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June 13, 2020

**VIA HAND DELIVERY**

Ms. Melissa Lehr  
Department of Planning & Zoning  
220 South Main Street  
Bel Air, Maryland 21014

Re: Former Lands of Caddie Homes - Bel Air Village  
Our File No. 4983.0

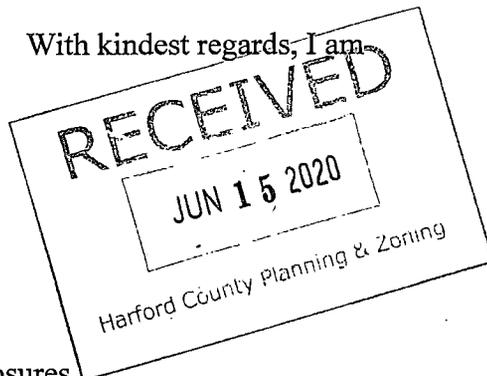
Dear Ms. Lehr:

Enclosed please find the following documents regarding the Community Input Meeting ("CIM") regarding Bel Air Village held virtually via Zoom on May 4, 2020:

1. Affidavit of Publication – The Aegis
2. Affidavit of Publication – The Record
3. Photos of posting of notice of CIM
4. CIM Participant Sign-in List
5. Transcript of CIM (in raw form)
6. Transcript of CIM (with speaker names added)
7. Printout of Chat Box discussions
8. Developer's Response

Please contact me if you have any questions or if additional information is needed.

With kindest regards, I am



Sincerely,

Christine M. Wade  
Paralegal

[christine@smslawoffice.com](mailto:christine@smslawoffice.com)

Enclosures

cc: Bradley R. Stover, Esquire (w/out enclosures)

(00:00:07 - 00:14:53): Set up prior to Meeting.

**Brad Stover** (00:14:53):

So good evening everybody. My name is Brad Stover. I'm with the firm of Shaffer McLaughlin and Stover LLC. And if you are here, you have found your way to the community input meeting for the former lands of Caddie Homes project. This community input meeting was initially scheduled for March the 12th at six o'clock at the Richland ballroom. At four o'clock that very day, we received, the entire state received, an order from Governor Hogan mandating that at the time any gatherings of 250 or more persons be banned because the venue where we were scheduled to hold that meeting held more than at a capacity of greater than 250. And hearing some concerns from the community, the decision was made. Unfortunately it was last minute, but that's just the way the timing worked.

But the decision was made to postpone that meeting. We are following in the footsteps of the County council, some of the departments of the administration, some other local jurisdictions and municipalities in continuing to socially distance and have these meetings virtually. So that's why we are doing it in this manner. This meeting format allows for participation by the community. It also provides for recordation for purposes of preparing a transcript. There is a sign-in, virtual sign-in sheet for those who are participating through the computer, not through your phone. Rusty, if you can point out where that is in the group chat. If you can, if you can fill that out. If you click on the link that's in the group chat that shows, for us we can point that out, how you can log your participation. We ask for your name and address, if you're willing to give it, your email and phone number. If not, that's fine. And if you'd like to speak. Currently everybody's on mute. Please don't take that as any offense or anything like that. Just with the number of people that are waiting here or listening to this community input meeting, we thought it would be a little chaotic to proceed and have everybody un-muted. So, the plan for tonight is to... Rusty if I can go ahead and do the next slide...

Yeah. So this is some of the technical components of tonight's meeting. Tonight's community input meeting. There is a link to click on in the chat box as I mentioned earlier to register your attendance. Call-in folks, don't worry, we haven't forgotten about you. We will get to you, but obviously you won't have the ability to click in the link to register your attendance, but we will make sure we get that information from with, from, you so we can share with you the transcript from tonight's meeting. When we get through the presentation, which the team will do here shortly afterwards. And I'll remind you again when the presentation is done, there is a function to essentially raise your hand through the chat box to ask for questions. When you do that, we'll unmute you. We would ask you to identify yourself again, your name and address and your question.

And we will do the best we can to answer that. Same with phone calls. It's going to be a little different. Obviously you can't raise your hand through an icon and a chat box, but we will make sure that we address all of the phone calls. We will answer, pick up everybody's call, ask if they want to speak, to have them identify themselves, name and address for the record and then provide their question to the group. Again, as I indicated earlier, this meeting is being recorded. So by participating as much as you would be, if we were doing this at the Richlin in March, it will be transcribed. So, you're consenting to that. So Rusty, next slide please...

Again, this is the project team and we have representatives here from the owner and developer, Bel Air Village. Justin Rosemore is here present on the meeting. The engineer for the project is Frederick Ward Associates. You'll be hearing from Tory Pierce in a moment to give the presentation and I identified myself earlier as legal counsel for the project. I am seeing some comments Rusty, if you can address. You just did it... so, Rusty.... just re: it's long, it's lengthy, but we have to click to register your attendance. Rusty just

put it back in to the chat box. And I say, Rusty, I should also mention - they're not on the slide - but MNS group is handling the technical side of this community input presentation. Rusty, next slide please.

**Brad Stover (00:20:00):**

If there are any additional questions after this community input meeting, again, we know this is novel. We know that because of the circumstances we're having to handle this the way that we haven't in the past. Again, we're not alone in this boat. You know, the County council, the County executives' office, jurisdictions throughout the state have had to transact businesses this way, virtually. So if there are additional questions that you have, if you think of something down the road or if you think of something that you didn't this evening or for whatever reason you had some technical difficulty, do not hesitate to contact me. The slide there has my name, address and information, which was also on the advertisement in the Aegis and the Record that ran, on the signs that were posted on each of the public roads, and it was also in the notice that went to any adjacent property owners.

It's also, if you click on the information link of the Department of Planning and Zoning, then you should be able to find my information there as well. If I could get the next slide, Rusty. At this point I'm going to hand the presentation over to Tory Pierce from Frederick Ward Associates. Tory has a few slides to present to all of you. And then at the end of Tory's presentation again, I'll, I'll sort of remind everybody about how participation is going to work and we'll open it up to questions. So, Tory, go ahead.

**Tory Pierce (00:21:21):**

Thank you Brad. So on the screen right now for context is an aerial photograph from 1986 and so, interesting, the lines that you see that run from the top and bottom of the page, the wide line is Maryland route 24 under construction. And then the road on the right hand side of the yellow box in property is Maryland 924. So back in 1986, that's when the property was zoned for high intensity development and a was approved for garden apartments back then with some commercial zoning. At the corner of Plumtree Road and Route 924, but you can, in looking around, you can see, you know, how the Festival Shopping Center was still a farm. There was some commercial development being built on Bel Air South Parkway, which is the roadway just to the below the yellow box. And then you can sort of see Blue Spruce Drive, which is the road that divides the commercial development to the South of the property, also under construction. So where the property is bound on the North by Plumtree Road and 924 on the East, the commercial property of Bel Air, Bel Air South, to the South, and Route 24 on the West side.

