

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on January 16, 2019 at 9:00 a.m. in the County Council Chambers, 212 S. Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Moe Davenport	Chairman, DAC
Bill Snyder	Volunteer Fire & EMS
Robin Wales	Department of Emergency Services
Patrick Jones	Soil Conservation District
Len Walinski	Health Department
Daryl Ivins	DPW – Water & Sewer
Mike Rist	DPW Engineering
DFC Dan Buchler	Sheriff's Office
Missy Valentino	Harford County Board of Education
Paul Magness	Department of Parks & Recreation
Rich Zeller	State Highway Administration
Jen Wilson	Planner, Development Review
Lori Pietrowski	Administrative Specialist

Also in attendance:

Morita Bruce	Kevin Botteon
Stewart Braun	Chad Petrey
Mark Fisher	Kristen Smith
Meredith Miraglia	Mark Miraglia
Sean Jankiewicz	Heather Jankiewicz
Derek Loosararian	Meredith Loosararian
Florian Svitak	Jen Schramm
Dave Burke	Robert Press
Patricia Neukum	Linda Hovel
Chelsea Mathews	Steve Streaker
Jeanne Romine	Ed Mallon
Joe Snee	Tom Norris
Mike Shaver	Jen Shaver
Barbara Pate	William Pate
David Hurley	Margaret Hurley
Charles Lorence	Patti Neuenschwander
Ron Svoboda	Kim Durham
Candice Heid	Phyllis Grover
Mike Rosso	Brian Heinbaugh
Rebecca Turkin	Kristin Kirkwood
Kim Muhlenfeld	Rick Mattox
Craig Bricker	Lydia Brennan

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Janet Beane

Jill Botteon

Dan Rapp

James Murawski

Elizabeth Janney

Steve M

Daniel Beane

Greg Milich

Jennifer Whiskeyman

Maureen Murawski

Janet Hardy

Kathy

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there is one plan on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes are recorded and will also be published to the Department of Planning and Zoning's website.

HOMES AT FOUNTAIN GREEN

Located on the south eastern corner of the intersection of Hickory Bypass (Route 1) & North Fountain Green Road (Route 543). Tax Map 41; Parcels 667 & 692; Lot 19. Third Election District. Council District C. Planner Jen.

Plan No. P534-2018 Combine Lot 19 & remaining lands & Construct 72 Garden Apartments w/Community Bldg./10.28 acres/B3.

Received 12-19-2018 Springhill Equities, LLC/Homes at Fountain Green Ltd Ptnshp/FWA.

Verbatim Transcript

Dan Wise with Frederick Ward Associates presented the plan:

Good morning. My name is Dan Wise here with Frederick Ward Associates representing Home for American and this project known at Homes at Fountain Green. This is a garden apartment project featuring 72 garden apartment units at the corner of US Route 1 and North Fountain Green Road. The project involves three apartment buildings, a community building, an active recreation area including a dog park, parking and other infrastructure related. Retaining forest conservation areas from the southern end and along the south east side. Other plans that were submitted include Landscape Plans, Forest Conservation Plans. It is involving approximately a 10 acre tract in the B3 zone with the apartments being a permitted use within that zone. I look forward to your comments.

Bill Snyder – Volunteer Fire and EMS

- All four (4) buildings shall have a Knox Key Box installed per NFPA 1, Part III, 3-6. Key Box shall be keyed for the Bel Air Fire Company: 410-638-4400.
- Perimeter Access: The options available for attacking a fire increase as more of a building's perimeter becomes accessible to fire apparatus. Ideally, the full perimeter is accessible. However, this is oftentimes not possible. Harford County Fire/EMS Service recommends that every effort be made by design officials to allow fire apparatus as much perimeter access as possible. This would also include not planting trees directly next to the building which will grow in height & width which will eliminate perimeter access as time goes by.
- Development Access: The Harford County Fire/EMS Service does recommend another entry point into this development if only for emergency access. There are options for this similar to access into Spenceola Farms off Rt.23 (state road).

Robin Wales – Department of Emergency Services

The road names you select for this development must be checked with Emergency Services for duplication, sound alike, and other NENA (National Emergency Number Association) rules.

Department of Emergency Services is requesting, please display the address numbers and letters so that they will be absolutely clear and large enough for emergency responders to locate your address without any difficulty.

I will work with the planner on addressing.

Department of Emergency Services must have a list of 3 (three) emergency contacts, including maintenance personnel for notification, response, and securing purposes.

Patrick Jones – Soil Conservation District

Concept SWM plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please

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contact MDE about the NOI permit process.

Attached is information pertaining to the fee system for the review of sediment and erosion control plans. Please contact Bill Tharpe, 410-638-4828, with questions about this information. This fee will be collected prior to the review of the site development plan.

Len Walinski – Health Department

The Harford County Health Department has extended its approval for the above referenced preliminary plan. The site is located on the south eastern corner of the intersection of Hickory Bypass (U.S. Route 1) and North Fountain Green Road (MD Route 543).

This plan proposes to combine Lot 19 and remaining lands and construct 72 garden apartments with community building. The site will be serviced by public water and sewer.

This office has the following comments regarding this proposal:

1. Any type of future food service operation planned for the Community Building, must be reviewed and approved by the HCHD prior to the issuance of a building permit. To request a food service facility review package, the owner or his/her agent should contact Justin Waszkiewicz at 410-877-2309. If the plan is recognized as a prototype plan, review will also be required by the Maryland Department of Health (MDH), Division of Food Control. If there are any questions regarding this review, the applicant should contact MDH at 410-767-8412.
2. Public swimming pool(s), if planned for the Community Building, will require specific permits and oversight from both the Harford County Health Department and the Maryland Department of Health and Mental Hygiene (DHMH). Construction plans for the pool must be submitted to DHMH for review and approval prior to the issuance of a building permit to construct a pool/spa. Prior to being placed into use, the facility will require a final post construction inspection by both the HCHD and DHMH and a permit issued by the HCHD to operate. Please contact Dan Driscoll of the Health Department at 410-877-2316 for further instructions regarding the construction, operation, and inspection of the swimming pool.
3. The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.
4. The Health Department encourages the owner/developer to consider smoke-free housing.

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The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must state a community water supply and/or a community sewerage system will be available to all lots offered for sale.

Daryl Ivins – DPW Water & Sewer

A new series of this plan is required to address the following comments, concerns and/or requirements of the Department of Public Works, Division of Water and Sewer, on the above described project:

The locations of the water and sewer mains along N. Fountain Green Road is critical to the review by the Division of Water and Sewer of the proposed improvements, including landscaping in this area. Using Plat 87-43 as a reference, it appears that the drainage and utility easement that lies along the property frontage of N. Fountain Green Road is not shown correctly on this plan. The existing 12" water main is shown on our as built drawings as being roughly centered in the easement. Please show the easement as described on the record plat. There are two water mains shown along N. Fountain Green Road. Please show the main in the correct location. There are also two sets of manholes shown for manholes numbered 113 and 114. Please show clearly the location of the existing sewer main that runs parallel to N. Fountain Green Road at this location. The location of these two utilities may have an impact on the proposed trail and the landscaping across the frontage of the property.

Show the location of the water meter vault for this project. It may not be located in the SHA right of way or within a sidewalk or paved area.

There must be two fire hydrants along N. Fountain Green Road. A new public fire hydrant must be installed along N. Fountain Green road to meet this requirement. Also, if there are any onsite fire hydrants proposed by this development, they should be shown on the next series of this plan.

The portion of the private water service that lies parallel to the public sewer main shall be shifted so that it is not within the sewer easement. Show the revised location on the next series of the plan.

There is a storm drain yard inlet shown over the relocated sanitary sewer near the northwest corner of building "A". Shift it away from the sewer main on the next series of the plan.

The portion of the relocated sanitary sewer line between the community building and the apartments and to existing SMH 110 shall be constructed as a 12" diameter sewer main. The manholes to which the new section of sewer connects must be replaced as part of the construction contract.

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There is an existing sewer service at SMH 110 that will not be used for this development. It must be shown on the contract drawings to be abandoned as part of the sewer relocation work. The new sewer manhole that replaces SMH 110 shall not contain an opening for the unused sewer service.

The compaction effort for the soil over the existing sanitary sewer main that crosses this property is unknown. It shall be the Developer's responsibility to perform any tests necessary to verify that the soil will support the proposed improvements to the site. Harford County will not be responsible for any structural failures as a result of inadequate soil compaction.

Part of the property on which this project is proposed is currently in the W-5/S-5 category in the Water and Sewer Master Plan. It is the property owner/developer's responsibility to request in writing to the Division of Water and Sewer to have the category designation revised to the W-3/S-3 category. To effect this change, a public hearing must be held in front of the Harford County Council, and the council must decide to approve this request. The water and sewer category designation must be revised to W-3/S-3 before water and sewer construction drawings for the project may be approved. The water and sewer construction drawings must be approved before a subdivision plat may be recorded for the project.

Building permits for buildings B or C may not be approved until the relocated sanitary sewer has been declared operational.

The Developer must prepare a document to release the existing easement for the sewer line he is relocating. A draft of the release document must be turned in to the Division of Water and Sewer along with the first set of sewer main relocation review prints.

The contract numbers for the sewer relocation and water service installation portion of this project are 20019 for water and 20020 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review. The name of the project will be "Homes at Fountain Green".

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

A Public Works Utility Agreement (PWUA) is required for the construction of the public water and/or sewer mains associated with this project prior to the issuance of a building permit. It is the developer's/owner's or their representative's responsibility to contact the Division of Water and Sewer, W&S Administration Section at wspemits@harfordcountymd.gov to request the preparation of the PWUA concurrent or following the submittal of the water and sewer contract drawings for this project.

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A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

The Commercial Service Application Number 20017 must be added to the title block of the site plan submitted with the Application for approval.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval.
4. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
5. Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the owner (s).
6. It is recommended that the internal sidewalks be extended to the limits of the property frontage.

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7. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
8. A traffic impact analysis was submitted. Comments are being forwarded to Planning and Zoning.

DFC Dan Buchler – Sheriff’s Office

The Harford County Sheriff’s Office has no comments or questions at this time.

Missy Valentino – Harford County Board of Education

The attendance areas Hickory Elementary School, Southampton Middle School and C. Milton Wright High School. Hickory Elementary School is currently at 97% capacity, with this development this is something we are going to watch because this school is consistently at or near capacity. Southampton Middle School is currently at 79% capacity and C. Milton Wright High School is currently at 85% capacity. It is anticipated to yield approximately five elementary school students, 2 middle school students and three high school students.

Paul Magness – Parks & Recreation

This plan proposes the construction of 72 apartments on a lot totaling 10.28 acres. The total open space required for the project is 2.06 acres with 1.03 acres of active open space. The plan proposes 6.5 acres of open space with 1.1 acres of active open space. The proposed active open space includes a community building, walking trail, and two common areas. The area between building B and C is not acceptable as active open space. The proposed active open space area just north of Apartment Building D will need more amenities and the grading of the proposed active area should be no more than 2.5% slope to be acceptable for active open space. The active open space area on the northeast side of the property also will need to be graded to be no more than 2.5% slope to be acceptable for active open space. Additionally, it is unclear from the plan what portion of the area will be for a dog park and what portion will be a common area. At a minimum, a fence is needed to define the boundaries of the dog park. The walking path should be asphalt or concrete. For purposes of active open space calculations, only the width of the path can be considered. More details are needed concerning the active recreation amenities that will be available in the community before the plan can be approved.

