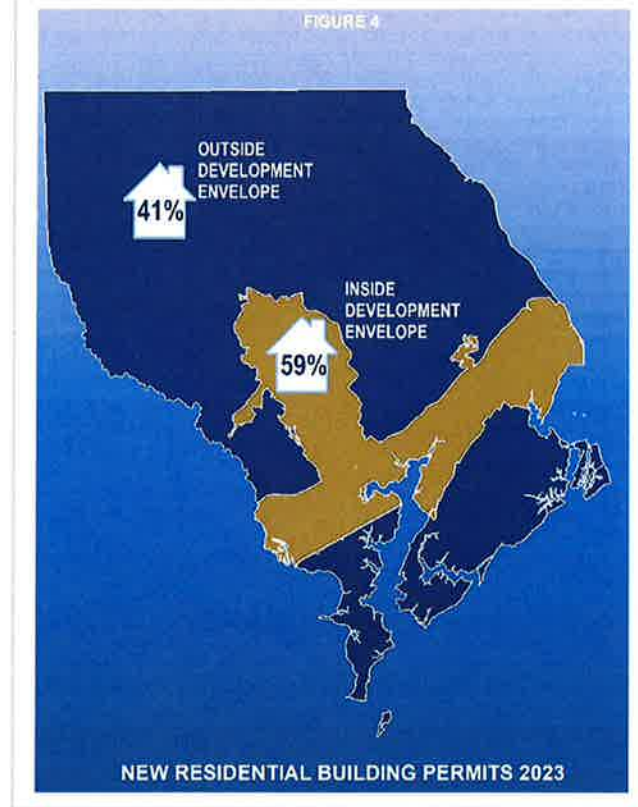


### *Permit Activity*

A total of 1,558 building permits were issued by Harford County in 2023, which represents a 23% increase over the 2022 permit total of 1,262. This number includes new construction residential, non-residential, and accessory structure permits.

### *New Residential Building Permits Issued*

A total of 835 new residential permits were issued by Harford County in 2023, which represents a 144% increase over the 2022 total of 342. The municipalities of Aberdeen, Bel Air, and Havre de Grace issued 264 new construction residential permits collectively. The unit type breakdown includes 191 single family detached units, 256 townhouse units, 650 apartment units and 2 mobile homes. Approximately 59% of the 1,099 new residential permits (County and Municipal) were located within the County's Development Envelope (Figure 4).



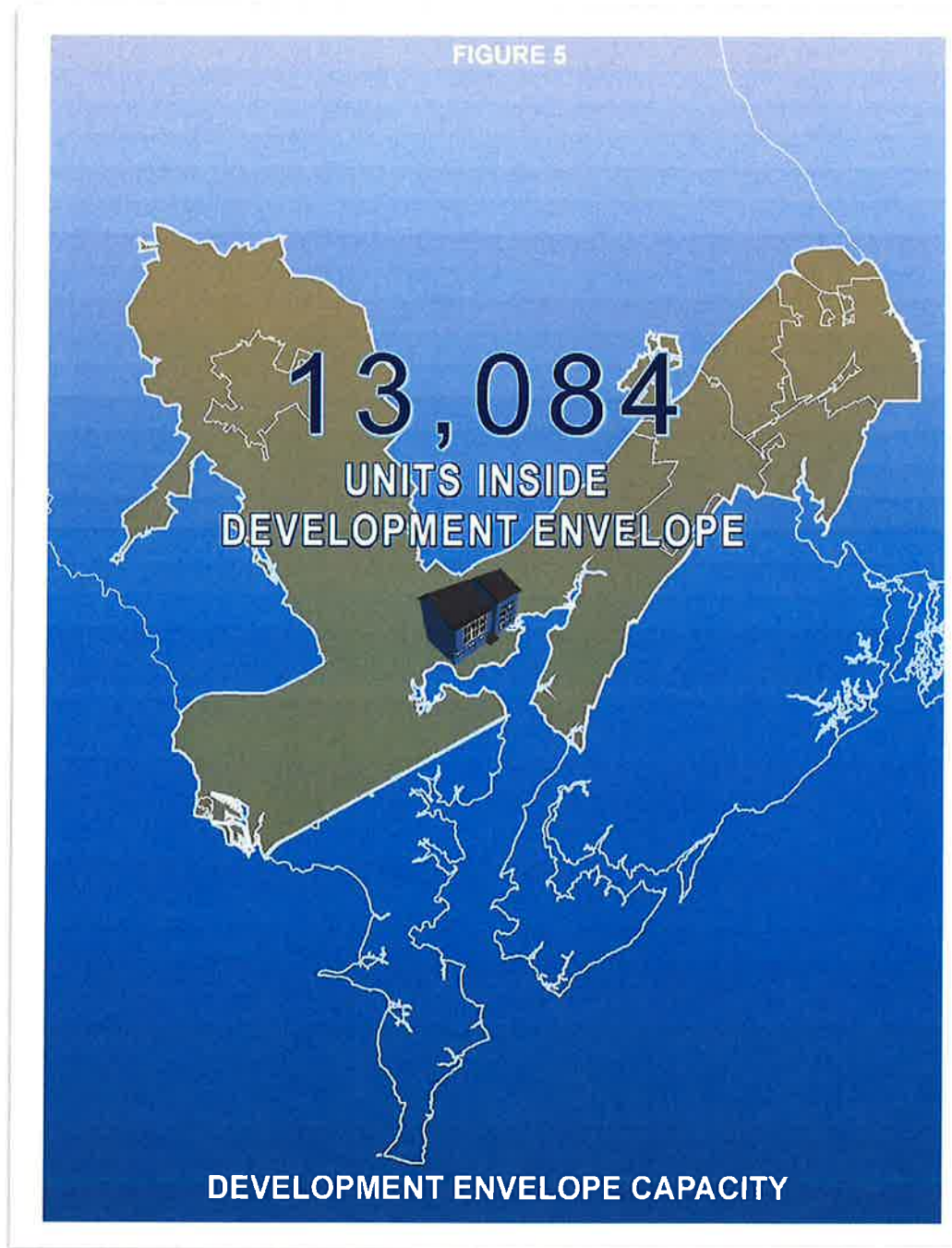
### *New Non-Residential Building Permits Issued*

The County issued a total of 82 permits for non-residential construction (larger-scale projects valued at \$50,000 and over, including municipal) for a range of commercial and industrial uses. These permits can be broken out by value as \$101.6 million in new construction and \$56.2 million in additions, alterations, and repairs. Tables 4A and 5A in Appendix A provide a summary of non-residential permits for new construction, additions, alterations, and repairs valued at \$50,000 and over.



### *Development Capacity*

The Department of Planning and Zoning routinely updates the inventory of residentially zoned land and the small amount of AG zoned land in the Development Envelope. This inventory provides a total residential land capacity and includes undeveloped and underdeveloped land in the County and Municipalities. Based on this update, there is an estimated capacity of 13,084 units (Figure 5) in the Development Envelope.





## PLANNING DOCUMENT UPDATES

This section addresses state reporting requirements regarding code amendments and new or updated comprehensive plans and plan elements.

### Zoning Code Amendments

In 2023, the following bills were enacted that resulted in changes to the County's Zoning Code:

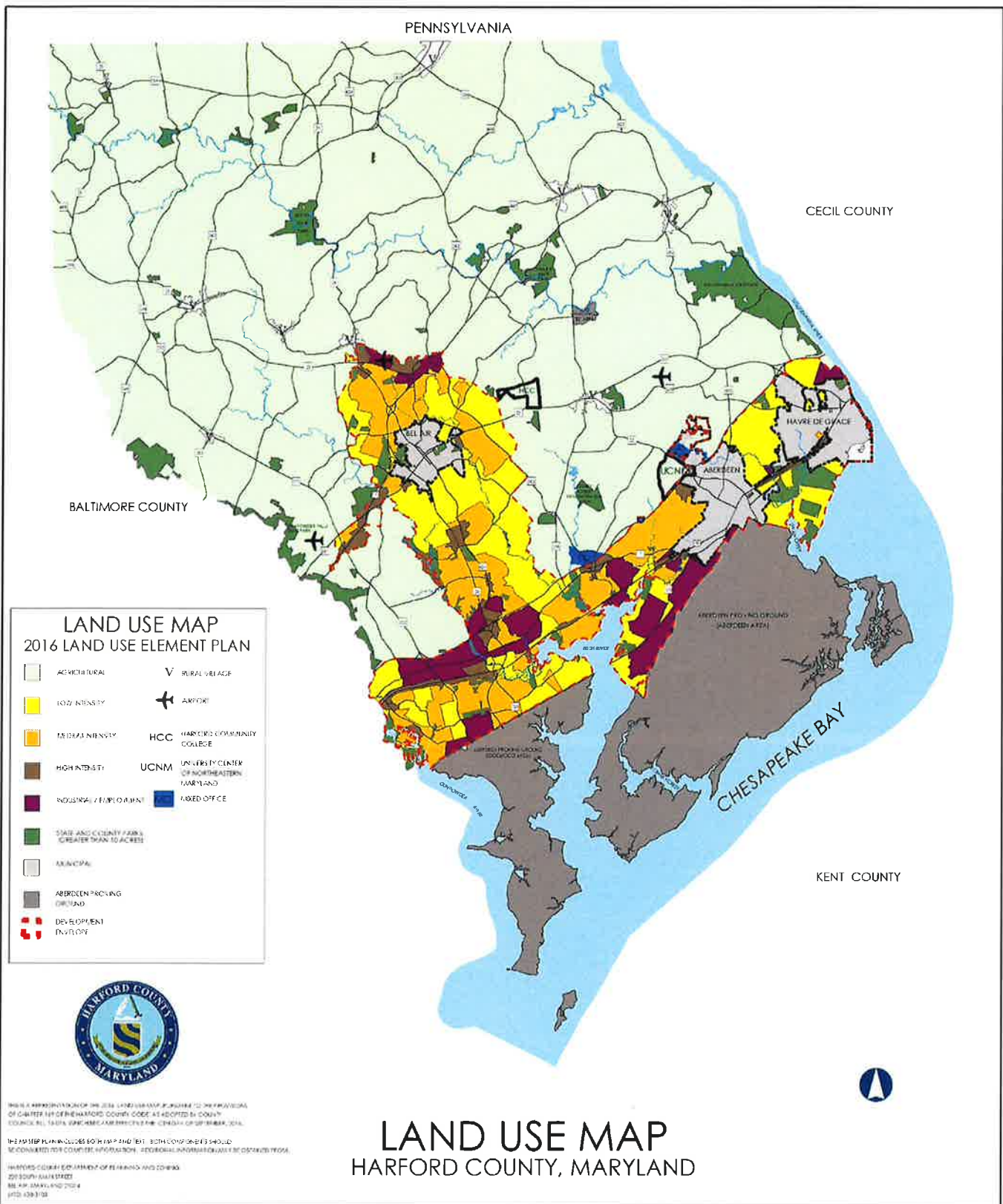
| Effective Date | Bill    | Description   |
|----------------|---------|---|
| 4/19/23        | 23-05   | This legislation enacts a 90 day moratorium on issuance of any approvals or permits for any development of warehousing and wholesaling, processing, distribution and local delivery facilities in the VB, B3, CI, LI and GI district. The moratorium does not apply to projects that have acquired a vested right through physical commencement of significant and visible construction. It also does not apply to other principally permitted uses where warehouses and wholesaling, processing, distribution and local delivery is an accessory to the principal use or to any development which is located in an existing industrial park (more than 4 contiguous lots in CI, LI or GI). The moratorium may be extended in the future. |
| 6/5/2023       | 23-06   | Natural Resource District - to increase the development adjustment to 30% of a parcel zoned residential and prohibit townhouses in the R1 under NRD regulations in 267-62F.   |
| 8/21/2023      | 23-10   | Adds homestead chicken regulations as accessory to a residential use. 267-4 Definitions and 267-27 Accessory Uses and Structures.   |
| 8/25/2023      | 23-23   | Violations and penalties – to provide for civil penalties. 267-14   |
| 8/28/2023      | 23-24   | To clarify in 267-8 that a separate zoning certificate and payment of a separate zoning certificate fee shall not be required when a building permit is also required; change application requirement from number of families or units to number of residential or business or commercial units and to prohibit PZ from issuing a zoning certificate until an application is submitted and all fees paid.   |
| 8/28/2023      | 23-25   | Extends the moratorium adopted by Bill 23-005 for an additional 90 calendar days immediately following the expiration of the moratorium adopted by Bill 23-005  |
| 12/12/2023     | 23-26AA | Warehousing and Adequate Public Facilities Legislation. 267-4 Definitions, 267-60 CI, LI and GI Districts; and 267-126 Adequate Public Facilities; Principal Permitted Use Charts TCU and Warehousing.  |

For complete details, please refer to the Harford County Zoning Code <https://www.harfordcountymd.gov/documentcenter/view/2257>

### Comprehensive Plan and Element Plan Updates

HarfordNEXT, the County Master Plan (Figure 6), was adopted and became effective September 12, 2016 by the Harford County Council.

FIGURE 6



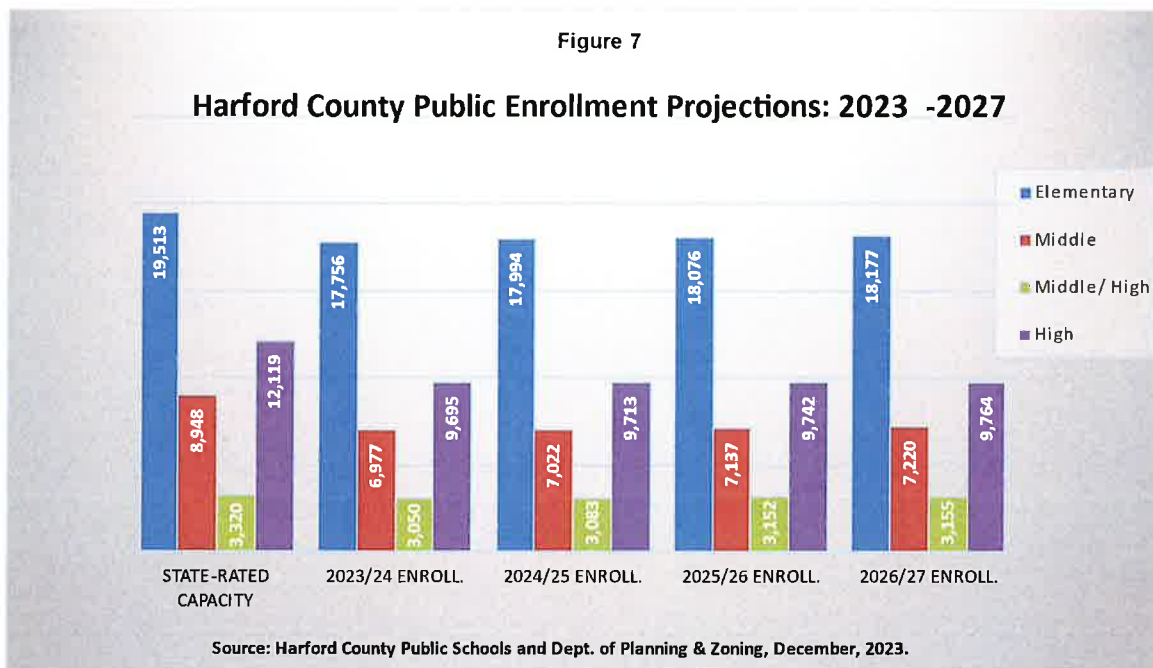
## ADEQUATE PUBLIC FACILITIES

The County's Annual Growth Report must be updated yearly to identify any public facilities that are functioning below the County's adopted minimum standards. The Annual Growth Report includes information and analysis regarding public schools, the water and sewerage system, road intersections and government facilities.

This report also addresses State reporting requirements for Adequate Public Facilities (APF); including reporting requirements for roads, transportation facilities and schools as they relate to development patterns. In the report, Harford County must identify any restrictions that occur within a PFA because of APF, and the report must address how the restrictions will be resolved.

### Public Schools

To assess current and future adequacy of public school facilities, the capacities of existing schools, school utilization and future populations are analyzed. The data in this report regarding the public school system is aggregated by the elementary/middle/high school districts, and include school enrollments, State-rated capacities for each school facility, utilization of each school facility, and three-year projected school enrollments (*Tables 6B, 10B, and 14B in Appendix B*). Modified school enrollment projections are included and take into account planned units remaining and projected units from vacant residential zoned land (*Tables 7B, 11B, and 15B in Appendix B*). In addition, development information such as building permits issued by dwelling type (*Tables 8B, 12B, and 16B in Appendix B*) and population and household estimates (*Tables 9B, 13B, and 17B in Appendix B*) are included in this report. Figure 7 shows enrollment projections by grade level.



## **Analysis**

Each school facility has been analyzed for historic growth trends, current conditions, and future enrollment projections. The information is based on factual data and is aggregated by current school districts. Based on the APF chapter of the County Code, the level of service standard for Public Schools is 110 percent of rated capacity within three years for elementary and secondary schools.

### *School Adequacy Standards*

Under current law, preliminary plans for subdivisions of greater than five lots cannot be approved in school districts where the full-time enrollment currently exceeds, or is projected to exceed, 110 percent of the capacity within three years. Currently, 30 of 33 elementary schools meet adequacy standards. All middle and high schools meet adequacy standards. Given the projected capacity utilization for 2023 – 2026, major subdivisions in the Homestead/Wakefield, Havre de Grace and Hillsdale Elementary School attendance areas will not be approved but may be reviewed and placed on a waiting list until capacity is available. It is important to note that the municipalities are not subject to the County's APF. Therefore, the County cannot restrict subdivisions within municipalities where the school district is over capacity based on County APF.

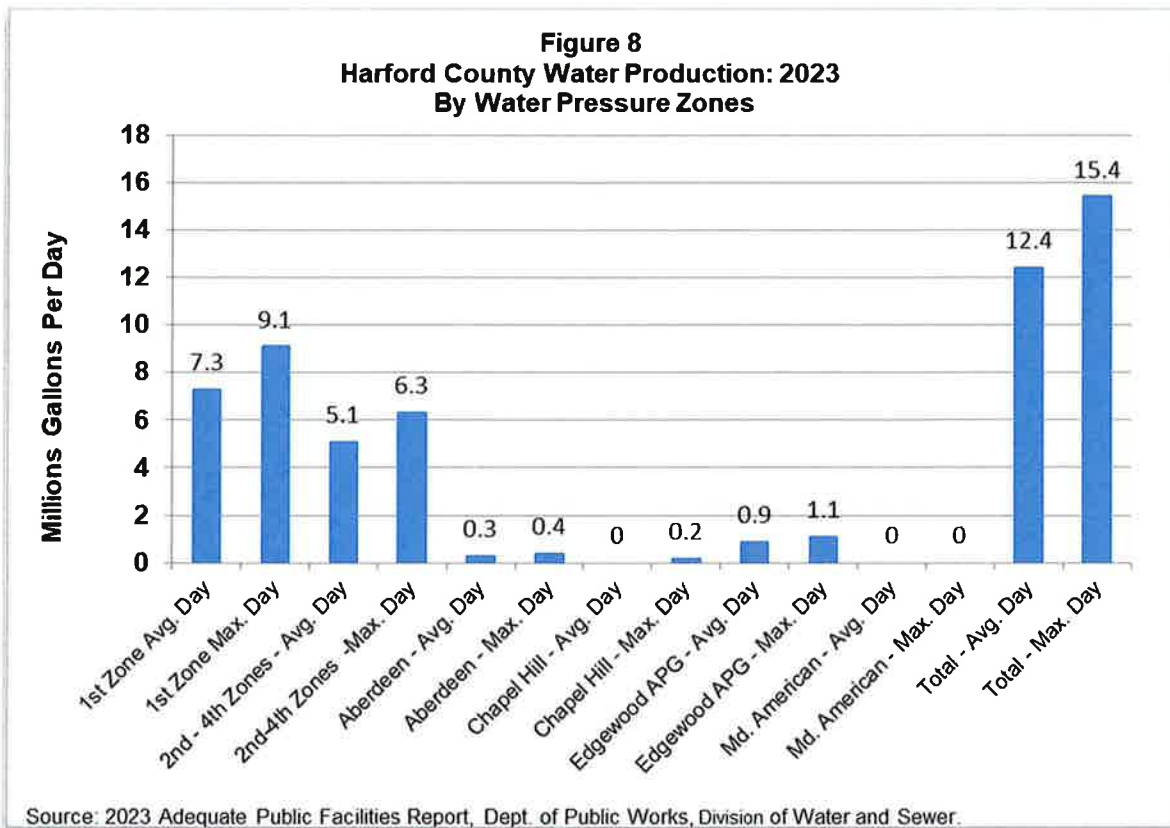
## **Water and Sewerage**

The data included in this section for the water and sewerage systems are aggregated by the water and sewer service areas, which generally coincide with the Development Envelope, as defined in the 2016 Harford County Master Plan, HarfordNEXT. Additional information is included in this report on water/sewage usage for residential and non-residential uses, an inventory of existing water consumption/sewage flows, demand projections (including the basis for their computation), and a list of capital projects is contained in the County's Capital Improvement Program (CIP) for expanding facilities, including project status (*Tables 18C - 21C in Appendix C*). This information is derived from the "2023 Water and Sewer Adequate Public Facilities Report," and is consistent with the County's Water Resources Element Plan.

## **Water**

The County water system's average daily usage in 2023 was 12.35 MGD (Million Gallons Per Day), with a peak day demand of 15.40 MGD. The total countywide permitted maximum daily water treatment capacity is approximately 27.8 MGD. The County has a maximum day drought demand of 19.75 MGD. To keep pace with the projected growth, staged construction programs are established that distribute required capital costs for improvements and/or additions to the County's system over a period of years. Figure 8 illustrates water production by water pressure zones during 2023.



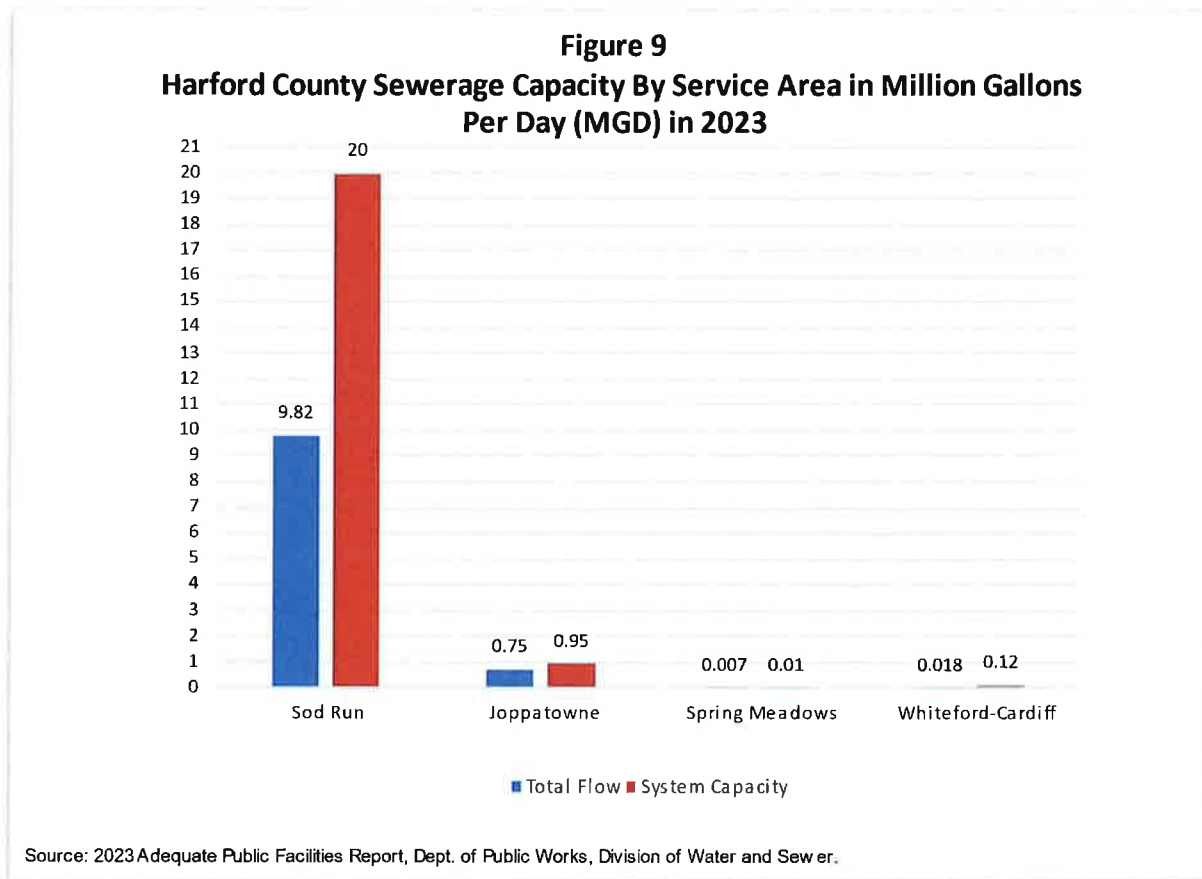


There are 16 community water systems that are not maintained or operated by Harford County but are subject to the APF chapter of the County Code. These private systems, which are monitored and evaluated by the Maryland Department of the Environment, are as follows:

- Maryland-American Water Co.
- Campus Hills Water Works Inc.
- Clear View Court Mobile Home Park
- Conowingo Power Plant
- Darlington
- Darlington Mobile Estates
- Fountain Green Mobile Home Park
- Greenridge Utilities Inc.
- Harford Community College
- Hart Heritage
- Lakeside Vista
- Queens Castle Mobile Home Park
- R & R Estates Mobile Home Park
- Susquehanna State Park
- Swan Harbor Mobile Home Park
- Williams Mobile Home Park

## Sewerage

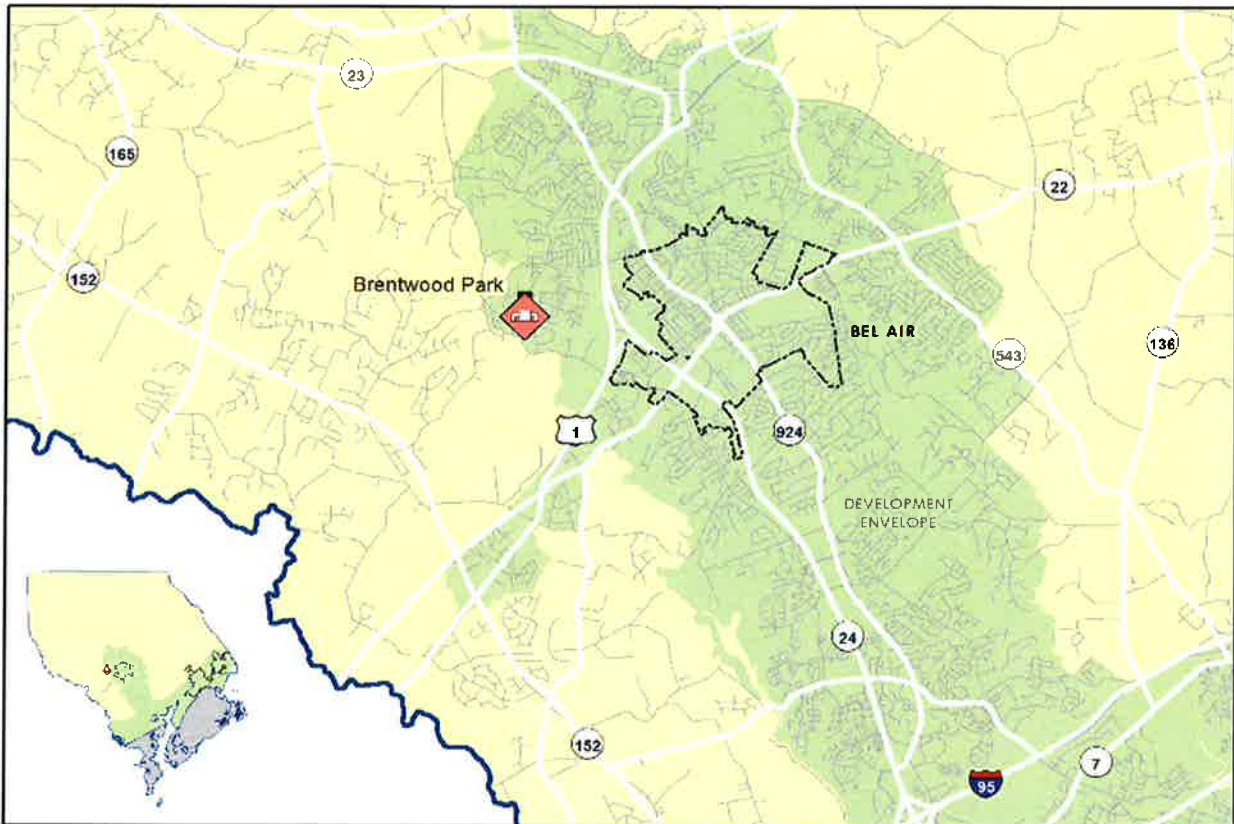
The average daily effluent flow to the Sod Run WWTP (Wastewater Treatment Plant) in 2023 was approximately 9.818 MGD, exclusive of recycle flows and septage. The average daily effluent flow to the Joppatowne WWTP in 2023 was approximately 0.753 MGD. The average daily effluent flows for Spring Meadows and Whiteford-Cardiff in 2023 respectively were 0.007 MGD and 0.018 MGD's (*Figure 9*).