**Tory Pierce (00:22:45):**

So then coming forward to a current aerial photograph. Next slide please.

**Tory Pierce (00:22:54):**

We get to see how things changed in the area. So now you can see the Festival Shopping Center. You can see the expanded residential developments on both sides of Maryland 924. You can see that the Lorien Assisted Living facility, you know, to the top right hand side of the drawing of the MedStar medical office building is the white box to the, to the right of, of our property lines. The recently finished Avanti apartments are on the other side of Maryland 24 now. And the property, which was a farm back in 1986, has all gotten grown up and now it now is considered a forest in accordance with Maryland forest conservation regulations. So a lot has changed with the exception of this property, which was zoned, also zoned, for development just never happened. You know, based on the owner's intentions at the time. So next slide. We come to our actual concept plan.

Tory Pierce (00:24:02):

Alright. And so again, you know, you see how the property is bound to the North with Plumtree Road, Maryland 924 Emmorton Road on the East side and Maryland 24 on the West side. So, so what's proposed on the property, which is 34 acres, is approximately, it's a mix of, a mixed use of residential, commercial and entertainment uses is what's proposed along with some offices that could contain medical, additional medical offices. So, the plan shows the residential component on the Western side along Maryland 24 with some multifamily, about 205 units, and some senior living, which is going to be primarily assisted living, the multifamily units. We market rate apartments with substantial amenities to attract the tenants. And then in the center of the property will be the core that will be the mixed use component where we're going to have retail entertainment and some outdoor recreation space.

Tory Pierce (00:25:08):

So, we have a 60,000 square foot three story office building which is on one side of the core. On the North side of the core is a 40,000 square foot retail entertainment, which could be a health club or some other large retailer. And then we would expect small retailers to bound the core of the development. And then to the South we have another retail entertainment structure of a larger scale. And then the property along Maryland Route 924 is going to be divided into multiple additional commercial pad users. And a pad use could be comprised of a sit-down restaurant, a drive through restaurant or some other retail service uses. So, so with all this, all this comprised on 34 acres. You know, we have to follow the Harford County development standards. And so we're going to be, you know, looking at ways to, to develop the property and comply with all the County's zoning and development regulations.

Tory Pierce (00:26:13):

The property drains essentially from North to South. So, if you look, you look to the South, there's a storm water management and park amenity facility that's proposed at the Southern end of the property. And with that, you know, we can bound it with some trails and pedestrian connections to both the residential and the commercial uses. The property is served by Harford County water and sewer. The pipes are located in Emmorton Road, in Plumtree Road and at the stub at Bel Air South Parkway. So utilities are at the site and ready to be accessed. You see lots of parking on the property. So the parking shown around it is intended to be set up to have shared parking between the commercial uses. And we have access points on Plumtree road and access points on Emmorton road with the goal of a traffic signal opposite Bright Oaks Drive.

Tory Pierce (00:27:18):

So, we have in the, in the zoning and development requirements, we talked about the ground or the land use being converted from a farm to a forest condition. So we will have to address a forest conservation on the property and about 16 acres of reforestation are going to be required in order to clear and develop this property even though there wasn't a forest there back when it was owned for development. And half of that, the forest requirement is going to be provided through onsite trees and buffers all throughout the property. And then the remaining forest conservation is proposed to be addressed off site.

Tory Pierce (00:28:01):

And I think that's all I have to offer on the, on the design. We want to go to the next slide.

Tory Pierce (00:28:11):

So, the development process, you know, starts with this meeting. So the community input meeting is an opportunity for the public to be notified of what's being planned on properties and give the community an opportunity to comment or ask questions regarding the proposed development. So with that, we have to conduct a, or with about every development in excess of 250 estimated vehicle trips per day, we have to prepare traffic impact analyses. And we have one being prepared for our development right now and it is proposed to include all of the proposed uses on the property are being included as proposed a trip generation from the site, and a traffic study is analyzing intersections from as far away as, as MacPhail Road to the North and, and Singer Road to the South. So lots of intersections are being analyzed for increases in traffic. That has to be prepared, completed in any intersection within the study area that is considered a failing intersection is going to have to have mitigation proposed equivalent to whatever the impacts are from the development.

Tory Pierce (00:29:27):

So that study is going to pull all that together and we have to have that finished before we can submit our plans for subdivision or site plan review. And so that officially starts, you know, a more detailed plan when we start doing subdivision and site plans. And that will lay out in a lot more detail, the specific uses on the property as well as gets square footages and all the necessary zoning compliance information. And so we'll be going to a development advisory committee meeting for the project. And then if all goes well and things can meet the development regulations, we can obtain approval and then start with permit process. And so permit plans are submitted for review by the Department of Public Works, by the State Highway Administration and through the Department of Planning and Zoning. That whole process of planning review can take another, you know, six to nine months ultimately culminating with a final record plat and a building permit. But the whole process, you know, takes roughly a year from start to finish. And so here we are at the very beginning of the process. So that being said the soonest we're going to be able to have plans refined to be submitted for the Development Advisory Committee and the traffic impact study being completed will be for a DAC meeting in July and the process would then proceed from there. For the next line...

Tory Pierce (00:31:09):

So Brad, you want to chime in again?

Brad Stover (00:31:12):

Yeah. So again, I touched on this earlier. The process for public participation, which we'll get into in a second here, is twofold. As mentioned earlier, and as some folks have noted in the chat box, you can click on the sign in sheet and when you give it the information, there's the ability there for you to indicate that you want to ask a question. We will also be going through a process where you can raise your hand. If you look at the chat box or the, excuse me, the participant box, there's an option there for you to raise your hand. If anybody's having any issue with that, I'd ask one of the fellows from MNS to pipe up. But let us know in the chat box if for some reason you're not able to manipulate that raise hand function and we'll address that to make sure everybody's questions are answered and folks in the phone, I see only a couple of you. Hang in there.

Brad Stover (00:32:06):

We absolutely will get to you. We will unmute you, too, and any questions you have we will certainly address. I did have two individuals give me questions ahead of time, which I'll go ahead and read into the record and answer. Got a handful of questions from Mr. Bill Wehland. Mr Wehland asks first, is this project

considered to be a mixed use center? If not, what is it considered to be since it is identified as the District on Emmorton on the concept plan dated 2/5/2020, this is a mixed use center under the code Section 2 67 76. It's intended to be a mixed-use concept. Again, as Mr. Pierce just indicated, with retail, office, medical office and residential uses, the district at Emmorton is not intended to signify any sort of zoning classification or zoning district out of the code.