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Rich Zeller – State Highway

An access permit will be required for entrance and road improvements to this site on MD 543. The MDOT SHA is currently reviewing the traffic impact study (TIS) that was prepared for this development. When comments become available they will be forwarded to all interested parties. The MDOT SHA will defer making specific comments regarding the required entrance and road improvements until our review of the TIS is complete. MDOT SHA has no objection to Preliminary plan approval as adequate right-of-way exist along MD 543 & US 1 to accommodate any future road widening.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332 or toll free (in Maryland only) at 1-866-998-0367 x2332 or by email rzeller@sha.state.md.us.

Jen Wilson – Planner

1. A new series of the Preliminary Plan is required. The amount of disturbance proposed within the Natural Resource District shall be reduced.
2. The new Plan shall clearly detail the size of each area of active open space and the proposed recreation trail. The Plan shall also detail the proposed amenities within the Community Building. Individual areas shall be a minimum of 10,000 square feet to qualify as active open spaces. The area between the apartment buildings and landscaped areas shall not count toward active open space.
3. A Landscape Plan has been submitted for review. A new series is required. The new series shall continue the required parking lot buffer along the western side of the parking lot. Additional foundation plantings are required for the Community Building and Apartment Building D. All mechanical equipment shall also be screened.
4. A Revised Forest Conservation Plan has been submitted for review and a new series is required. Any reforestation requirement shall be calculated based on the original extent of existing forest included on the previous Forest Conservation Plan. Reforestation shall be provided based on those calculations.

Public Comments –

Kim Muhlenfeld – I'm curious as to when this traffic study was done because the traffic study will not include all of the new houses at Eva Mar, all of the townhouses that were just built across from Vineyard Oak. So, I think the traffic pattern that you are all working off on is useless because, it does not include hundreds of homes that have been slated to be built.

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Moe Davenport – The traffic study is available online. We have asked them to provide the projections with all approved plans. So, the plans that are approved are added into the projections.

Kim Muhlenfeld – Well, the traffic right now is you can't even get out of the neighborhood and I don't understand how those people when they come out they are going to have to turn right and turn around in neighborhoods. The traffic there is just crazy already and to add all of this is just going to be dangerous.

Crowd – Traffic safety issues...

Ron Svoboda – When you mentioned that the sidewalks are only going to be only the limits of the property. But, you have to consider the safety of any student or any adult or anyone walking along when they leave the property. Are they going to cross Route 1 to go shopping? Because, someone was killed over at the intersection this past week. Also, when you are going to the school there are no sidewalks. Are you going to put sidewalks all the way down 543? I tried to walk there one time from 22 down to Vineyard Oak North and I thought I was going to get killed. Those drivers have no mercy for you and you have students going back and forth to school. I can't believe they never put sidewalks in when they put the school in.

Moe Davenport – That is a State Highway function. The county has no authority over the sidewalks there. We will require them to provide pedestrian movements at the front entrance of the development. We can't make this developer build those sidewalks outside of the frontage of their development. So, it is something that the county is looking at and the State Highway is looking at but, it is not something that we can require this developer to do.

Ron Svoboda – Now, Mr. Vincenti called me and told me that it is a decision on the federal level at this point. We have no vote in the matter of anything. Something happened in the past where it changed the law for us not to be able to vote on projects like this and I don't know how that law ever got into place. I think if somebody dies then they start realizing well maybe they made a mistake. A mistake, on somebody dying sir, would be on your head. It's like should I put this in here or not. You have to think about that. And, that's just one person, it could be multiple people having problems.

Chuck Lorence – I think the traffic situation has already been addressed. I just have a question about the school board. I think they are going to add 10 students. Is that the number?

Missy Valentino – So, that is based on a county wide pupil yield study. We are currently working with the county to again, update that. That was done in 2015 to estimate based off the type of housing, the number of students that is estimated to yield from that property.

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Chuck Lorence – Okay. With that said right now the school board is underfunded. They are talking about laying off teachers and things like that. I think all of that should be taken into consideration when we are talking about building 72 additional apartments, unless these are going to be over 55 aged to move in. I think there is going to be a lot more children than what you are estimating.

Crowd Noise

Brian Heinbaugh – I'm with the Vineyard Oak North HOA as well. So, there is a couple of things that I would ask the DAC. One is to just make sure the county regulations were followed for the notices for this meeting. Adjacent homeowners touching that property, make sure they were actually mailed their notices because, we did not receive anything and we believe Dale G. did not either. So, if you could get back to us on that that would be great.

I'm just going to reiterate some questions that other people have done. Obviously, the State Highway Administration, lots of concerns with our neighborhood sitting there trying to turn out, whipping out, so, making sure, you know Eva Mar is not even there yet and that traffic backs up well past the entrance. So, how do people turn out, I know the traffic study says one thing but, come out there and physically witness what really is happening is important. Also, again, turning out of our neighborhood, we have petitioned the county on several occasions for a stop light or something there. So, that's on record. That has been done from our neighborhood stand point because, it is very unsafe trying to get out there. You have to whip out sometimes you end up whipping out into a non-really turn lane just out there and sometimes you are pulling out. Again, the crosswalks for the community getting over to, I know you said this is more than a county issue that is fine but, someone needs to address how, sorry State Highway issue, but someone needs to address this. If this has the right infrastructure. If you guys really believe that this is the right place for this and we have the infrastructure. I've watched people cross, someone said someone just died there, but there was a 15 year old kid right when this project was announced that got hit and flown off to Shock Trauma. Someone was just killed. That is a dangerous intersection and I see people cross that several times a week. This is only going to increase that. This type of apartment complex you would expect people to be going across to the Royal Farms and to the Redners, to that shopping center so, I think you need to address that. I personally have walked home from the Firestone and you can't even walk. You have to jump over the guard rail coming from that direction. There is not even a shoulder to walk on, let alone a sidewalk. So, I ask that those be addressed.

We have also petitioned the county on several occasions about our water pressure and, we have water pressure issues. This certainly is not going to make it better. We want to understand how that is going to be addressed. And, again, people saying it meets the minimum standards, we are having to put booster pumps in and it is impacting us and the other neighborhoods in this area. Again, I don't believe this is going to make it better in any

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sense of the imagination. I'd like to understand when that is done during the day if for some reason people actually think it is going to be okay because, we already had issues well before this. Again, we can show you the petitions if needed. Stormwater, we just met with the county on stormwater issues well before this where again where a lot of our residents are having stormwater issues where there is flooding in their backyards. Although, this does not directly impact that area certainly the way the water sheds and everything else, it needs to be looked at. I know people will be looking at that but, our issues are already there and clearing more open space is certainly not going to help the stormwater issues.

And, to reiterate the school concerns. This is just more of a statement from my stand-point. My kids go to Hickory Elementary and I don't know how well actually I do know how all of these totals are calculated. But, it is frustrating to see these mobiles. I was just there and the kids. There is no one outside with the kids. So, these mobiles are counted in to part of this capacity.

Missy Valentino – No, the mobile, any portable is not counted towards the capacity. I just want to make it clear that it is not counted.

Brian Heinbaugh – So, the kids are in the mobiles and it isn't a capacity oddity to me but, the safety of the kids. Again, the infrastructure is the point I'm trying to get to. We believe the infrastructure here. Build the infrastructure first, don't build the apartments and then build the infrastructure. That's all I have.

Rick Mattox – I live in Vineyard Oak North as well. I spoke to several of the community members. I've spoken to Rich very recently and I talked to John as you recommended and John actually called me. So, I have done a lot of research and I don't want to reiterate what everyone has said. What makes it hard for us as a community is that a lot of the things that are in place? Like the guidelines for doing the traffic studies. The county has and the state has so when you look at the guidelines and not to bore you with details the CLV (Critical Lane Volume), ACM, mythology. When you research them it says it is developer friendly. And, when you talk to other engineers that do this for a living they come back to you and say these mythologies are developer friendly. Everywhere I went and researched and looked at things it always came back that it is slanted and tilted towards the developer to get the benefit. I'd like to understand why is that? I guess, I understand why they probably have influenced it and been involved in the decision making of those guidelines and had the greatest impact to get it to benefit their businesses. As a community member we feel like we are not being represented. We feel like we are not being represented in the zoning decisions that get made, like this change to B3. As soon as it got changed to B3 who ever owns that property has the legal right to then use it as appropriately under that zoning code and guide lines, right? We come in and it seems like we are coming in at the end and where the decisions are already made and all of the guide lines are in place to protect the developer and it doesn't seem like we have a chance to not prevent this from going forward

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when we believe that it is going to impact our lives. We all moved to Harford County to have a certain quality of life. Right? And, apartment complexes were not a part of that quality of life for me and for a lot of my neighbors. That wasn't part of the quality of life. We all work really hard, did a lot of good things in our lives and moved out to a community, big single family homes. That is the kind of life we want to have. Open green spaces. Not living next to apartment complexes. But, that is what is coming and unless there is some real technical reason that you guys are going to uncover or some other experts or engineers are going to uncover this project is going to go forward. And, the 10 kids, you really need to go look at that mythology because there is no way if 72 families move in that you are going to have 10 school age children moving in. That makes no sense. Let's look at that from a common sense stand point. That doesn't make sense. I talked to the traffic engineer. Traffic study says you're only going to have 6 people making left hand turns and 6 people making right turns.

Crowd Laughter

Rick Maddox – At peak times. At peak times, just six. Just six cars and that's within the guidelines. That's within the ITE regulations when you look at it. So, you go look at these and say, how is that possible? If you've got 72 families, say one or two cars you have a hundred cars. There is only 12 people, 12 cars, coming out in the morning. Six turning left and six turning right to add into the congestion. And, that calculation is important, of how many trips are coming in and out of there. So, when you look at the data and input into it that is allowed. You know what the answer is going to be and that is going to be the outcome and, that is the concern we have. A lot of people are upset about this and I don't want to get emotional about it but, it feels like we don't have any type of voice. I appreciate having a voice here but this is not a decisional meeting. You are not going to take our comments and then go back and make decisions based on them. You are making decisions on guidelines that are on the record. The zoning code that is on the record. So, those are the things that we want to understand as a community. How do we get involved with that? And, I'm serious you guys can contact me. Moe you have my information. I really do want to understand how we get involved in the front end part of this not in the back end where it is really difficult for us to influence or impact the decision that is going to be made. Thank you.

Edward Mallon – I live in the Southampton community on 543. I've been here just short of 32 years at that address and I've seen the traffic on 543 grow, and grow, and grow. Every year more and more development is going on. Is there any plans in the foreseeable future to widen 543 from Route 1 down to 95? Can anybody answer that?

Rich Zeller – I'm not aware of a project right now that is in the planning stages for widening of 543.

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Edward Mallon – That’s what I foresee as a problem just like this gentlemen said we are coming on the back end of this stuff. The infrastructure is not in place before the people move in. And, then the people have to deal with the infrastructure changes, the widening or reconstruction of roads. 543 is getting to be a nightmare out there traffic wise. I’m retired so I don’t have to deal with that anymore but, when I have to plan my time to get out if I try to get out in the morning it takes 4 or 5 minutes to get out onto 543 to head north if I’m coming out of our development. The way the traffic comes and the lights just break up traffic hardly enough to take a chance and dart across the road.

Also, the sanitary sewer people. You were talking about a compassion?

Daryl Ivins – Compaction.