Since 1972, the County has prohibited any additional privately owned community or multi-use treatment plants with a peak capacity larger than 10,000 gallons per day (GPD) outside the Development Envelope. This encourages growth to remain within the growth corridor, maintains financial stability, and protects the environment.

The Division of Water and Sewer has identified the Brentwood Park Sewage Pumping Station (S.P.S.) (*Figure 10*) as being over capacity. Replacement of the station is included in the CIP and the project is currently under construction and is expected to be completed in early 2024.

FIGURE 10



SEWAGE PUMPING STATION WITHOUT RESERVE CAPACITY

In March 2019, the final report for the Fallston Sewer Capacity Study was completed. The study examined both the existing and build-out conditions for the Fallston service area and identified the sewer improvements required. The improvements are included in the CIP for the portion to be funded by the County. The study identified the need for an increase in capacity for the Reckord Road Sewer Pumping Station. In July 2019, the Reckord Road Sewer Policy (18.62-1) was established to create a surcharge for new connections to fund the required improvements as a county capital project. The study also performed a preliminary downstream analysis of the Plumtree Run drainage basin, which will require further study to identify the future required capital improvements.

In August 2018, the Hickory Collector Policy was approved, which identified the future sewer improvements necessary for buildout of the Hickory drainage area and it established a funding mechanism by a surcharge for future connections. The capital improvements are planned to be implemented as necessary depending on how and when development progresses.

## **Road System**

The intent of the APF Roads chapter of the County Code as it relates to transportation is to create a mechanism that requires proposed development to make appropriate and reasonable road improvements, based on the proposed development's impact to the road system.

The information for the APF Road System contained in this section includes the following: signalized and unsignalized intersection capacity analysis results (*Tables 22D and 23D*), average daily count locations (*Table 24D*), a list of approved County capital projects funded for construction in Fiscal Year 2023 (*Table 25D*), and a list of State Consolidated Transportation Program (CTP) projects funded for construction in Fiscal Year 2023 (*Table 26D*). This information will help identify existing deficiencies in the road system and guide both County and State capital project funding to the most critical road projects (*Tables 22D – 26D in Appendix D*).

If a proposed development generates more than 249 trips per day based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (current edition), a TIA is required to determine the Level-of-Service (LOS). Capacity analysis for intersections is performed using the most recent version of the Highway Capacity Software. LOS is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. A TIA is completed by the developer for residential projects. In response to changes set forth in Bill Number 23-026, Harford County shall prepare the TIA at the developer's expense for all nonresidential developments. The Bill requires the developer to pay for the TIA in advance of the County ordering the preparation of the TIA. TIAs are reviewed by the Departments of Planning and Zoning and Public Works, and the State Highway Administration (SHA).

There are six established LOS – A through F – that measure the operational efficiency of a transportation facility. The following is a general definition of each level of service and Delay in Seconds:

**LOS A** ( $\leq 10$ ) – free flow of traffic with no restriction or significant delay.

**LOS B** ( $> 10$  &  $\leq 20$ ) – stable flow of traffic with very little restriction or delay.

**LOS C** ( $> 20$  &  $\leq 35$ ) – stable flow of traffic with low to moderate restriction or delay.

**LOS D** ( $> 35$  &  $\leq 55$ ) – approaching unstable flow of traffic with moderate to heavy restriction / delay.

**LOS E** ( $> 55$  &  $\leq 80$ ) – unstable flow of traffic with significant restriction and delay.

**LOS F** ( $> 80$ ) – forced flow or cases of “grid lock”. The flow rate drops significantly.

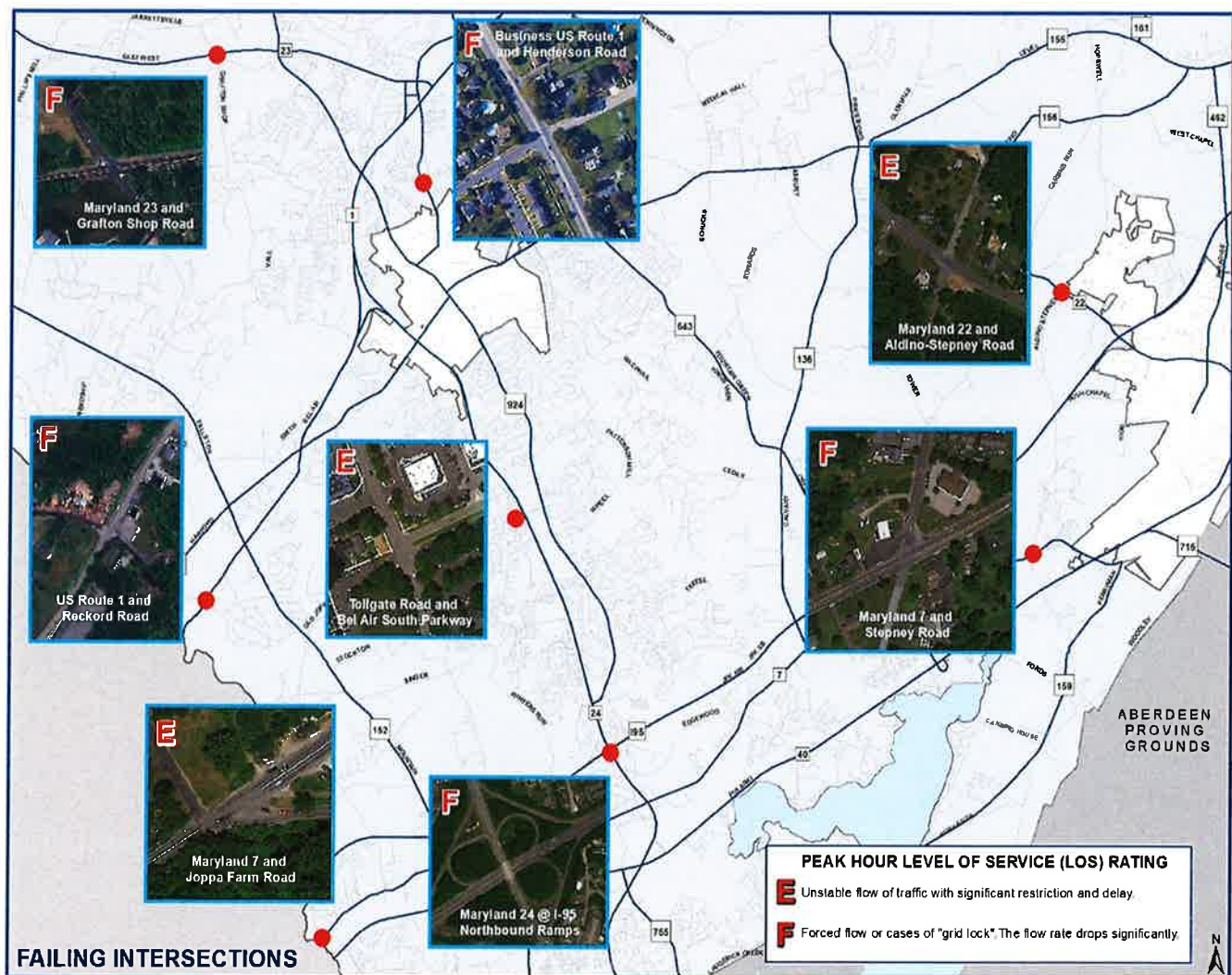
The standard for intersections within the Development Envelope is a LOS D. If the existing LOS is E or F at an intersection within the Development Envelope, then the developer must mitigate the impact of the development's new trips. The standard for intersections outside the Development Envelope is a LOS C. If the existing LOS is a D or lower, then the developer must mitigate the impact of the development's new trips.



In addition to the review of individual TIAs, the Departments of Planning and Zoning and Public Works have studied several major roads and intersections to identify existing conditions. This list represents a cross section of key intersections located inside, outside, and on the fringes of the Development Envelope that have been identified as failing or on the verge of failing based on the adopted LOS standards.

There is one signalized intersection and seven unsignalized intersections with one or more movements operating at a LOS E (LOS D outside the Development Envelope) or lower during peak hours. The evaluation of the LOS is determined by performance of the intersection during one-hour peak traffic periods in the a.m. and/or p.m. Figure 11 identifies intersections that contain one or more movements that **operate at an unacceptable LOS**. Developments that impact these intersections will be required to mitigate their impacts to the intersections.

**FIGURE 11  
FAILING INTERSECTIONS MAP**



## **GOVERNMENT FACILITIES**

The Harford County Code requires an analysis of the need for additional fire, library and public safety services based upon the County's population and a list of approved capital projects contained in the Capital Improvement Program (CIP) related to the below-mentioned facilities.

### **Fire/EMS Services**

The Harford County Fire and EMS Services Master Plan that was completed in 2009 analyzed the need for Fire and EMS services in the County. The plan outlined the need for additional facilities, including:

- Facility at Patterson Mill Road – This Station was completed in 2012 and turned over to the Bel Air Volunteer Fire Company
- Facility in Riverside on Rt. 543 – The design of this station has been completed and is scheduled to be sent out for bid with construction beginning in July 2024
- Facility in Fountain Green area on Rt 543 – There is no further information regarding a facility at this location.
- Facility in Churchville area of Rt 22 and Rt 136 – There is no further information regarding a facility at this location.

In addition, the following facility projects have been completed:

- Aberdeen VFC completed a renovation of their House 1 Station in 2021
- Harford County completed an EMS Station in North Harford at Rt 24 and Rt. 165 in 2023
- The Susquehanna Hose Company is nearing completion of the renovations of their House 1 station.
- Harford County is working with Whiteford VFC to design and build a new station. Design work is currently underway.
- Bel Air VFC is currently renovating their House 1 station.

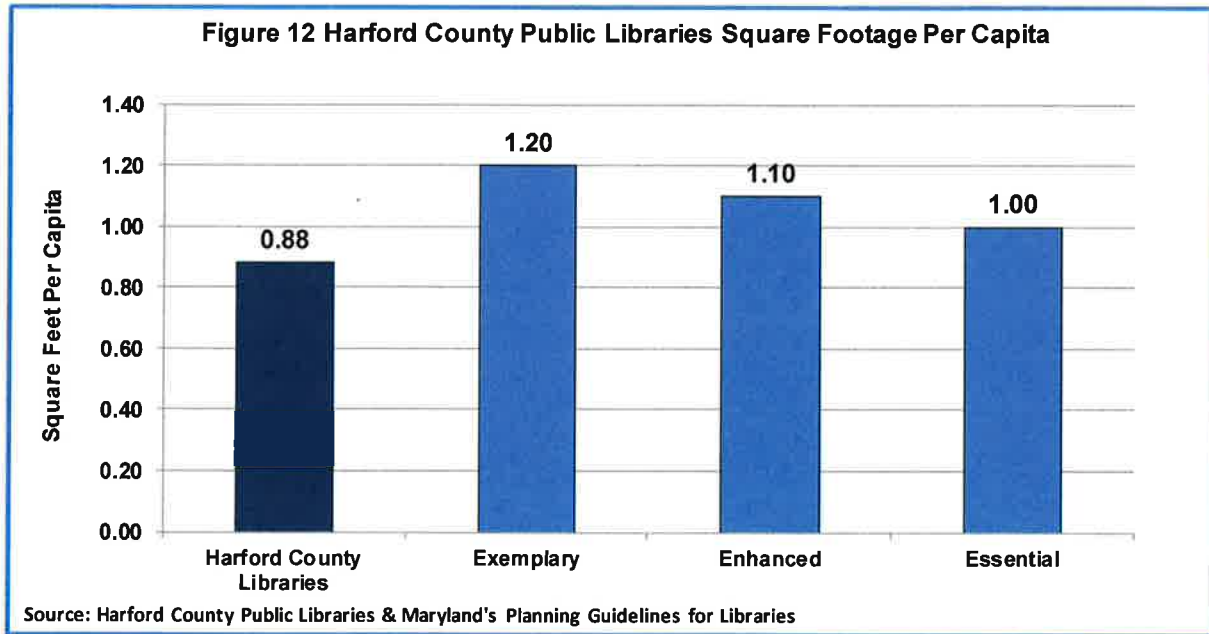
In addition, in 2023, The Harford County EMS Foundation requested that the County assume the responsibility of EMS service in the County. As a result, since February 2023, Harford County has placed seventeen County medic (14 ALS and 3 BLS) units throughout the County. The medic units are owned by Harford County and are housed in volunteer stations throughout the County and the North Harford Station.

### **Library Services**

The Maryland Department of Budget and Management requires that libraries refer to "Maryland's Planning Guidelines for Libraries" 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 is 232,970. Based on a 2023 population figure of 264,644, the square footage per capita rating is 0.880 for Harford County which is below the essential standard of 1.0 square feet per capita (Figure 12).



## **Law Enforcement**

Harford County had 460 sworn officers in 2023. This represents a rate of 1.7 per 1,000 residents. The County total breaks down to 329 officers in the Harford County Sheriff's Office and 34 in the Maryland State Police. The police departments in the municipalities reported 37 officers in Aberdeen, 30 in Bel Air, and 30 in Havre de Grace.





## **PLANNING CONSISTENCY REVIEW**

Harford County must submit an annual report that addresses specific smart growth measures and indicators that support the statewide land use goal of targeting development within designated PFAs and minimizing development outside of these areas. Changes in development patterns occurring in 2023 that impact land use, transportation, community facilities patterns, zoning map amendments, and subdivision plats must be reported. Local jurisdictions, as part of their annual reporting, must determine if all changes in development patterns in 2023 reported are consistent with the following criteria:

- All changes must be consistent with each other;
- The recommendations of the last annual report;
- The adopted plans of the local jurisdictions;
- The adopted plans of all adjoining local jurisdictions; and
- The adopted plans of State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the local jurisdiction's plan.

### **Development Patterns / Consistency of Plans**

All of the developments noted in this report have been determined to be consistent with the surrounding land uses. A review of consistency is part of the plan approval process. As recommended in previous reports, the County continues to direct the majority of new residential development and redevelopment to the Development Envelope. During 2023, all subdivisions approved were consistent with the intent and policies of the 2016 Master Plan, the Water and Sewer Master Plan, and Adequate Public Facilities regulations. All roadway improvements were consistent with the State Consolidated Transportation Plan, and the Transportation Improvement Plan. Changes in development patterns, laws, and regulations were found to be consistent with the adopted plans of Harford County, as well as those of the state and all adjoining local jurisdictions. These changes furthered the Twelve Visions established in § 1-201 of the Land Use Article of the Annotated Code of Maryland.

### **Municipal Plan Coordination**

Harford County coordinates with the Town of Bel Air and the cities of Aberdeen and Havre de Grace on the creation of their growth plans. State law requires municipal jurisdictions to develop a Municipal Growth Element (MGE) as part of their Comprehensive Plan. The MGE must identify future municipal growth areas outside of the existing corporate limits and be submitted to the County for review and comment. Proposed annexations must be consistent with those outlined in the Municipal Growth Element Plans and permitted development on the annexed lands shall be in accordance with the County's zoning classification that is in place at the time of the annexation.

## Implementation

Harford County uses many tools to achieve the Visions, including Adequate Public Facilities (APF) legislation to manage growth by tying development to the capacity of existing government services such as water and sewer, roads, and schools. The County has developed implementation strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation, which are integrated across the local, regional, State, and interstate levels to achieve these visions.

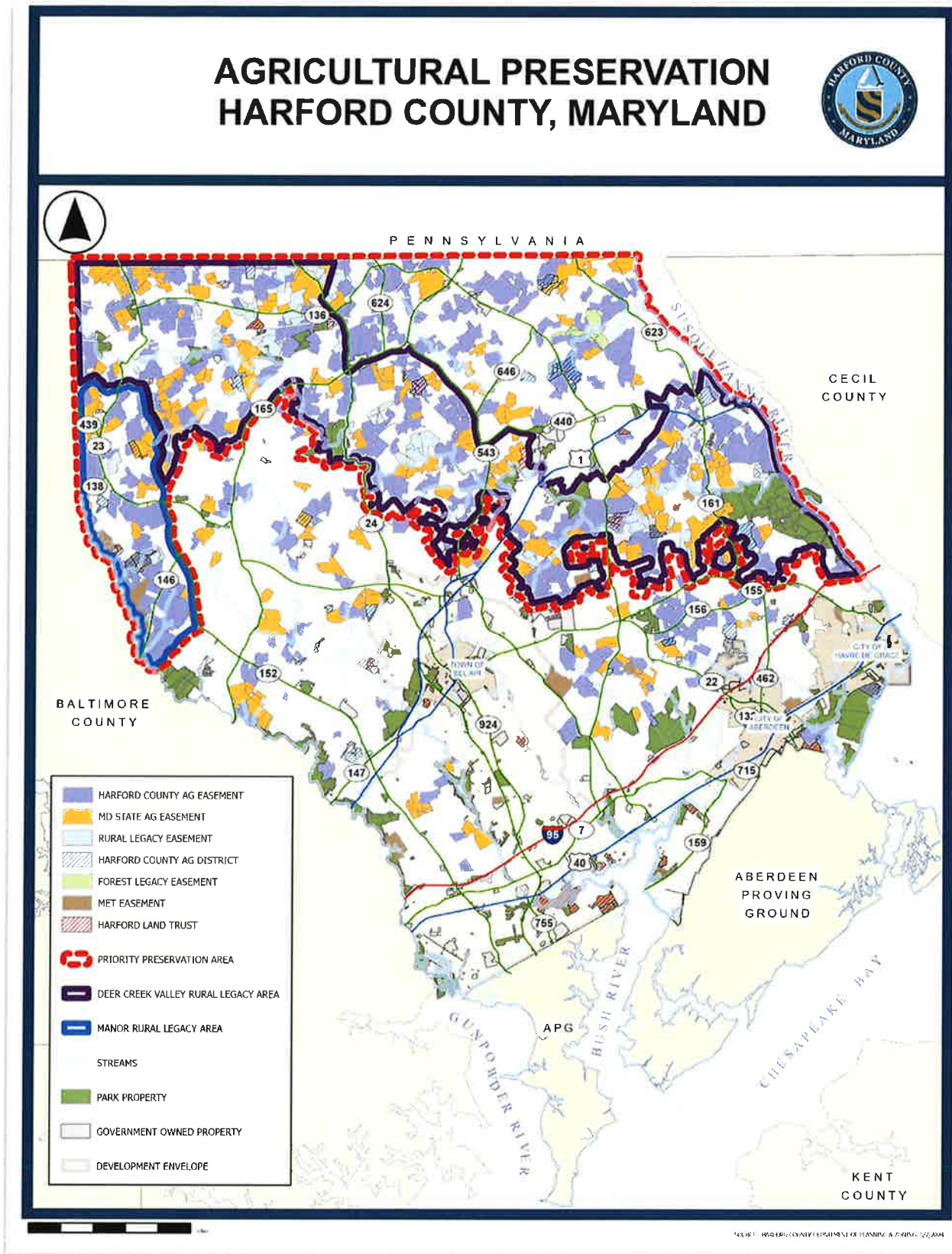
## Agricultural Preservation

Preservation efforts were continued through a variety of state and local programs. Currently, participation in agricultural preservation programs is available to all property owners with agriculturally zoned land, and the County's primary focus has been on protecting the Priority Preservation Area (PPA) (Figure 13). HarfordNEXT expanded the PPA boundary to include all lands north of the 2009 boundary and the Harford County portion of the Manor Rural Legacy Area. Based on feedback from citizens, efforts have focused on expanding eligibility for the County's own preservation program to include all developable land in the County, regardless of zoning category. Changes to the County Program are expected to be finalized in 2024.

During 2023, 2,117 acres were preserved countywide, bringing the total protected land in the County to 63,933 acres at the end of 2023. Over 25% of the County (excluding municipalities) is in some form of permanent preservation. Of the acreage protected in 2023, approximately 1,451 acres were located in the County's PPA, bringing the total amount of protected land in the PPA to 50,564 acres.



Figure 13





## **PROCESS IMPROVEMENTS**

As part of the annual report, local jurisdictions must identify any changes that will improve the planning and development review process, in addition to zoning regulations that have been adopted during the reporting period that specifically address the planning visions of the Land Use Article.

The department introduced a substantial enhancement to the Track-It application with the addition of "Track-It Advanced" which allows constituents the option to subscribe for weekly email summaries of all Development Advisory Committee (DAC) projects, DAC meeting schedules and minutes, and DAC document updates and revisions. This improvement further maximizes Harford County's effort for government transparency and engages constituents in the planning and development process.

The County Executive developed the Southern County Taskforce (SCTF) in 2023 with the purpose of improving the quality of life for residents, businesses, and visitors to this area. The SCTF area is generally defined as all of those areas along and adjacent to the Route 40 corridor in Harford County (see Figure 14). Quality of life includes, but is not limited to, roadway improvements, recreational program growth, curb appeal, small business growth, and public safety enhancements. The Cassilly Administration is continually working to gather data, set targets, and make real improvements for those who live, work, and do business in southern Harford County. The overarching goal is to focus government and private resources on the area's unique challenges and opportunities. Residents, business owners and community organizations are encouraged to review the County's progress on the Southern County Taskforce's website.

## **LAWS AND/OR REGULATIONS THAT IMPLEMENT THE STATE PLANNING VISIONS**

Harford County's Master Plan, HarfordNEXT, was adopted in June 2016 and is consistent with the 12 State Planning Visions. The various element plans, including the Land Use Element Plan, Natural Resources and Water Resources Element Plan, Historic Preservation Element Plan, and Transportation Element Plan have been incorporated into the 2016 Master Plan. The Land Preservation, Parks, and Recreation Element Plan is also consistent with the planning visions contained in the Land Use Article of the Maryland Code. The plans also include strategies that address these visions. The County's Chesapeake Bay Critical Area Program and its Bicycle and Pedestrian Master Plan are also consistent with the visions.

## **METHODOLOGY**

### **Population Projection Methodology**

Yearly estimates of population and households in Harford County for the Annual Growth Report are determined from the 2020 Census. This data is adjusted to reflect a number

of variables including building permits, average household size, and household vacancy rates. The five and ten year projections are based on these estimates, with a growth factor applied to determine the rate and quantity of growth in the County. This growth factor is based on the number of building permits anticipated to be issued each year. It is important to note that projections are based on past trends and land availability. A component of the projections is the number of net planned units remaining. The total planned units remaining is calculated by subtracting the total new residential building permits issued from the total preliminary plan approved units. Subdivision plans with six or more units remaining and approved municipality plans are included.

The 2020 Census information at the census block level is utilized for specific analysis of each facility regarding area maps and demographic information. Building permits are identified by facility areas and by subdivision name and/or address for each year. This provides the needed information on growth trends by facility service area. The population projections for the five other jurisdictions in the Baltimore Region are based on an interpolation of the Baltimore Metropolitan Council's Round 10 population forecast.