Brad Stover (00:33:00):

It's simply a name that's been attached to the project. Mr Wehland's, question number two, has an extensive traffic impact study been completed? Again, Mr. Pierce just addressed that; that is ongoing and something that's going to have to be done at the time that the DAC plan is submitted that as he indicated that will be occurring at the earliest by July. Mr Wehland's third question: will a copy of the traffic study be completed for the DAC meeting? Yes. Mr. Wehland's fourth question: when is the DAC meeting anticipated to be scheduled? As Mr. Pierce just indicated, the earliest would be July of this year. Mr Wehland's fifth question: Will a copy of the traffic study be available to the public for review? Yes. As part of the DAC process, it certainly will. Mr. Wehland's question number six: does the traffic impact study take into consideration the additional traffic for the future planned five pad sites?

Brad Stover (00:34:00):

If not, why not? As Mr. Pierce indicated, yes, it does include those five pad sites. Number seven, Mr. Wehland's question number seven: what are the expected number of trips to and from this proposed site when fully completed, including the five pad sites both daily, Monday to Friday, and on weekends? That trip generation and those counts will be a part of the traffic study. The detailed extensive traffic study that is made available as part of the DAC process. Question number eight: what are the plans, if any, to widen Plumtree road? Provide a drawing to scale showing traffic flow to existing entrances /exits for both sides of Plumtree to include McDonalds, Advanced Radiology, Baptist Church, professional offices and SECU on one side, and Towson Orthopedics, Advanced Radiology and the two new proposed entrances and exits to the plan site obtain approval from the County and SHA.

Brad Stover (00:35:02):

Yes, Mr. Wehland, road improvements will be provided in accordance with the traffic study. Any and all required mitigation will be done, and all development and standards and approvals necessary from both the County and the Maryland State Highway Administration will be obtained. Question number nine: provide more details on the proposed multifamily units. As Mr. Pierce indicated, the units are anticipated to be market rent with multiple amenities including access to the nearby retail and restaurants, things such as walking trails. And it is anticipated the number of units would be 205. Mr. Wehland's question number 10: provide more details of the proposed type and number of senior living units. The estimated number of senior living units is 86 and is anticipated that most of those will be assisted living type units. Question number 11: what type of entertainment is proposed for the two buildings marked as retail entertainment, total of 95,000 square feet?

Brad Stover (00:36:07):

We don't know. That's to be determined based on the market conditions once the plan is entitled and marketed. Number 12: why did you not consider the entrance to the site on Blue Spruce as initially proposed for a Walmart? Several reasons: it's not proposed due to elevation differences on the site and then the stormwater management requirements. You can actually, if you recall, and we can go back if you'd like to, the slide shows the location of the storm water pond relative to Blue Spruce. And it also

having that cut off not accessing through Blue Spruce provides more opportunity again for those outdoor amenities, walking trails and that type of thing. Mr. Wehland's question number 13: there are a total of 1,385 proposed parking spaces. How were the number of parking spaces calculated on it, are there any shared parking spaces and at what locations?

Brad Stover (00:37:03):

Mr. Pierce in fact spoke about the shared nature between some of the uses and the parking will be shown and designed to meet the code, the code requirements. Number 14, what is the total impervious surface for all uses? The gentlemen from Frederick Ward can correct me if I'm wrong, but I don't believe that's been calculated yet. That would be down the road in the process that Mr. Pierce spoke about. And finally, Mr. Wehland's, last question is: who will have ownership after the project is completed? The developer intends to hold onto this project long term. We also received a handful of questions from Mr. Michael Taylor, so I'll read those and answer those. Number one: is the CIM presenting the entire project to the community. If so, you need to present the uses of the five pad sites along Emmorton Road as was shown on the slide. And Rusty, can we go back a couple of slides? One more?

Brad Stover (00:38:03):

Yeah, you'll see the note added at the bottom left hand corner there about what is anticipated to be on those pad sites. Again specific users: no, we don't know that right now. It's too early in the game. Mr. Taylor's question number two: how do you ensure that the uses you are presenting to the public at the CIM will be the uses in the future and not something that the community doesn't want and wasn't made aware of at the CIM? Frankly, if there are any significant modifications at all we fully anticipate the County's Department of Planning and Zoning and the County are going to require us to hold another CIM. So, I don't think that's something that we'll be able to do unless we have another community input meeting.

Brad Stover (00:38:48):

Mr. Taylor's question number three: what will the building orientations be for the five sites along Emmorton Road? Again, to be determined. Mr. Taylor's question number four: will signage lighting be limited along Emmorton Road? The answer is part of the mixed use development regulations require a lighting plan that meets code approval requirements and approval by the Department of Planning and Zoning. Mr. Taylor's question number five: what practice will be provided along the center line of Emmorton Road to keep drivers from making left turns in and out at the two proposed right in and out lanes? As indicated in response to Mr. Wehland's inquiry regarding traffic improvements, that study's going to let the developer know what mitigation needs to be done, which would include addressing Mr. Taylor's question. Number six from Mr. Taylor: will you ensure that the architecture stays consistent throughout the entire project?

Brad Stover (00:39:44):

Maybe something similar to the Festival how they are using red brick? There's a twofold answer to that. Question. Number one is it's part of the special development regulations that would be required and frankly the developer of this project is motivated to have a great looking project. So he's certainly will do that. Question number seven for Mr. Taylor: does the traffic study include the entire site? Yes. Question number eight from Mr. Taylor: how long is the bond held by the County/State for any necessary road improvements and who pays for any uncompleted roadway work when the bond reverts back to the developer? That's a function of what's called the public works agreement. That comes later on in the

process that Mr. Pierce was speaking about. I can say that I think it's very unlikely the bond at any point would go back to the developer if the improvements were not complete.

Brad Stover (00:40:37):

And finally from Mr. Taylor, number nine: why can't you meet all the forest conservation obligations onsite through a forestation? As Mr. Pierce spoke about, there will be required plantings onsite and the code will have to be satisfied, whether it's onsite, for, with offsite reforestation or a forestation. Those are all Mr. Taylor's questions. So Rusty if we can go ahead and start. Now folks, I saw some comments in the chat box about questions regarding where the raise hand is located. Rusty, can you offer some assistance there? Or Toby?

Rusty McIntire (00:41:22):

It should be at the bottom of the.. when you're logged in through the computer, it should be at the bottom of the page and it looks like a, just a little hand, like somebody in a chat window. It looks like a little clap.

Brad Stover (00:41:36):

Okay, I see. So now, so I tell you what, Rusty, if you just want to go on order with the folks who have raised their hand and we'll open it up for questions.

Rusty McIntire (00:41:46):

Okay. So the person I see is Joanna Ambridge. I'm going to un-mute you, okay?

Speaker 9 (00:41:54):

Okay. Hi,

Brad Stover (00:41:56):

Ms. Ambridge, thank you for joining us. Can I get your full name and address for the record please?