Edward Mallon – What is that?

Daryl Ivins – When they install the sewer pipes they actually put in compactors that compact the soil over top of the trenches.

Edward Mallon – Okay.

Ron Svoboda – I have a question for Daryl. You have talked about water and water/sewer you talked more about the sewer and you didn’t talk about where the water is coming from. You did a study. Where is the study coming from?

Daryl Ivins – I can clarify that for you all. There are multiple zones of water pressure in the county. There are four basic zones. Each of them has their range of elevations that they serve. I am aware that the Vineyard Oak North subdivision when it was developed was at the very upper end of what we call zone 3 and the pressures were very low in that area. They did meet the written criteria for fire flow and domestic service however, they were generally, fairly poor and as a result most of the houses in Vineyard Oak North had to have booster pumps in their homes just to boost it up to residential pressures especially for the second floor. This proposed development is in the zone 4 which is the 4th zone. Where your water supply generally comes from the south up through 543 from the Southampton area past C. Milton Wright School. And, from Route 1 over to through Hampton Ridge subdivision is where the supply lines come that serve Vineyard Oaks. The supply lines that will serve this proposed development come from the north up and around the Hickory area. We have pumps in the 4th zone that pump it to the higher elevation and as a result the two service lines between Vineyard Oaks North and this proposed development will not be connected because, there are two sets of pumps and pressures. This one will have just slightly more pressure than you have because it is from the 4th zone and it is completely separate. So, as a result of this development you will see no change in pressures. They won’t get any better. They won’t get any worse. They will be status quo as far as your water pressures will go.

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Ron Svoboda – Well, is there any chance that we can just switch ours to zone 4 to give us more pressure because, they told us our water was coming from Kohl's area? And, that is not what you are just telling me.

Daryl Ivins – It is not coming from the Kohl's area.

Ron Svoboda – That is what someone told me several years ago.

Daryl Ivins – Just to clarify. There is a main near where the old Roller Rink was on Route 1 there is a main that runs along the southern side of the by-pass and ties into Vineyard Oaks North at the end of the cul-de-sac in Vineyard Oaks North and runs back into Vineyard Oaks North and down through regular Vineyard Oaks. That is zone 3. Zone 4 heads from the Roller Rink area there is a pump right beside the tank. There is a pumping station inside the tank. Zone 4 pumps that water up and past the Wawa, Hickory International and through Hickory and down into this area. Right now the overall platting and water mulling has been done in the county for the last 20-25 years has always proposed that the Vineyard Oaks North area would never be changed from the 3rd to the 4th zone and there are some major water mains that were built when Vineyard Oaks North was built. Sixteen and twenty inch diameter in your streets to serve a future tank at the county maintenance site across the street from you all. That tank has not been built yet but the mains were put in place for that. In order to switch from Vineyard Oaks North into the 4th zone there would have to be four to six hundred feet of water main constructed but, more importantly there would have to be a major change in the way we propose to provide water service to the entire county in 3rd and 4th zones. That has not been looked at.

Ron Svoboda – If you gave us a tank on that county property that would give us really great pressure as opposed to zone 4.

Daryl Ivins – Unfortunately, it would not. It would give you a great amount of flow should you ever need flow out of the hydrants there would be a lot more water that would come out of the hydrants than it does now. Even though it meets it now it would be a lot more. But, the pressure would not change because of the elevations. Pressure is based upon elevation and the tank elevation would not be any different than any other tank elevation that is providing service to you now.

Ron Svoboda – So, in summary, that you are saying areas 3 and 4 have low water pressure.

Daryl Ivins – Some areas in both zones have low water pressure and some areas have great water pressure.

Ron Svoboda – So, when they put in the development and they don't have the pressure they need what are they supposed to do?

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Daryl Ivins – They have already done fire hydrant testing just south of the by-pass along Route 543 and they have already demonstrated that they can meet the required fire flows and the domestic needs for their proposed development here.

Ron Svoboda – I’m talking about 70 units trying to get pressure at the same time.

Daryl Ivins – There is easily adequate water pressure for all of that.

Bob Haviland – My house backs up to 543. I know we have talked about traffic quite a bit. I travel, I’m a sales manager so I travel a lot on 543. I would say 7 out of 10 times I take a left on 543 toward the Route 1 by-pass. I’m very, very familiar with that intersection. I can assure you that anyone that comes in and out and tries to ingress or egress this property is going to be impacted by that intersection. The out flow of that traffic is directly into the acceleration lane off of Route 1 onto 543. It is very busy. In addition to the traffic light, it will back up to make a left turn onto the by-pass, right to the ingress and egress out of that neighborhood causing cars to have to stop to make a left hand turn into there. Cars will go around and it’s pretty high speed 45 mph area. It is a safety issue. It is a big safety concern. I think about it in terms if I lived in that neighborhood. How would I make a left in order to get to the by-pass? Most likely, I wouldn’t be able to. Most of the times when we travel during our busy times, right, afternoons, morning, when we go to work, when we pick up the kids from school. So, what I would do is I would take a right and I would turn into some of the neighborhoods that are down there in order to make a U-turn. Just disrupting the quality of life for those neighborhoods with traffic that does not belong there. That’s an issue. That’s a significant issue. There are quite a number of young children that play in the streets in these neighborhoods and there are going to be people that are in a rush and they are going to make that right turn and another right into the neighborhood just to make a U-turn to get out onto 543 because, they can’t make a left to get to the by-pass. Something that needs to be considered, it’s a serious concern with a number of vehicles I believe it’s over 130 parking spots in the location. Why so many parking spots because, that’s how many cars there is going to be coming in and out of there. Typically, we all know that the time that folks go to work or go to the mall are pretty much consistent.

Greg Miller – My question is for the water and sewer man. I actually sat with you I believe last year sometime. New sewer main. You didn’t talk about the sewer main. The sewer main runs right down the center of Saddleback Way.

Daryl Ivins – Yes

Greg Miller – You need to increase that from what 8 inch to 12 inch?

Daryl Ivins – Correct

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Greg Miller – And, when is that starting?

Daryl Ivins – That time frame has not been set because, it is likely to be sometime in the future. I'd say, general estimations from me directly, it would be somewhere between 10 and 15 years at the earliest. It is all based upon development in that upper area around Hickory.

Greg Miller – This is development.

Daryl Ivins – This and other areas as well not just this.

Greg Miller – What was that called? That development study. Hickory something?

Daryl Ivins – Hickory Collective Sewer.

Greg Miller – I just happened to fall into that meeting.

Daryl Ivins – We actually wrote a public policy on that. It is in our rules and regulations. It is available at the website under Water & Sewer Rules and Regulations, under policies. It was set up such as any cost of the improvement would be borne by the development. They would pay into...

Greg Miller – It was a little over \$8,000.

Daryl Ivins – It was a little over \$8,000. Correct.

Greg Miller – So, when this development goes in it has to increase from 8-12.

Daryl Ivins – No, the addition of this development into the sewers will not yet cause that to need to be done.

Greg Miller – But, the one behind the Farm Store. They add the new Farm Store to that and the new Hickory...

Daryl Ivins – Even more than that. It would be even more than that. When we looked at that sewer study we looked at all possible development and all remaining lots within the development envelope in that area. And, we have maps. They are public maps if you would like to view them.

Greg Miller – I've seen them.

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Daryl Ivins – They are shaded and we estimate sewage generation on water usage for each of those areas. We added them together and it showed that when full build out occurred that we would need to do some work in your street and there was like seven different areas, different sections of sewer.

Greg Miller – It starts at the court and runs all the way through Southampton all the way down.

Daryl Ivins – That is correct. And, there were a couple of spots that didn't need it but there were a great amount that did. That was at full build out. It is incumbent upon the county division of water & sewer to determine the timing of that. There were none that needed to be done in the next five or so years and, within the Vineyard Oaks streets themselves which is what I think you are talking about my guess is that they are 10-15 years at least before they do anything.

Greg Miller – That is until the completion of the project.

Daryl Ivins – Completion of the sewer line replacement.

Greg Miller – The beginning of the sewer line starts at Saddleback?

Daryl Ivins – Correct.

Greg Miller – That's the beginning of the project. So, it's not a ten year. It's your first year. It's a ten year project.

Daryl Ivins – Oh, no, no, no. It would be 10 years before we began the first project, before we started. It would be 10 years.

Greg Miller – It would be right down the center of that street.

Daryl Ivins - Correct, I understand that. It will be a very expensive job to do but like I said my estimation would be 10 – 15 years before we start that construction.

Greg Miller – Is that in writing someplace?

Daryl Ivins – I can easily tell you all of the computations and give you all of the computations and show you how much sewage is flowing there now and how much is planned to flow in the future. I can provide that to you in writing easily.

Greg Miller – Those developments go in that is your beginning. I was at the meeting that is why I understand.

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Daryl Ivins – But, this development would definitely not trigger that. Would definitely not trigger that. Not even close.

Greg Miller – Your saying you are not coming down that street for 10 years.

Daryl Ivins – That is what I am saying.

Brian Heinbaugh - Just a couple of questions or requests. Where can we find the Environmental Impact Study for this property? I was not able to find that anywhere.

Moe Davenport – We have an environmental forest stand delineation and environmental features map but there is no requirement for an environmental impact study.

Brian Heinbaugh – Okay.

Rick Mattox – Just too piggy back on that. They are available from DNR, Lori Barron and she said you have a copy of the last environmental review. For endangered species, rare species. She says that you guys do have a copy of it. She said she was going to try and locate it but, she said to ask the county. The county actually has it and should be able to provide you a copy.

Moe Davenport – It would be part of the Forest Stand Delineation.

Rick Mattox – Okay it would be part of that.

Moe Davenport – You can come by my office or contact me or Jen and we can try to pull up whatever information you need.

Rick Mattox – Will we be privy to the school analysis and any finding they have on the Hickory School.

Missy Valentino – So, we can update the Pupil Yield Study once the county updates their analysis. The county is actually the one that completes the analysis to determine the estimated number of students for each type of development. We can look at that again and recalculate that.

Brian Heinbaugh– The final stormwater plans. I'd like to ask again that we get a copy of that or at least know where it is at and when it comes out. Again, just to point out some things. I just recently built a power plant and the best laid plans water does not flow where you show it, where the grading is and all that stuff. I also want to make sure we have input after the fact if it creates problems.

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Moe Davenport – They will be available. You can contact Public Works, Mike Rist.

Brian Heinbaugh – I believe by the regulations you need to address all of the questions in the meeting and provide us feedback on them. I believe that is what the regulations state. And, any State Highway analysis findings and recommendations when that comes out if you could let us know when that comes out so we can see it.

Moe Davenport – Okay, just email me.

Brian Heinbaugh – I will.

Rick Mattox – Just a follow-up question, for the Board of Education. Do you do the same thing that the traffic study does where you do a current conditions and any future development for calculating school overcrowding.

Missy Valentino – When we are calculating this we are looking at the development that we are here to discuss. We are not allowed in any of our projections to utilize any plans until they are actually being developed because, in some cases there are plans that fall through and they are not actually developed and in which case we would be over accommodating a population that is not there.

Rick Mattox – So, Eva Mar for single family homes...

Missy Valentino – Eva Mar is actually going to Prospect Mill.

Stu Braun – I actually live in an adjacent community, Hickory Overlook. It is actually an adjacent community through the forest buffer there. I'm curious when a last time a zoning category was changed on this property. If there were any variances that went through to get the zoning changed or has it always been zoned to permit this type of construction.