### **School Enrollment Projection Methodology**

The methodology for projecting students utilizes historical data for live births and the number of children enrolled in public schools. Using these data, a series of ratios that reflect grade cohort survival are developed. These ratios include consideration of a number of factors:

- Births in a given year which affect subsequent kindergarten and first grade enrollments.
- Net migration of school age children.
- Net transfer of children between public and private schools.
- Non-promotion of children to the next grade level.
- Dropouts in the later years of secondary school.
- Shifts between regular grade and upgraded groups other than special education.

This technique of establishing a ratio is used for each successive grade. For example, a ratio is developed between the number of children actually in first grade in a given year and the number in second grade the following year. The ratio, therefore, represents the number of first graders who advance to second grade. If significant variations exist, such as a rapid increase in home building, then factors such as pupil yields for subdivision activity and development trends must be measured.

Development monitoring is a key activity to ensure accurate projections since housing expansion periods have a direct impact on school enrollments. A primary means of calculating projected student enrollment due to a housing expansion period is by using pupil yield factors for new developments.

Pupil yield is a term which describes the number of pupils generated per dwelling. The pupil yield factor is used to assist in identifying the impact of residential development on

the Harford County Public Schools (HCPS) system. The data was tabulated by unit type, and the specific pupil yields were calculated for each subdivision in the elementary, middle, and high schools. Table 1 below provides a summary of the pupil yield factors by grade level. A new pupil yield study will be conducted in 2024.

**Table 1 - Pupil Yield Factors**

| Unit Type     | Grade Level |       |        |
|---------------|-------------|-------|--------|
|               | K – 5       | 6 - 8 | 9 - 12 |
| 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 and Zoning, 2018 Harford County Pupil Yield Study

The following example is included to illustrate how pupil yield factors are used to estimate new students generated by proposed residential development. In this example, it is estimated that 38 new students would be generated by a proposed 100-unit Single-Family detached (SFD) subdivision.

**Table 2 - Estimating New Students Using Pupil Yield Factors (Proposed 100 SFD Subdivision)**

| Grade Level  | Yield Factor | X        | # of Dwelling Units (Single-family) | =        | New Students |
|--------------|--------------|----------|-------------------------------------|----------|--------------|
| K- 5         | 0.17         | X        | 100                                 | =        | 17           |
| 6 - 8        | 0.09         | X        | 100                                 | =        | 9            |
| 9 - 12       | 0.12         | X        | 100                                 | =        | 12           |
| <b>TOTAL</b> | <b>0.38</b>  | <b>X</b> | <b>100</b>                          | <b>=</b> | <b>38</b>    |

### Modified School Enrollment Methodology

Utilizing our regional cooperative Round 10 forecast, a projection of housing units was determined for each school district. The number and type of units were based on the existing zoning. After the number and type of units were determined and projected by year, a pupil yield factor was applied to determine the total number of new pupils by school district.

The methodology for determining a growth factor included a multi-step process. The process included utilization of the existing grade cohort succession methodology and the pupil yield factor. A factor was applied to the existing grade cohort succession ratio per

school if the pupil yield factor identified an increase in the average number of students. In order to maintain a consistent application, all calculations were based on the Harford County Public School system's definition of "unadjusted" enrollment projections. No assumptions were made in terms of school capacities or utilization of existing facilities.

The actual enrollment of Harford County Public Schools (HCPS) is retained as base enrollment for the modified enrollment projections. HCPS' first-year projected enrollment figures are also retained as they have been shown to be historically accurate.

## **Water and Sewer Facility Projection Methodology**

### *Water:*

The Harford County water service area is divided into four pressure zones due to varying topography within the Development Envelope. To provide an adequate supply of water, the transmission lines, and pumping and storage facilities for all zones must be sized for estimated future demands.

The water system is evaluated for adequacy for providing flows during the maximum day demand, while maintaining system pressures required to deliver fire flows. Water booster stations and/or transmission lines, service mains, storage tanks, and water treatment plants are evaluated. Areas within the Harford County Development Envelope that exist at the highest elevations of the water pressure zones are evaluated for adequacy on a case-by-case basis. The anticipated growth within the County is accommodated through a combination of developer funded projects and the CIP.

### *Sewerage:*

The sewerage system is similarly evaluated for adequacy to accommodate expected peak flows through collectors, interceptors, pump stations, force mains, and wastewater treatment plants. Should a capacity problem exist in a collector sewer, it is the developer's responsibility to resolve the inadequacy. Inadequacies at major pumping stations and wastewater treatment plants are resolved by programmed capital projects or by projects cooperatively supported by a group of developers.

The sewage flows to Harford County's existing Sod Run and Joppatowne Wastewater Treatment Plants (WWTP) originate from a portion of the Development Envelope. The area between the municipalities of Aberdeen and Havre de Grace, as well as the cities themselves, are within the Development Envelope and are served by the municipal sewerage facilities. A complete "Sewer System Capacity Analysis" is included in the "2023 Water and Sewer Adequate Public Facilities Report."

The determination of future wastewater flows to wastewater treatment plants is made by using population and household projections developed by the Harford County Department of Planning and Zoning for the years 2000 through 2035. The projections were distributed



by Transportation Analysis Zones (TAZs) by aggregating the ultimate development in terms of equivalent dwelling units into sewerage drainage areas. In an effort to keep pace with projected growth, the County completed the expansion of the Sod Run Wastewater Treatment Plant from 12 MGD in 1995 to 20 MGD in 2000. A sanitary sewer collection system has also been established in Whiteford-Cardiff, which serves the properties within an established sanitary subdistrict. This system was made operational in 2001 with 172 mandatory hook-ups completed in 2002. Treatment for this subdistrict is provided by Delta Borough, Pennsylvania, with a current permitted average flow of 0.12 MGD.

In addition to the major publicly owned wastewater treatment plants, there are multiple private wastewater treatment systems, including mobile home parks and other commercial/community establishments, plus a larger population on private individual septic systems outside the Development Envelope. In addition, many of the schools outside the public sewerage service area are on publicly owned multi-use wastewater treatment systems.

### **Road Intersection Analysis Methodology**

A key feature of the APF Road Intersection law is the requirement for preparation of a TIA for residential and non-residential uses that are projected to generate more than 249 trips per day. For residential developments, the developer shall provide their own traffic consultant. For all nonresidential projects, the County will select the traffic consultant and the developer shall pay in advance all costs before the County will order the preparation of the TIA. Proposed development located within the Chesapeake Science and Security Corridor (CSSC) (Figure 14) with primary access directly onto US 40 will not be required to submit a TIA unless the proposed use is expected to generate more than 1,500 trips per day. The TIA provides information regarding the impact of generated trips from proposed land uses on traffic operation and delay within a designated area and recommends solutions to mitigate the impact. The method of conducting a TIA is outlined in the "Harford County Traffic Impact Analysis Guidelines."

#### **Inside the Development Envelope:**

The TIA shall include all existing County and state roads in all directions, from each point of entrance of site through the intersection with the first arterial roadway to the next intersecting collector or higher functional classification road as defined by the Harford County Master Plan. The study area shall not exceed 2 road miles in all directions, except when proposed uses are projected to generate more than 1,500 trips per day.

#### **Outside the Development Envelope:**

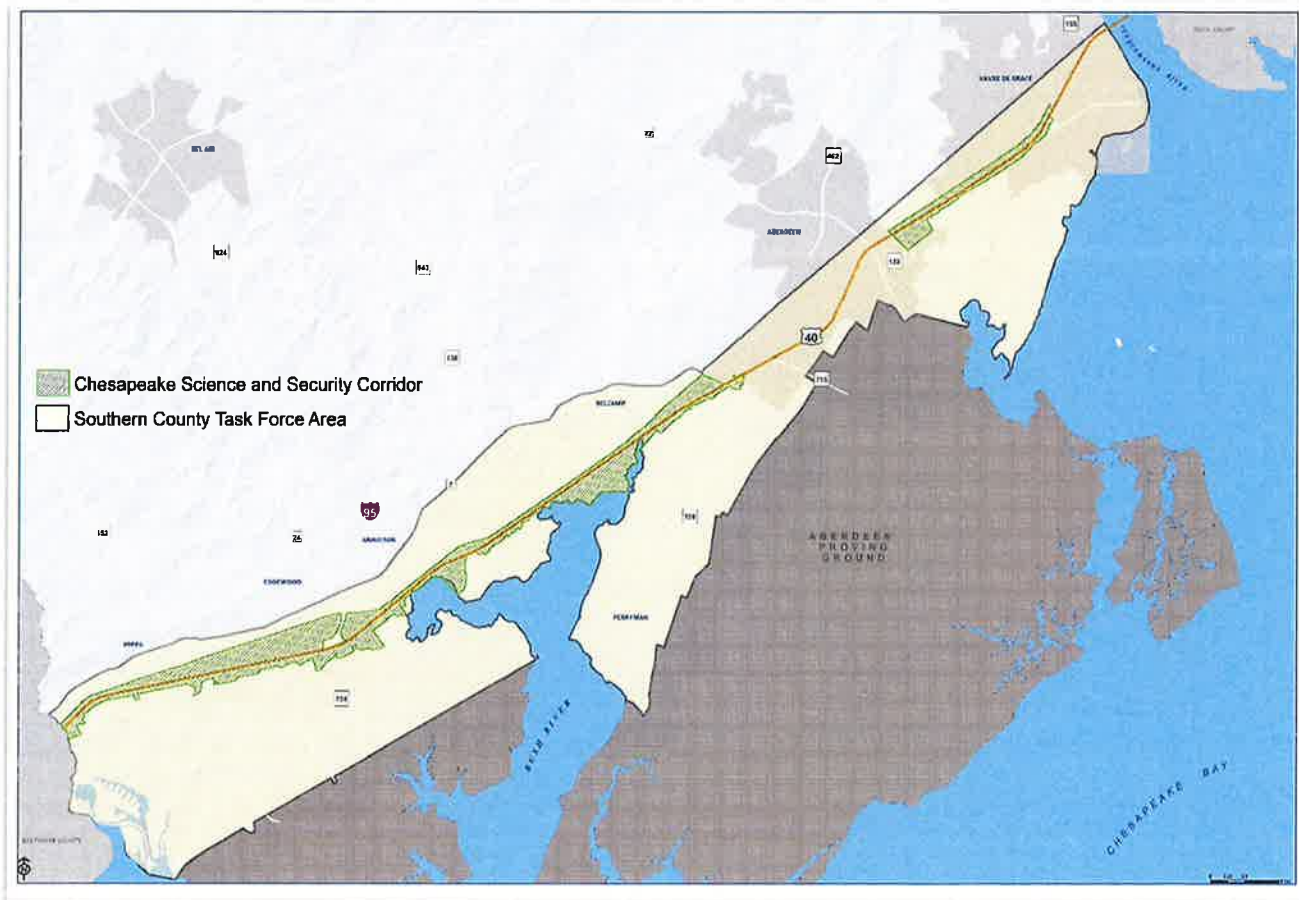
The TIA study area shall include all existing County and state roads in all directions from each point of entrance of the site to the first intersection of a major collector or higher functional classification road as defined by the Harford County Master Plan. The study area shall not exceed 2 road miles in all directions, except when proposed uses are

projected to generate more than 1,500 trips per day.

All TIAs shall include:

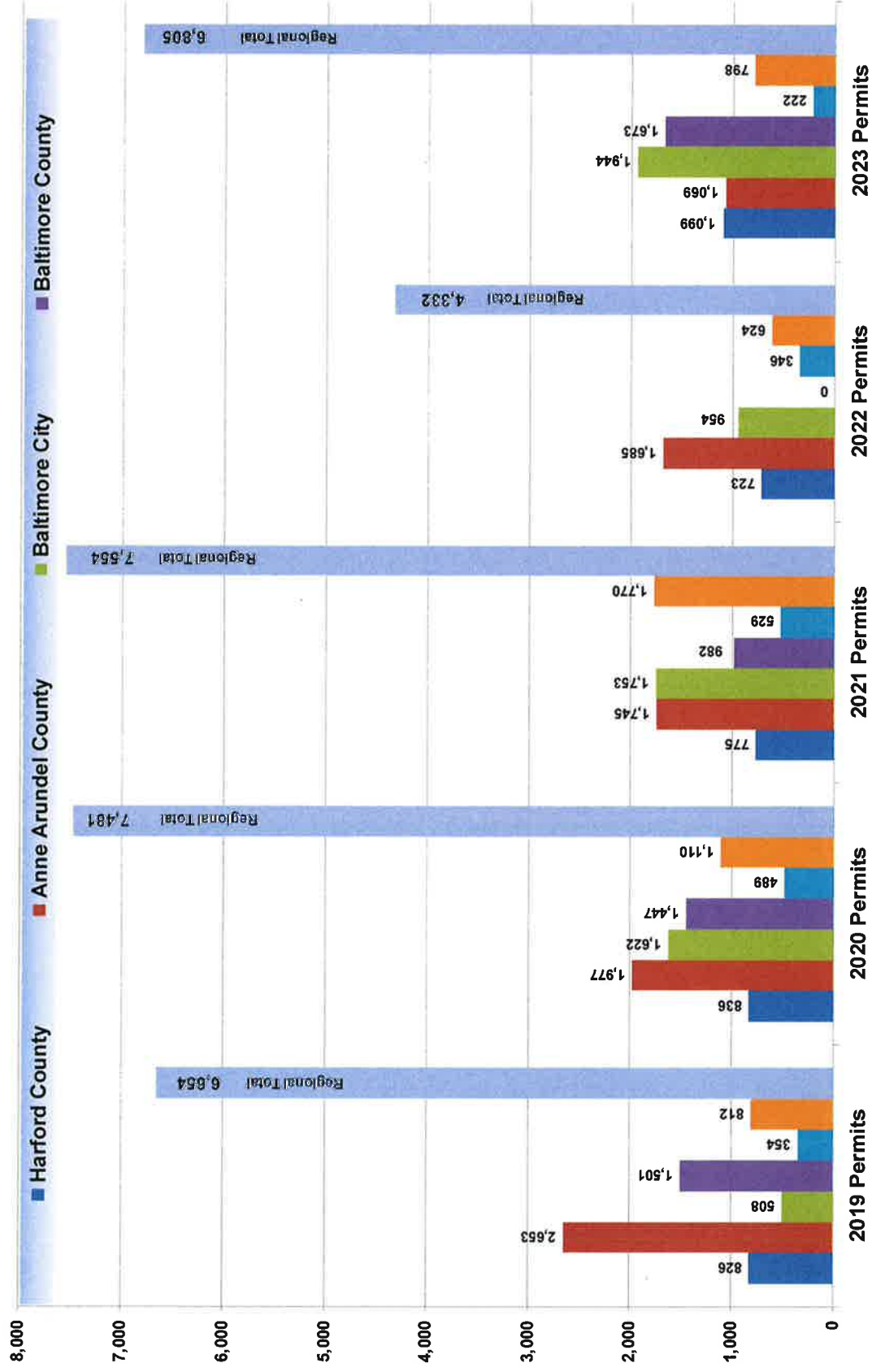
- An analysis of existing conditions including traffic counts, lane configuration, and signal timings.
- An analysis of background conditions without site development, including growth in background traffic, future traffic generated by nearby proposed developments and the determination of Level-of-Service (LOS) with any approved/funded State and County Capital projects.
- An analysis of the projected conditions with site development, including the traffic being generated by the proposed development and background traffic.
- An explanation of the results with recommended improvements, as necessary.

**Figure 14**  
**Chesapeake Science and Security Corridor (CSSC)**



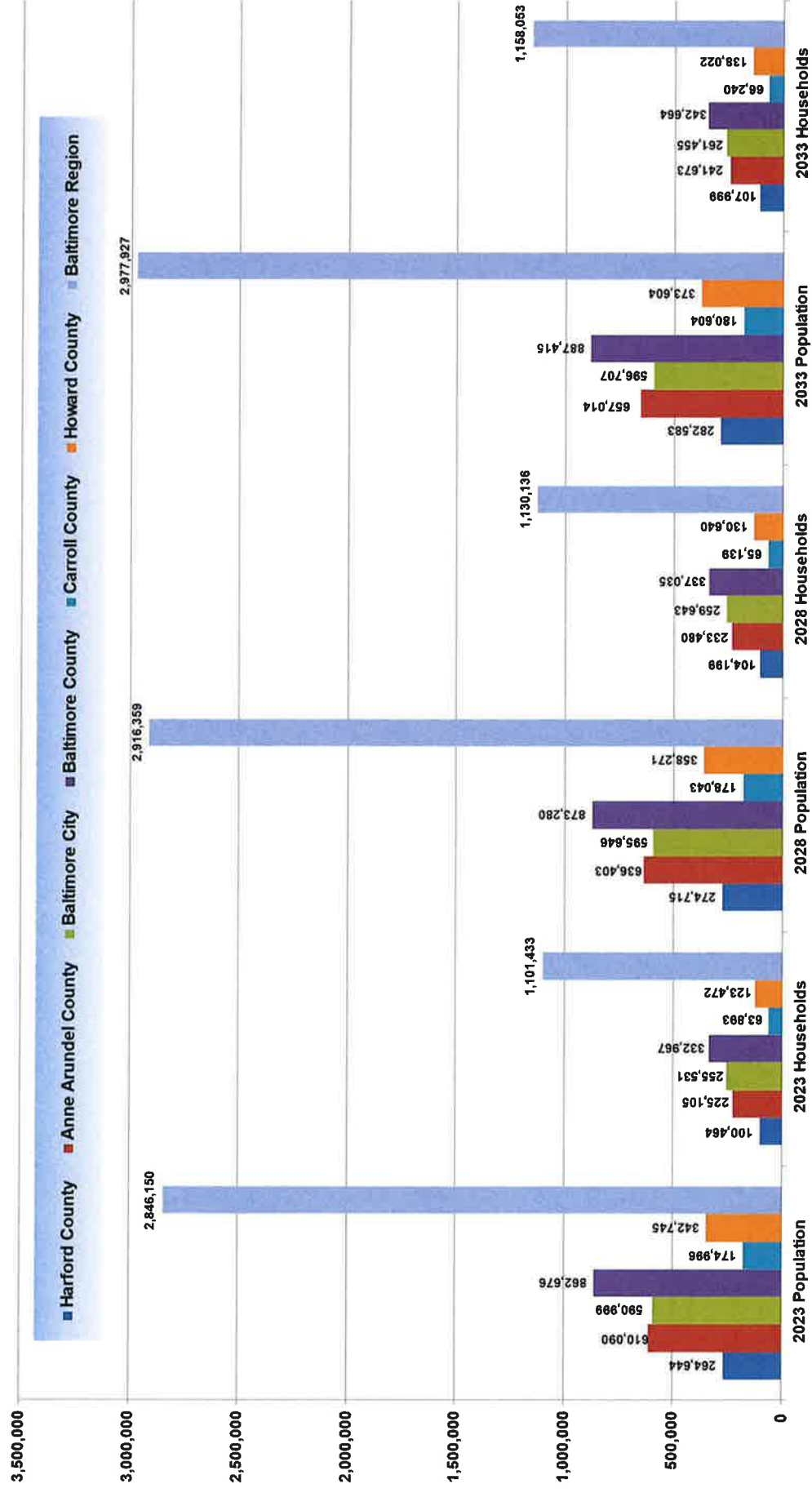
# APPENDIX A

Table 1A Harford County - Baltimore Region Residential Permit Activity: 2019 - 2023



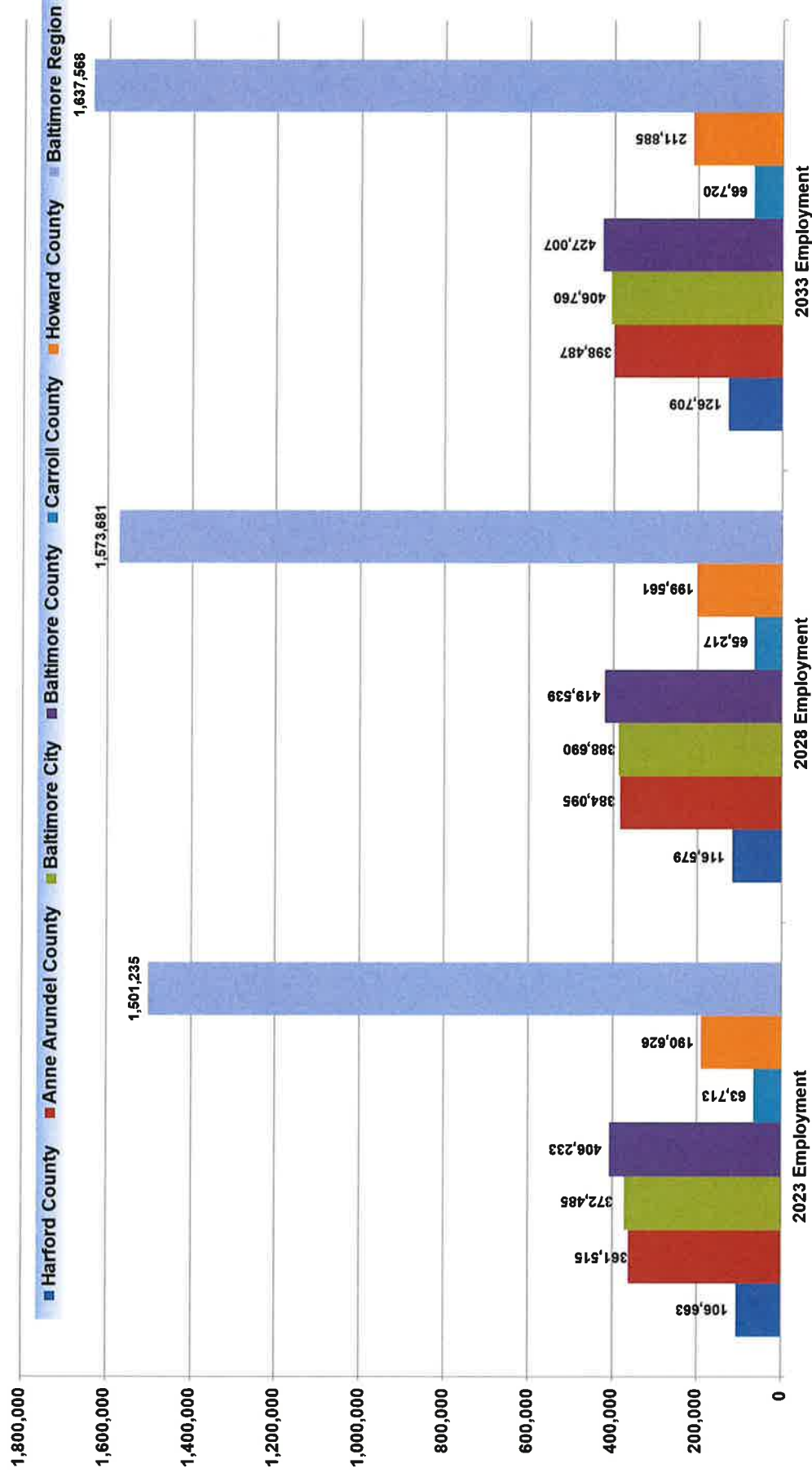
Source: Baltimore Metropolitan Council, May 2024

Table 2A Harford County - Baltimore Region Population and Household Projections: 2023- 2033



Source: Baltimore Metropolitan Council, May 2024

Table 3A Harford County - Baltimore Region Employment Projections: 2023- 2033



Source: Baltimore Metropolitan Council, May 2024



**Table 4A**  
**Harford County Non-Residential Permit Activity**  
**New Permits Valued \$50,000 and Over**

| Permit Type   | 2019         |                | 2020         |                | 2021         |                | 2022         |                | 2023         |                |
|---------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
|               | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage |
| Commercial    | 10           | 221,274        | 3            | 16,400         | 3            | 10,739         | 3            | 7,904          | 6            | 61,547         |
| Industrial    | 4            | 24,986         | 0            | 0              | 3            | 88,060         | 1            | 100,025        | 3            | 210,548        |
| Institutional | 6            | 60,680         | 3            | 96,215         | 0            | 0              | 2            | 25,576         | 1            | 6,250          |
| Utilities     | 0            | 0              | 0            | 0              | 2            | 7,657          | 0            | 0              | 3            | 2,394          |
| Other         | 0            | 0              | 3            | 7,312          | 2            | 11,180         | 5            | 101,431        | 1            | 141,936        |
| <b>Total</b>  | <b>20</b>    | <b>306,940</b> | <b>9</b>     | <b>119,927</b> | <b>10</b>    | <b>117,636</b> | <b>11</b>    | <b>234,936</b> | <b>14</b>    | <b>422,675</b> |

Source: Baltimore Metropolitan Council, May 2024

**Table 5A**  
**Harford County Non-Residential Permit Activity**  
**Additions, Alterations, and Repairs Valued \$50,000 and Over**

| Permit Type   | 2019         |                | 2020         |                | 2021         |                | 2022         |                | 2023         |                |
|---------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
|               | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage | # of Permits | Square Footage |
| Commercial    | 8            | N/A            | 6            | N/A            | 9            | N/A            | 10           | N/A            | 43           | N/A            |
| Industrial    | 6            | N/A            | 1            | N/A            | 2            | N/A            | 3            | N/A            | 7            | N/A            |
| Institutional | 2            | N/A            | 5            | N/A            | 5            | N/A            | 12           | N/A            | 18           | N/A            |
| Utilities     | 0            | N/A            | 0            | N/A            | 0            | N/A            | 0            | N/A            | 0            | N/A            |
| <b>Total</b>  | <b>16</b>    | <b>N/A</b>     | <b>12</b>    | <b>N/A</b>     | <b>16</b>    | <b>N/A</b>     | <b>25</b>    | <b>N/A</b>     | <b>68</b>    | <b>N/A</b>     |