Gary and Joanna Ambridge (00:42:01):

All right. This is Gary and Joanna Ambridge. 1602 Waterbury Court, Bel Air, 21014. Okay. Okay, according to your plan, I see one traffic light. Can you hear me? Yes sir. We're listening. I'm seeing the one traffic light there. I see five entrances, but one traffic light. Is that true?

Brad Stover (00:42:31):

Tory, can you address that one?

Tory Pierce (00:42:32):

So, so that, so we're proposing one new signal there opposite Bright Oak Drive. So there's existing existing signals at Plumtree Road at 24, and Plumtree Road and 924.

Gary and Joanna Ambridge (00:42:45):

All right. There is a light already on Plumtree and 924. I see another one further down. That's Brightview. That's Brightview, Bright Oaks. Yep. Now, the state has already ruled that a light cannot be within 900 feet of another one. So is this light within 900 feet of a light, say the one at Plumtree or Bel Air South Parkway?

Tory Pierce (00:43:18):

So, what the exact, I couldn't tell you the exact distances between the proposed light and the existing signals, but that certainly we can't install that light unless the state highway administration allows that. And so our plans are to install a light and the intention is to use technology to coordinate the signalization between the existing traffic lights and the proposed light so it doesn't create an issue that previously was a problem for the state.

Gary and Joanna Ambridge (00:43:49):

Right now my next issue is water. This existing property is made up of grass and trees, which absorbs the runoff of water. Now every acre of land generates 27,000 gallons of water, one inch per acre. Now I think this, it's going to be some 300 acres, which would generate some 8 million gallons of water per inch. Now, last week we had four inches of water, four inches of rain. We had 47 inches a year. That's almost a half a million gallons of water a year of rain on normal.

Gary and Joanna Ambridge (00:44:50):

And it, and it goes right into the what is it that the Plumtree watershed and Bynum Run into the Chesapeake Bay. Is your water mitigation plan going to be able to handle a half a million gallons of water a year?

Unknown Speaker (00:45:14):

Pardon?

Tory Pierce (00:45:14):

So our storm water management plan is going to handle exactly what's required by law, which is to manage smaller storms for water, for water quality and filter the runoff. And those larger storms need to be managed for water quantity so that we don't create flooding conditions downstream. And so we can't develop any more than 5,000 square feet of land before we have to install storm water management facilities. So the 34 acres that are proposed for development here are going to have lots of storm water management installed to address that situation.

Gary and Joanna Ambridge (00:45:52):

Right. Well those are my two issues in question. Do you have anything Joanna? Nope, that sounds good. I will thank you for listening to us, but I have to add, I do not think this substitutes for a live meeting, but I do appreciate your effort here. Thank you.

Brad Stover (00:46:14):

Thank you for your comments. So Rusty, it looks like Patty Buddemeyer's the next individual with their hand up.

Patty Buddemeyer (00:46:25):

Okay, thank you. I have a basic question. It may sound silly, but why do we need any more buildings and development up here in Bel Air? It's, it's just becoming a mini Baltimore. Do we need to have more houses, houses? Do we need to have more apartments, senior living here in Bel Air? Isn't there somewhere else that you know, that would be able to accommodate folks that need those types of places to live or whatever?

Brad Stover (00:46:59):

Ms. Buddemeyer, before I address your question, just for purposes of the record, can you give us your address as well?

Patty Buddemeyer (00:47:05):

Oh yeah, sure. 1304 Locust Avenue, Bel Air 21014.

Brad Stover (00:47:14):

Okay. Thank you. I think essentially the market's going to dictate whether or not there are users who want to - be it retail, be it residential - develop at this site. And certainly the developer had that in mind when they purchased it. You know, the location is at the epicenter of the County, the center of the County. And frankly it's one of the last parcels of this size within the development envelope that can be developed in such a manner. So the "why" is, my answer would be that it is market driven.

Patty Buddemeyer (00:47:50):

I guess everybody wants to make it rich, I guess. Thanks.

Tory Pierce (00:47:55):

Keep in mind, we're showing the aerial photograph from 1986. That's when the property was planned for high intensity development.

Patty Buddemeyer (00:48:02):

Yeah. I just wish that...

Tory Pierce (00:48:03):

It's the last property to be developed in the area in accordance with that plan.

Patty Buddemeyer (00:48:09):

I'm sure somebody's going to find another spot in Bel Air to put something even after this whole thing is over with. But anyhow. Well thank you guys for listening to me.

Brad Stover (00:48:23):

Thank you, Ms. Buddemeyer. Rusty, it looks like a Judy. No last name. It looks like Judy is next.

Judy Stiles (00:48:31):

Thank you. This is Judy.

Brad Stover (00:48:33):

Judy, can I get your full name and address just so we have it for the record?

Judy Stiles (00:48:37):

Yes. Judy Stiles. 1600 Somerville Road. Bel Air.

Brad Stover (00:48:43):

Thank you.

Judy Stiles (00:48:45):

With all of the vast changes that are happening these days, due to COVID-19 and projected failure of retail restaurants and other retail type places, what is your plan? Are you spec'ing these buildings or do you have signed tenants with contracts that are going to hold throughout this huge change we're all now going through?

Brad Stover (00:49:13):

Justin, do you want to answer that?

Justin Rosemore (00:49:25):

Okay. Can you hear me? Yes. Sorry about that. And that was Judy? Judy, that's, that's a good question. So as you're aware, most people are aware, I mean the Corona virus has changed a lot of things. We don't have signed tenants, but we have a lot of people who are interested in the area. Bel Air attracts a lot of attention from the medical community, from the retail community. Residents want to move to Bel Air. Somebody brought up senior housing before. There's a strong demand for senior housing. There's a lot of people that want to share in your community and that's reason why we want to give this project the opportunity to, you know, really take off, which I think it will once the Corona virus is behind us.

Brad Stover (00:50:22):

Thank you. Justin.

Brad Stover (00:50:24):

Judy, did you have any further questions? No?

Judy Stiles (00:50:28):

It just seems to me to be risky timing to be developing a piece of property on spec with no signed clients with binding contracts at this time. So just a commentary there.

Justin Rosemore (00:50:42):

Yeah. Hey, Judy, that's actually a very good point. You know, there's a lot of people pulling back right now. A lot of developers are pulling back and not proceeding with projects. This is a very special project to us and we're really committed to this project and even with these rough times right now, we are willing to move forward and you know, hopefully bring the community something that, you know, everybody will enjoy. We'll open up spaces for other retail tenants, other residential tenants. We are trying to accommodate the community and the Harford County leaders, which are really looking for a mixed use project.

Brad Stover (00:51:22):

Thank you. Thank you. Judy. Rusty looks like Jenaro Hernandez is next.