Moe Davenport – It went through Comprehensive Rezoning in 2016.

Stu Braun – So, fairly recently.

Moe Davenport – Well, I think they acquired property from the State Highway Administration that was added. That State Highway right-of-way is not zoned so at that point it was zoned.

Stu Braun – So, in 2016 is when the zoning category was stabilized.

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Moe Davenport – I would have to check that to make sure. I'd hate to tell you something incorrectly but, my recollection. Rick might be able to tell me. He has studied this more. It was originally zoned Commercial Industrial.

Rick Mattox – Yes, I think it was back in 2008 this particular property.

Moe Davenport – In 2008 it was Commercial Industrial and then rezoned to B3.

Stu Braun – If I could follow up with a few questions about the property itself maybe the gentlemen can answer for me. What percentage, I'm kind of far away. Are these plans available to the public to view online?

Moe Davenport – They are on our webpage.

Stu Braun – What type of buffer other than the tree lines themselves will there be a wall or a fence or a buffer for kids not cutting through? Is anything in the plans? Maybe it is on there and I can't see it. Other than the tree line buffer.

Dan Wise – On our landscape plan we propose a buffer along the parking lot as it front on North Fountain Green Road.

Stu Braun – What about the back and side where it is adjacent to the other communities?

Dan Wise – This is retained forest which will be supplemented by a reforestation area as well.

Stu Braun – So, nothing but the existing trees and possibly more trees and landscape you will be putting?

Dan Wise – Correct.

Stu Braun – Maybe this question is not for you I know you are the developer and you are going to hire some type of Management Company to take over and handle the leasing and so forth. Are there any zoning regulations as to how many occupants can be in each apartment building? I grew up in another town and some other places where it is common for these places to turn into areas where there are 7 and 8 people and I'm curious about not having enough parking spaces which lends itself to the traffic when there are more occupants in a facility like this than originally planned. Is there any type of enforcement?

Moe Davenport – The zoning code requires a certain amount of parking spaces per bedroom unit. Parking is based on the number of bedrooms.

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Stu Braun – Is there anything in the zoning category about the number of occupants that can lease?

Moe Davenport – No.

Stu Braun - So, there is no restriction on how many people can actually?

Moe Davenport – There may be some life safety code but, there is no zoning code.

Stu Braun – I lived in a place like this at one point and it was not uncommon for there to be 8-10 people in an apartment. I know some people are sitting, they are driving, going to work, congestion, and the impact on the water. But, I just find it interesting that there is no real regulation in the zoning category for that.

Kevin Body – I live in Vineyard Oak. So, the fire and emergency individual. So, this hairpin turn where we are going to put all of the road side memorials you said might be a challenge for emergency medical vehicles and you said there are some other options that you would talk to this gentlemen about. Can you share those option with us?

Bill Snyder – For example, are you familiar with Route 23 where the traffic circle is at the industrial park?

Kevin Body – Yes, sir.

Bill Snyder - That is actually emergency access into the back end of Spenceola Farms. It is a paved area that is completely covered over by grass so you don't even know that it is there. So, that is something that the neighborhood can remain a nice look to it however the apparatus could travel over it without sinking into the mud.

Kevin Body – So, you would do that from where? Route 1?

Bill Snyder – Most likely do to expenses it's going to be another entrance off of 543. Another option would be that green area where the sidewalk is. That could be something. I can give you for example you have these types of collapsible barriers that citizens would not be able to use that, because State Highway would not allow another entrance or exit into the road. However, the fire department could drop these down to be able to access another area. You have the swinging gates that can come in. This is used off of the Emmorton by-pass and Ring Factory Road. Where we are the only ones that have a key to that?

Kevin Body – Because, in your opinion this hairpin turn is not sufficient, right?

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Bill Snyder – We always want a 2nd way. You know a tree falls down and that's a lot of people that cannot get in or out.

Kevin Body – But, because of expense you believe it could go in this perimeter somewhere?

Bill Snyder – Even the development that most of the people live in Saddleback, Vineyard Oaks there is more than one way in or out. It may be a longer travel but there is another option. Here there is no option at all.

Kevin Body – Is that a recommendation that you are putting forward for these guys?

Bill Snyder – We are not going to say it has to be here. We would work with the developer due to costs, looks, obviously this is a long path I believe will be used for stormwater management coming from the Route 1 side, the Hickory by-pass, correct?

Dan Wise – From here.

Bill Snyder – Yes, so that would be a huge expense it would be coming off of a very popular road.

Kevin Body – I mean, if there is occurring additional expense we are going to put it on these guys. That is our preference.

Crowd Laughter

Bill Snyder – I agree. You could say they could use Enterprise Court too.

Kevin Body – Ok, I was just kind of curious because you had mentioned options.

Bill Snyder – I think the perfect example here would be right here at Commerce and the Emmorton by-pass that is one that actually no one knows is there. We haven't had to use it but it is there.

Kim Muhlenfeld – I just had another question about traffic. Currently, is you are heading west on 543 up to Route 1 there is two turn lanes and a straight lane as you stay on Conowingo and go straight past the Farm Store. How are you going to have the two turn lanes that now go onto the by-pass? You are going to have to have an additional lane that will turn into this development and that currently those two lanes back up into the straight lane all the way back to Vineyard Oak. So, even though you are going straight the two turn lanes back up into the straight lane so you have to wait maybe at 2 lights to go straight. So, you have to have another turn lane into this development I'm assuming so that's going to cut

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those two turn lanes off that currently go onto Route 1. Where are you going put a turn lane to go into this development? So, that is going to make it a 4th lane.

Moe Davenport – It's very complicated. They will have to get a permit from the State Highway Administration and meet with them and meet their design guidelines and requirements and those improvements have not been...

Kim Muhlenfeld - It seems like the guidelines are put in place like Rick said to favor the developer. As a neighborhood that wants to keep something like this from affecting our lives. At what point do we get involved to stop something like this? I feel like you are sitting here like you can't wait until this is over but, is anything we can do to stop this?

Moe Davenport – The guidelines are there...

Kim Muhlenfeld – I mean, what do we need to come up with to put a wedge in this. To stop it. What would you need or need to see from us as far as studies or whatever?

Moe Davenport - To demonstrate how they don't comply with the laws.

Kim Muhlenfeld – Okay. But, the laws are set up to favor the developer.

Moe Davenport – Then you would have to talk to your legislatures to change those laws. We are here to enforce the laws that are given to us.

Kim Muhlenfeld – This is really tantamount to government blockbusting. It is illegal for a realtor to move an unsavory character whatever, into a neighborhood but, you are bringing apartments to a residential neighborhood. People are going to want to move out and property values will go down. I know that is not something you can't consider but that is really tantamount to blockbusting which is illegal.

Ron Svoboda – I'm glad you know my name but...

Crowd Laughter

Ron Svoboda – Life saving is big to me. That is the key factor. People that have two children in C. Milton Wright they pointed out that when their teenagers were in there everybody gets their driver's license. New drivers. And, they are coming out on 543 and with all that traffic and future traffic getting worse, it is going to be a big problem. And, right here I heard this week back off one of these roads there is a drive that goes back and there are 14 acres for sale. I don't know what is going on in there. So, that means more traffic coming in and also T&M Mulch was sold to the county. And, the county plans on expanding their property across the street for more vehicle parking and different things on this side where T&M Mulch

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is. That is even more traffic. And, over on this side. This is all vacant. What are you going to with that property? It is going to get worse and worse. You have to stop it somewhere. That is all I have to say.

Steve Streaker – I have a couple of questions and I'd like to make a statement if I could. First of all do any of you live in Vineyard Oak North or Vineyard Oak? Okay. Second question. Are there any other low income housing projects currently slated in Harford County or in the future that you are aware of?

Moe Davenport – I am not aware of low income housing.

Rick Mattox – I can answer that question. Benson's Corner, Harford Road and the Route 1 by-pass is the exact same type of project.

Steve Streaker – Okay.

Rick Mattox – Except it is 56 units not 72.

Steve Streaker – Elevators or no?

Rick Mattox – I'm pretty sure it is garden apartments as well. It is the LIHTC, Low Income Housing Tax Credit Program. It is the exact same type of program. Different developers but same type of program.

Steve Streaker – Thank you. Look, I'm all for development. I'm all for allowing folks to have a place to live. My issue is some of the other issues that have been brought up and we can talk traffic and, sewer lines and, water pressure and, all of the logistics which I know is what you all are involved in. Essentially, as a homeowner we have an architectural review committee, we have our own homeowners committee's at Vineyard Oak and Vineyard Oak North and we get nasty letters once in a while with people walking around and saying people are putting their trash cans out in front of their garage or there is mold on your siding or there is a crack in your sidewalk and essentially the premise is that derails our property values. This project as it stands without elevators is dictated towards a low income group of folks that are not in any of your neighborhoods but, it is in our neighborhood. As it has been stated before we bought in this county and we expect a certain amount of property value, safety, security and everything else. That is why we live here. This is a great county to live in and the simple fact of the matter is that this project, this particular project, the location of this project is completely totally wrong. But, I realize we have to have good ligament arguments as to perhaps changing it. As I said, you are not putting a Starbucks up there on the corner, you are not putting senior 55 year old apartments. What you are doing is putting 72 garden apartments. The traffic is going to be a nightmare. We are not even talking about

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the people who don't drive. The people that are going to be on foot. And, again this is my backyard. It is not your backyard. Just consider the fact if the fact it was your backyard.

Crowd Clapping

Bob Haviland – Just a question, is there anything this board can do to limit the number of apartments? Why are there so many? It seems like there is 10 pounds of crap in a 5 pound bag. Why so many? The only reason I can see you so many is that some property owner wants to maximize their revenue on the backs of the citizens of this county. Why is that so important? Why can't we have a reasonable number of units on such a small property? Think about the number of citizens per acre. Why do there have to be so many units? That's the question. And, is there something more we can do about it?

Moe Davenport – The density is based on the zoning. It is 20 units per acre in the B3. So, however many acres, ten acres, they could have 200 units if the property was without any wetlands or streams and so forth. That is the basic density in the zoning code. They are well under the permitted density only because of the property that has a lot of environmental features that can't be developed. That maybe why the property is not being developed commercially. I can't say. But, it is zoned Commercial General Business.

Bob Haviland – I recall at one point it was being developed commercially and the land was cleared but, then the recession happened and killed that project and that development. It was happening in 2007.

Moe Davenport – That is correct.

Patti Neuenschwander – With the project, you said they have to make a right out of the project. What was your idea if people wanted to go left because they can't turn left out of the community? Where do you expect those people to turn around and go back down to Route 1? You are shaking your head no. You can make a left hand turn out of there?

Dan Wise – Yes, the entrance is designed for full movement.

Patti Neuenschwander – Are you serious?

Kim Muhlenfeld - How many lanes will they have to cross to make a left? You have two lanes already. One merge lane. Four lanes.

Crowd Noise

Dan Wise – There are two east bound lanes...

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Kim Muhlenfeld – Good luck with that.

Crowd Noise

Rick Mattox - If you want to go northbound on Route 1 you will have to go across five lanes.

Patti Neuenschwander – And, that is not a safety concern? Really. Five lanes is not a safety concern for you guys. Wow, maybe you should live there for a couple of weeks and see how that works out.