**NA: Data Not Available**

Source: Baltimore Metropolitan Council, May 2024



# APPENDIX B

FIGURE 1B

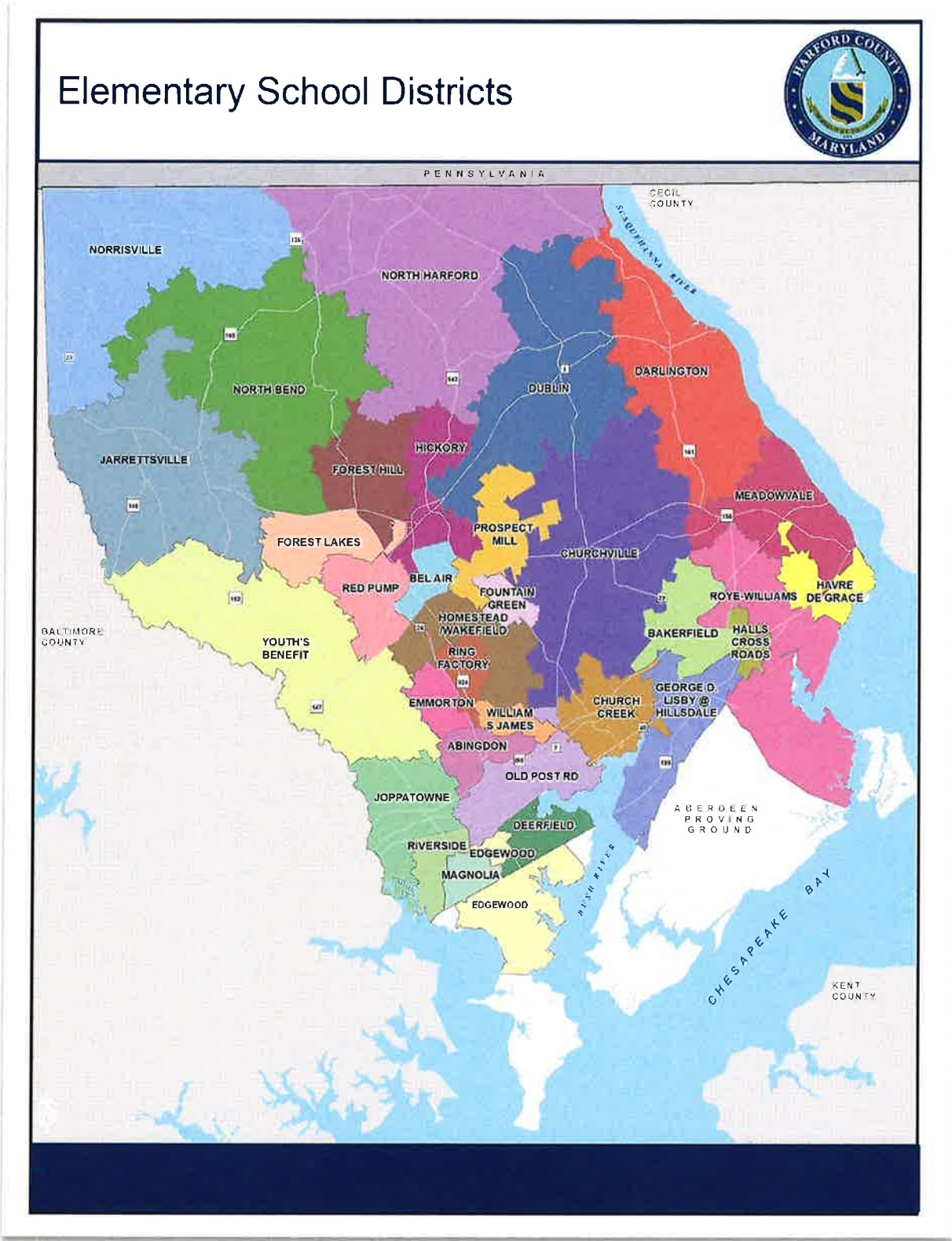


Table 6B

| Harford County Elementary Schools 2023 Utilization Chart |        |                           |       |             |       |           |       |           |       |
|--|--------|---------------------------|-------|-------------|-------|-----------|-------|-----------|-------|
| ELEMENTARY SCHOOLS                                       |        | ACTUAL<br>ENROLLMENT 2023 |       | PROJECTIONS |       |           |       |           |       |
| SCHOOL NAME  | CAP    | ENR                       | % CAP | 2023/2024   |       | 2024/2025 |       | 2025/2026 |       |
|  |        |                           |       | PROJ        | % CAP | PROJ      | % CAP | PROJ      | % CAP |
| Abingdon <sup>2</sup>                                    | 863    | 674                       | 78%   | 669         | 78%   | 649       | 75%   | 644       | 75%   |
| Bakerfield <sup>1</sup>                                  | 500    | 452                       | 90%   | 477         | 95%   | 502       | 100%  | 522       | 104%  |
| Bel Air <sup>2</sup>                                     | 486    | 514                       | 106%  | 505         | 104%  | 510       | 105%  | 510       | 105%  |
| Church Creek <sup>2</sup>                                | 819    | 722                       | 88%   | 732         | 89%   | 741       | 90%   | 750       | 92%   |
| Churchville  | 411    | 376                       | 91%   | 373         | 91%   | 369       | 90%   | 370       | 90%   |
| Darlington   | 157    | 92                        | 59%   | 87          | 55%   | 90        | 57%   | 94        | 60%   |
| Deerfield <sup>1</sup>                                   | 788    | 714                       | 91%   | 728         | 92%   | 733       | 93%   | 723       | 92%   |
| Dublin <sup>2</sup>                                      | 294    | 216                       | 73%   | 212         | 72%   | 209       | 71%   | 209       | 71%   |
| Edgewood <sup>2</sup>                                    | 461    | 415                       | 90%   | 425         | 92%   | 421       | 91%   | 419       | 91%   |
| Emmorton   | 570    | 556                       | 98%   | 596         | 105%  | 591       | 104%  | 598       | 105%  |
| Forest Hill  | 530    | 475                       | 90%   | 465         | 88%   | 471       | 89%   | 462       | 87%   |
| Forest Lakes   | 530    | 420                       | 79%   | 450         | 85%   | 411       | 78%   | 403       | 76%   |
| Fountain Green <sup>1</sup>                              | 548    | 456                       | 83%   | 456         | 83%   | 466       | 85%   | 456       | 83%   |
| G. Lisby at Hillsdale <sup>1</sup>                       | 473    | 516                       | 109%  | 523         | 111%  | 528       | 112%  | 531       | 112%  |
| Hall's Cross Roads <sup>1</sup>                          | 552    | 443                       | 80%   | 442         | 80%   | 446       | 81%   | 452       | 82%   |
| Havre de Grace <sup>2</sup>                              | 542    | 603                       | 111%  | 620         | 114%  | 636       | 117%  | 646       | 119%  |
| Hickory  | 668    | 664                       | 99%   | 674         | 101%  | 684       | 102%  | 692       | 104%  |
| Homestead/Wakefield <sup>2</sup>                         | 920    | 1,057                     | 115%  | 1,062       | 115%  | 1,067     | 116%  | 1,072     | 117%  |
| Jarrettsville  | 525    | 476                       | 91%   | 473         | 90%   | 477       | 91%   | 479       | 91%   |
| Joppatowne <sup>1</sup>                                  | 663    | 495                       | 75%   | 511         | 77%   | 512       | 77%   | 511       | 77%   |
| Magnolia <sup>1</sup>                                    | 561    | 527                       | 94%   | 530         | 94%   | 530       | 94%   | 530       | 94%   |
| Meadowvale <sup>2</sup>                                  | 568    | 544                       | 96%   | 540         | 95%   | 548       | 96%   | 553       | 97%   |
| Norrisville  | 274    | 213                       | 78%   | 221         | 81%   | 220       | 80%   | 222       | 81%   |
| North Bend <sup>2</sup>                                  | 498    | 448                       | 90%   | 469         | 94%   | 455       | 91%   | 472       | 95%   |
| North Harford <sup>1</sup>                               | 500    | 404                       | 81%   | 423         | 85%   | 424       | 85%   | 420       | 84%   |
| Prospect Mill <sup>2</sup>                               | 984    | 892                       | 91%   | 894         | 91%   | 896       | 91%   | 898       | 91%   |
| Red Pump   | 611    | 592                       | 97%   | 596         | 98%   | 600       | 98%   | 604       | 99%   |
| Ring Factory   | 737    | 753                       | 102%  | 744         | 101%  | 750       | 102%  | 758       | 103%  |
| Riverside <sup>1</sup>                                   | 548    | 544                       | 99%   | 545         | 99%   | 548       | 100%  | 551       | 101%  |
| Roye-Williams <sup>1</sup>                               | 588    | 465                       | 79%   | 487         | 83%   | 508       | 86%   | 523       | 89%   |
| Old Post <sup>1</sup>                                    | 703    | 449                       | 64%   | 456         | 65%   | 463       | 66%   | 470       | 67%   |
| Wm S. James  | 521    | 475                       | 91%   | 477         | 92%   | 479       | 92%   | 481       | 92%   |
| Youth's Benefit  | 1,120  | 1,114                     | 99%   | 1,132       | 101%  | 1,142     | 102%  | 1,152     | 103%  |
| TOTALS <sup>3</sup>                                      | 19,513 | 17,756                    | 91%   | 17,994      | 92%   | 18,076    | 93%   | 18,177    | 93%   |

\*Note: preliminary subdivisions and residential site plans of greater than five lots/units will not be approved in attendance areas that are highlighted.

Source: Harford County Public Schools & Dept. of Planning and Zoning, May 2024.

<sup>1</sup> Full-day Prekindergarten

<sup>2</sup> Half-day Prekindergarten

<sup>3</sup> TOTAL % Capacity = (Total Projection/Total Capacity)\*100.

**Table 7B**

| Harford County Modified Elementary School Enrollment Projections |               |               |               |               |               |               |               |               |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| School Name  | 2023          | 2024          | 2025          | 2026          | 2027          | 2028          | 2029          | 2030          |
| Abingdon   | 674           | 669           | 661           | 648           | 630           | 606           | 586           | 565           |
| Bakerfield   | 452           | 477           | 527           | 604           | 718           | 877           | 1,098         | 1,400         |
| Bel Air  | 514           | 505           | 489           | 474           | 462           | 455           | 450           | 447           |
| Church Creek   | 722           | 732           | 770           | 819           | 881           | 959           | 1,055         | 1,171         |
| Churchville  | 376           | 373           | 371           | 370           | 364           | 350           | 340           | 328           |
| Darlington   | 92            | 87            | 78            | 74            | 67            | 62            | 58            | 54            |
| Deerfield  | 714           | 728           | 746           | 754           | 757           | 761           | 774           | 783           |
| Dublin   | 216           | 212           | 211           | 210           | 209           | 209           | 209           | 208           |
| Edgewood   | 415           | 425           | 448           | 471           | 474           | 486           | 497           | 507           |
| Emmorton   | 556           | 596           | 650           | 717           | 801           | 888           | 984           | 1,087         |
| Forest Hill  | 475           | 465           | 465           | 456           | 435           | 419           | 407           | 392           |
| Forest Lakes   | 420           | 450           | 432           | 407           | 371           | 348           | 330           | 310           |
| Fountain Green   | 456           | 456           | 445           | 426           | 409           | 394           | 377           | 360           |
| G. Lisby at Hillsdale  | 516           | 523           | 550           | 582           | 619           | 662           | 711           | 776           |
| Hall's Cross Roads   | 443           | 442           | 436           | 436           | 427           | 420           | 406           | 394           |
| Havre de Grace   | 603           | 620           | 715           | 837           | 1,006         | 1,218         | 1,483         | 1,812         |
| Hickory  | 664           | 674           | 713           | 762           | 821           | 890           | 968           | 1,053         |
| Homestead/Wakefield  | 1,057         | 1,062         | 1,086         | 1,116         | 1,151         | 1,193         | 1,243         | 1,300         |
| Jarrettsville  | 476           | 473           | 466           | 462           | 456           | 447           | 441           | 434           |
| Joppatowne   | 495           | 511           | 529           | 547           | 568           | 579           | 602           | 624           |
| Magnolia   | 527           | 530           | 567           | 606           | 639           | 661           | 701           | 734           |
| Meadowvale   | 544           | 540           | 549           | 563           | 582           | 604           | 631           | 662           |
| Norrisville  | 213           | 221           | 231           | 244           | 247           | 242           | 235           | 228           |
| North Bend   | 448           | 469           | 502           | 556           | 594           | 653           | 706           | 762           |
| North Harford  | 404           | 423           | 469           | 514           | 553           | 581           | 615           | 649           |
| Prospect Mill  | 592           | 596           | 610           | 629           | 652           | 681           | 716           | 757           |
| Red Pump   | 753           | 744           | 747           | 758           | 779           | 809           | 846           | 889           |
| Ring Factory   | 544           | 545           | 565           | 589           | 618           | 651           | 690           | 735           |
| Riverside  | 465           | 487           | 565           | 675           | 821           | 1,016         | 1,276         | 1,622         |
| Roye-Williams  | 449           | 456           | 477           | 506           | 544           | 595           | 659           | 741           |
| Old Post   | 892           | 894           | 961           | 1,035         | 1,118         | 1,210         | 1,312         | 1,425         |
| Wm S. James  | 475           | 477           | 461           | 447           | 435           | 426           | 418           | 412           |
| Youth's Benefit  | 1,114         | 1,132         | 1,160         | 1,199         | 1,248         | 1,308         | 1,377         | 1,457         |
| <b>TOTAL</b>   | <b>17,756</b> | <b>17,994</b> | <b>18,653</b> | <b>19,493</b> | <b>20,457</b> | <b>21,661</b> | <b>23,202</b> | <b>25,079</b> |

Source: HCPS, May 2024.



Table 8B

| ELEMENTARY SCHOOL     |  | 2019                                     |     |  |    | 2020                                     |     |  |        | 2021                                     |       |  |     | 2022                                     |    |  |     | 2023                                     |        |  |       |
|-----------------------|--|--|-----|--|----|--|-----|--|--------|--|-------|--|-----|--|----|--|-----|--|--------|--|-------|
|                       |  | BUILDING PERMITS ISSUED BY DWELLING TYPE |     | BUILDING PERMITS ISSUED BY DWELLING TYPE |    | BUILDING PERMITS ISSUED BY DWELLING TYPE |     | BUILDING PERMITS ISSUED BY DWELLING TYPE |        | BUILDING PERMITS ISSUED BY DWELLING TYPE |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     | BUILDING PERMITS ISSUED BY DWELLING TYPE |    | BUILDING PERMITS ISSUED BY DWELLING TYPE |     | BUILDING PERMITS ISSUED BY DWELLING TYPE |        | BUILDING PERMITS ISSUED BY DWELLING TYPE |       |
|                       |  | SF                                       | TH  | APT/CO                                   | MH | TOTAL                                    | SF  | TH                                       | APT/CO | MH                                       | TOTAL | SF                                       | TH  | APT/CO                                   | MH | TOTAL                                    | SF  | TH                                       | APT/CO | MH                                       | TOTAL |
| Abingdon              |  | 1  | 0   | 57                                       | 0  | 58                                       | 0   | 0  | 0      | 0  | 0     | 0  | 0   | 0  | 0  | 0  | 1   | 0  | 0      | 0  | 0     |
| Bakerfield            |  | 3  | 0   | 0  | 0  | 3  | 72  | 0  | 0      | 0  | 72    | 23                                       | 0   | 0  | 0  | 23                                       | 1   | 0  | 288    | 0  | 125   |
| Bel Air               |  | 0  | 12  | 8  | 0  | 20                                       | 4   | 0  | 0      | 0  | 4     | 4  | 0   | 0  | 0  | 4  | 0   | 0  | 0      | 0  | 1     |
| Church Creek          |  | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     | 0  | 61  | 0  | 0  | 61                                       | 2   | 84                                       | 12     | 0  | 438   |
| Churchville           |  | 9  | 0   | 0  | 0  | 9  | 7   | 0  | 0      | 0  | 7     | 2  | 0   | 0  | 0  | 2  | 3   | 0  | 0      | 0  | 11    |
| Darlington            |  | 3  | 0   | 0  | 0  | 3  | 2   | 0  | 0      | 0  | 2     | 2  | 0   | 0  | 0  | 2  | 1   | 0  | 0      | 0  | 3     |
| Deerfield             |  | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     | 2  | 0   | 0  | 0  | 2  | 0   | 0  | 0      | 0  | 1     |
| Dublin                |  | 5  | 0   | 0  | 0  | 5  | 7   | 0  | 0      | 0  | 1     | 5  | 0   | 0  | 0  | 5  | 4   | 0  | 0      | 0  | 0     |
| Edgewood              |  | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     | 0  | 0   | 0  | 0  | 0  | 1   | 0  | 0      | 0  | 68    |
| Emmorton              |  | 31                                       | 0   | 0  | 0  | 31                                       | 13  | 0  | 0      | 0  | 13    | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     |
| Forest Hill           |  | 14                                       | 0   | 0  | 0  | 14                                       | 9   | 0  | 0      | 0  | 9     | 0  | 0   | 0  | 0  | 0  | 1   | 2  | 0      | 0  | 2     |
| Forest Lakes          |  | 1  | 0   | 0  | 0  | 1  | 2   | 0  | 0      | 0  | 2     | 3  | 0   | 0  | 0  | 3  | 3   | 2  | 0      | 0  | 2     |
| Fountain Green        |  | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     | 0  | 0   | 0  | 0  | 0  | 0   | 0  | 0      | 0  | 0     |
| G. Lisby at Hillsdale |  | 123                                      | 139 | 0  | 0  | 262                                      | 152 | 89                                       | 0      | 0  | 241   | 42                                       | 0   | 0  | 0  | 42                                       | 0   | 0  | 0      | 0  | 3     |
| Hall's Cross Roads    |  | 3  | 0   | 0  | 0  | 3  | 1   | 0  | 0      | 0  | 1     | 2  | 0   | 5  | 0  | 7  | 1   | 0  | 0      | 0  | 0     |
| Havre de Grace        |  | 36                                       | 13  | 0  | 0  | 49                                       | 16  | 21                                       | 0      | 0  | 37    | 53                                       | 2   | 52                                       | 0  | 107                                      | 9   | 0  | 25     | 0  | 131   |
| Hickory               |  | 0  | 0   | 0  | 0  | 0  | 1   | 0  | 72     | 0  | 73    | 1  | 0   | 0  | 0  | 1  | 2   | 0  | 68     | 0  | 117   |
| Homestead/Wakefield   |  | 49                                       | 40  | 39                                       | 0  | 128                                      | 77  | 27                                       | 0      | 0  | 104   | 5  | 22  | 0  | 0  | 27                                       | 2   | 0  | 0      | 0  | 0     |
| Jarrettsville         |  | 16                                       | 0   | 0  | 0  | 16                                       | 11  | 0  | 0      | 0  | 11    | 6  | 0   | 0  | 0  | 6  | 9   | 0  | 0      | 0  | 7     |
| Joppatowne            |  | 1  | 0   | 0  | 0  | 1  | 2   | 0  | 0      | 0  | 2     | 2  | 0   | 0  | 0  | 2  | 7   | 0  | 0      | 0  | 11    |
| Magnolia              |  | 0  | 0   | 0  | 0  | 0  | 0   | 20                                       | 0      | 0  | 20    | 0  | 24  | 0  | 0  | 24                                       | 0   | 0  | 0      | 0  | 14    |
| Meadowvale            |  | 2  | 37  | 0  | 0  | 39                                       | 0   | 0  | 0      | 0  | 0     | 3  | 2   | 0  | 0  | 5  | 1   | 0  | 0      | 1  | 9     |
| Norrisville           |  | 4  | 0   | 0  | 1  | 5  | 9   | 0  | 0      | 0  | 9     | 7  | 0   | 0  | 0  | 7  | 4   | 0  | 0      | 0  | 5     |
| North Bend            |  | 8  | 0   | 0  | 0  | 8  | 10  | 0  | 0      | 0  | 10    | 21                                       | 0   | 0  | 0  | 21                                       | 19  | 0  | 0      | 0  | 11    |
| North Harford         |  | 5  | 0   | 0  | 0  | 5  | 19  | 0  | 0      | 0  | 19    | 26                                       | 0   | 0  | 0  | 26                                       | 11  | 0  | 0      | 0  | 6     |
| Prospect Mill         |  | 32                                       | 55  | 0  | 0  | 87                                       | 32  | 17                                       | 0      | 0  | 49    | 23                                       | 0   | 0  | 0  | 23                                       | 20  | 0  | 0      | 0  | 15    |
| Red Pump              |  | 6  | 0   | 0  | 0  | 6  | 3   | 0  | 0      | 0  | 3     | 9  | 0   | 0  | 0  | 9  | 13  | 0  | 0      | 0  | 1     |
| Ring Factory          |  | 1  | 0   | 0  | 0  | 1  | 0   | 0  | 0      | 0  | 0     | 4  | 0   | 0  | 0  | 4  | 1   | 0  | 0      | 0  | 0     |
| Riverside             |  | 1  | 0   | 0  | 0  | 1  | 4   | 9  | 0      | 0  | 13    | 1  | 25  | 0  | 0  | 26                                       | 1   | 0  | 0      | 0  | 86    |
| Royce-Williams        |  | 2  | 0   | 0  | 0  | 2  | 1   | 0  | 0      | 1  | 2     | 3  | 0   | 237                                      | 0  | 240                                      | 1   | 0  | 51     | 0  | 1     |
| Wm. Paca/Old Post Rd  |  | 10                                       | 0   | 0  | 0  | 10                                       | 0   | 0  | 0      | 0  | 0     | 3  | 0   | 0  | 0  | 3  | 1   | 0  | 0      | 0  | 2     |
| Wm. S. James          |  | 25                                       | 0   | 0  | 0  | 25                                       | 33  | 0  | 0      | 0  | 33    | 5  | 3   | 0  | 0  | 8  | 0   | 18                                       | 0      | 0  | 9     |
| Youth's Benefit       |  | 28                                       | 0   | 0  | 0  | 28                                       | 36  | 0  | 56     | 0  | 92    | 16                                       | 40  | 0  | 0  | 56                                       | 26  | 22                                       | 1      | 0  | 20    |
| TOTAL                 |  | 419                                      | 296 | 104                                      | 1  | 820                                      | 523 | 183                                      | 128    | 2  | 835   | 273                                      | 179 | 254                                      | 0  | 746                                      | 145 | 124                                      | 445    | 2  | 1099  |

Note: Permit totals revised to reflect cancelled permits.  
Source: Harford County Dept. of Planning & Zoning, May 2024.