Jenaro Hernandez (00:51:25):

Yes. Hi. Address in 1700 Lynx Court in Bel Air, 21014. Yes. Thank you so much for this forum. If traffic patterns are deemed to be an issue in that area, how will your project change potentially? If there are

traffic patterns concerns because there are already a lot of medical offices in this area with MedStar and some of the other buildings and you have a school right down the street.

Tory Pierce (00:52:08):

So Brad, I'll chime in to give that a shot. So the traffic patterns, you know, exist out there based on existing development and existing land use. So we have to estimate what this development will generate in terms of new traffic, which way it may go. We know where it's going to go in and out with our entrances on the road, but we have to estimate, you know, is it going to, are people going to be coming from the North or from the South? And the traffic engineers with experience in doing these studies evaluate that. And so the requirement of mitigation under development requires a lot of development regulations so that the intersections are studied and so that traffic needs to be allowed to flow through these intersections in a way that's not any worse than is already out there today. So that's, what comes out of a traffic study is, is we're going to be increasing lane lengths. We're going to be creating, maybe taking a single left and turning it into a double left. We're going to be widening roads as well. And so those are the things that are going to be done to address traffic impact.

Brad Stover (00:53:28):

Mr. Hernandez, does that answer your question? Anything further? Still with us?

Jenaro Hernandez (00:54:06):

Oh yeah, yeah, no, thank you. And the reason being is because there's been, you know, in the past you know, a couple of years some fatal car accident, so you know, on 24 and with increased you know, volume of cars, you know, how can we be assured as residents that our roads are safe. So that's why I had asked that question. Okay.

Brad Stover (00:54:12):

What about any, any additional questions or concerns Mr. Hernandez? No, thank you so much. Okay, great. Thank you. Thank you. So Rusty it looks like next is Sarah and Eric Boring. I apologize if I mispronounced that.

Sarah and Eric Boring (00:54:31):

Nope, that's correct. It's 215 East Ring Factory Road, 21014. Thank you. Sure. So I specifically would like to know when you plan to start the traffic survey, do you have a date for that?

Tory Pierce (00:54:50):

So the traffic survey has, the survey of existing traffic, has already happened. So the traffic has been counted. It was counted last fall after school started. And so we've been trying to come up with the proposed development scheme in order to incorporate what impacts we're going to have with our proposed uses.

Sarah and Eric Boring (00:55:12):

Okay. Got it. Thanks. I just wanted to make sure that I didn't miss that as I drive that way two times a day to and from work and since we've been on a stay at home order and I've now been at home for 52 days straight, I missed the sign that you posted. So thank you to my neighbors who let us know about tonight's meeting. I do have an additional question and a comment. Justin, do you live in Bel Air or Harford County?

No I don't. Okay. I didn't think so. It was a little disheartening to hear you say that this is what we want when, I'm not sure that your study and your maps and your traffic survey accurately depict what we as Harford County residents want. We have a small picture of a small space here and in a larger space, we have a lot of things in Harford County. So I think that just because you *can* build on this site, this is a prime opportunity to *not*, this is a prime example of why you should be perhaps a little more progressive in your thinking and think this is 20/20, maybe need something like...solar and not fast food.

Brad Stover (00:56:28):

Thank you. Mr. and Mrs. Boring, did you have any other questions or concerns or things you wanted us to address?

Sarah and Eric Boring (00:56:32):

Could study to find out whether there actually is a need for this proposed retail and residential space. Like, was there an actual study or is it or am I just going to get anecdotal information? I think, I think you started your comment halfway through unmuting yourself. Can you, can you say that again? I apologize. My question is, is the developers, have you guys actually done a market study to know that there is a need for the proposed development or is this just anecdotal information; is people have chatted you up about what they might want to do?

Justin Rosemore (00:57:25):

So we haven't done a formal market study. We have reached out to multiple tenants that we've worked with. We actually have another project out in Forest Hill. So this is our second Harford County project. So based on tenants that we reached out with, reached out to community members that we have spoken to, which are interested in the project as well as leadership from Harford County, there seems to be interest in this development.

Sarah and Eric Boring (00:57:59):

Okay. That's, that's cool. I was just, I was curious if there was an actual formal study also just as a, if you don't mind, what is the actual name of the development company? I know I can look it up, but we're talking, so you could just tell me

Justin Rosemore (00:58:10):

It is called Bel Air Village, LLC.

Sarah and Eric Boring (00:58:15):

Okay. And this is an entity formed just for this project. Correct. So what is the, do you have, can you share with us any other LLCs that you have participated in, say your other Bel Air project or Forest Hill project? Excuse me.

Justin Rosemore (00:58:34):

Well, the Forest Hill project is the one, it's 1526-1528 Rock Spring Road. It has a Chipotle, a Starbucks.

Sarah and Eric Boring (00:58:44):

Okay. Yeah. Gotcha. and then bear with me for 2.5 seconds. My only other question is can we, I just want to, I heard you talked about it for a second before. Is there a, what would be the reason we couldn't do

the required reforestation on the site and would the developer be willing to commit to doing it on the site at the expense of some of the development on the 33 acres? It's that the offsite, the offsite option, I know it's perfectly legal. I know it's offered by the County and offered by the State, but it seems, I don't know. It seems not within the spirit of the law.

Justin Rosemore (00:59:38):

Tory, do you want to take that? So, you know, commercially zoned land is worth more with commercial development on it than to stay as a forest.

Sarah and Eric Boring (00:59:48):

I understand. If we were, if we were truly, I understand it. If it, if you're telling me that is completely and totally a dollars and cents decision and with no concern to the actual reforestation, cool. I can accept that you're business people trying to develop a project and make every dollar you can and great. If that's, if that is your true and only concern, I can accept that because that's fair. I just don't understand, I personally could see a place where you could earn a lot of credit with a community who has fought fiercely in the past to develop on this site. If you showed some flexibility in your reforestation and perhaps created a true green space on this as part of this project as opposed to sound barrier on 24 and a barrier to block the view of a mini storage place that you will be butted up against. But that's just, and again, I understand that that is my opinion and you know, I'm not laying out any money to develop this project

Tory Pierce (01:00:50):

So that's sort of why we shared the aerial photograph from 1986 when, when the development was initially planned on the property, there was no forest.

Sarah and Eric Boring (01:00:58):

Yeah, but like you and I both know that logically 1986 projections for Harford County mean very, very little in 2020. I mean they really, really do. I don't know your history with Harford County. Mine is honestly limited, but I've paid a lot of attention and I understand that something, it was a planned project, but I don't think that there was a part of that planned project, the surrounding development that has created the traffic that is on 24 and 924 could possibly been taken to account in 1986 and I don't see a problem with me being concerned about it in 2020 because I will assume that most of the people who made the plan in 1986 are no longer with us.