Crowd Noise

Moe Davenport – Again, it is up to the State Highway Administration. They will have to meet their standards and requirements. They haven't concluded their analysis of the project and the entrance. All I can say is that State Highway will have to meet those requirements.

Kim Muhlenfeld – I'm just curious if they only use 6 students as a base for 71 apartments. I'm curious to how many cars have you allotted for Eva Mar, for the townhouses and for these other developments I guess that are going into place in all four corners of this development. How many cars were allotted? You said, the future projection. What number did they give you?

Moe Davenport – I'm not looking at the study. So, I can't tell you.

Kim Muhlenfeld – Is it something ridiculous like 6 students like 71 apartments? Is it that bad?

Rick Mattox – The one thing in talking to them they have 6 cars in peak hours making a left and 6 cars making a right. So, that's 12. That's the trip. There is a calculation, but that's 12.

Kim Muhlenfeld – How is that standard? That's laughable.

Moe Davenport – There is an institute for universal traffic engineers and universal guidelines that are developed.

Kim Muhlenfeld – Are they from 1950? Six cars

Moe Davenport – They are updated every year so, they have to use the most recent study and guidelines from the institute for transportation engineers.

Kim Muhlenfeld – I'm curious how does this study, you say they project it but, the numbers are so ridiculous. You should have to have a study. Like once all of these developments are

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in tack. I mean for a single family home sometimes you will have 4. You have two parents that drive and two kids that drive. It's crazy to think that this is really feasible traffic wise. It boggles my mind.

Moe Davenport – It would have to be demonstrated before we extend our approval.

Ron Svoboda – Why is the study incomplete?

Moe Davenport – The study is complete. Our analysis...

Rich Zeller – Our analysis of the study is incomplete. We haven't completed...

Kim Muhlenfeld – Do you drive down that road much?

Rich Zeller – I do.

Kim Muhlenfeld – Then you know it is very crowded.

Rich Zeller – Well, I know that it is crowded. I live in Harford County too. I don't live in that area but, I do drive down that road.

Kim Muhlenfeld – It's the only way that connects 543 and 22 in that general area. I just don't get it.

Stu Braun – Are you council members, if an independent study by a third party funded by the coalition of homeowners and the homeowners associations. Are you ladies and gentlemen willing to look at an independent study? Are you compelled to look at one? Does it matter? Do we have any option for an independent view? I mean, I'm not an engineer and I'm not in urban planning but, you jamming 72 apartments into a small rural intersection. That is what is happening. I appreciate that there is pressures and money involved and there is a trend to provide more low income housing throughout the state not just Harford County so, you know studies and things they tend to go through a little easier. What recourse do we have on our own accord to hire someone to perform such a study? Is that something you ladies and gentlemen will look at and review?

Moe Davenport – We have a Transportation Planner in our office in Planning & Zoning office and Transportation Engineers in the Department of Public Works look at the together. We are willing to talk to anybody that has any questions about those studies and has any information to provide us we will be glad to look at those and review.

Stu Braun – So, that would be the person to contact with an independent study.

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Moe Davenport – Correct.

Meredith Miraglia – I just have a question, I apologize I was late. You said there are about 120 spaces in the complex. What about visitor parking? Are there spots in front of the apartments that visitors are going to be able to park in? Because, 120 spaces to me is just not going to be enough.

Moe Davenport – There are 132 spaces required. They are providing 145 spaces.

Meredith Miraglia – So, 13 visitor spaces.

Moe Davenport – Approximately, yes.

Citizen - I have a question. Was this supposed to go somewhere else first and got denied?

Moe Davenport – Not to my knowledge.

Citizen - And, how about to Joe Snee. I mean, so place. Why did they pick this place?

Moe Davenport – I can't say why developers, other than it is zoned...

Citizen - I want to know why other areas were not considered.

Moe Davenport - That is a market trend. I don't control or have any control over it.

Crowd Noise

Bill Pate – I didn't come here for this but, it is kind of interesting. At 543 and 95 there is the James Run project and then at Creswell on 136 and 543. There is planned development going on in there where the soccer fields are so, when you take all of that and the traffic and by the way James Run has 1,200 homes I believe.

Crowd – James Run will have about 600 units.

Bill Pate – I don't think so but, then if you put all of that traffic. They have the same thing. Everybody is coming out of there at 543 when BRAC is letting out, people are trying to get to work. They are trying to go a different way. They are going to come up 543 and that additional traffic there and did hear that the expansion of 543 is not in the current plans. I can't imagine listening to all of this and how this intersection and 543 in general is possibly going to handle all of the traffic. Right now between 95 and the intersection of 136 and 543 at 2:30 to 6:00 pm at night is a parking lot. And, nobody seems to paying any attention to the fact that you can only put so much in a given area. We also have a flood plain there at

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James Run which has shut down the road. That has been there for years. That situation they have tried to clean it up and they tried to do other things but that is critical area for egress in the county when there is a storm. I think that does go to the planning council. I think you guys are responsible for saying wait a minute guys let's step back and think about what we are doing here because, those situations have everything to do with health and safety. They have to do with your own regulations. I don't believe the studies. If you look at the James Run project I don't believe that they really planned on how much traffic is going to have to be coming out of there. Plus, they have commercial there. They are going to have another hotel there. We already have 7. I don't know why we need another one. So, all of that stuff is going there. I'm really worried about the traffic. I don't know what you are going to do with all of that traffic and I don't think you guys do either.

Rick Mattox – I have a follow up question about the 2nd site access driveway that would only be accessible by emergency vehicles. If you can't have that. Is that a requirement, a rule, which does not allow the development to go forward?

Bill Snyder – There is no law in Harford County that addresses that. There are nationally standard recommendations that the fire service uses that we recommend. We will write if we are really for that. The Fire Marshall does more lead way that he can use with the law. But to answer your question is no there is nothing.

Ed Mallon – Does the county have plans to build a fire station on 543 between Eva Mar and the Verizon facility?

Bill Snyder – There was up until 6 months ago.

Crowd – Too much traffic.

Crowd Laughter

Ed Mallon – So, it will not be built there. It is not coming to 543.

Bill Snyder – No

Ed Mallon – Because of the condition of 543?

Bill Snyder – No, we wanted to go there because of the conditions of 543. We wanted to be right where the growth was. I mean, that is where you want the fire department to be.

Ed Mallon – But, there are some places along 543 that hardly have a shoulder wide enough for traffic to pull over to allow emergency vehicles to get through.

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Bill Snyder – We actually had that in the plans for over 30 years to build there. Now we don't. Our next plan is out towards the college. Out 22 and Schucks area. The Emergency Operations property which is just north of old Route 1 out on Ady Road their long term plan is to build out. They recently just put a career ambulance in service there on that property and eventually they are going to move other emergency apparatus onto that property. I don't have a time frame of that for you. That has nothing to do with the fire service, emergency operations center. But, that is where the plans are heading now. There is another plan for out sir, you were talking about James Run property. There are plans to have one down that way. Who is going to be in charge of that; I can't say or tell you?

Barbara Pate – I'm not here for that either. I'm here for the James Run but, these other people that are concerned at Vineyard Oak and everything. That Bel Air by-pass with the mandatory lights. Those mandatory lights started because of a fatality there. I don't know how many years ago that they started making it mandatory so, there is a reason for that and it is safety. I don't know where you all live, probably Fallston because Fallston wouldn't dare have any other housing up there or wouldn't worry about the traffic but the Bel Air by-pass can be dangerous and that is why the lights are required. So, that is just reinforcing what they are saving.

Morita Bruce – I find myself in an interesting position here. I'm going to defend you guys because I realize that you are development advisory committee and I have been at these hearings where you have strongly recommend something that I agree with you on because I believe it was important for the safety and quality of life and you were shut down. All you can do is advice. I want the folks here to realize that that is where we are. We are the tail of the dog. The head of the dog is the County Executive and the legs and the body of the dog are the County Council that improves nearly everything that the County Executive writes and sends over for what I consider they are rubber stamping. If you have a problem with schools not being properly considered or the calculations on how schools capacity is analyzed is Harford County that's part of the Adequate Public Facilities law which is passed by the County Council at the request of the County Executive. These folks up front they have to follow the zoning code and the development envelope that is in the Master Plan. Both of which come from the County Executive to the County Council. They cannot stop anything that does not violate one of those two or three documents. Their hands are tied and I said they are only an advisory. One of the things the Adequate Public Facilities ordinance does not do is talk about roads. Zero on roads. Intersections yes that is why we have two turn lanes and one straight lane. That is an intersection. They are focusing on getting people through the intersections. That is the only thing that they can control. They don't even look at driveways or access roads etc. I personally near me had a case where there is a one lane bridge at the bottom of the hill with a sharp right hand turn. I've seen 18 wheelers get stuck there for three hours because google does not recognize there is a right hand turn on a narrow road. It's a bridge over Winters Run and vehicles including fire trucks can't make it over there. That is not an intersection and was therefore not considered when the county

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was asked to evaluate a 500 student school one block from that. When I asked why because if you don't stop on both sides of this one lane bridge you are going to have a head on crash. I was told because that is not an intersection. I said, where is the intersection? Oh, it's at the top of the hill. Why isn't it down near the bridge? That is where people have to stop. That's not where the road changes names. So, if you are concerned about the rules that these folks are having to evaluate and enforce and that is the only tool they have talk to the County Executive. Come to the County Council meetings and if you see a bill that has the word zoning in it that is your key to check into it because, that is where all the damage is done. Thank you.

Crowd Clapping

Janet Hardy – I live in Abingdon and I'm also here for the James Run. But, I wanted to address the gentlemen or two or three that talked about how do they fix this? How do they fix the zoning issues? When do they get on board with the decision that are made and that has to come in during the Comprehensive Rezoning. It comes up about every 8 years. Property owners get a chance to go ahead and have their property zoned either up or down. Agriculture can go into a commercial use at that time. You lose your farm. You lose your woods. Every piece of property in this county is zoned something no matter where it is and the time to look at that is during the comprehensive rezoning and not at a DAC meeting where I also support you guys but you have to look at the law, you have to look at the zoning and make your decisions that way. Once it gets this far it is really almost too late. There is not much that can be done at this point except just work with the developer to see that the things that the DAC has come up with; the turn: the fire lanes and things like that which are very important. And, to make sure that the water and sewer updates are done at some point. That is where you have to work with them. You can't change things now. Thank you.

Ed Mallon – Is it true that the County Executive opposes this project.

Moe Davenport – I can't speak for the County Executive.

Rick Maddox – It is true. He sent letters to all of us that contacted him and he said he has a letter that he sent into the Department of Housing and Community Development who actually makes the decision on what programs get awarded the LIHTC grants or tax credits. And so yes he had sent a letter in July to the State that makes that decision saying he opposed it for a lot of reasons that we are stating here. He also indicates that Mr. Glassman was not in office when the property was rezoned to B3. He is basically saying he is against it. He wasn't part of the decision to make it B3 and here is a copy of the letter I sent to the State in opposition. So, that is the evidence that we have that says he is against it.

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Brian Heinbaugh – And, so everyone is educated and we blame the county the zoning is the only place the county can get involved but, the state changed the law twice to stop the county from having any input into these. So, this is actually you state legislature more than it is your county legislature.

Daniel Beane – I'm a resident of Vineyard Oak North. My question is to the developer. You said these apartment complexes were designed for lower income families.

Dan Wise – I haven't said that.

Daniel Beane – You see, that is what we all have been discussing.