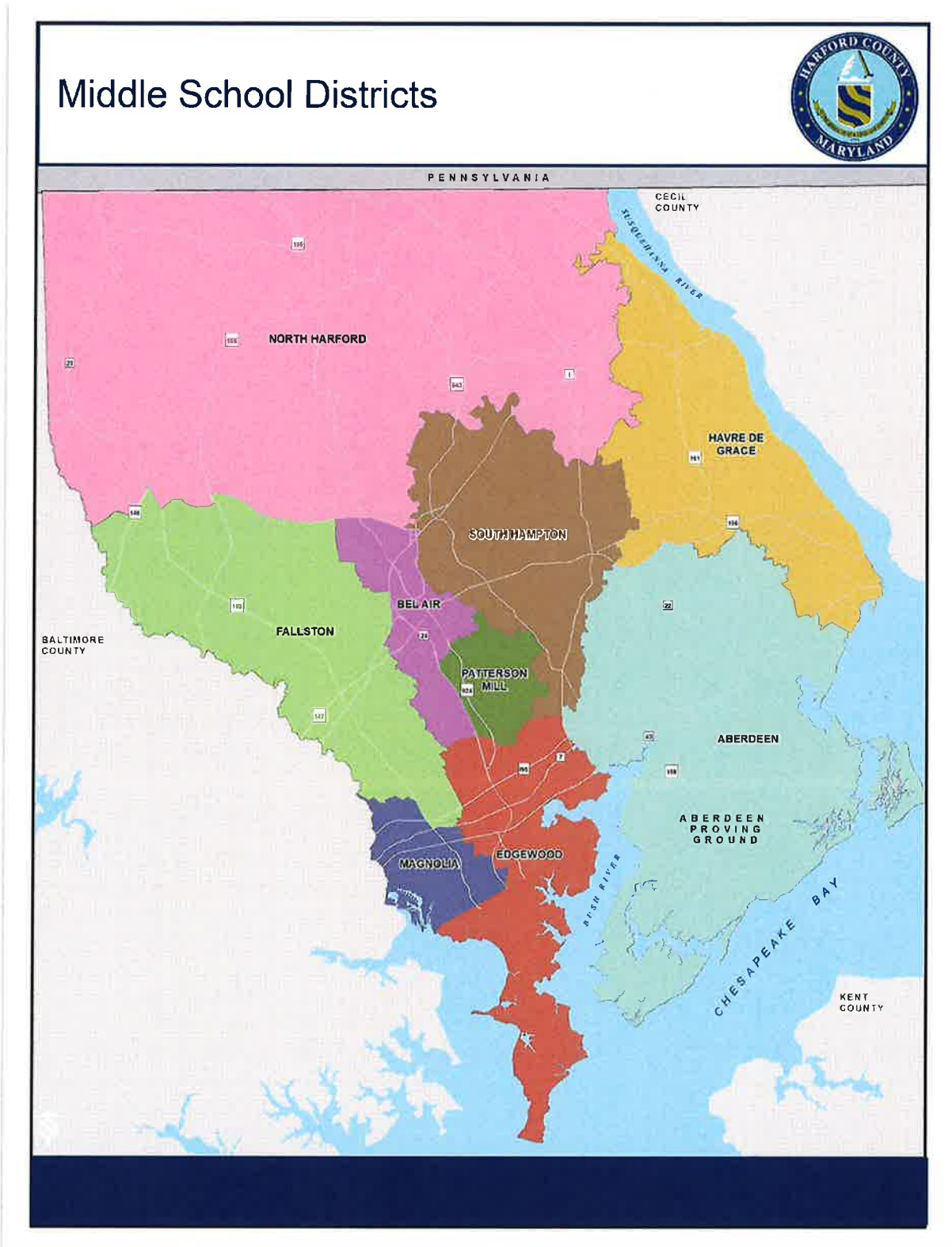
KEY: SF = Single Family Dwelling; TH = Townhouse; APT/CO = Apartment/Condominium; MH = Mobile Home

Table 9B

| Harford County Population and Households By Elementary School District: 2019 - 2023 |            |            |  |            |            |  |            |            |  |            |            |  |            |            |
|---|------------|------------|--|------------|------------|--|------------|------------|--|------------|------------|--|------------|------------|
| Elementary School   | 2019*      |            |  | 2020*      |            |  | 2021*      |            |  | 2022*      |            |  | 2023*      |            |
|   | Households | Population |  | Households | Population |  | Households | Population |  | Households | Population |  | Households | Population |
| Abingdon  | 5,259      | 13,984     |  | 5,314      | 14,130     |  | 5,314      | 14,130     |  | 5,314      | 14,130     |  | 5,314      | 14,130     |
| Bakerfield  | 2,586      | 6,878      |  | 2,589      | 6,886      |  | 2,659      | 7,070      |  | 2,680      | 7,128      |  | 2,798      | 7,441      |
| Bel Air   | 3,061      | 8,139      |  | 3,080      | 8,190      |  | 3,083      | 8,200      |  | 3,087      | 8,210      |  | 3,088      | 8,212      |
| Church Creek  | 4,059      | 10,794     |  | 4,059      | 10,794     |  | 4,059      | 10,794     |  | 4,117      | 10,948     |  | 4,532      | 12,053     |
| Churchville   | 2,500      | 6,649      |  | 2,509      | 6,671      |  | 2,515      | 6,689      |  | 2,517      | 6,694      |  | 2,528      | 6,722      |
| Darlington  | 1,019      | 2,711      |  | 1,022      | 2,718      |  | 1,024      | 2,723      |  | 1,026      | 2,728      |  | 1,029      | 2,736      |
| Deerfield   | 3,269      | 8,692      |  | 3,269      | 8,692      |  | 3,269      | 8,692      |  | 3,271      | 8,697      |  | 3,272      | 8,700      |
| Dublin  | 1,717      | 4,566      |  | 1,722      | 4,579      |  | 1,729      | 4,599      |  | 1,734      | 4,612      |  | 1,734      | 4,612      |
| Edgewood  | 1,256      | 3,339      |  | 1,256      | 3,339      |  | 1,256      | 3,339      |  | 1,256      | 3,339      |  | 1,320      | 3,511      |
| Emmorton  | 2,798      | 7,440      |  | 2,828      | 7,521      |  | 2,841      | 7,554      |  | 2,841      | 7,554      |  | 2,840      | 7,551      |
| Forest Hill   | 2,484      | 6,606      |  | 2,497      | 6,641      |  | 2,506      | 6,664      |  | 2,506      | 6,664      |  | 2,508      | 6,669      |
| Forest Lakes  | 2,861      | 7,608      |  | 2,862      | 7,610      |  | 2,864      | 7,615      |  | 2,867      | 7,623      |  | 2,868      | 7,628      |
| Fountain Green  | 1,899      | 5,049      |  | 1,899      | 5,049      |  | 1,899      | 5,049      |  | 1,899      | 5,049      |  | 1,899      | 5,049      |
| G. Lisby at Hillsdale   | 2,565      | 6,822      |  | 2,815      | 7,486      |  | 3,044      | 8,094      |  | 3,085      | 8,203      |  | 3,086      | 8,205      |
| Hall's Cross Roads  | 2,008      | 5,341      |  | 2,011      | 5,348      |  | 2,012      | 5,351      |  | 2,019      | 5,368      |  | 2,019      | 5,368      |
| Havre de Grace  | 4,036      | 10,732     |  | 4,082      | 10,856     |  | 4,117      | 10,949     |  | 4,219      | 11,219     |  | 4,343      | 11,550     |
| Hickory   | 3,056      | 8,127      |  | 3,056      | 8,127      |  | 3,125      | 8,311      |  | 3,126      | 8,313      |  | 3,237      | 8,609      |
| Homestead/Wakefield   | 5,720      | 15,211     |  | 5,839      | 15,529     |  | 5,938      | 15,791     |  | 5,964      | 15,859     |  | 5,966      | 15,865     |
| Jarrettsville   | 2,811      | 7,476      |  | 2,827      | 7,517      |  | 2,837      | 7,545      |  | 2,844      | 7,562      |  | 2,849      | 7,577      |
| Joppatowne  | 3,863      | 10,273     |  | 3,864      | 10,276     |  | 3,866      | 10,281     |  | 3,868      | 10,286     |  | 3,878      | 10,313     |
| Magnolia  | 1,905      | 5,066      |  | 1,905      | 5,066      |  | 1,924      | 5,116      |  | 1,947      | 5,177      |  | 1,960      | 5,212      |
| Meadowdale  | 2,639      | 7,018      |  | 2,676      | 7,117      |  | 2,676      | 7,117      |  | 2,681      | 7,129      |  | 2,689      | 7,152      |
| Norrisville   | 1,310      | 3,485      |  | 1,315      | 3,497      |  | 1,324      | 3,520      |  | 1,330      | 3,538      |  | 1,335      | 3,550      |
| North Bend  | 2,344      | 6,234      |  | 2,352      | 6,254      |  | 2,361      | 6,279      |  | 2,381      | 6,332      |  | 2,392      | 6,360      |
| North Harford   | 2,417      | 6,427      |  | 2,423      | 6,443      |  | 2,441      | 6,490      |  | 2,465      | 6,556      |  | 2,470      | 6,569      |
| Prospect Mill   | 2,942      | 7,822      |  | 3,024      | 8,042      |  | 3,071      | 8,166      |  | 3,103      | 8,251      |  | 3,107      | 8,262      |
| Red Pump  | 4,341      | 11,543     |  | 4,346      | 11,558     |  | 4,349      | 11,566     |  | 4,358      | 11,588     |  | 4,359      | 11,591     |
| Ring Factory  | 2,733      | 7,268      |  | 2,734      | 7,270      |  | 2,734      | 7,270      |  | 2,738      | 7,280      |  | 2,738      | 7,280      |
| Riverside   | 2,518      | 6,696      |  | 2,519      | 6,698      |  | 2,531      | 6,731      |  | 2,556      | 6,797      |  | 2,637      | 7,014      |
| Roye-Williams   | 2,132      | 5,669      |  | 2,135      | 5,677      |  | 2,137      | 5,682      |  | 2,364      | 6,288      |  | 2,364      | 6,288      |
| Wm. Paca/Old Post Rd  | 4,673      | 12,427     |  | 4,683      | 12,454     |  | 4,683      | 12,454     |  | 4,686      | 12,462     |  | 4,687      | 12,464     |
| Wm. S. James  | 2,081      | 5,534      |  | 2,105      | 5,597      |  | 2,136      | 5,681      |  | 2,144      | 5,701      |  | 2,152      | 5,724      |
| Youth's Benefit   | 5,528      | 14,700     |  | 5,555      | 14,771     |  | 5,642      | 15,003     |  | 5,695      | 15,145     |  | 5,714      | 15,195     |
| TOTAL   | 96,389     | 256,326    |  | 97,170     | 258,403    |  | 97,966     | 260,515    |  | 98,685     | 262,431    |  | 99,711     | 265,161    |

\* Note: Population and household figures have been revised to reflect 2020 Census data (April 1 of each year).  
Source: Harford County Dept. of Planning & Zoning, May 2024.

FIGURE 2B



**Table 10B**

| Harford County Middle Schools 2023 Utilization Chart |       |                              |     |             |       |           |       |           |       |
|--|-------|------------------------------|-----|-------------|-------|-----------|-------|-----------|-------|
| MIDDLE SCHOOLS                                       |       | ACTUAL<br>ENROLLMENT<br>2023 |     | PROJECTIONS |       |           |       |           |       |
| SCHOOL NAME  | CAP   |                              |     | 2023/ 2024  |       | 2024/2025 |       | 2025/2026 |       |
|  |       |                              |     | ENR         | % CAP | PROJ      | % CAP | PROJ      | % CAP |
| Aberdeen   | 1,624 | 1,058                        | 65% | 1,086       | 67%   | 1,111     | 68%   | 1,136     | 70%   |
| Bel Air  | 1,243 | 1,080                        | 87% | 1,088       | 88%   | 1,099     | 88%   | 1,092     | 88%   |
| Edgewood   | 1,295 | 994                          | 77% | 965         | 75%   | 961       | 74%   | 981       | 76%   |
| Fallston   | 1,104 | 1,060                        | 96% | 1,098       | 99%   | 1,132     | 103%  | 1,158     | 105%  |
| Magnolia   | 1,028 | 724                          | 70% | 714         | 69%   | 730       | 71%   | 742       | 72%   |
| North Harford  | 1,210 | 867                          | 72% | 883         | 73%   | 898       | 74%   | 902       | 75%   |
| Southampton  | 1,444 | 1,194                        | 83% | 1,188       | 82%   | 1,206     | 84%   | 1,209     | 84%   |
| Total  | 8,948 | 6,977                        | 78% | 7,022       | 78%   | 7,137     | 80%   | 7,220     | 81%   |

| COMBINATION MIDDLE / HIGH SCHOOLS |       | ACTUAL<br>ENROLLMENT 2023 |     | PROJECTIONS |       |           |       |           |       |
|-----------------------------------|-------|---------------------------|-----|-------------|-------|-----------|-------|-----------|-------|
| SCHOOL NAME                       | CAP   |                           |     | 2023/ 2024  |       | 2024/2025 |       | 2025/2026 |       |
|                                   |       |                           |     | ENR         | % CAP | PROJ      | % CAP | PROJ      | % CAP |
| Havre de Grace                    | 1,597 | 1,457                     | 91% | 1,479       | 93%   | 1,496     | 94%   | 1,501     | 94%   |
| Patterson Mill                    | 1,723 | 1,593                     | 92% | 1,604       | 93%   | 1,656     | 96%   | 1,654     | 96%   |
| TOTAL                             | 3,320 | 3,050                     | 92% | 3,083       | 93%   | 3,152     | 95%   | 3,155     | 95%   |

Source: Harford County Public Schools & Dept. of Planning and Zoning, May 2024.



**Table 11B**

| <b>Harford County Modified Middle School Enrollment Projections</b> |              |              |              |              |              |              |              |              |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>School Name</b>  | <b>2023</b>  | <b>2024</b>  | <b>2025</b>  | <b>2026</b>  | <b>2027</b>  | <b>2028</b>  | <b>2029</b>  | <b>2030</b>  |
| Aberdeen  | 1,058        | 1,086        | 1,121        | 1,156        | 1,186        | 1,212        | 1,232        | 1,253        |
| Bel Air   | 1,080        | 1,088        | 1,112        | 1,136        | 1,143        | 1,160        | 1,178        | 1,196        |
| Edgewood  | 994          | 965          | 979          | 993          | 1,031        | 1,089        | 1,091        | 1,101        |
| Fallston  | 1,060        | 1,098        | 1,140        | 1,183        | 1,218        | 1,246        | 1,268        | 1,287        |
| Magnolia  | 724          | 714          | 736          | 758          | 777          | 799          | 815          | 827          |
| North Harford   | 867          | 883          | 907          | 931          | 945          | 940          | 947          | 957          |
| Southampton   | 1,194        | 1,188        | 1,222        | 1,256        | 1,276        | 1,295        | 1,312        | 1,329        |
| <b>Total</b>  | <b>6,977</b> | <b>7,022</b> | <b>7,217</b> | <b>7,413</b> | <b>7,576</b> | <b>7,741</b> | <b>7,843</b> | <b>7,950</b> |

| <b>Harford County Modified Combination Middle/ High School Enrollment Projections</b> |              |              |              |              |              |              |              |              |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>School Name</b>  | <b>2023</b>  | <b>2024</b>  | <b>2025</b>  | <b>2026</b>  | <b>2027</b>  | <b>2028</b>  | <b>2029</b>  | <b>2030</b>  |
| Havre De Grace  | 1,457        | 1,479        | 1,497        | 1,515        | 1,534        | 1,547        | 1,561        | 1,574        |
| Patterson Mill  | 1,593        | 1,604        | 1,632        | 1,661        | 1,667        | 1,658        | 1,668        | 1,674        |
| <b>Total</b>  | <b>3,050</b> | <b>3,083</b> | <b>3,129</b> | <b>3,176</b> | <b>3,201</b> | <b>3,205</b> | <b>3,229</b> | <b>3,248</b> |

Source: Harford County Dept. of Planning and Zoning, May 2024.

| Harford County Residential Building Permit Activity By Middle School District: 2019 - 2023 |  |     |         |    |       |  |     |         |    |       |  |     |         |    |       |  |     |         |    |       |     |     |     |   |      |
|--|--|-----|---------|----|-------|--|-----|---------|----|-------|--|-----|---------|----|-------|--|-----|---------|----|-------|-----|-----|-----|---|------|
| 2019   |  |     |         |    | 2020  |  |     |         |    | 2021  |  |     |         |    | 2022  |  |     |         |    | 2023  |     |     |     |   |      |
| MIDDLE SCHOOL  | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |    |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |    |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |    |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |    |       |     |     |     |   |      |
|  | SF                                       | TH  | APT/ CO | MH | TOTAL | SF                                       | TH  | APT/ CO | MH | TOTAL | SF                                       | TH  | APT/ CO | MH | TOTAL | SF                                       | TH  | APT/ CO | MH | TOTAL |     |     |     |   |      |
| Aberdeen   | 132                                      | 139 | 0       | 0  | 271   | 226                                      | 89  | 0       | 1  | 316   | 71                                       | 61  | 242     | 0  | 374   | 7  | 84  | 351     | 0  | 442   | 18  | 110 | 440 | 0 | 568  |
| Bel Air  | 60                                       | 49  | 47      | 0  | 156   | 44                                       | 0   | 0       | 0  | 44    | 10                                       | 0   | 0       | 0  | 10    | 10                                       | 0   | 0       | 0  | 10    | 2   | 0   | 0   | 0 | 2    |
| Edgewood   | 14                                       | 0   | 57      | 0  | 71    | 2  | 0   | 0       | 0  | 2     | 5  | 0   | 0       | 0  | 5     | 3  | 0   | 0       | 0  | 3     | 3   | 0   | 68  | 0 | 71   |
| Fallston   | 36                                       | 0   | 0       | 0  | 36    | 48                                       | 0   | 56      | 0  | 104   | 21                                       | 40  | 0       | 0  | 61    | 37                                       | 22  | 1       | 0  | 60    | 26  | 0   | 0   | 0 | 26   |
| Havre de Grace   | 43                                       | 50  | 0       | 0  | 93    | 19                                       | 21  | 0       | 0  | 40    | 57                                       | 4   | 52      | 0  | 113   | 11                                       | 0   | 25      | 1  | 37    | 43  | 75  | 26  | 0 | 144  |
| Magnolia   | 1  | 0   | 0       | 0  | 1     | 5  | 29  | 0       | 0  | 34    | 3  | 49  | 0       | 0  | 52    | 7  | 0   | 0       | 0  | 7     | 49  | 61  | 0   | 0 | 110  |
| North Harford  | 45                                       | 0   | 0       | 1  | 46    | 58                                       | 0   | 0       | 1  | 59    | 61                                       | 0   | 0       | 0  | 61    | 42                                       | 0   | 0       | 1  | 43    | 25  | 1   | 0   | 2 | 28   |
| Patterson Mill   | 48                                       | 3   | 0       | 0  | 51    | 78                                       | 27  | 0       | 0  | 105   | 14                                       | 25  | 0       | 0  | 39    | 3  | 18  | 0       | 0  | 21    | 0   | 9   | 0   | 0 | 9    |
| Southampton  | 40                                       | 55  | 0       | 0  | 95    | 43                                       | 17  | 72      | 0  | 132   | 31                                       | 0   | 0       | 0  | 31    | 25                                       | 0   | 68      | 0  | 93    | 25  | 0   | 116 | 0 | 141  |
| TOTAL  | 419                                      | 296 | 104     | 1  | 820   | 523                                      | 183 | 128     | 2  | 836   | 273                                      | 179 | 294     | 0  | 746   | 145                                      | 124 | 445     | 2  | 716   | 191 | 256 | 650 | 2 | 1099 |

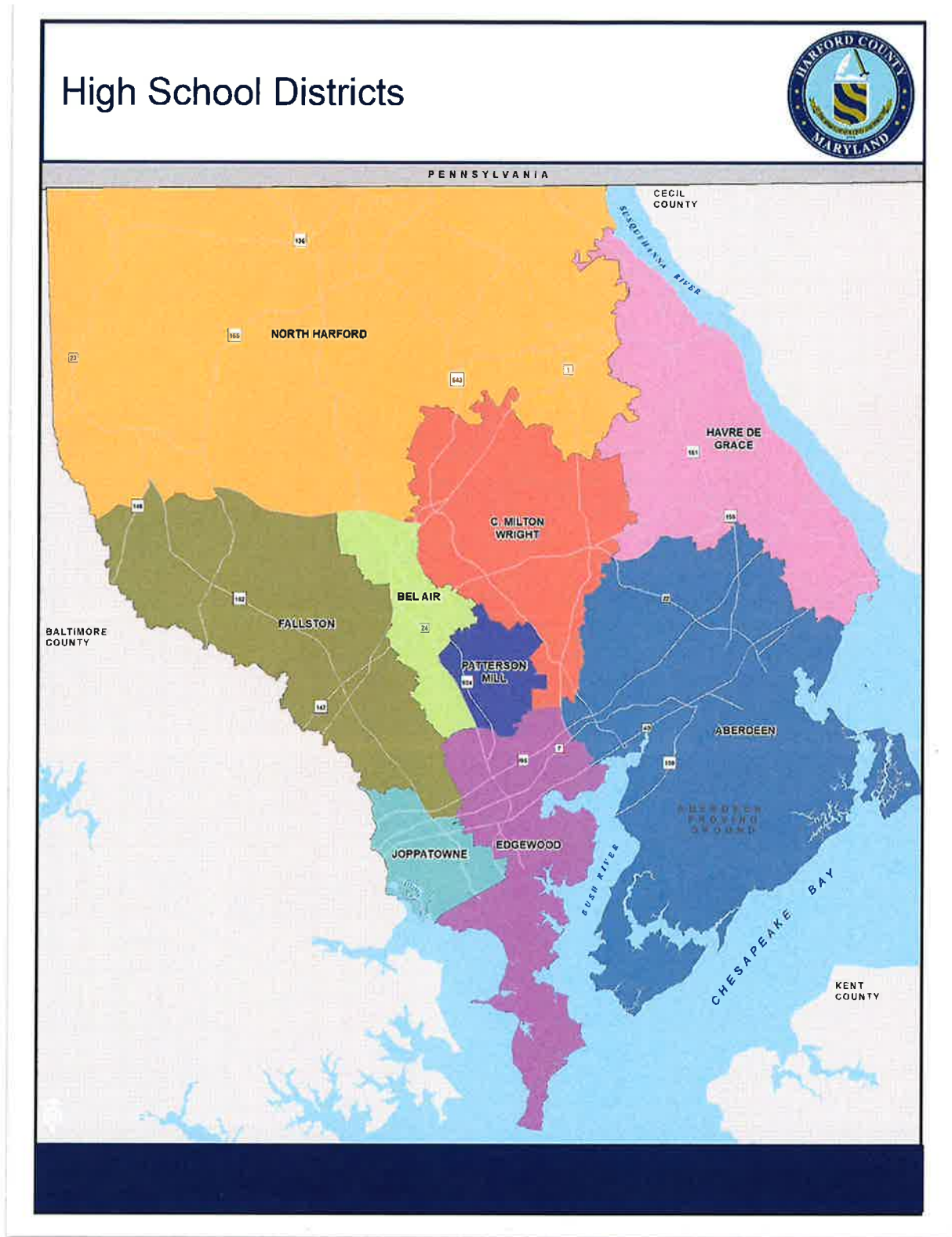
Source: Harford County Dept. of Planning & Zoning, May 2024.

**Table 13B**

| SCHOOL         | 2019*         |                |               |                |               |                | 2020*         |                |               |                |            |            | 2021*      |            |            |            |            |            | 2022*      |            |            |            |            |            | 2023*      |            |            |            |            |            |
|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|                | Households    | Population     | Households    | Population     | Households    | Population     | Households    | Population     | Households    | Population     | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population |
| Aberdeen       | 13,984        | 37,186         | 14,243        | 37,875         | 14,543        | 38,675         | 14,899        | 39,622         | 15,421        | 41,011         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Bel Air        | 14,788        | 39,326         | 14,935        | 39,717         | 14,977        | 39,828         | 14,986        | 39,853         | 14,988        | 39,858         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Edgewood       | 14,441        | 38,404         | 14,510        | 38,586         | 14,512        | 38,591         | 14,516        | 38,603         | 14,584        | 38,782         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Fallston       | 9,565         | 25,436         | 9,599         | 25,526         | 9,698         | 25,789         | 9,756         | 25,943         | 9,780         | 26,008         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Havre de Grace | 7,908         | 21,030         | 7,997         | 21,265         | 8,034         | 21,366         | 8,142         | 21,651         | 8,278         | 22,015         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Magnolia       | 8,168         | 21,722         | 8,169         | 21,725         | 8,202         | 21,810         | 8,251         | 21,942         | 8,355         | 22,219         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| North Harford  | 10,750        | 28,589         | 10,795        | 28,707         | 10,851        | 28,856         | 10,910        | 29,013         | 10,936        | 29,083         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Patterson Mill | 6,534         | 17,374         | 6,582         | 17,503         | 6,682         | 17,768         | 6,719         | 17,867         | 6,727         | 17,890         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| Southampton    | 10,250        | 27,259         | 10,341        | 27,499         | 10,466        | 27,832         | 10,506        | 27,938         | 10,640        | 28,294         |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| <b>TOTAL</b>   | <b>96,389</b> | <b>256,326</b> | <b>97,170</b> | <b>258,403</b> | <b>97,965</b> | <b>260,515</b> | <b>98,685</b> | <b>262,432</b> | <b>99,711</b> | <b>265,161</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |

\* Note: Population and household figures have been revised to reflect 2020 Census data (April 1 of each year).  
Source: Harford County Dept. of Planning and Zoning, May 2024.

FIGURE 3B





**Table 14B**

| Harford County High Schools 2023 Utilization Chart |        |                           |       |             |       |           |       |           |       |
|--|--------|---------------------------|-------|-------------|-------|-----------|-------|-----------|-------|
| HIGH SCHOOLS                                       |        | ACTUAL<br>ENROLLMENT 2023 |       | PROJECTIONS |       |           |       |           |       |
| SCHOOL NAME  | CAP    |                           |       | 2023/2024   |       | 2024/2025 |       | 2025/2026 |       |
|  |        | ENR                       | % CAP | PROJ        | % CAP | PROJ      | % CAP | PROJ      | % CAP |
| Aberdeen   | 1,720  | 1,465                     | 85%   | 1,467       | 85%   | 1,487     | 86%   | 1,507     | 88%   |
| Bel Air  | 1,768  | 1,419                     | 80%   | 1,327       | 75%   | 1,330     | 75%   | 1,334     | 75%   |
| C. Milton Wright                                   | 1,613  | 1,302                     | 81%   | 1,294       | 80%   | 1,286     | 80%   | 1,298     | 80%   |
| Edgewood   | 1,716  | 1,417                     | 83%   | 1,454       | 85%   | 1,446     | 84%   | 1,414     | 82%   |
| Fallston   | 1,573  | 1,047                     | 67%   | 1,058       | 67%   | 1,064     | 68%   | 1,069     | 68%   |
| Harford Technical                                  | 1,135  | 983                       | 87%   | 985         | 87%   | 985       | 87%   | 985       | 87%   |
| Joppatowne   | 1,056  | 900                       | 85%   | 957         | 91%   | 977       | 93%   | 992       | 94%   |
| North Harford                                      | 1,538  | 1,162                     | 76%   | 1,171       | 76%   | 1,167     | 76%   | 1,165     | 76%   |
| TOTAL  | 12,119 | 9,695                     | 80%   | 9,713       | 80%   | 9,742     | 80%   | 9,764     | 81%   |

Source: Harford County Public Schools & Dept. of Planning and Zoning, May 2024.

**Table 15B**

| <b>Harford County Modified High School Enrollment Projections</b> |              |              |              |              |              |              |              |              |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>School District</b>  | <b>2023</b>  | <b>2024</b>  | <b>2025</b>  | <b>2026</b>  | <b>2027</b>  | <b>2028</b>  | <b>2029</b>  | <b>2030</b>  |
| Aberdeen  | 1,465        | 1,467        | 1,468        | 1,469        | 1,470        | 1,471        | 1,472        | 1,473        |
| Bel Air   | 1,419        | 1,327        | 1,328        | 1,329        | 1,330        | 1,331        | 1,332        | 1,333        |
| C. Milton Wright  | 1,302        | 1,294        | 1,295        | 1,296        | 1,297        | 1,298        | 1,299        | 1,300        |
| Edgewood  | 1,417        | 1,454        | 1,455        | 1,456        | 1,457        | 1,458        | 1,459        | 1,460        |
| Fallston  | 1,047        | 1,058        | 1,059        | 1,060        | 1,061        | 1,062        | 1,063        | 1,064        |
| Joppatowne  | 900          | 957          | 958          | 959          | 960          | 961          | 962          | 963          |
| North Harford   | 1,162        | 1,171        | 1,172        | 1,173        | 1,174        | 1,175        | 1,176        | 1,177        |
| <b>Total</b>  | <b>8,712</b> | <b>8,728</b> | <b>8,735</b> | <b>8,742</b> | <b>8,749</b> | <b>8,756</b> | <b>8,763</b> | <b>8,770</b> |

Source: Harford County Public Schools & Dept. of Planning and Zoning, May 2024.