Tory Pierce (01:01:51):

So I was here in 1986 and I've been part of development teams for developing many of the properties around this area.

Sarah and Eric Boring (01:02:00):

Right. So you remember driving up and down 924 when it wasn't 924, was...

Tory Pierce (01:02:06):

When 924 was Maryland 24. That's correct.

Sarah and Eric Boring (01:02:09):

Right. So, you remember the experience and in very practical and certainly anecdotal terms, you know the experience now. So, you can imagine my concern personally at one, just the concept of another development of this scope. I mean, you mentioned to me between apartments and assisted living and retail I'll, you know, you mentioned to me an extra 500 cars a day off the top of my head, just guessing, assuming that there's only one car per apartment and that much additional traffic plus retail plus whatever, all the while knowing that throughout the retail, the established retail projects in Bel Air, there are vacancies, large vacancies in all of the established retail projects in the area. In the Festival there are large vacancies. In the what the Harford mall, large vacancies and all of the shopping centers at 24 and Route One - large vacancies. So I'm just skeptical, but like, realistically the green space is important to me. I hate to see the green space lost and I don't understand why it's not even a consideration to make sure that the necessary replanting can happen on site to help provide a certain quality of life in the area where you're developing as opposed to offsite someplace where we all know it won't benefit. Well, it definitely won't benefit the site. And that's it. I'm sorry. Thanks for your comments. Yep.

Brad Stover (01:03:57):

Okay. Thank you, Mr. and Mrs. Boring. Rusty, if you want to go ahead and...

Brad Stover (01:04:05):

Couldn't quite make out who the next person...Marie Grant?

Marie Grant (01:04:15):

Hi. My address is 1711 Sable Court, 21014. So, I'm right next to the school and sometimes if I come home during when school's letting out, I sit at the red light for through three red lights. They're proposing a doctor's office on the corner of Patterson Mill and 924, which they say will have 122 parking spaces. When you're doing this traffic study, are we incorporating that addition as well?

Tory Pierce (01:04:50):

So if that project is approved for development right now, it is included in the traffic study. Okay. It wasn't included at the time. When was the traffic study done?

Marie Grant (01:05:01):

Yeah, I don't know if it was included, if it was approved last fall when you did the traffic study and were the traffic studies done during school rush hour? Like in the morning and all the kids are coming in and the buses are backed up 924, and in the afternoon the same problem.

Tory Pierce (01:05:20):

So the peak hour in the morning. Okay. It's the morning rush and that is, that's from six to nine in the morning and the, and the peak hour in the afternoon is from four to seven. So that's when the traffic counts are done to evaluate impacts.

Marie Grant (01:05:35):

Well the school lets out at two and that's the time that I have run into trouble with sitting at lights through three traffic lights, at two in the afternoon when the high school's letting out. So I mean I'm with everybody else, very concerned about the increased traffic because looking at the number of parking spaces on this plot of land, it's hard to believe it would only be 250 cars.

Brad Stover (01:06:02):

And then can they confirm your question because he didn't answer your question. He answered the question with another question. Can he confirm that the traffic study included the new use?

Tory Pierce (01:06:15):

So the traffic study is not finished. If the new use has approved development plans, it will be included in the traffic study.

Marie Grant (01:06:24):

Okay. Okay. my second question is, at the beginning they said there was a large outdoor recreation area. Where on this plot is the outdoor recreation?

Tory Pierce (01:06:38):

So there there's going to be trails around the stormwater management facility and the green space in the middle of the retail center is a large outdoor space.

Marie Grant (01:06:50):

Okay.

Tory Pierce (01:06:54):

Mmm.

Marie Grant (01:06:54):

I thought I had another question and it escapes me now. Okay. Yeah, I see that. It doesn't, compared to the buildings, it doesn't look very large..

Brad Stover (01:07:15):

Okay. Thank you, Ms. Grant. Thank you. Rusty, it looks like Karen (*inaudible*) is next.

Karen (*last name inaudible*) (01:07:22):

I would like everyone to introduce themselves again as far as who you are and if you live in the area. Because I say, I think Tony said he lived in the area, so could you clarify that?

Brad Stover (01:07:33):

Yeah, I did see somebody asked that in the chat box too. My name is Brad Stover with the firm of Shaffer, McLaughlin & Stover. We are the attorneys who represent the developer on the project. I've lived in Harford County since 1980. I grew up in Fountain Green.

Karen (*last name inaudible*) (01:07:48):

Mmm.

Brad Stover (01:07:50):

Tory Pierce, you mentioned earlier, with Frederick Warner Associates, they are the engineers for the project, and then Justin Rosemore, who spoke earlier, is the principal of the developer Bel Air Village LLC.

Speaker 21 (01:08:02):

Okay. I have several questions. One is since some of you have lived here you obviously have seen how Emmorton has developed and most recently Lorien just completely annihilated a beautiful forest to put up a parking lot and then put on a reforest if you want to call it, these little twig trees that are going to take forever to grow. Now I think we don't want to turn it to a Timonium where it's cement thing like one corner after another. It's just wall-to-wall cement. I see that you have trees along Emmorton. There are about a half a dozen mature trees that are very similar, probably planted the same time as at Festival. Can these trees be saved? It seems to me like you go in, you knock all the trees down and then you put these little twigs in and all we have is cement and twigs. Is there any consideration to the aesthetics on Emmorton?

Tory Pierce (01:09:08):

Saving trees is a desirable thing to do on every development project. So if the grading, you know, for the proposed uses, allows for the trees to be saved, they absolutely will be saved.

Karen (*last name inaudible*) (01:09:21):

Okay. my other question is, are you considering light pollution?

Tory Pierce (01:09:28):

...So, light pollution is a requirement that the County has to be addressed on developments. And so there's limitations on how much what they call spill lighting can spill onto the roadways adjacent to the site. So we are obligated to direct all of our site lighting, you know, in a downward direction to accomplish that.

Unknown Speaker (01:09:50):

Yeah.

Karen (*last name inaudible*) (01:09:51):

Okay. That's about it. Thank you.

Brad Stover (01:09:53):

Thank you much. Okay, Rusty looks like Ron, and Ron I don't want to butcher your last name. I apologize. So Rusty if you could let Ron on.

Ron Gneo (01:10:10):

Thank you. It's Gneo. 309 Hunters Run Drive, 21015. Thank you. Appreciate the opportunity to speak. There's been several good questions about the traffic study and the traffic impacts in the area which I share as well. The same concerns. Obviously, the proximity of the lights along Emmorton Road are gonna be problematic as they were with the previous development that tried to try to develop here. One question I had concerning that is has a budget been set aside for doing these additional roadway improvements at the adjacent intersections by the developer?