Dan Wise – You have to address that to the developer. I'm the engineer. I can answer questions about the site plan and how we laid out the site and accommodated on the plan. I'm not involved on how the project is financed or who is going to live there.

Daniel Beane – Well, if it is in part being financed by the state through tax credits or direct money to accommodate lower housing or lower income housing then yes it is required by the Maryland Environmental Protection Act to fill out an environmental assessment or an environmental impact statement. So, has that been done?

Moe Davenport – I don't know what the state may have done. We don't have it for our records. We only have an environmental features map that is a requirement of the zoning code that is available.

Citizen – I would like to say something. If you did not sign in then you were not here. So, please make sure you signed in so they know people have opposition to this. Thanks.

Moe Davenport – Yes, if you haven't signed in please do so. I think we will take a short break before we review the next project.

JAMES RUN – MIXED OFFICE CENTER - CONCEPT

Located on the west side of Creswell Road (Route 543) at the intersection of I-95. Tax Map 57; Parcel 356; First Election District. Council District F. Planner Eric.

Plan No. C539-2018 Mixed Office Center w/open space, residential, service & retail Uses/111.106 acres/MO.

Received 12-19-2018 Jen Mar I, LLC c/o Craftsmen Land, LLC/MRA.

Verbatim Transcript

Jeff Matthai with Morris Ritchie Associates presented the plan:

My name is Jeff Matthai and I'm with Morris Ritchie Associates. I'm also here with Connor Gilligan, Craftsmen Developers and Paul Muddiman also of Morris Ritchie Associates. This site was previously approved with a different layout in 2009 and did not move forward due to the market considerations. We are currently in the second phase of the development process. We had a CIM on 12/10, Community Input Meeting and now this is the Concept Plan which immediately follows the county checklist. The next portion of the process would be the Site and the Preliminary Plan which is when we will have to come back in a couple of months for the DAC meeting for the Site Plan. Then we would move onto final construction plans and final plats and that process will take approximately 14-16 months. The existing conditions: the site is located on 543 and Creswell and it is about 111.6 acres. The proposed development is going to be conventional development within the MO district, mixed office. The proposed conditions will have about 40% open space with the perimeter of the site to be mostly wooded as the natural features will stay. It will be a combination of retail, service, and residential with the retail being a convenience store, the service being a combination of restaurants and offices which will be mostly along the front of 543. The residential portion will be at this point a hotel, apartments with club house and pool, a senior living facility approximately four stories 100 units, about 191 villas with two car garages and 87 one car townhomes. We are proposing three access points. The main access will be at the Creswell 543 with a traffic signal. There will also be two secondary access points on each side. As far as the proposed development the county is requiring a garage for ambulance storage and it will be in this area. This is the Concept Plan. The traffic study is required to be submitted with the Site Plans. A traffic study is still under design and is not completed yet. There is a list on the county website on the intersections that were studied. I believe there are 15 intersections along with the proposed entrances. The site will be served by public water and sewer and there will be a stormwater management plan prepared that is a three step process, concept, site and final. Again, this is the first step in the process. This is the Concept Plan which basically shows the road layout and the uses that we are proposing. The next plan will be more detailed which will be the Site Plan and Preliminary Plan. Thank you.

Bill Snyder – Volunteer Fire and EMS

No comments on the Concept level however, we look forward to being involved as it progresses.

Robin Wales – Department of Emergency Services

Question? I have several road names locked in for James Run, will these be replaced?

Jeff Matthai – Yes, most likely.

Robin Wales - If so, the roads you select must be checked with Emergency Services for duplication, sound alike, and other NENA (National Emergency Number Association) rules.

I will comment further on the preliminary and site plans.

Len Walinski – Health Department

The Harford County Health Department has extended its approval for the above referenced concept plan. The site is located on the west side of Creswell Road (MD Route 543) at the intersection of Interstate 95.

This plan proposes mixed office center with open space, residential, service, and retail. The site will be serviced by public water and sewer.

This office has the following comments regarding this proposal:

1. Any buildings to be razed will require a demolition permit that is secured through the Department of Planning and Zoning. All aspects of the demolition work must be reviewed, approved, and completed to the satisfaction of the Health Department. This includes, but is not limited to, the abandonment of any wells and septic systems, the management of asbestos, hazardous materials, and solid wastes, and the removal of underground storage tanks. All documentation concerning the demolition work must be forwarded to this office. If the owner/developer has any questions concerning the demolition work, they may contact Samantha Peternel at the HCHD at 410-877-2328.
2. A certified Underground Storage Tank (UST) installer must be used to install any proposed fuel storage tanks. Their installation must be registered with the Maryland Department of the Environment, Oil Control Program. A permit may be required from the Maryland Department of the Environment, Air and Radiation Administration to construct and operate the vapor recovery system. A permit to operate is required from MDE to put the facility into service.

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3. Any type of future food service operation planned for this site, must be reviewed and approved by the HCHD prior to the issuance of a building permit. To request a food service facility review package, the owner or his/her agent should contact Justin Waszkiewicz at 410-877-2309. If the plan is recognized as a prototype plan, review will also be required by the Maryland Department of Health (MDH), Division of Food Control. If there are any questions regarding this review, the applicant should contact MDH at 410-767-8412.
4. Public swimming pools require specific permits and oversight from both the Harford County Health Department and the Maryland Department of Health and Mental Hygiene (DHMH). Construction plans for the pool must be submitted to DHMH for review and approval prior to the issuance of a building permit to construct a pool/spa. Prior to being placed into use, the facility will require a final post construction inspection by both the HCHD and DHMH and a permit issued by the HCHD to operate. Please contact Dan Driscoll of the Health Department at 410-877-2316 for further instructions regarding the construction, operation, and inspection of the swimming pool.
5. The Health Department encourages the owner/developer to consider smoke-free housing.
6. The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed

Additional comments will be forthcoming upon review of a preliminary plan.

The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must state a community water supply and/or a community sewerage system will be available to all lots offered for sale.

Daryl Ivins – DPW Water & Sewer

The following comments shall be included as conditions of Concept Plan approval for the above-described project:

The Division of Water and Sewer is evaluating the method of providing water service to the James Run project based on the revised development plan. This work includes evaluation of the need for a water tank to serve the development. Results of this evaluation are anticipated to be available near the end of January.

The water mains within the project shall be looped internally to provide redundant feed to each area of the development since there is only a single source of water north of I-95 to serve this development.

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The proposed sewage pumping station and water booster station will be regional pumping stations, sized to handle the flow from the remaining unserved properties within the undeveloped portion of the MO designated properties.

The sewage pumping station and water booster station location, site layout and design shall meet all of the criteria in the Water and Sewer Design Guidelines.

Drainage and utility easements shall be provided to adjacent properties when requested during review of the Preliminary Plan.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan shall be submitted for review prior to or concurrent with the preliminary plan submission.
4. Road plans will need to be approved and a public works agreement will need to be executed prior to the issuance of building permits for the site. Roadway and right-of-way widths shall be in accordance with the Harford County Road Code.
5. A roundabout shall be provided at the intersection of the main entrance roadway with the internal loop road.

DFC Dan Buchler – Sheriff's Office

The Harford County Sheriff's Office has no comments or questions.

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Missy Valentino – Harford County Board of Education

The attendance areas are Church Creek Elementary, Aberdeen Middle School and Aberdeen High School. Currently, Church Creek Elementary School is at 93% with the estimated student yield there are approximately 91 elementary student expected from this development. That would put Church Creek Elementary School over the 100% capacity however, it would still remain under the 110% Adequate Public Facility Standards. Aberdeen Middle School is currently at 79% capacity and is anticipated to yield 43 students at that level which would be under the 100% capacity and Aberdeen High School is currently at 87% capacity and is anticipated to yield about 52 students and that would put that school around 90% capacity.

Paul Magness – Parks & Recreation

This concept plan proposes a mixed office center, including residential, service, and retain uses on a 111.1 acre parcel. Proposed commercial uses include a convenience store, restaurants, and office space. Proposed residential uses include a 125 room hotel, 300 midrise apartments, a 100 room senior living facility, 200 villas, and 90 townhouses. The open space required for the project is 27.77 acres. The plan proposes 49.88 acres of open space. Proposed active open space amenities include a clubhouse with a pool, a community center with a pool, as well as, a park and trail system on the property. The trail system for the property should be asphalt or concrete and a minimum of 6' wide. For purposes of active open space calculations, only the width of the path can be considered. Future plans should include details about the proposed active open space areas and amenities that will be available on the property.

Rich Zeller – State Highway

An access permit will be required for entrance and road improvements to this site on MD 543. Before making specific requirements for entrance design and road improvements, the MDOT SHA requests the opportunity to review a traffic impact study (TIS) to determine the extent of those requirements, and the traffic impacts to the surrounding road network. We require four (4) copies of the TIS and a CD of the study for our review. That submittal can be made directly to Ms. Wendy Wolcott at the MDOT SHA District 4 Office, 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Richard Zeller. Please utilize the above SHA Tracking number when making that submittal.

The proposed construction of a sanitary sewer line and water line within the MDOT SHA right-of-way, and entrance to the proposed sewage pumping station building on MD 7, will be subject to the terms of a separate utility permit that may be obtained by contacting Mr. Michael Pasquariello, District 4 Utility Engineer at 410-229-2341. A copy of the plan will be forwarded to his office.

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Proposed utility easements must be reflected on a MDOT SHA formatted plat. The MDOT SHA requires that any right-of-way or easement donation (dedication) be platted to MDOT SHA standards. These standards may be found at <http://www.roads.maryland.gov>; - Business Center; - Surveyors Center; then follow the link to Developer Donation Plat Standards. Please contact Mr. Robert Hammond-Bey, Chief, Records & Research Section, Office of Real Estate at 410-545-0358 or rhammondbey@sha.state.md.us for existing right-of-way information. Note that any plats produced for the MDOT SHA shall be on NAD83/91 datum. Please contact Mr. Erik Donald, Geodetic Area Engineer, Plats and Surveys Division (PSD) at 410-545-8976 or edonald@sha.state.md.us for SHA-GPS control location and information. All plats must be submitted in hard copy format for review, checking and final issuance.

All subdivision plats that will be showing donated area must be approved by PSD prior to recordation at the County level. The first plat submission must include two (2) copies of the plat reflecting the proposed dedication of property frontage, and a CD containing the plat to be sent to Ms. Wendy Wolcott, at 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Mr. Richard Zeller. Please utilize the above SHA tracking number when making this submission. Subsequent plat submissions shall be made directly to the Plats and Surveys Division. Please contact Mr. Matt Bloedorn, Acting Assistant Division Chief, Plats and Surveys Division (PSD) at 410-545-8516 or mbloedorn@sha.state.md.us for additional information about the Donation Plat review process. Additionally, contact Mr. Robertallen Webb, Chief, District 4 Right-of-Way at 410-229-2401 or by email rwebb@sha.state.md.us for information about the Donation Deed requirements and procedures. The deed, description, plats and appropriate title documentation must be approved by the MDOT SHA, and evidence of the deed recordation shall be provided prior to the issuance of the Access Permit.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332 or toll free (in Maryland only) at 1-866-998-0367 x2332 or by email rzeller@sha.state.md.us.