**Table 16B**

| Harford County Residential Building Permit Activity By High School District: 2019 -2023 |     |  |     |         |     |       |  |     |         |     |       |  |     |         |     |       |  |     |         |     |       |  |     |         |      |       |
|---|-----|--|-----|---------|-----|-------|--|-----|---------|-----|-------|--|-----|---------|-----|-------|--|-----|---------|-----|-------|--|-----|---------|------|-------|
| 2019  |     |  |     |         |     |       |  |     |         |     |       | 2020                                     |     |         |     |       | 2021                                     |     |         |     |       | 2022                                     |     |         | 2023 |       |
| HIGH SCHOOL   |     | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |     |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |     |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |     |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |     |       | BUILDING PERMITS ISSUED BY DWELLING TYPE |     |         |      |       |
|   |     | SF                                       | TH  | APT/ CO | MH  | TOTAL | SF                                       | TH  | APT/ CO | MH  | TOTAL | SF                                       | TH  | APT/ CO | MH  | TOTAL | SF                                       | TH  | APT/ CO | MH  | TOTAL | SF                                       | TH  | APT/ CO | MH   | TOTAL |
| Aberdeen  | 132 | 139                                      | 0   | 0       | 271 | 226   | 89                                       | 0   | 1       | 316 | 71    | 61                                       | 242 | 0       | 374 | 7     | 84                                       | 351 | 0       | 442 | 18    | 110                                      | 440 | 0       | 568  |       |
| Bel Air   | 60  | 49                                       | 47  | 0       | 156 | 44    | 0  | 0   | 0       | 44  | 10    | 0  | 0   | 0       | 10  | 10    | 0  | 0   | 0       | 10  | 2     | 0  | 0   | 0       | 2    |       |
| C.M. Wright   | 40  | 55                                       | 0   | 0       | 95  | 43    | 17                                       | 72  | 0       | 132 | 31    | 0  | 0   | 0       | 31  | 25    | 0  | 68  | 0       | 93  | 25    | 0  | 116 | 0       | 141  |       |
| Edgewood  | 14  | 0  | 57  | 0       | 71  | 2     | 0  | 0   | 0       | 2   | 5     | 0  | 0   | 0       | 5   | 3     | 0  | 0   | 0       | 3   | 3     | 0  | 68  | 0       | 71   |       |
| Fallston  | 36  | 0  | 0   | 0       | 36  | 48    | 0  | 56  | 0       | 104 | 21    | 40                                       | 0   | 0       | 61  | 37    | 22                                       | 1   | 0       | 60  | 26    | 0  | 0   | 0       | 26   |       |
| Havre de Grace  | 43  | 50                                       | 0   | 0       | 93  | 19    | 21                                       | 0   | 0       | 40  | 57    | 4  | 52  | 0       | 113 | 11    | 0  | 25  | 1       | 37  | 43    | 75                                       | 26  | 0       | 144  |       |
| Joppatowne  | 1   | 0  | 0   | 0       | 1   | 5     | 29                                       | 0   | 0       | 34  | 3     | 49                                       | 0   | 0       | 52  | 7     | 0  | 0   | 0       | 7   | 49    | 61                                       | 0   | 0       | 110  |       |
| North Harford   | 45  | 0  | 0   | 1       | 46  | 58    | 0  | 0   | 1       | 59  | 61    | 0  | 0   | 0       | 61  | 42    | 0  | 0   | 1       | 43  | 25    | 1  | 0   | 2       | 28   |       |
| Patterson Mill  | 48  | 3  | 0   | 0       | 51  | 78    | 27                                       | 0   | 0       | 105 | 14    | 25                                       | 0   | 0       | 39  | 3     | 18                                       | 0   | 0       | 21  | 0     | 9  | 0   | 0       | 9    |       |
| TOTAL   | 419 | 296                                      | 104 | 1       | 820 | 523   | 183                                      | 128 | 2       | 836 | 273   | 179                                      | 294 | 0       | 746 | 145   | 124                                      | 445 | 2       | 716 | 191   | 256                                      | 650 | 2       | 1099 |       |

Note: Permits totals revised for cancelled permits.  
Source: Harford County Dept. of Planning & Zoning, May 2024.

KEY: SF = Single Family Dwelling; TH = Townhouse; APT/CO = Apartment/Condominium; MH = Mobile Home

**Table 17B**

| Harford County Population and Households By High School District: 2019 - 2023 |            |            |            |            |            |            |            |            |            |            |            |            |       |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
| SCHOOL  | 2019*      |            |            | 2020*      |            |            | 2021*      |            |            | 2022*      |            |            | 2023* |
|   | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population | Households | Population |       |
| Aberdeen  | 13,984     | 37,186     | 14,243     | 37,875     | 14,543     | 38,675     | 14,899     | 39,622     | 15,421     |            | 41,011     |            |       |
| Bel Air   | 14,788     | 39,326     | 14,935     | 39,717     | 14,977     | 39,828     | 14,986     | 39,853     | 14,988     |            | 39,858     |            |       |
| C. Milton Wright  | 10,250     | 27,258     | 10,341     | 27,498     | 10,466     | 27,831     | 10,506     | 27,938     | 10,640     |            | 28,294     |            |       |
| Edgewood  | 14,441     | 38,404     | 14,510     | 38,586     | 14,512     | 38,591     | 14,516     | 38,603     | 14,584     |            | 38,782     |            |       |
| Fallston  | 9,565      | 25,436     | 9,599      | 25,526     | 9,698      | 25,789     | 9,756      | 25,943     | 9,780      |            | 26,008     |            |       |
| Havre de Grace  | 7,908      | 21,030     | 7,997      | 21,265     | 8,034      | 21,366     | 8,142      | 21,651     | 8,278      |            | 22,015     |            |       |
| Joppatowne  | 8,168      | 21,722     | 8,169      | 21,725     | 8,202      | 21,810     | 8,251      | 21,942     | 8,355      |            | 22,219     |            |       |
| North Harford   | 10,750     | 28,589     | 10,795     | 28,707     | 10,851     | 28,856     | 10,910     | 29,013     | 10,936     |            | 29,083     |            |       |
| Patterson Mill  | 6,538      | 17,386     | 6,586      | 17,515     | 6,686      | 17,780     | 6,723      | 17,878     | 6,727      |            | 17,890     |            |       |
| TOTAL   | 96,393     | 256,337    | 97,174     | 258,414    | 97,969     | 260,526    | 98,689     | 262,442    | 99,711     |            | 265,161    |            |       |

\* Note: Population and household figures have been revised to reflect 2020 Census data (April 1 of each year).  
Source: Harford County Dept. of Planning and Zoning, May 2024.

# APPENDIX C



**Table 18C**

| JANUARY - DECEMBER 2023   |           |                 |        |
|---|-----------|-----------------|--------|
| WATER CONSUMPTION & SEWAGE GENERATION   |           |                 |        |
| Total Number of Accounts  | Retail    | Water and Sewer | 41,867 |
|   |           | Water Only      | 1,564  |
|   |           | Sewer Only      | 3,178  |
|   | Wholesale | Water Only      | 14     |
|   |           | Sewer Only      | 3      |
|   | Total     | Water and Sewer | 46,626 |
| WATER   |           |                 |        |
| Total Number of Water Accounts (VBA)  | Retail    | Water           | 43,431 |
|   | Wholesale | Water           | 14     |
| Average Daily Water Production Total Retail and Wholesale Customers             | 12.35 MGD |                 |        |
| Maximum Day Water Production Total Retail and Wholesale Customers               | 15.40 MGD |                 |        |
| Average Water Usage per Account – All Retail Accounts                           | 216 MGD   |                 |        |
| Average Residential Water Usage per Account – Retail Accounts                   | 179 MGD   |                 |        |
| Average Commercial / Industrial Water Usage per Account – Retail Accounts       | 1,559 MGD |                 |        |
| SEWAGE  |           |                 |        |
| Total Number of Sewer Accounts  | Retail    | Sewer           | 45,045 |
|   | Wholesale | Sewer           | 3      |
| Average Treated Sewage Flow – Total Retail and Wholesale Customers              | 10.58 MGD |                 |        |
| Maximum Day Treated Sewage Flow – Total Retail and Wholesale Customers          | 19.90 MGD |                 |        |
| Average Sewage Generation per Account – All Retail Accounts                     | 179 MGD   |                 |        |
| Average Residential Sewage Generation per Account – Retail Accounts             | 216 MGD   |                 |        |
| Average Commercial / Industrial Sewage Generation per Account – Retail Accounts | 1,559 MGD |                 |        |

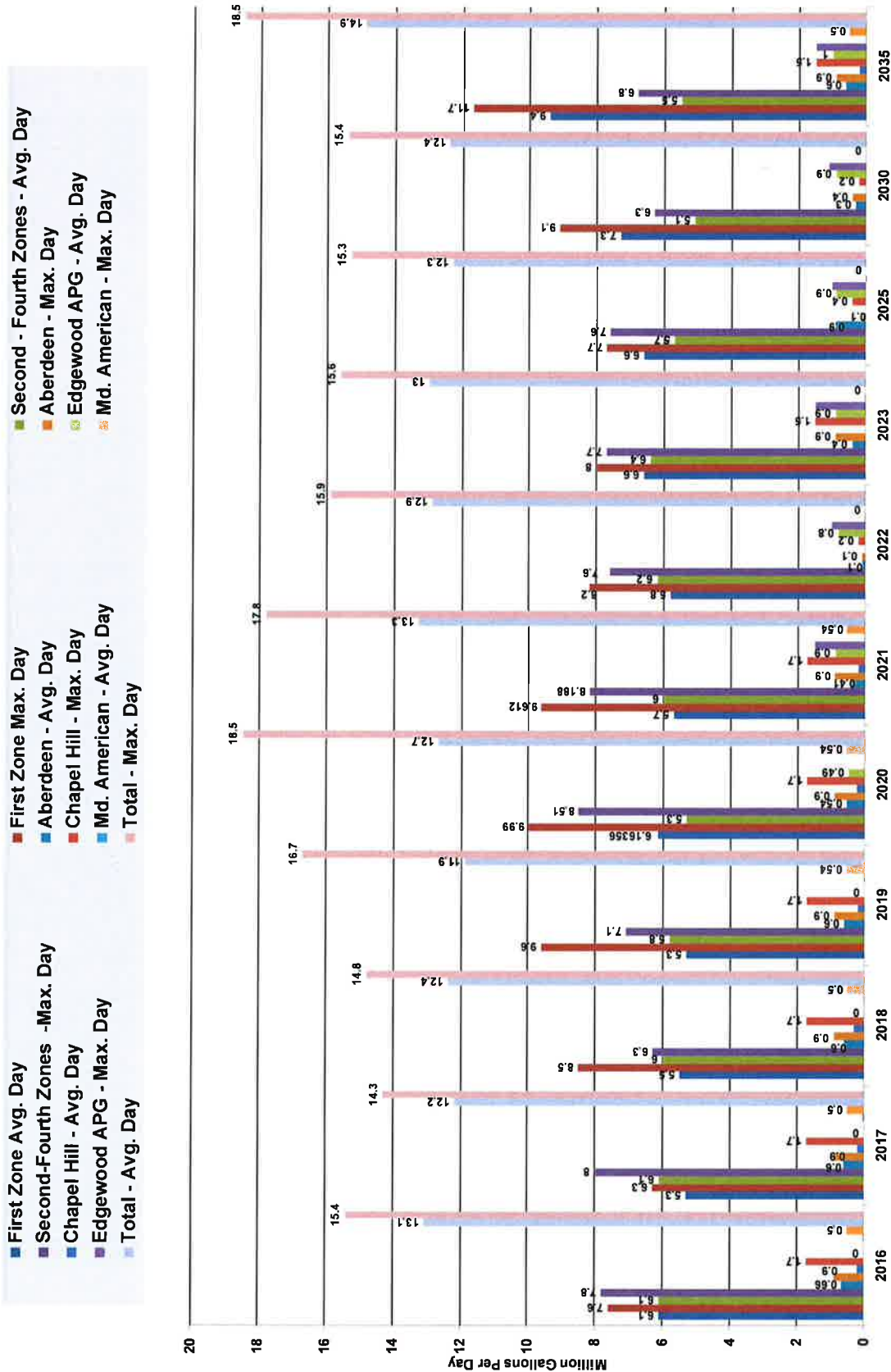
Note: MGD = Million Gallons per Day, GPD = Gallons per Day

Valued Billing Accounts (VBA) - Includes all active valid billing accounts during the selected calendar year.

Valid Consumption Records (VCR) - Includes all valid active billing accounts (VBA) with consumption during the selected calendar year.

Source: 2023 Adequate Public Facilities Report, Dept. of Public Works, Division of Water and Sewer

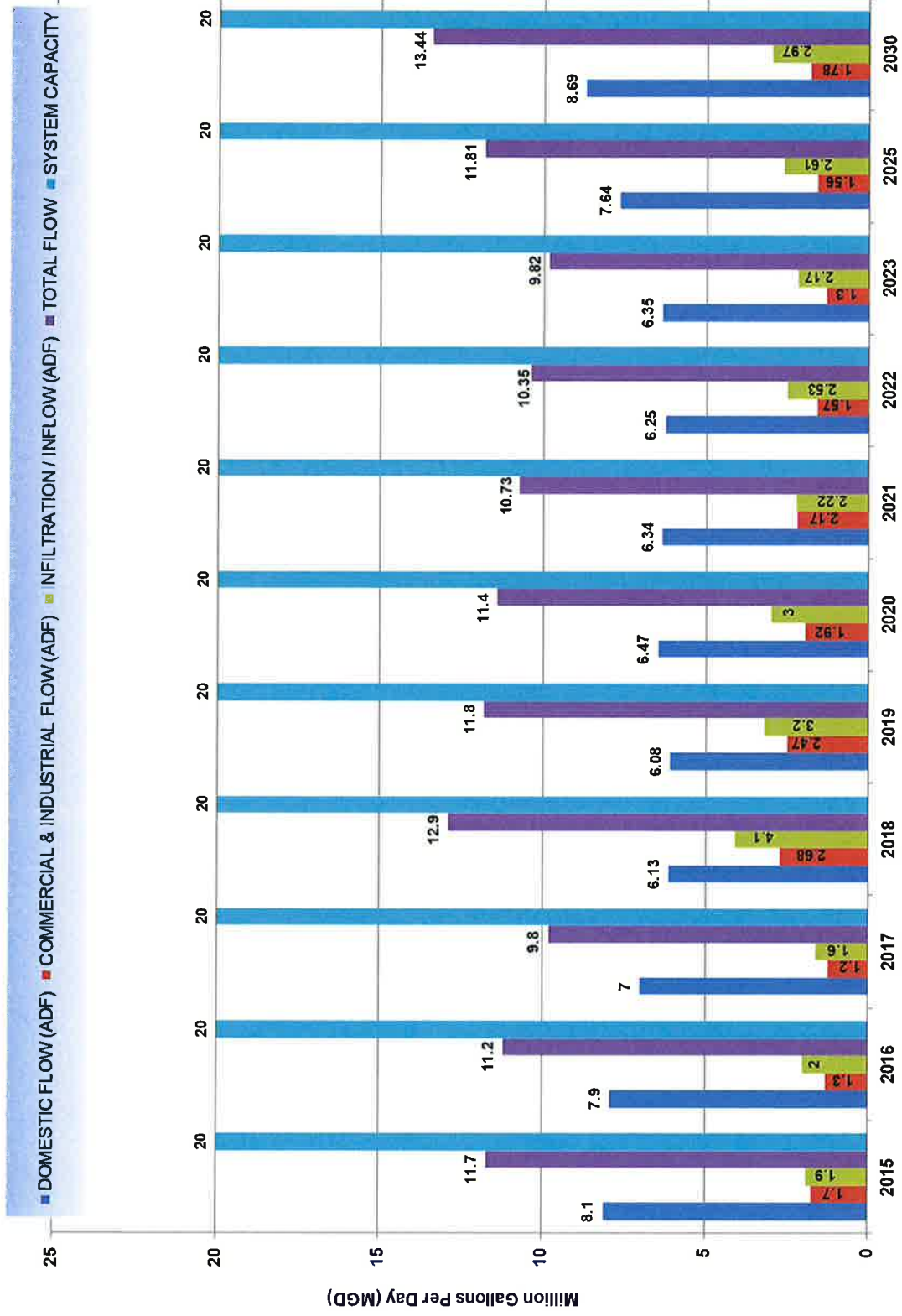
Table 19C  
Harford County Water Production Projections: 2016 - 2035 (in Million Gallons Per Day (MGD))



Source: 2023 Harford County Adequate Public Facilities Report, Dept. of Public Works, Water and Sewer Division.

Table 20C

Sod Run Present and Projected Sewerage Demands and Planned Capacities in Million Gallons Per Day (MGD): 2015 - 2035



Source: 2023 Harford County Adequate Public Facilities Report, Dept. of Public Works, Water and Sewer Division.

**Table 21C**

**2023 EXISTING WATER & SEWER CAPITAL PROJECTS**

The Capital Improvement Program establishes projects for expanding and improving water and sewer facilities. This list of 2023 Capital Projects includes the project status.

| PROJECT NO.           | PROJECT NAME  | PROJECT STATUS                      |
|-----------------------|---|-------------------------------------|
| <b>Water Projects</b> |   |                                     |
| 5401                  | MDTA Projects   | 80%-100% Design Complete            |
| 5424                  | Abingdon WTP Generator & Switchgear Upgrade                 | Preliminary Design Complete         |
| 5426                  | Ridgely's Reserve WBS                                       | Under Construction                  |
| 5425                  | Central Laboratory Study                                    | 100% Study Complete                 |
| 6130                  | Abingdon WTP pH Control System                              | 95% Design Complete                 |
| 6141                  | Havre de Grace (HDG) WTP Solids Handling Building Revisions | Construction Complete               |
| 6141                  | HDG WTP Clearwell Baffle Wall                               | 100% Design Complete                |
| 6141                  | HDG WTP Filter-to-Waste Piping                              | 100% Design Complete                |
| 6152                  | Water Tank Design and Construction                          | Future Project                      |
| 6212                  | Harford Square Water Main                                   | Under Construction                  |
| 6492                  | Replacement of Water Booster SCADA                          | Under Construction                  |
| 6660                  | Water Zone Improvements                                     | On-going                            |
| 6687                  | Abingdon Road Water Main                                    | 90% Design Complete                 |
| 6718                  | Baltimore City Deer Creek P.S. Improvements                 | Preliminary Engineering             |
| 6723                  | Brierhill Estates Water Main                                | 10% Design Complete                 |
| 6723                  | Conowingo Road Water Main Replacement                       | 100% Design Complete                |
| <b>Sewer Projects</b> |   |                                     |
| 5401                  | MDTA Projects   | 80%-100% Design Complete            |
| 5402                  | Joppatowne WWTP Improvements                                | 50% Design Complete                 |
| 5428                  | Magnolia Road Sewer Petition                                | 80% Design Complete                 |
| 5429                  | Woodridge Manor Area Sewer Petition                         | 90% Design Complete                 |
| 6019                  | Sod Run Bio-solids Facility Enhancements                    | 100% Design Complete                |
| 6057                  | Brentwood Park P.S. Upgrade                                 | Under Construction                  |
| 6104                  | Storage/Inventory Study                                     | 100% Study Complete                 |
| 6112                  | Pump Station Improvements                                   | On-going                            |
| 6113                  | Sod Run Ultraviolet Disinfection System                     | 100% Design Complete                |
| 6190                  | Frey's Road Sewer Petition                                  | 90% Design Complete                 |
| 6223                  | Harford Square Sewer Main                                   | Under Construction                  |
| 6692                  | Bush Creek P.S. Improvements                                | 60% Design Complete                 |
| 6703                  | Bynum Run Parallel Phase 6                                  | Design is a Future Project          |
| 6712                  | Edgewood Interceptor Parallel                               | Project on Hold, Awaiting Modeling  |
| 6714                  | Infiltration/Inflow   | On-going                            |
| 6714                  | Sewer Flow Monitoring & Model Calibration                   | 15% Study Complete                  |
| 6724                  | Sod Run WWTP Facility Improvements                          | Under Construction                  |
| 6726                  | Sewer Flow Monitoring & Model Calibration                   | 5% Study Complete                   |
| 6726                  | West MacPhail Road Sewer Replacement                        | Construction Complete               |
| 6730                  | Bill Bass P.S. Force Main Parallel Replacement              | Project on Hold 50% Design Complete |
| 6112                  | Bear Cabin Pump Station Vibration Study                     | Preliminary Engineering             |
| 6112                  | Winters Run Pump Station VFD and HVAC Upgrades              | 30% Design Complete                 |
| 6112                  | Plumtree Pump Station VFD and Bypass Upgrades               | 30% Design Complete                 |

# APPENDIX D



**Table 22D**  
**Signalized Intersection Capacity Analyses**  
**Level Of Service And Delay In Seconds**  
**2019-2023**

| Intersection   | 2023 Peak Hour<br>Level Of Service /<br>Delay In Seconds | 2022 Peak Hour<br>Level Of Service /<br>Delay In Seconds | 2021 Peak Hour<br>Level Of Service /<br>Delay In Seconds | 2020 Peak Hour<br>Level Of Service /<br>Delay In Seconds | 2019 Peak Hour<br>Level Of Service /<br>Delay In Seconds |
|--|--|--|--|--|--|
| Maryland 22 and Prospect Mill Road                         | B / 10.8   |  |  |  | B / 19.6   |
| Maryland 22 and Thomas Run Road/Schucks Road               | B / 17.9   |  |  |  |  |
| Maryland 24 and Bel Air South Parkway                      | C / 23.5   |  |  |  | C / 29.1   |
| Maryland 24 and Plumtree Road                              | B / 17.0   |  |  |  | C / 31.0   |
| Maryland 24 and Ring Factory Road                          | D / 40.3   |  |  |  | D / 38.1   |
| Maryland 924 and Bel Air South Parkway/Laurel<br>Bush Road | D / 43.3   |  |  |  | D / 36.3   |
| Maryland 924 and Patterson Mill Road                       | C / 22.7   |  |  |  | B / 18.1   |
| US Route 1 and Maryland 152                                | C / 33.2   |  |  |  | D / 41.8   |
| Maryland 147 and Connolly Road                             | C / 20.3   |  |  | C / 24.3   | C / 28.8   |
| Maryland 22 and Maryland 136                               | C / 20.2   |  | B / 19.7   |  | C / 20.7   |
| Maryland 24 and Forest Valley Drive                        | A / 8.5  |  | A / 8.6  |  |  |
| Maryland 24 @ I-95 Northbound Ramps                        | F / 157.9  |  | E / 70.1   |  | E / 58.2   |
| Maryland 152 and Maryland 7                                | C / 34.2   |  | C / 32.8   |  | D / 36.2   |
| Maryland 155 and Bulle Rock Parkway                        | C / 23.6   |  | B / 18.5   |  |  |
| Maryland 155 and Canvasback Drive                          | B / 18.8   |  | B / 19.2   |  |  |
| Maryland 924 and MacPhail Road                             | C / 29.3   |  | D / 43.6   |  | C / 27.3   |
| Maryland 924 and Ring Factory Road                         | C / 34.3   |  | C / 32.0   |  | D / 37.3   |
| US Route 40 and Joppa Road                                 | C / 25.9   |  | C / 23.8   |  | C / 25.6   |
| US Route 40 and MD 7A/Post Road                            | B / 16.8   |  | C / 23.6   |  |  |
| US Route 40 and MD 152                                     | D / 40.6   |  | D / 42.1   |  | D / 42.6   |
| Maryland 22 and Maryland 543                               | C / 33.3   | D / 41.6   |  |  | C / 20.7   |
| Maryland 24 and Wheel Road                                 | C / 30.5   | D / 42.3   |  |  | D / 35.8   |
| Revolution Street and Lewis Lane                           | B / 12.7   | B / 16.8   |  |  |  |
| Maryland 152 and Hanson Road                               | C / 20.0   | B / 17.6   |  | B / 16.6   | C / 25.5   |
| Maryland 152 and Trimble Road                              | C / 27.8   | C / 26.3   |  | C / 24.3   | C / 25.5   |
| Maryland 24 and Singer Road                                |  | D / 38.6   |  |  | D / 52.4   |
| US Route 1 (Bypass) and Maryland 543                       |  | C / 30.3   |  |  | C / 31.9   |
| Maryland 22 and Briarhill Drive                            |  | B / 11.5   | B / 10.3   |  | B / 11.4   |
| Maryland 22 and US Route 40 Ramps                          |  | B / 15.5   | B / 15.7   |  |  |
| Maryland 543 and I-95 Northbound Ramps                     |  | B / 16.7   | B / 17.1   |  |  |
| Maryland 543 and I-95 Southbound Ramps                     |  | C / 31.4   | C / 32.0   |  |  |
| Maryland 715 and Old Philadelphia Road                     |  | C / 23.7   | C / 21.4   |  | B / 17.1   |
| Maryland 715 and US Route 40 Eastbound On<br>Ramp          |  | B / 11.1   | B / 11.0   |  |  |
| Tollgate Road and Maryland 24 Southbound<br>Ramps          |  | C / 23.2   | C / 24.6   |  |  |
| US Route 40 and Maryland 132                               |  | C / 30.6   | C / 31.4   |  |  |
| US Route 40 and Maryland 543                               |  | B / 16.4   | B / 18.3   |  |  |
| US Route 40 and Spesutia Road                              |  | B / 16.8   | B / 20.0   |  |  |
| Maryland 543 and Maryland 7                                |  | C / 27.0   | C / 26.5   | D / 35.6   |  |
| US Route 40 and Maryland 7/Maryland 159                    |  | C / 32.7   | C / 32.8   | D / 38.7   |  |
| Maryland 24 and Jarrettsville Road                         |  | C / 22.4   |  | C / 20.9   |  |
| Maryland 24 and Trimble Road                               |  | C / 34.6   |  | C / 26.7   |  |
| Maryland 152 and Singer Road                               |  | B / 14.4   |  | B / 11.9   |  |
| Maryland 924 and Moores Mill Road/Vale Road                |  | B / 19.6   |  | B / 17.0   |  |