Tory Pierce (01:10:57):

I don't want to speak directly for the developer as far as the number, but certainly considering what the development costs for the entire project will be, that would include any and all required mitigation or improvements, whether it's required by the Count or the state, state highway administration, yes. Sure, I

mean we'd have to expect that it would be similar to what the proposed Walmart would have incurred I guess based on the amount of trips and the amount of parking. I can't tell, you know, based on this picture how much parking or what your trip estimation is, but it's going to be significant.

Ron Gneo (01:11:36):

Um...and then, I guess, a follow up with the storm water management for the site. There was references about the pond and the green space and the trails. And I mean there's one storm water pond on the whole parcel and according to the current requirements you're required to do environmental site design, which spreads out the storm water treatment throughout and tries to lessen the impact of having a point discharge of all this impervious, how is that going to be accounted for in this design? Since the picture basically just shows a sea of paving?

Tory Pierce (01:12:11):

So, the picture does show islands around the parking areas and those islands will also be used for storm water management filtering. And if we need to increase the number of islands in order to, to meet the requirements, we will do that.

Ron Gneo (01:12:27):

Okay. That was all I had. Thank you.

Brad Stover (01:12:29):

Alright, thank you sir. Rusty, it looks like Mr. and Mrs. DeVinney...

Geoffrey DeVinney (01:12:42):

Can you hear me? Yes sir. Yeah, there's been a lot of discussion about the traffic study when I appreciate that the study was done in the fall while schools were in session, a lot of concern about that. Think the folks who are listening at home who live in this general area understand the current impact of the volume of traffic in this area. It's not unusual during the height of the traffic, say like between four or five or 6:00 PM not to be able to even turn off at 24 onto Bel air South Parkway because the cars are backed up from one end to the other. Likewise, when school is getting out and those hours between two and three, four or five o'clock in the evening, six o'clock in the evening.

Tory Pierce (01:13:28):

Okay.

Geoffrey DeVinney (01:13:28):

It's almost impossible to drive off of Laurel Bush Road and to get onto 924, across 924. As the cars are backed up all the way down, oftentimes folks get creative and they're cutting through and pulling U-turns and doing all kinds of dangerous things. On 924, you have the turn lane to turn off at 924 and Laurel Bush or to turn left into the mini storage or, or the Burger King over there. And oftentimes because the cars are backed up all the way down 24, people jump into that lane early. And we have had quite a number of head on collisions there. Same thing in front of the Festival. People get antsy, they can't make the turn out of the Festival to get onto a Bel Air South Parkway. And I've seen quite a few T-bones...I've had a lot of panic situation myself coming through there. Of course, we're kind of used to it now, so you're just waiting for somebody to do it. So, you're concerned about that all the time. So now with this new

development, what we're looking at is an increased amount of traffic in the area and I'd be very interested to see how we can legally do that with the current state laws about the distance between traffic lights, what the expansion has to be in order to handle that flow of traffic. So, I just want to make that statement out there and see if you have a response to that. Basically the question is we already can't handle the volume of traffic here and now we're proposing this project.

Tory Pierce (01:15:04):

So, that is one of our biggest challenges with the project for sure. And, you know, the statement of we can't handle it now, you know, is an opinion and we rely on the analysis that are required by the code which use traffic engineering methodologies and determine what's called level of service which determines how long you have to wait at a traffic light. And so those level of service standards are what are set for determining whether or not an intersection fails or passes in today's requirements. So we have to comply with all of that. And that definitely is one of our biggest challenges in doing this project or any project for that matter. The regulations are really hard when it comes to dealing with traffic.

Geoffrey DeVinney (01:15:53):

Yeah. And I didn't give my address, I'm at a 2205 Shetland Way. I was going to ask you to do that, thank you. 21015. So my mom's actually a resident over at Brightview assisted living. Okay. Not unusual for me to make that two mile trip from my house to Brightview and have it take half an hour to get there and all I'm doing is crossing 924 and 24. And that's how bad the traffic can be here. And my concern is that as there's no way that this area can handle any more than it currently has, it's already overwhelmed. A follow up question is, is there a plan to have access on Blue Spruce Drive between Howard Bank and Joseph A. Banks, that area there off Bel Air South Parkway, into this area? Or is that sealed off?

Tory Pierce (01:16:45):

At this time? Not at this time.

Geoffrey DeVinney (01:16:48):

Not at this time. Okay. And just one last comment for the folks that are, that are listening at home, just for awareness purposes. My wife was kind enough to add up all the square footage of all the buildings that are being proposed and she came up with a number of 441 thousand and 50 square feet. The proposed Walmart site was only 186,000 square feet. And there was a, at the time felt that that was way too much for that area. I wanted everyone to be aware of how much building is actually going up in that area. That's all I have. Thank you for your time.

Brad Stover (01:17:30):

Thank you, sir. Rusty it looks like next is just an unidentified iPhone, so go ahead and if the individual when they're un-muted could identify themselves and give their address. Please.

Unknown Speaker (01:17:45):

You can say...

Brad Stover (01:17:56):

We can hear you. Are you there?

Unknown Speaker (01:18:00):

Yes. Did you call Dennis?

Brad Stover (01:18:05):

No, I think you have the wrong number.

Brad Stover (01:18:11):

Let's go onto the next one, Rusty...

Unknown Speaker (01:18:14):

Yeah.

Brad Stover (01:18:19):

Hello?

Unknown Speaker (01:18:23):

[Inaudible] [dog barking]

Brad Stover (01:18:27):

Ma'am, you're live and on the community input meeting.

Unknown Speaker (01:18:29):

[inaudible – dog barking]

Brad Stover (01:18:35):

Ma'am, are you there?

Unknown Speaker (01:18:42):

[Inaudible]

Brad Stover (01:18:42):

All right, well let's go onto the next one, Rusty. Joann Connolly.

Joann Connolly (01:18:51):

Hi. I'm at 463 Darby Lane in Bel Air.

Brad Stover (01:18:56):

Thank you.

Joann Connolly (01:18:58):

I have two questions. First, and you may have answered this earlier, do you have the total number of planned parking spaces at this point, excluding the pad sites?

Tory Pierce (01:19:10):

Yes. I don't know that offhand here. If you bear with me, I'll find it on one of our sheets.

Joann Connolly (01:19:15):

Right. And meanwhile, my other question is the two mixed retail entertainment spaces, are they of sufficient size to accommodate events such as weddings and such, similar to Richlin Ballroom? So, potentially they could, they could be used for that type of purpose. So, we're talking not only standard daytime travel in and out of this area, but potentially evening, late evening events, coming through? With the traffic from those coming through as well?

Tory Pierce (01:20:13):

Could be. The parking, the parking spaces shown on this plan add up to a 1,354 parking spaces.

Joann Connolly (01:20:23):

Thank you.

Brad Stover (01:20:29):

Ms. Connolly, did you have any other questions for us?

Joann Connolly (01:20:31):

No, that's all. Thank you. Thank you.