Jen Wilson for Eric Vacek – Planner

1. The site is zoned MO (Mixed Office) and totals 111.106+/- acres. This plan is to develop a Mixed Office project with residential (38.9%), service (17.5%), and retail uses (1.0%).
2. A Preliminary Plan and Site plan are required for the development of this site. The project shall be reviewed in accordance with the Department of Planning and Zoning's Mixed Office Design Manual during the site plan approval process. The Director of Planning and Zoning shall have the authority to require compliance with the Mixed Office Design Manual.

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3. A Forest Stand Delineation (FSD) shall be submitted to the Department of Planning and Zoning. A Forest Conservation Plan (FCP) shall be submitted to the Department of Planning and Zoning. The applicant shall include a request for a waiver to disturb any specimen trees identified on the Forest Stand Delineation with the Forest Conservation Plan. The project is located within a Tier II watershed and should follow the attached Maryland Department of the Environment checklist. Impacts to the Natural Resource District (NRD) shall be minimized. Natural Resource District may not be located on individual residential lots.
4. A Landscape and Lighting Plan will be required. The Plan(s) must provide the required landscape buffer-yards for the adjacent residential zoning, street trees, foundation plantings and parking lot plantings. Use setbacks must be noted.
5. A Recreation Plan will be required to delineate the areas of active and passive open space. The plan shall provide additional details of the proposed active open space amenities. All proposed trails shall be paved. Design specifications shall be provided on the Landscaping Plan.
6. Pedestrian connections shall be provided with walking trails in conjunction with public right-of-ways. This shall be clearly delineated on the preliminary plan. Sidewalks shall be provided along all road frontages. Sidewalks may not be used for active open space calculations.
7. An updated Traffic Impact Analysis will be required. The project must meet all applicable Adequate Public Facility requirements.

Buffer Yard 'D' along adjacent public road(s) 267-61(C)(4).

Schools-Church Creek Elementary, Aberdeen Middle, Aberdeen High.

Public Comments –

Florian Svitak – First I feel compelled to begin my comments by saying that this was not what was envisioned when this was zoned a MO center. The idea was then for the land to remain open until we built great buildings. What we are building here is housing development with some businesses along the main 543. That is all this is. It falls way short to what was envisioned many years ago. With that said I think it is imperative as everyone understands about the site. The James Run moves around the back of this property. It is imperative that that run be protected. It will be even more important in years to come. I think all of us who think logically and reasonably understand the impacts of water and the importance of water and what we are dealing with today with climate conditions. For instance the James Run sits below a bluff almost it is important that that is all protected.

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And, I would urge the developer to do more than is required of them to protect it. I would urge you to do more than what is required of you as far as impervious surface and the control of stormwater. We all know about this and it is imperative that we pay attention to it.

Jeff Matthai – Are you familiar with the environmental site design requirements for stormwater because they are very stringent for water quality in the State of Maryland. So, all of the run-off would be treated in bio swales...

Florian Svitak – That's all very good but, I'm also aware that there was this serious campaign about rain water and being taxed about rain water so I'm very concerned that people who have special interests are so vigorous to move against our greater interests. That is all I have to say. Just do more than is what is required. That is what I'm urging you to do. I do have a question about signage. Is this general county rule for signage or are they going to be under some limited signage? Those of you who are familiar with this area this still is somewhat rural but, across 95 it is no longer but, I did have a thought the other evening about these different businesses declaring their presence how big of a sign are they going to be able to place? How much are they going to be able to do? I hope it is going to be a limited end and restricted. One concern I have for this plan there was a previous plan online that showed a different configuration of housing. What concerns me on a practical basis are these three long rows of streets. You can see them paralleling each other and one has a little bit of a curve in it. If I counted right when I went to the Planning & Zoning office I think it is 22 dwellings on one side of that and 22 on the other. Is that about right?

Jeff Matthai – That is where the villas are going so it is about 191 villas.

Florian Svitak – So that would be 44 there. That would be 88 there so I guess that... What I wanted to say is that one I look at these roads and I'm concerned that they are going to be speedways. People down the lower part of that development are going to be rocketing for 543 although it is only a few minutes away and I know you are going to say the speed limit is going to be 25 mph. It is only a matter of time I would suspect that somebody is going to be asking to put speed humps in to control the traffic because they seem like they are going to become boulevards. The other thing I think as far as design goes it seems kind of unfortunate we are going to build these long row of townhouses but with a slight interruption halfway up I think because it is fire law I think. You would need to keep it open to get emergency vehicles in there. I would urge the developer to rethink the placement of this housing and to take into consideration what is being created by these long roadways that I know by the practice of people today and driving that it is going to become dangerous for health and safety. So, I would hope a design could be introduced that would avoid that plus instead of having a long, long row of housing maybe if it was a little more checked and turned and whatever it would be more of a sense of neighborhood and community. Thank you.

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Mark Fisher – I've seen the preliminary traffic view that they want to do. Is that going to be updated at all? Or, is that the intersections that you guys are planning on doing?

Moe Davenport – Those are the intersections they have to do.

Mark Fisher – Because for some reason Goat Hill Road got left off. Goat Hill Road is a 30 mph double yellow line rural road. It is not a neighborhood road. Also, the entrances here you have from 543 north bound one left hand turn to get into the neighborhood. 543 southbound will have three left hand turns to get into the neighborhood. With the congestion that exists on 543 now even with the traffic light there the 800 or so rooms not accounting for the residents is almost 600 houses and you have a 125 room hotel plus whatever businesses are there. Whatever the thousand or so cars that are going to be in and out of there are not going to wait for a left hand turn lane. They are going to go down to Route 7 and go up 136 they are going to go across Goat Hill Road and make a right turn onto 543 to make one of the right hand turns into James Run and Goat Hill Road is not considered. Before Goat Hill Road on 136, after Goat Hill Road on 136 just to know how many cars are turning onto Goat Hill Road. Before Goat Hill Road on 543, after Goat Hill Road on 543 to know that and the slight quarter that has a suggested 40 mph speed limit before Goat Hill Road. This traffic study needs to look at the speed of the vehicle coming around that corner. Plus your study is going to start counting cars at 7. Go stand at 543 and Goat Hill Road at 6 am in the morning and watch the amount of traffic that starts then and continues until almost 10 o'clock. Plus school busses in the area make right turns. Goat Hill Road is at the cross point of three different school districts. So, you have Churchville Elementary School, Southampton Middle School and C Milton Wright High School busses use Goat Hill Road. You have Church Creek because they have to come around and go across Goat Hill Road. Church Creek Elementary School, Aberdeen Middle School and Aberdeen High School busses go across Goat Hill Road. You have the elementary schools that serve Edgewood High School and Edgewood Middle School go there because the other side of Goat Hill Road and 136 is the Edgewood area. So right now daily morning and afternoon we have between 17 and 24 school busses go across. You are going to have to have additional school busses for the kids that are here. Are these streets going to be green sign streets or blue sign streets?

Moe Davenport – I believe they are public streets.

Mark Fisher – So, the busses are going to be going into that neighborhood and cutting across so they can make right hand turns in the neighborhood because the school board does not like their busses to make left hand turns if they can help it. So, you are going to have additional school busses going across Goat Hill Road which like I said we are a rural road it doesn't calculate to start thinking the trips that go across there. Now, the other people were talking about the amount of traffic up by the by-pass and 543 up there. The amount of traffic that goes on Goat Hill Road, a little bit lesser on 136 and less on a weekend where you guys for some reason are doing middle of the day traffic but the Cedar Lane Parks are having

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tournaments which usually run from Spring to early Fall and all of the hotels fill up and everybody runs up 136. 136 usually backs up from Route 7 all the way to the park and they actually back up through the Cedarday neighborhood because people try to come through the back way and they come across Goat Hill so, that whole area is horrible. Walking speed is better because I have gone to a tournament there and I walked from my house on Goat Hill Road up 136 which is taking your life into your hands. It took me about 20 minutes to do the walk and the cars haven't moved. Between 11-2 there is not a lot of traffic there. Morning's and it is seasonal which plays into what you need to think about for traffic. Because if you are just going to do February traffic you are not counting the amount that Cedar Lane Park gets. Now if guys are going to take Cedar Lane Park out like some people were talking about in the next three years and change it to something else that will have to be considered. But, these roads that you are looking at here are further away from this, 543 and Brass Mill Road. I know that is where the industrial park is. Goat Hill Road is the next intersection after Creswell Road and you guys aren't doing anything on either end of it at all. That doesn't make sense besides the fact that the extra traffic that you have is going to screw up the intersection that is a yellow flashing light at Route 7 and 136. Is State Highway thinking about the idea of not having traffic lights because that would back up the traffic more? Traffic circles where you could 1 slow down traffic and 2 make sure traffic flows properly.

Rich Zeller – I don't believe that State Highway has a plan.

Mark Fisher – Because, when they wanted to put the Walmart Super Center in off of 924 and 24 they were talking about all of the huge amount of traffic there and how they had to control that traffic. A huge amount of traffic is already on 543 and as much as people don't like traffic circles they make traffic flow and they slow traffic down. There are three crosses between Goat Hill Road and Creswell Road. Those are the people who died on that. That does not count the other accidents that have happened on that corner. You bring another thousand cars a day or more through that area without doing some serious improvements to slow people down coming down 543 and having a traffic study that looks at the speed. The State Police make a lot of revenue sitting down at James Run when they sit there and they start pulling cars over when they start down the hill from 95. They very rarely look at the cars going in the other direction to 95. Having someone only going 45 or doing the suggested 40 there is a dream. If you don't put something in there to slow those people down the extra traffic going across Goat Hill Road because of just how the human mind works to know that right hand turns are easier than left hand turns to get those people home. You are going to have accidents there like nobody's business. And, I don't know how many people are going to get killed. I don't know how many families are going to be living there that are going to have their kids there and they are going to get killed. How many more crosses do we need on dead man's curve before you start doing a traffic study that does the area justice? And, not including Goat Hill Road on here someone must have had a brain aneurism. You can't not include that road in a traffic study with that kind of development for

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that road that you guys won't re-designate as a residential road. We have tried it. Our houses are supposedly too far back and it's not a true neighborhood. But, Cedarday which has sidewalks and a road twice as wide whose houses sit just as far back or further back doesn't have a double yellow line down the middle of it and it's 25. And, they have some sort of not speed bumps but things to slow traffic down. The last traffic study that I heard about on Goat Hill Road they said people only go 37 down it. There are children on that road. There is no shoulder. There is no sidewalk. If you went that percentage above the speed limit on 95 State Police would be talking to you. And, you are going to put big vehicles on a road that is only a tar chipped road. We don't even get asphalt. You spray tar on it and throw some chips across it and spray a double yellow line down it and you say we are a rural road and, you don't include it on a study. Somebody has to get their things right to know where is going to go to get into that neighborhood. Thank you.