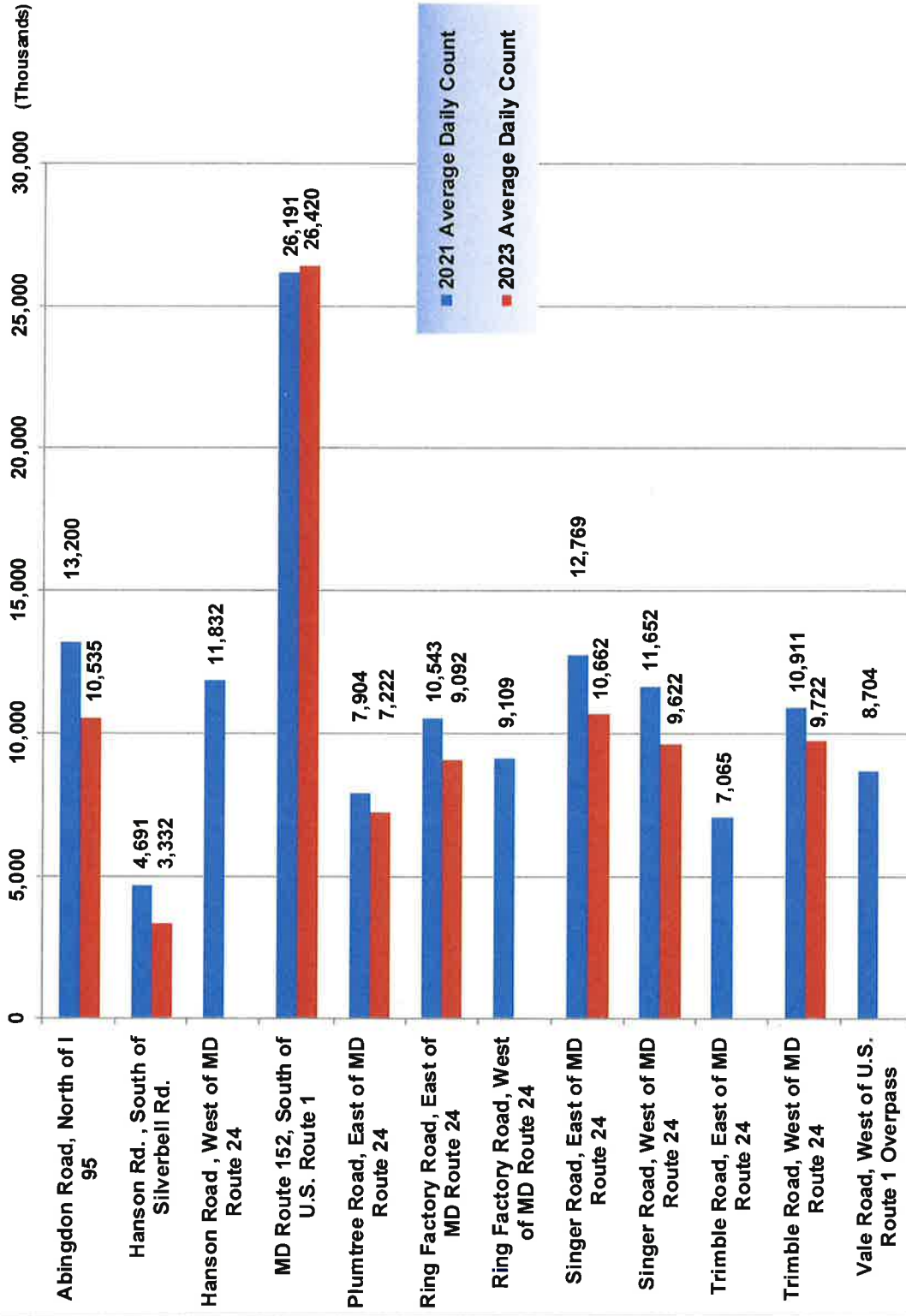
Source: Harford County Dept. of Planning and Zoning, April 2024

**Table 23D**  
**Unsignalized Intersection Capacity Analyses**  
**Level Of Service And Delay In Seconds**  
**2019-2023**

| Intersection                                       | 2023 Peak<br>Hour Level Of<br>Service /<br>Delay In<br>Seconds | 2022 Peak<br>Hour Level Of<br>Service /<br>Delay In<br>Seconds | 2021 Peak<br>Hour Level Of<br>Service /<br>Delay In<br>Seconds | 2020 Peak<br>Hour Level Of<br>Service /<br>Delay In<br>Seconds | 2019 Peak<br>Hour Level Of<br>Service /<br>Delay In<br>Seconds |
|--|--|--|--|--|--|
| Chapel Road and Earleton Road/Robinhood Road       | B / 11.6   |  | B / 10.9   |  |  |
| Chapel Road and GoForth Drive                      | B / 11.0   |  | B / 10.7   |  |  |
| Maryland 7 and Joppa Farm Road                     | E / 39.1   |  | C / 22.2   |  |  |
| US Route 1 and Reckord Road                        | F / 572.0  |  | F / 81.2   |  | F / 554.5  |
| MacPhail Road and Brierhill Road/Ring Factory Road | C / 15.5   | B / 11.9   |  | B / 13.4   | B / 13.6   |
| Tollgate Road and Bel Air South Parkway            | E / 39.8   | F / 98.5   |  |  | E / 41.7   |
| Tollgate Road and MacPhail Road                    |  | A / 7.4  |  |  | A / 6.2  |
| Business US Route 1 and Henderson Road             |  | F / 54.5   |  | E / 40.8   | F / 50.2   |
| Maryland 23 and Grafton Shop Road                  |  | F / 53.6   |  | D / 32.6   |  |
| Maryland 159 and Canning House Road                |  | A / 9.7  | A / 9.9  |  |  |
| Maryland 159 and Chelsea Road                      |  | D / 28.0   | B / 11.3   |  |  |
| Maryland 159 and Fords Lane                        |  | B / 10.0   | A / 9.6  |  |  |
| Maryland 159 and Old Philadelphia Road             |  | A / 5.2  | A / 4.6  |  |  |
| Maryland 159 and Spesutia Road                     |  | C / 23.9   | C / 24.8   |  |  |
| Maryland 7 and Stepney Road                        |  | F / 51.7   | E / 48.1   | F / 241.5  |  |
| Maryland 22 and Aldino-Stepney Road                |  | E / 39.9   | F / 50.8   | F / 52.4   | F / 72.7   |
| Maryland 7 and Brass Mill Road                     |  |  | E / 45.4   | F / 120.6  |  |
| Maryland 155 and Earleton Road                     |  |  | E / 44.7   |  |  |

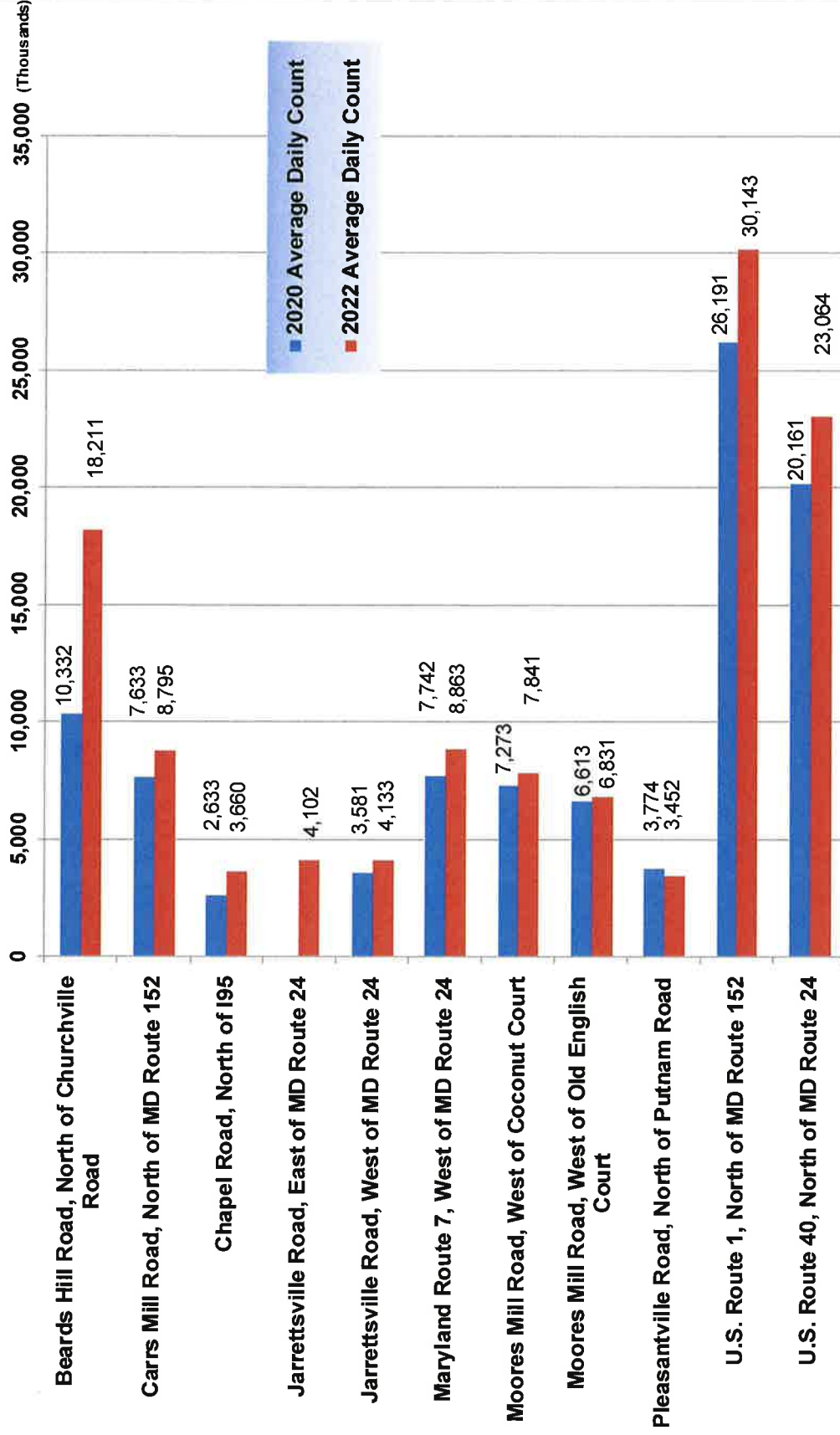
Source: Harford County Dept. of Planning and Zoning, April 2024.

**Table 24D.1**  
**48 Hour Average Weekday Daily Traffic Volume: 2021 and 2023**



Source: Harford County Dept. of Planning and Zoning, May, 2024.

**Table 24D.2**  
**48 Hour Average Weekday Daily Traffic Volume: 2020 and 2022**



Source: Harford County Dept. of Planning and Zoning, May, 2022



| <b>Table 25D</b><br><b>List of Approved County Capital Projects Funded for Construction in Fiscal Year 2023</b> |   |
|---|---|
| <b>Project Name</b>   | <b>Project Type</b>                         |
| Abingdon Road Bridge #169 over CSX  | Bridge Replacement                          |
| Deep Run Road Bridge #152   | Bridge Replacement                          |
| Glen Cove Road Bridge #155  | Bridge Replacement                          |
| Stafford Road Bridge #24  | Bridge Replacement                          |
| Bridge and Culvert Rehabilitation   | Repairs                                     |
| Bridge and Scours Repairs   | Repairs                                     |
| Bridge Inspection Program - Under 20' Spans   | Repairs                                     |
| Bridge Painting   | Repairs                                     |
| Curb, Sidewalks, and Handicap Ramp Replacement  | Repairs                                     |
| Drainage Improvements   | Repairs                                     |
| Guardrails  | Repairs                                     |
| Stormdrain Rehabilitation   | Repairs                                     |
| Streetlights  | Upgrades                                    |
| Intersection Improvements   | Safety/Capacity Improvements                |
| Traffic Calming, Bicycle and Road Safety Improvements   | Safety Improvements                         |
| Traffic Signals   | Safety Improvements                         |
| Woodley Road Extension to MD 715  | Construction                                |
| Resurfacing Roadways  | Resurfacing                                 |
| Highway Facilities Repair Program   | Repair and Improve County Highway Buildings |
| Norrisville Highways Facility   | New Highway Maintenance Facility            |

\*Note: These are ongoing county-wide project activities that include repairs, upgrades, and resurfacing of roads and bridges selected each spring dependent upon severity of roadway

| <b>Table 26D</b><br><b>List of State Consolidated Transportation Program Funded for Construction in Fiscal Year 2023</b> |                      |
|--|----------------------|
| <b>Project Name</b>  | <b>Project Type</b>  |
| MD 161 - Darlington Road Bridge  | Bridge Replacement   |
| US 1 Weigh Station and Inspection Facility   | Rehab Weigh Station  |
| MD 24 - Rocks Road   | Construction         |
| Ma & Pa Trail, Segments 2 & 3  | Construction         |
| I-95 Northbound Express Toll Lanes (ETL) Extension   | Construction         |
| US 40 Convert to Cashless Tolling  | Construction         |
| Aberdeen Station Connectivity Enhancements   | Station Improvements |

Source: Harford County Dept. of Planning and Zoning, May 2024.

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)  |                          |                           |  |                      |  |
|---|--------------------------|---------------------------|--|----------------------|--|
| Project Name  | Project Limits           |                           | Improvement  | Primary Category     | In The Most Recent Priority Letter           |
|   | From                     | To                        |  |                      |  |
| Priority Letter Key Priorities  |                          |                           |  |                      |  |
| MD 22   | MD 155                   | MD 136                    | Capacity Improvements  | Capacity             | Yes - Key Priority 1                         |
| MD 23 @ Grafton Shop Road   |                          |                           | Roundabout   | Safety / Operations  | Yes - Key Priority 2                         |
| MD 7 @ Stepney Road   |                          |                           | Roundabout   | Safety / Operations  | Yes - Key Priority 3                         |
| US 40 Shared Use Path   | Hattem Bridge            | MD 715                    | Shared Use Path  | Bicycle / Pedestrian | Yes - Key Priority 4                         |
| US 1 Bypass @ MD 24 Interchange   |                          |                           | Construct a 2nd southbound left turn lane and a receiving lane from US 1 Bypass onto MD 24                             | Capacity             | Yes - Key Priority 5                         |
| MD 147 @ MD 152   |                          |                           | Capacity Improvements  | Capacity             | Yes - Key Priority 6                         |
| Aberdeen Train Station  |                          |                           | Station Square (engineering)   | Transit              | Yes - Key Priority 7 (Aberdeen)              |
| Bel Air Circulation Improvements  | Bond Street              | Hays Street               | Eliminate the redundant right turn movement and close two-way traffic on Business US 1 from Bond Street to Hays Street | Safety / Operations  | Yes - Key Priority 8 (Bel Air)               |
| US 40 @ Otsego Street/Ohio Street   |                          |                           | Capacity Improvements  | Capacity             | Yes - Key Priority 9 (Havre de Grace)        |
| I-95 Tydings Bridge EZ Pass Commuter Pass Plan  | Harford County           | Cecil County              | Provide the same EZ Pass Plan option on I-95 Tydings Bridge that exists at the US 40 Hattem Bridge                     | Safety / Operations  | Yes - Key Priority 9 (Havre de Grace)        |
| Harford Transit Operations Facility   |                          |                           | New Transit Operations Facility  | Transit              | Yes - Key Priority 10 (Harford Transit LINK) |
| MD 7  | Hollywoods               | Stepney Road              | Sidewalk   | Bicycle / Pedestrian | Yes - Key Priority 11                        |
| MD 755  | US 40                    | MD 24                     | Sidewalk   | Bicycle / Pedestrian | Yes - Key Priority 11                        |
| MD 543  | 1900 Fountain Green Road | Hickory Elementary School | Sidewalk   | Bicycle / Pedestrian | Yes - Key Priority 11                        |
| MD 924  | MacPhail Road            | Crofton Road              | Sidewalk   | Bicycle / Pedestrian | Yes - Key Priority 11                        |
| MD 24 Northbound  | Singer Road              | Plumtree Road             | Construct a 3rd northbound through lane  | Capacity             | Yes - Key Priority 12                        |
| Priority Letter Addendum  |                          |                           |  |                      |  |
| MD 23 @ MD 146 / Madonna Road   |                          |                           | Roundabout   | Capacity             | Yes - Addendum                               |
| US 40 @ MD 132/Oakington Road and Old Post Road @ Oakington Road (Oakington Peninsula Access) | US 40                    | Old Post Road             | Access and Traffic Circulation Improvements  | Capacity             | Yes - Addendum                               |
| MD 24   | APG (Edgewood)           | I-95                      | Construct a 3rd northbound through lane  | Capacity             | Yes - Addendum                               |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)            |                              |                           |   |                      |                                    |
|---|------------------------------|---------------------------|---|----------------------|------------------------------------|
| Project Name  | Project Limits               |                           | Improvement   | Primary Category     | In The Most Recent Priority Letter |
|   | From                         | To                        |   |                      |                                    |
| US 1 @ Reckord Road                                       |                              |                           | Capacity Improvements   | Safety / Operations  | Yes - Addendum                     |
| MD 155 @ I-95   |                              |                           | Interchange Improvement - add an eastbound MD 155 left turn lane onto the northbound I-95 on ramp   | Safety / Operations  | Yes - Addendum                     |
| MD 23 (East-West Highway) @ MD 165 (Baldwin Mill Road)    |                              |                           | Capacity Improvements   | Safety / Operations  | Yes - Addendum                     |
| US 1 @ Fallston Village                                   |                              |                           | Drainage Improvement  | Safety / Operations  | Yes - Addendum                     |
| US 40   | West Bel Air Avenue          | Market Street             | Drainage Improvement  | Safety / Operations  | Yes - Addendum                     |
| Beards Hill Road  | MD 22                        | Hospitality Way           | Safety Upgrades   | Safety / Operations  | Yes - Addendum                     |
| Access Management - US 1 Business @ Bel Air Plaza         | MD 24                        | Kelly Avenue              | Install a raised median, convert the access to Bel Air Plaza and Bel Air Town Center to right-in and right-out, and remove the signal between Kelly Avenue and MD 24  | Safety / Operations  | Yes - Addendum                     |
| Access Management - MD 22 Median                          | Brierhill Drive              | Moore's Mill Road         | Install a raised median   | Safety / Operations  | Yes - Addendum                     |
| Access Management - MD 22 @ Wawa                          | MD 543                       | Econ Drive                | Construct a raised "T" median   | Safety / Operations  | Yes - Addendum                     |
| Access Management - MD 22 @ Campus Hills Shopping Center  | Campus Hills Shopping Center | Arena Club Access         | Convert the entrance to Campus Hills Shopping Center and the 3 access points between Campus Hills Drive and the Arena Club to a right-in / right-out and relocate the signal from Campus Hills Shopping Center entrance to the intersection of Campus Hills Drive | Safety / Operations  | Yes - Addendum                     |
| Access Management - MD 22 @ Beards Hill Plaza             | Middleton Road               | Beards Hill Road          | Provide an access to the shopping center from Middleton Road  | Safety / Operations  | Yes - Addendum                     |
| Paradise Road @ Beards Hill Road                          |                              |                           | Roundabout  | Safety / Operations  | Yes - Addendum                     |
| Harford Transit   |                              |                           | Extend evening hours and implement Saturday service   | Transit              | Yes - Addendum                     |
| MD 24 Shared Use Path (Forest Hill)                       | Red Pump Road                | Rockspring Church Road    | Shared Use Path   | Bicycle / Pedestrian | Yes - Addendum                     |
| MD 22 Bicycle and Pedestrian Upgrades                     | MD 543                       | APG                       | Sidewalks, Bicycle Lanes and Share the Road Signage   | Bicycle / Pedestrian | Yes - Addendum                     |
| Bel Air to Harford Community College Trail                | Moore's Mill Road            | Harford Community College | Trail   | Bicycle / Pedestrian | Yes - Addendum                     |
| Woodley Road Extended (Formerly known as Perryman Road A) | Michaelsville Road           | MD 715                    | 0 to 2 Lanes; New 2-lane road   | Economic Development | Yes - Addendum                     |
| East Coast Greenway Susquehanna River Crossing            | Harford County               | Cecil County              | Bicycle and Pedestrian bridge   | Economic Development | Yes - Addendum                     |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)  |                             |                       |  |                      |                                    |
|---|-----------------------------|-----------------------|--|----------------------|------------------------------------|
| Project Name                                    | Project Limits              |                       | Improvement  | Primary Category     | In The Most Recent Priority Letter |
|   | From                        | To                    |  |                      |                                    |
| West Bel Air Avenue (MD 132) @ Middleton Road   |                             |                       | Roundabout   | Economic Development | Yes - Addendum                     |
| I-95  |                             |                       |  |                      |                                    |
| I-95 Section 200                                | North of MD 43              | MD 24                 | Add 2 northbound and 2 southbound Express Toll Lanes   | Capacity             | No                                 |
| I-95 Northbound Dynamic Messaging Sign          |                             |                       | Install a Dynamic Messaging Sign along I-95 Northbound prior to the MD 24 / MD 924 ramp        | Safety / Operations  | No                                 |
| I-95 Section 200                                | MD 24                       | MD 543                | Widen from 6 lanes to 10 lanes   | Capacity             | No                                 |
| I-95 Southbound Part-Time Shoulder Usage        | Maryland House Travel Plaza | MD 24                 | Capacity Improvements  | Capacity             | No                                 |
| I-95 Section 200                                | MD 543                      | MD 22                 | Widen from 6 lanes to 8 lanes  | Capacity             | No                                 |
| I-95 Section 300                                | MD 22                       | Cecil County          | Widen from 6 lanes to 8 lanes  | Capacity             | No                                 |
| US 1  |                             |                       |  |                      |                                    |
| US 1 Bypass                                     | MD 147/Business US 1        | US 1 (Hickory Bypass) | Widen from 2 to 4 lanes  | Capacity             | No                                 |
| US 1 Bypass                                     |                             |                       | Bridge replacement   | Safety / Operations  | No                                 |
| US 1 (Bel Air Road)                             | MD 152                      | MD 147/Business US 1  | Widen from 4 to 6 lanes  | Capacity             | No                                 |
| US 1 (Bel Air Road) @ MD State Police Entrance  |                             |                       | Access Improvement   | Safety / Operations  | No                                 |
| US 1 @ MD 152                                   |                             |                       | Capacity Improvements  | Capacity             | No                                 |
| US 1 (Bel Air Road)                             | Perry Hall Area             | MD 152                | Widen from 4 to 6 lanes  | Capacity             | No                                 |
| US 1 BUSINESS                                   |                             |                       |  |                      |                                    |
| US 1 Business                                   | MD 147/Business US 1        | MD 24                 | Widen from 3 or 4 lanes to 5 lanes   | Capacity             | No                                 |
| US 1 Business                                   | MD 24                       | Tollgate Road         | Safety and Resurface   | Safety / Operations  | No                                 |
| US 1 Business "Bel Air Boulevard"               | Tollgate Road               | Hays Street           | Road Diet - reduce the road footprint from 5 to 4 lanes by removing the 2-way center turn lane | Safety / Operations  | No                                 |
| Business US 1 (Conowingo Road) @ Henderson Road |                             |                       | Capacity Improvements  | Capacity             | No                                 |
| US 1 Business                                   | Moore's Mill Road           | US 1 Bypass           | Safety and Resurface   | Safety / Operations  | No                                 |
| US 40 (HAVRE DE GRACE)                          |                             |                       |  |                      |                                    |
| US 40 Streetscape                               | Old Post Road               | Hattem Bridge         | Streetscape  | Safety / Operations  | No                                 |
| Ohio Street                                     | MD 155                      | US 40                 | Widen from 2 to 4 lanes  | Capacity             | No                                 |
| US 40   |                             |                       |  |                      |                                    |
| US 40 @ Swan Creek                              |                             |                       | Bridge rehabilitation  | Safety / Operations  | No                                 |
| US 40   | Robinhood Road              | MD 715                | Widen from 4 to 6 lanes  | Capacity             | No                                 |



Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024) |                    |                         |  |                      |                                    |
|--|--------------------|-------------------------|--|----------------------|------------------------------------|
| Project Name                                   | Project Limits     |                         | Improvement  | Primary Category     | In The Most Recent Priority Letter |
|  | From               | To                      |  |                      |                                    |
| US 40  | MD 543             | Lutkin Road             | Widen from 4 to 6 lanes                              | Capacity             | No                                 |
| US 40 @ MD 543                                 |                    |                         | Capacity Improvements                                | Safety / Operations  | No                                 |
| US 40  | MD 152             | Baltimore County Line   | Safety and Resurface                                 | Safety / Operations  | No                                 |
| MD 7   |                    |                         |  |                      |                                    |
| MD 7 Sidewalk                                  | Clearview Road     | Edge of school property | Sidewalk in front of Old Post Road Elementary School | Bicycle / Pedestrian | No                                 |
| MD 7 @ Abingdon Road                           |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| Abingdon Road                                  | MD 924             | US 40                   | Upgrade  | Safety / Operations  | No                                 |
| Hookers Mill Road                              | Laurel Bush Road   | MD 136                  | Upgrade  | Safety / Operations  | No                                 |
| MD 7 @ MD 136                                  |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| MD 7   | MD 543             | US 40                   | Widen from 2 lanes to 4 lanes                        | Capacity             | No                                 |
| MD 7 @ Brass Mill Road                         |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| Stepney Road                                   | MD 7               | Bush Chapel Road        | Upgrade  | Safety / Operations  | No                                 |
| Bush Chapel Road                               | Stepney Road       | West Bel Air Road       | Upgrade  | Safety / Operations  | No                                 |
| MD 22  |                    |                         |  |                      |                                    |
| MD 22  | MD 543             | I-95                    | Widen from 2-3 lanes to 4-5 lanes                    | Capacity             | No                                 |
| MD 22  | I-95               | APG                     | Widen from 4 to 6 lanes                              | Capacity             | No                                 |
| MD 22 Eastbound HOV Lane                       | Old Post Road      | APG                     | HOV lane   | Capacity             | No                                 |
| MD 22 @ US 40                                  |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| MD 22  | MD 462             | Mount Royal Avenue      | Noise Abatement                                      | Safety / Operations  | No                                 |
| MD 22 @ Aldino Stepney Road                    |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| MD 22 @ MD 156                                 |                    |                         | Intersection realignment                             | Safety / Operations  | No                                 |
| MD 22 (HCC to MD 155)                          | HCC                | MD 155                  | Widen from 2-3 lanes to 4-5 lanes                    | Capacity             | No                                 |
| MD 22  | Prospect Mill Road | Thomas Run Road         | Capacity Improvements                                | Capacity             | No                                 |
| MD 22 @ MD 543                                 |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| MD 22 @ John Carroll High School               |                    |                         | Capacity Improvements                                | Capacity             | No                                 |
| MD 23  |                    |                         |  |                      |                                    |
| MD 23  |                    |                         | Bridge replacement                                   | Safety / Operations  | No                                 |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)  |                |                |   |                      |                                    |
|---|----------------|----------------|---|----------------------|------------------------------------|
| Project Name  | Project Limits |                | Improvement   | Primary Category     | In The Most Recent Priority Letter |
|   | From           | To             |   |                      |                                    |
| MD 23 @ High Point Road   |                |                | Roundabout  | Safety / Operations  |                                    |
| MD 23 (Norrisville Road/Jarrettsville Road) @ MD 165 (Baldwin Mill/Federal Hill Road) |                |                | Increase the truck turning radius for right turning traffic | Safety / Operations  | No                                 |
| MD 24   |                |                |   |                      |                                    |
| MD 24 @ Trimble Road  |                |                | Crosswalk   | Bicycle / Pedestrian | No                                 |
| MD 24 @ MD 755  |                |                | Capacity Improvements                                       | Capacity             | No                                 |
| MD 755 @ MD 24  |                |                | Pedestrian Improvement                                      | Bicycle / Pedestrian | No                                 |
| MD 24   | Singer Road    | US 1 Bypass    | Widen from 4 to 6 lanes                                     | Capacity             | No                                 |
| MD 24 @ Singer Road   |                |                | Grade separated intersection                                | Safety / Operations  | No                                 |
| MD 24 @ Wheel Road  |                |                | Grade separated intersection                                | Safety / Operations  | No                                 |
| MD 24 Shared Use Path (Bel Air)   | MacPhail Road  | Boulton Street | Shared Use Path   | Bicycle / Pedestrian | No                                 |
| Atwood Road @ Marketplace Drive   |                |                | Roundabout  | Safety / Operations  | No                                 |
| Boulton Street @ Kelly Avenue   |                |                | Roundabout  | Safety / Operations  | No                                 |
| MD 24 (Rock Spring Road)  | US 1 Bypass    | MD 23          | Widen from 2 to 4 lanes                                     | Capacity             | No                                 |
| MD 24 (Section G)   | Sharon Road    | Ferncliff Lane | Upgrade   | Safety / Operations  | No                                 |
| MD 24 @ Branch of Deer Creek  |                |                | Bridge replacement  | Safety / Operations  | No                                 |
| MD 24 @ Tributary to Deer Creek   |                |                | Bridge replacement  | Safety / Operations  | No                                 |
| MD 132 (Bel Air Avenue)   |                |                |   |                      |                                    |
| MD 132 @ CSX Crossing   |                |                | ADA improvements of sidewalk at railroad crossing           | Safety / Operations  | No                                 |
| MD 132B (OLD POST ROAD - ABERDEEN)  |                |                |   |                      |                                    |
| MD 132B (Old Post Road) @ Emmit Avenue  |                |                | Crosswalk and ADA Sidewalk at Transit Stop                  | Bicycle / Pedestrian | No                                 |
| MD 136  |                |                |   |                      |                                    |
| MD 136  | MD 7           | US 1           | Upgrade   | Capacity             | No                                 |
| MD 136 @ Cool Spring Road   |                |                | Intersection Improvement                                    | Safety / Operations  | No                                 |
| MD 136 @ Deer Creek   |                |                | Bridge replacement  | Safety / Operations  | No                                 |
| MD 136 @ Falling Branch   |                |                | Bridge replacement  | Safety / Operations  | No                                 |
| MD 152 / MD 147   |                |                |   |                      |                                    |
| MD 152  | APG (Edgewood) | US 40          | Upgrade   | Capacity             | No                                 |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024) |                       |                            |                               |                      |                                    |
|--|-----------------------|----------------------------|-------------------------------|----------------------|------------------------------------|
| Project Name                                   | Project Limits        |                            | Improvement                   | Primary Category     | In The Most Recent Priority Letter |
|  | From                  | To                         |                               |                      |                                    |
| MD 152   | I-95                  | US 1                       | Upgrade                       | Safety / Operations  | No                                 |
| MD 152   | Stockton Road         | south of Old Mountain Road | Geometric Improvements        | Capacity             | No                                 |
| MD 152 Bikeway                                 | US 40                 | Carrs Mill Road            | Striping and signage          | Bicycle / Pedestrian | No                                 |
| MD 152 @ Singer Road                           |                       |                            | Capacity Improvements         | Capacity             | No                                 |
| MD 152 @ MD 147                                |                       |                            | Capacity Improvements         | Capacity             | No                                 |
| MD 147   | Baltimore County Line | US 1 / US 1 Bypass         | Upgrade                       | Safety / Operations  | No                                 |
| Carrs Mill Road                                | MD 152                | Grafton Shop Road          | Upgrade                       | Safety / Operations  | No                                 |
| Hess Road                                      | MD 152                | Baltimore County Line      | Upgrade                       | Safety / Operations  | No                                 |
| MD 155   |                       |                            |                               |                      |                                    |
| MD 155 @ Earleton Road                         |                       |                            | Capacity Improvements         | Capacity             | No                                 |
| MD 155 @ MD 161                                |                       |                            | Roundabout                    | Safety / Operations  | No                                 |
| MD 165   |                       |                            |                               |                      |                                    |
| MD 165 @ Dooley Road                           |                       |                            | Roundabout                    | Safety / Operations  | No                                 |
| MD 462   |                       |                            |                               |                      |                                    |
| MD 462 (Paradise Road)                         | MD 155                | MD 132 (Bel Air Avenue)    | Upgrade                       | Safety / Operations  | No                                 |
| MD 490 (UNION AVENUE HAVRE DE GRACE)           |                       |                            |                               |                      |                                    |
| MD 490 (Union Avenue) @ Lafayette Street       |                       |                            | Drainage Improvement          | Safety / Operations  | No                                 |
| MD 543   |                       |                            |                               |                      |                                    |
| MD 543   | US 40                 | US 1 (Hickory Bypass)      | Widen from 2 to 4 lanes       | Capacity             | No                                 |
| Bata Blvd Access Road                          | MD 543                | Bata Blvd                  | 0 to 2 Lanes; New 2-lane road | Capacity             | No                                 |
| MD 543 (Creswell Area)                         | I-95                  | MD 136                     | Widen from 2 to 4 lanes       | Capacity             | No                                 |
| MD 543 @ MD 7                                  |                       |                            | Capacity Improvements         | Capacity             | No                                 |
| MD 543 @ MD 136                                |                       |                            | Capacity Improvements         | Capacity             | No                                 |
| MD 646   |                       |                            |                               |                      |                                    |
| MD 646   | MD 543                | MD 136                     | Safety and Resurface          | Safety / Operations  | No                                 |
| MD 924   |                       |                            |                               |                      |                                    |
| MD 924 Shared Use Path                         | Woodsdale Road        | MacPhail Road              | Shared Use Path               | Bicycle / Pedestrian | No                                 |
| MD 924   | St. Clair Drive       | Laurel Bush Road           | Widen from 3 lanes to 4 lanes | Capacity             | No                                 |
| MD 924 @ Singer Road / Abingdon Road           |                       |                            | Capacity Improvements         | Capacity             | No                                 |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)                |                               |                                     |   |                      |                                    |
|---|-------------------------------|-------------------------------------|---|----------------------|------------------------------------|
| Project Name  | Project Limits                |                                     | Improvement                                     | Primary Category     | In The Most Recent Priority Letter |
|   | From                          | To                                  |   |                      |                                    |
| MD 924 @ Holly Wreath Road                                    |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| MD 924 @ Wheel Road   |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| MD 924  | Laurel Bush Road              | Patterson Mill Road                 | Widen from 3-4 lanes to 5 lanes                 | Capacity             | No                                 |
| MD 924 @ Bel Air S Pkwy / Laurel Bush Road                    |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| MD 924 @ Plumtree Road / Medstar Blvd                         |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| MD 924 @ Patterson Mill Road / Barrington Place               |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| MD 924 @ MacPhail Road  |                               |                                     | Capacity Improvements                           | Capacity             | No                                 |
| ABERDEEN TRAIN STATION TOD                                    |                               |                                     |   |                      |                                    |
| Aberdeen Train Station  |                               |                                     | TOD   | Transit              | No                                 |
| Aberdeen Train Station  |                               |                                     | Parking and Exterior Improvements               | Transit              | No                                 |
| BEL AIR SOUTH PARKWAY   |                               |                                     |   |                      |                                    |
| Bel Air South Parkway @ Blue Spruce Drive/Festival at Bel Air |                               |                                     | Roundabout                                      | Safety / Operations  | No                                 |
| CHAPEL ROAD   |                               |                                     |   |                      |                                    |
| Chapel Road   | Robinhood Road / Earlton Road | Ohio Street                         | Upgrade   | Safety / Operations  | No                                 |
| EDGEWOOD  |                               |                                     |   |                      |                                    |
| MD 755  | MD 24                         | APG (Edgewood)                      | Widen from 2 to 4 lanes                         | Capacity             | No                                 |
| Willoughby Beach Road/Trimble Road Bikeway                    | Flying Point Park             | Future County Park on Nuttal Avenue | Striping and signage                            | Bicycle / Pedestrian | No                                 |
| HARFORD TRANSIT LINK  |                               |                                     |   |                      |                                    |
| Transit Signal Prioritization                                 |                               |                                     | Queue Jump Lanes on MD 22, MD 924 and US 40     | Transit              | No                                 |
| JOPPA / JOPPATOWNE  |                               |                                     |   |                      |                                    |
| MD 7 @ Joppa Farm Road  |                               |                                     | Intersection Realignment; Capacity Improvements | Capacity             | No                                 |
| Trimble Road  | Joppa Farm Road               | MD 152                              | Upgrade   | Safety / Operations  | No                                 |
| Joppa Farm Road Extended                                      | Haverhill Road                | Fort Hoyle Road                     | 0 to 2 Lanes; New 2-lane road                   | Capacity             | No                                 |
| Joppa Farm Road   | US 40                         | Trimble Road                        | Sidewalks, Bicycle Lanes and Signage            | Bicycle / Pedestrian | No                                 |
| Colonial Joppa Greenway                                       | Jerusalem Mill                | Mariner Point Park                  | On Road / Off Road Trail                        | Bicycle / Pedestrian | No                                 |
| LSHG  |                               |                                     |   |                      |                                    |
| Lower Susquehanna Heritage Greenway (LSHG)                    | Conowingo Dam                 | Havre de Grace                      | Off Road Trail                                  | Bicycle / Pedestrian | No                                 |
| MA & PA TRAIL   |                               |                                     |   |                      |                                    |

Table 27D

| COMPLETE MULTIMODAL TRANSPORTATION LIST (2024)  |  |                                    |  |                      |                                    |
|---|--|------------------------------------|--|----------------------|------------------------------------|
| Project Name                                    | Project Limits                               |                                    | Improvement  | Primary Category     | In The Most Recent Priority Letter |
|   | From   | To                                 |  |                      |                                    |
| Ma & Pa Trail                                   | Williams Street trailhead                    | Blakes Venture Park                | Off Road Trail   | Bicycle / Pedestrian | No                                 |
| Ma & Pa Trail (North Harford)                   | Wheeler School Road                          | Maryland / Pennsylvania State Line | Trail  | Bicycle / Pedestrian | No                                 |
| Ma & Pa Trail (Ultimate Connection)             | Towson, Maryland (Area)                      | York, Pennsylvania (Area)          | Trail  | Bicycle / Pedestrian | No                                 |
| MACPHAIL ROAD                                   |  |                                    |  |                      |                                    |
| MacPhail Road                                   | Brierhill Drive                              | Wheel Road                         | Upgrade  | Safety / Operations  | No                                 |
| MacPhail Road Sidewalk                          | Edgehill Drive                               | MD 924                             | Sidewalk and Crosswalk   | Bicycle / Pedestrian | No                                 |
| MacPhail Road Shared Use Path                   | Homestead / Wakefield Elementary School Site | Atwood Road                        | Shared Use Path  | Bicycle / Pedestrian | No                                 |
| MacPhail Road (Missing Section)                 | MD 924                                       | MD 24                              | 0 to 2 Lanes; New 2-lane road  | Capacity             | No                                 |
| MARC  |  |                                    |  |                      |                                    |
| MARC Service                                    | Northern Virginia                            | Philadelphia                       | Extend MARC service to Delaware and provide additional commuter rail service to Harford County | Transit              | No                                 |
| MTA   |  |                                    |  |                      |                                    |
| MTA Commuter Service                            | Harford County                               | Downtown Baltimore and Harbor East | Additional MTA Commuter Bus Service  | Transit              | No                                 |
| PERRYMAN  |  |                                    |  |                      |                                    |
| MD 715 Extended                                 | Present Terminus                             | MD 22                              | 0 to 4 Lanes; New 4-lane road  | Capacity             | No                                 |
| Perryman Road B                                 | US 40 @ Mitchell Lane                        | Canning House Road                 | 0 to 2 Lanes; New 2-lane road and bridge   | Capacity             | No                                 |
| PROSPECT MILL ROAD / THOMAS RUN ROAD            |  |                                    |  |                      |                                    |
| Prospect Mill Road / Thomas Run Road connection | Prospect Mill Road                           | Thomas Run Road                    | 0 to 2 Lanes; New 2-lane road  | Capacity             | No                                 |
| Thomas Run Road                                 | MD 22  | West Medical Hall Road             | Streetscape  | Safety / Operations  | No                                 |
| Prospect Mill Road                              | MD 543                                       | MD 22                              | Upgrade  | Safety / Operations  | No                                 |
| SINGER ROAD                                     |  |                                    |  |                      |                                    |
| Singer Road                                     | Winters Run                                  | Beaver Dam Road                    | Upgrade  | Safety / Operations  | No                                 |
| SUSQUEHANNA RIVER CROSSING                      |  |                                    |  |                      |                                    |
| Amtrak Bridge Replacement                       | Harford County                               | Cecil County                       | Replace existing rail bridge   | Transit              | No                                 |
| TOLLGATE ROAD                                   |  |                                    |  |                      |                                    |
| Tollgate Road @ Bel Air South Parkway           |  |                                    | Roundabout   | Safety / Operations  | No                                 |



# APPENDIX E

**Table 27E**  
**2023 HARFORD COUNTY APPROVED PRELIMINARY PLANS**

| 2023 RESIDENTIAL PRELIMINARY PLANS |  |         |             |           |          |             |          |          |           |          |   |        |          |          |             |               |
|------------------------------------|--|---------|-------------|-----------|----------|-------------|----------|----------|-----------|----------|---|--------|----------|----------|-------------|---------------|
| PLAN ID                            | PLAN NAME                              | ACREAGE | LOT ACREAGE | TAX MAP 1 | PARCEL 1 | TOTAL UNITS | SF UNITS | TH UNITS | APT UNITS | ENVELOPE | COMMENTS  | PLAT 1 | ZONING 1 | ZONING 2 | TYPE OF USE | DATE APPROVED |
| 457/2023                           | 1416 & 1418 PHILADELPHIA RD            | 7.91    | 7.91        | 0065      | 0822     | 2           | 2        | 0        | 0         | YES      | CREATE (2) SINGLE FAMILY RESIDENTIAL LOTS FROM TWO EXISTING PARCELS   |        | R1       |          | RESIDENTIAL | 12/22/2023    |
| 452/2023                           | 1811 & 1815 HARFORD ROAD               | 0.7646  | 0.7616      | 0055      | 0194     | 2           | 2        | 0        | 0         | YES      | SUBDIVIDE PARCEL 194 INTO PROPOSED LOTS 1 & 2   |        | R2       |          | RESIDENTIAL | 12/23/2023    |
| 173/2022                           | 2215 CRESWELL ROAD SUBDIVISION         | 52.11   | 7.81        | 0057      | 0037     | 2           | 2        | 0        | 0         | NO       | CREATE (2) RESIDENTIAL SINGLE FAMILY LOTS FROM REMAINING LANDS  | 219/32 | RR       |          | RESIDENTIAL | 4/12/2023     |
| 3/2022                             | AUFFARTH, LD OF SHAWN J.               | 11.949  | 11.949      | 0040      | 0009     | 1           | 1        | 0        | 0         | NO       | UTILIZIE (1) DEVELOPMENT RIGHT TO CREATE LOT 17   |        | AG       |          | RESIDENTIAL | 4/3/2023      |
| 424/2022                           | BEL AIR VILLAGE                        | 28.5    | 7           | 0056      | 0056     | 276         | 0        | 24       | 252       | YES      | DEVELOP A MIXED USE CENTER ON LOTS 1-4 WITH (24) TOWNHOMES & (232) APARTMENTS ON LOT 1; 60000 SF MEDICAL BLDG ON LOT 2; 34000 SF RETAIL BLDG ON LOT 3; FOUR RETAIL BLDGS (35130 SF) ON LOT 4 [128,130 TOTAL SF] |        | B3       |          | RESIDENTIAL | 4/17/2023     |
| 549/2022                           | BREIDENBAUGH, LD OF - LOT 3            | 2.78    | 2.78        | 0047      | 0232     | 1           | 1        | 0        | 0         | NO       | CREATE (1) SINGLE FAMILY RESIDENTIAL LOT  | 217/42 | AG       |          | RESIDENTIAL | 2/27/2023     |
| 547/2022                           | BUCHANAN, LDS OF PHILIP & SHANNON      | 4.432   | 4.432       | 0065      | 0329     | 2           | 2        | 0        | 0         | YES      | SUBDIVIDE AN EXISTING PARCEL TO CREATE TWO (2) SINGLE FAMILY RESIDENTIAL LOTS   | 218/56 | R1       |          | RESIDENTIAL | 6/21/2023     |
| 64/2022                            | COUNTRY WALK - LOT 12                  | 4.17    | 2.05        | 0056      | 0546     | 38          | 0        | 38       | 0         | YES      | SUBDIVIDE EXISTING LOT 12 TO CREATE 38 RESIDENTIAL TOWNHOME LOTS USING CONVENTIONAL WITH OPEN SPACE DESIGN STANDARDS  |        | R3       |          | RESIDENTIAL | 1/10/2023     |
| 228/2022                           | CREEKSIDE                              | 58.607  | 5.907       | 0041      | 0200     | 135         | 0        | 135      | 0         | YES      | CREATE (135) TOWNHOUSE UNITS AS HOUSING FOR THE ELDERLY (HFE)   |        | R2       |          | RESIDENTIAL | 4/12/2023     |
| 100/2023                           | FLAHERTY, LDS OF - LOTS 1 & 2          | 26.716  | 26.716      | 0014      | 0030     | 2           | 2        | 0        | 0         | NO       | SUBDIVIDE PARCEL 19 TO CREATE LOTS 1 & 2  | 218/73 | AG       |          | RESIDENTIAL | 5/21/2023     |
| 398/2023                           | FRADEL, LDS OF - LOT 3                 | 4       | 4           | 0035      | 0006     | 2           | 2        | 0        | 0         | NO       | REVISE PLAT 36-53 BY SUBDIVIDING LOTS 2 & 3 FROM THE REMAINING LANDS  |        | AG       |          | RESIDENTIAL | 11/19/2023    |
| 198/2023                           | FRANKIE'S LANDING                      | 1.129   | 1.129       | 0062      | 0639     | 3           | 3        | 0        | 0         | YES      | SUBDIVIDE EXISTING PARCEL 639 TO CREATE (3) SINGLE FAMILY RESIDENTIAL LOTS  |        | R3       |          | RESIDENTIAL | 7/27/2023     |
| 167/2023                           | GOLDNER, LANDS OF DANIELLE LEE - LOT 3 | 1.435   | 1.435       | 0064      | 0112     | 1           | 1        | 0        | 0         | YES      | CREATE LOT 3 AS A SINGLE FAMILY RESIDENTIAL LOT FROM EXISTING LOT 1   | 218/86 | R1       |          | RESIDENTIAL | 5/10/2023     |
| 207/2020                           | GRACE HALL                             | 111.177 | 58.54       | 0058      | 0022     | 331         | 96       | 235      | 0         | YES      | CREATE 331 HFE RESIDENTIAL UNITS AS 96 SF AND 235 TH UNITS (FORMERLY BERKSHIRE MANOR & WOODLAWN)  | 215/88 | R3       | R1       | RESIDENTIAL | 5/17/2023     |
| 518/2022                           | GRAYBEAL FIELDS - LOT 4                | 2.025   | 2.025       | 0040      | 0033     | 1           | 1        | 0        | 0         | YES      | SUBDIVIDE LOT 1 TO CREATE LOT 4 BY REVISING PLAT 215-25   | 218/50 | R2       |          | RESIDENTIAL | 3/15/2023     |
| 355/2023                           | HEAPS FAMILY LLC                       | 2       | 2           | 0019      | 0315     | 1           | 1        | 0        | 0         | NO       | CREATE (1) SINGLE FAMILY RESIDENTIAL LOT AS AN AG PRES CHILD LOT  |        | AG       |          | RESIDENTIAL | 12/12/2023    |
| 495/2022                           | JACOB'S POND - LOT 6                   | 18.91   | 6.074       | 0040      | 0020     | 1           | 1        | 0        | 0         | NO       | SUBDIVIDE EXISTING LOT 3 TO CREATE LOT 6  | 219/05 | AG       |          | RESIDENTIAL | 7/10/2023     |
| 322/2020                           | LAPIDUM HEIGHTS - LOT 6                | 3.221   | 3.194       | 0037      | 0040     | 1           | 1        | 0        | 0         | NO       | CREATE LOT 6 FROM EXISTING LOT 3  | 217/88 | AG       |          | RESIDENTIAL | 4/25/2023     |
| 316/2022                           | MIKKONEN, LDS OF - LOT 1               | 2       | 2           | 0039      | 0217     | 1           | 1        | 0        | 0         | NO       | CREATE (1) SINGLE FAMILY RESIDENTIAL LOT  | 218/45 | AG       |          | RESIDENTIAL | 3/27/2023     |
| 273/2022                           | SCOTT, LDS OF HUGH - LOT 2             | 54.89   | 2           | 0002      | 0007     | 1           | 1        | 0        | 0         | NO       | CREATE (1) SINGLE FAMILY RESIDENTIAL LOT FROM AN EXISTING PARCEL  | 217/90 | AG       |          | RESIDENTIAL | 3/14/2023     |
| 303/2023                           | STANS ACRES - LOT 4A                   | 1.4323  | 1.4323      | 0065      | 0900     | 1           | 1        | 0        | 0         | YES      | REVISE RECORDED PLAT 16-83 BY SUBDIVIDING LOT 4 TO CREATE A NEW LOT   |        | R1       |          | RESIDENTIAL | 10/9/2023     |
| 469/2022                           | WILSON'S FIELDS                        | 16.331  | 15.314      | 0047      | 0032     | 8           | 8        | 0        | 0         | NO       | SUBDIVIDE EXISTING PARCEL 32 TO CREATE (8) SINGLE FAMILY RESIDENTIAL LOTS   |        | RR       |          | RESIDENTIAL | 4/18/2023     |
|                                    |  | 416.49  | 176.46      |           |          | 813         | 129      | 432      | 252       |          |   |        |          |          |             |               |

| 2023 NON RESIDENTIAL PRELIMINARY PLANS |                          |         |             |           |          |             |          |          |           |          |  |        |          |          |                 |               |
|--|--------------------------|---------|-------------|-----------|----------|-------------|----------|----------|-----------|----------|--|--------|----------|----------|-----------------|---------------|
| PLAN ID                                | PLAN NAME                | ACREAGE | LOT ACREAGE | TAX MAP 1 | PARCEL 1 | TOTAL UNITS | SF UNITS | TH UNITS | APT UNITS | ENVELOPE | COMMENTS   | PLAT 1 | ZONING 1 | ZONING 2 | TYPE OF USE     | DATE APPROVED |
| 289/2020                               | BELAIR VILLAGE           | 33.93   | 33.93       | 0055      | 0056     | 9           | 0        | 0        | 0         | YES      | CONSOLIDATE EXISTING PARCELS 56 AND 60 AN CREATE (9) COMMERCIAL LOTS   |        | B3       |          | NON RESIDENTIAL | 4/17/2023     |
| 14/2023                                | DELTA LUMBER SUBDIVISION | 8.064   | 8.064       | 0005      | 0066     | 2           | 0        | 0        | 0         | NO       | SUBDIVIDE EXISTING PARCEL 66 TO CREATE LOTS 1 & 2. LOT 1 IS BEING CREATED AROUND THE EXISTING COMMERCIAL BUSINESS (DELTA LUMBER). LOT 2 IS UNIMPROVED AND WILL CONTAIN 4.335 +/- ACRES | 219/01 | CI       |          | NON RESIDENTIAL | 5/26/2023     |
| 086/2023                               | JAMES RUN - LOT 4        | 111.11  | 3.85        | 0057      | 0077     | 2           | 0        | 0        | 0         | NO       | SUBDIVIDE EXISTING LOT 4 TO CREATE LOTS 4A, 4B, & 4C AS PART OF A MIXED USE OFFICE PROJECT (2 NEW LOTS)  | 219/95 | MO       |          | NON RESIDENTIAL | 7/28/2023     |
|  |                          | 153.10  |             |           |          |             |          |          |           |          |  |        |          |          |                 |               |
|  |                          | 45.84   |             |           |          |             |          |          |           |          |  |        |          |          |                 |               |