Bill Pate - I said quite a bit about 543 before but, Goat Hill Road is a serious problem. Now that the people from BRAC are here the people cut over Goat Hill Road to try and get onto 136 and go north. When the busses start to move they can't even make the turn off of Goat Hill Road onto 136 going north because there is a huge ditch there. So what they actually do is they pull all of the way out into the opposite lane blocking the entire road and sometimes they even have to back up to make the turn. It's true maybe they did do a study there and they found that most people were driving 37 mph. If it was that was probably most of the people that live there because, the trucks that come down through there are flying. We have a neighbor that lives down the street he had a car totaled right on the corner of 543 and 136 sitting there trying to make the turn, people come around us onto that shoulder at full speed. They don't even slow down anymore. They think that that a passing lane and we have had them catch the corner of cars, neighborhood cars and spin them around possibly into the southbound traffic which is what happened to our neighbor. There are three crosses there of people that lost their lives there. All we are doing is making it a probability that more of that is going to happen. Goat Hill Road is a narrow road to begin with. In many cases most people would say that that road should not have a yellow line because it really isn't accessible if a truck is coming in the other direction you generally have to pull way over to let him through. The construction that goes on here I know those trucks are going to find that a convenient way to come down 136 go over Goat Hill Road go down to this development. It is a critical situation and nobody seems to care about what is going to happen on that road and our families pull in and out of there all of the time. We live just off of Goat Hill Road and many, many, times you have to sit there and wait for the traffic to clear so you can actually get out and make the turn. I think it is just a forgotten piece in this whole thing. Every other intersection along that section as the gentlemen just said is addressed but, got Goat Hill Road has been forgotten. They say that there is a revised traffic study we heard that is being developed and I just wish that people would take a good look at it and apply a little more common sense. There was a traffic study. I saw the guy there in the middle of the day. He wasn't there in the morning when everybody left for work and he wasn't there in the evening when everybody from BRAC is coming home so he really did not

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get the sense of what was going on. I think this is more of a plea that someone put some more common sense to this.

Linda Hovel – Going back to the traffic issue and I know that they said they didn't have any plans to widen 543 my question is to the fire department. There isn't much of a shoulder on 543. How do you expect to get the emergency vehicles up 543 in case of an emergency when at 10 minutes after 4 you can sit at Brass Mill Road and at 10 minutes to 5 you have not made it to 22 yet. Where do you expect the people to pull over to get out of the way like we know we should and the same for the police department? I will also say they use Goat Hill Road as a short cut because it is a way of getting around the traffic once they get to Goat Hill Road. We have a lot of emergency vehicles when you look on Facebook and see an accident here and an accident there they do use Goat Hill Road as a cut through and I understand why because they can't get up 543 and that is going to increase the traffic. We can't get up 543. I was on a school bus up until this year and we got to Brass Mill and 543 at approximately 10 minutes after 4 and we did not make it to 22 before 10 minutes to 5 and then going up to where other people before us were trying to get to the intersection of Route 1 and 543 it took us an hour to go eight miles. That's ridiculous. And, you are going to put more houses up near the Wheel Road area, Fielders Farm. That is going to increase the traffic even more and it's like that at 7 am in the morning going the other way. And, yes they are right about having the State Police sitting at the bottom of James Run this way but, why not the other way because they fly just as fast this way as that way. That is something that we need to think about. We all have families and trying to pull out on Goat Hill Road is a nightmare and there are not many nights, I'm the third house down, and there are not many nights where the traffic trying to make the right up at Goat Hill Road is backed up past my house. And, you have Robert over here. His house is very close to Goat Hill Road. I mean, these dump trucks coming down if their load shifts and they sway one way or the other they could go right through his house. They do not come down that road at 30 mph it's like Mr. Pate said it's the people who live there that drive the speed limit.

Morita Bruce – I have a question for you sir. The zoning code is legally enforceable and one of the things that is unique about this property is that it is the only one that I know of in Harford County that is zoned mixed office. The purpose of mixed office according to the zoning code is to produce high end professional and technical jobs in those offices that are supposed to be mixed office for which it was created. I'm afraid I don't see how this project serves the purpose of mixed office. Can you please explain?

Jeff Matthai – Well at this point it is still being developed so we are going to come back with a site plan and it will have more information but, this is just a concept plan so we don't have that information at this time. The Site Plan will have more information of what exactly is going to be proposed.

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Morita Bruce – Is it going to resemble the one that they had at the CIM in December?

Jeff Matthai – Yes, it may resemble that. But, it is still being developed.

Morita Bruce – There is only two small two story potential office buildings.

Jeff Matthai – On our end it does meet the zoning code.

Morita Bruce – You think that meets the purpose?

Jeff Matthai – Yes.

Morita Bruce - Of creating a large number of professional and technical jobs?

Jeff Matthai – Yes.

Morita Bruce - That is the primary purpose.

Jeff Matthai – Yes.

Morita Bruce – With two buildings?

Jeff Matthai – Yes.

Morita Bruce – And, 1,000 residents?

Jeff Matthai – Residences is part of the zoning code. It is part of the MO.

Morita Bruce – I know I'm putting you on the spot because we both know the zoning code. I guess this is planned at a broader audience.

Jeff Matthai – Up to 45% of the land can be residential according to the MO zone.

Morita Bruce – Yes, I am aware that the zoning code can change based on square footage which allows this particular plan. Thanks to the recent changes in the zoning code. I do have one other question. Mention was made as to design documents or references in existence for a MO or other zones.

Moe Davenport – Design guidelines.

Morita Bruce - Design guidelines. Thank you. Are those documents publically available online?

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Jen Wilson – I believe it is online.

Citizen - When this piece of land zoned MO was actively involved in the comprehensive re-zoning we had thought that this was going to be residential and many of us said that and we were assured oh no this will not be residential, this is special. This is going to be high-tech office buildings and the people that live there are going to work in those buildings. So, we are not going to generate traffic. Wonderful concept. How we ever ended up with this is what I need to ask? And, how can we possibly approve this? The other thing that is going to happen is it is going to generate change in the neighborhood. People are going to do piece meal re-zonings. We are opening a development envelope. Whether you say it that way or not. This is changing the character of that neighborhood. That piece of ground has the most beautiful sunset in Harford County. I just hate to see it trashed because of little idiosyncrasies in the zoning code. And, I ask you to take that into consideration.

Barbara Pate – I'm going to ask the same question the guy asked about 543. Are the apartments going to have elevators?

Jeff Matthai – I believe they are, yes.

Barbara Pate – You believe? Or do you know?

Jeff Matthai – Yes

Barbara Pate – Is it going to be subsidized housing?

Jeff Matthai – I don't believe so. I mean I'm not the developer. I'm the engineer.

Barbara Pate – How can we find that out?

Jeff Matthai – I can give you my card after the meeting and you can contact me and I will see what I can find out.

Barbara Pate – Okay. One other thing about the 543. When I come home, if I am coming from Riverside if I see a dump truck, concrete truck anything like that I purposely slow down and let them get in front of me because when I put my signal on to turn into Goat Hill Road I can't guarantee that he is not going to run right over me or push me into oncoming traffic that is coming down at 50 or 60 mph that you can't see because of the crest on the hill. Nobody is paying attention. All lives matter, including the people that live in the very small development on Goat Hill Road. Just because we don't have huge houses, which are being built right across the road off of 136. I don't understand how people can approve things because I don't know where you all live but, apparently you are not having any issues. That traffic is something. Someone is going to die or you are going to have a school bus that is

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going to be driven into a ditch there. Then you will have more than one person. You will have a bunch of kids that will be killed and nobody is listening.

Mark Fisher – The traffic study right now is proposed. Is there any public input on how to update it and where would we put that public input to give suggestions on how to probably better do a traffic study since the engineers seem to have forgotten some major things to look at?

Moe Davenport – You can contact our Transportation Planner.

Citizen – And, who is that?

Moe Davenport – It is Alex Rawls, Planning & Zoning.

Mark Fisher – Is there some way of non-engineer, non-developer input that can go into making sure that the correct areas are studied? Or, is that just decided through at bureaucratic meeting?

Moe Davenport – Well, they are decided through our Departments of Planning & Zoning, Public Works and the State Highway Administration. They are engineers and transportation planners.

Mark Fisher – And, they...

Moe Davenport – They use the guidelines that are established to develop the intersections and analysis that is required.

Linda Hoval – Who pays for that study?

Moe Davenport – The developer.

Mark Fisher – Now, does he have input as to what it is or is it just the county and the state that says these are the road that you have to study?

Moe Davenport – They have specific guidelines that are required for the study itself.

Mark Fisher – Now, if the county or state seems that the guidelines might not be adequate enough because of specific physical conditions of the road areas can they put additional things on there? Because, they are just counting county vehicles. They are not looking at speed at all. Can they make them look at speed also?

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Moe Davenport – We would have to look at changing the regulations. It is all under our Adequate Public Facilities regulations for roads, schools and utilities/water and sewer. So, you would have to specifically change those regulations.

Mark Fisher – You don't have a caveat to ensure safety of the public and the environment in there to allow you to see needs that may not be met.

Moe Davenport – I'm reluctant to discuss specifics of the code because I do not have the code in front of me and not being in charge of the specific aspect of the zoning code. Alex Rawls could answer those questions. Any specific questions with regards to the traffic impact analysis and those guidelines that are used.

Citizen – Can you spell his last name?

Moe Davenport – R A W L S

Citizen – Thank you.

Barbara Pate – If the developer is paying for this traffic study are these people who they always use. Is it an independent traffic study or is somebody that they know?

Moe Davenport – There are typically a handful of traffic engineers that they pay to do the studies. But, they have to be reviewed in accordance with our design guidelines and our adopted rules and regulations that are universally accepted.

Barbara Pate – So, it's not like the fox in the hen house.

Crowd Laughter

Barbara Pate – Will we be notified of the next traffic study and what time it is going to be done and when it is going to be done?

Moe Davenport – Well, we will make that traffic study available on our webpage as soon as we have it.

Barbara Pate – No, I'm talking about before it is done? While it is being done? I'd like to stand on the corner and watch the guy do it.

Moe Davenport – I have no control over when they do it other than there are specific guidelines when those counts must be done; the days and the times.

Barbara Pate – And, how would we find out ahead of time that it is going to be done?

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Moe Davenport – I have no way of knowing that.

Jeff Matthai – We are not the traffic engineers.

Barbara Pate – But, I thought you hired them.

Jeff Matthai – Everything is done through the county. They tell us when and how and what intersections to study.

Citizen – I guess that is what they do when they put the rubber hoses across the road.

Crowd – We haven't seen that.
Haven't see that in forever.

Barbara Pate – But, there is no one there physically looking at anything?

Jeff Matthai – The traffic engineers are professional engineers so they are going to do it to professional engineer standards. It is very transparent. All of the information is available once it is completed.

Grace Snyder – Was this property posted? I looked for the signs but I did not see the signs there that we were going to have a DAC meeting here today.

Moe Davenport – We posted the DAC signs.

Grace Snyder – Where?

Moe Davenport – On 543.

Grace Snyder – Well it is a big stretch there where actually are they?

Moe Davenport – I did not post them.

Grace Snyder – Well they weren't there.

Crowd - They were at the entrance.

Moe Davenport – They were at the entrance to the property.

Crowd Noise

Grace Snyder- I saw a no trespassing sign but I didn't see a DAC sign.

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Moe Davenport – We actually posted at the two proposed entrance locations.

Rob Press – I'm a resident of Goat Hill Road too. I just want to put my name on the record that I fully support everybody's thoughts on the traffic situation on Goat Hill Road.

Moe Davenport – Okay, thank you.

Morita Bruce – Real quick one. I'm an engineer too and one of the things that I learned early on is the assumption is the mother of all screw ups when you are doing a design. Is it possible because of the comments that we have heard here for people to send Alex Rawls or somebody their concerns, observations, and requests that some of the information that might not come out of the ITE manual be looked at specifically? Would that help?

Moe Davenport – You are welcome to do so, yes.

Morita Bruce – Thank you.

Moe Davenport – If there are no additional questions or comments? I want to thank everyone for their patience and attendance today.

Meeting adjourned at 11:35 am.