Brad Stover (01:20:36):

So Rusty it looks like I don't see any other hands raised, although, certainly if somebody wants to, they can. Let's go ahead and start getting some participants.

Brad Stover (01:20:52):

Oh we have a few more that came up.

Brad Stover (01:20:57):

So I'm sorry, there's a few more that came up. A few more came up. Okay. Go for it. Go ahead with the hands, then.

Travis McCormack (01:21:09):

Hi, yes 1958 Laurel Oak Drive. Travis McCormack. Okay, thank you. Alright, so I apologize for the redundant questions here if any of these are redundant. I'm not sure if this has been asked, but why not wait until after the Covid-19 epidemic in order to do an in person meeting versus this virtual as you all know that many people may not be driving by this little two inch writing sign. Why not wait until after this is all over so you guys can get a realistic turnout?

Brad Stover (01:21:45):

Well, at this point, we don't know really how long it's going to be that we're not going to be able to have meetings with... Right now we've got 119 participants. We've been up to 132 it could be quite some time. I can certainly tell you that the signs that were posted, I understand your point, but they were posted; I did that myself. They blew down a couple of times. I had to go back and put them up.

Travis McCormack (01:22:13):

I'll be honest, I live in Bright Oaks, which is right across the street. I drive there all the time. I would have never even noticed it, had it not been for the next-door app and some neighbors just posting it. I would have never even known this happened. And I live, you know, within a football fields, distance away from the signage. Just a little FYI there.

Brad Stover (01:22:38):

But it wouldn't have been any.....I guess what I'm saying is we follow the same exact advertising process that we did for the March 12th meeting. And frankly we tried to go on the conservative side and posted a little longer than we had to in the papers, put the signs out a little earlier and we allotted extra if we needed an extra hour for tonight. So we did do what the code required.

Travis McCormack (01:23:00):

Understood. It doesn't matter how early you do it, if those can't read it, but well, well this, this will there be any type of in person meeting in addition to this or only the ones who heard about it and who are technologically more sound than others through the app. Will there be an in person meeting or no?

Brad Stover (01:23:20):

Again, I don't know if you were on at the beginning during the slide show, but Mr. Pierce went through the process and how this is the first step. Obviously, there are other steps along the way to develop the advisory committee where the public is able to participate. So, no this will not be the last time that the public would have the ability to comment on this project.

Travis McCormack (01:23:42):

Perfect. Thanks. Thanks for that. And also about I live in Bright Oaks. What are you all going to do for the Bright Oaks community when I'm trying to make a left to get to 24 to get to 95 since I work in Towson and live here in Bel Air, it is impossible already to make that left turn out of Bright Oaks on to 924 with all of this updated buildings and additional traffic flow that you all have coming in, I know you guys keep referencing back to the reporting for, for the traffic surveys and all that, but what about specifically for the Bright Oaks community who already struggles making a left or even a simple right hand turn out of our community? Do you guys have anything in mind for us?

Tory Pierce (01:24:27):

There is a traffic signal proposed at your entrance to allow you to be able to get in and out of the neighborhood.

Travis McCormack (01:24:35):

Okay. So, okay. Okay. And then my last question here. We already have two senior living centers on, you know, in, in this area. To be honest, we don't need another one. Nor do we need any more shopping. Harford County has enough. That's just a little comment for the record for everyone else that's listening. But my final question here, have you guys took into consideration the additional overflow into the schooling system? Right now it's already overpopulated. There's already so many so many issues with that going on right now. Have you guys thought about the, how this is going to impact our schools in the area?

Brad Stover (01:25:15):

Sure. So, as part of the development process, there's what's called the adequate public facilities law that is in the County code that we have to meet. And part of that adequate public facilities law is a consideration per school capacity. And any project that is proposed that would cause a school or school area to exceed the permissible capacity under the code will essentially place that project into a moratorium. I don't think that this particular project will have a very significant, I don't want to say insignificant impact because that certainly comes with the apartments, but I don't know that it would have a very significant impact on school capacities. But if it does, the developer has to meet the statutory APF provisions. Period.

Travis McCormack (01:26:05):

Okay. My wife wants to add one more thing. Yeah. I just want to make a comment. I'm pretty sure I speak for everyone that I don't want to look out my back door and see another traffic light, more traffic, concrete buildings and parking pads. You know, I, I heard you mentioned earlier something to the effect of that it's been received from Harford County higher ups that this, you know, retail space is wanted and senior living is wanted and they think there's a need for it. Well, from the people who live here, you know, and this affects us daily, I can say from everyone I've spoken to in the neighborhood, we don't want it. We didn't move to Bel Air to look like Essex, you know, we moved here because we wanted to have more space. You know, we, we liked the smaller feel. But now we're just going to look like Essex, Maryland. So that's all I have left to say. I know everybody's thinking it, so I'm just putting it out there. Thank you very much. Thank you

Brad Stover (01:27:17):

Rusty - before you go onto the next one, I see in the comments, there's a, Holly says that she's trying to raise her hand but can you go ahead and unmute her? Where is Holly now? I'm just looking alphabetically and I see Holly, she doesn't have a last name but it's a green H I saw in the comments just trying to raise her hand. I'll unmute her. Okay, Holly you're on live.

Holly Kravec (01:27:40):

Alright. The address is 100 Roselawn Court 21014.

Brad Stover (01:27:45):

What's your last name, sorry?

Holly Kravec (01:27:50):

Kravec. My question is, and I have several comments, what is the estimated number of patients that you have for the medical offices? The one at Patterson Mill and 924, I know it grossly underestimated the number of patients.

Brad Stover (01:28:20):

I don't know, Justin chime in if you like, but I mean without knowing the specific end users yet, I don't know that I can calculate it.

Holly Kravec (01:28:27):

Okay. Because obviously that's going to have a huge impact on the traffic as well as the parking situation and for, you know, for 441,000 square feet and 1,354 parking spaces, that kind of really seems off to me. I just feel like that's grossly underestimated and for the traffic count to be have been done without the schools being in session, you apparently the traffic count was done between six and 9:00 AM and four and

seven which obviously doesn't take into account the school. I, we can't even leave our neighborhood at two o'clock in the afternoon just so that we don't add to the traffic mayhem on Patterson Mill and 924 getting in and out of here. So I really feel like that needs to be taken into account and the traffic.

Brad Stover (01:29:27):

To be clear, the study was done when school was in session.

Holly Kravec (01:29:31):

Yeah. But they said that the high traffic areas were between six and nine and four and seven, I believe, is what was quoted. So obviously the two to 3:00 PM wasn't taken into consideration, is that correct?

Tory Pierce (01:29:46):

So, the period which school lets out, typically early out or mid-afternoon, We don't have the evening rush hour traffic coinciding with that. And so the traffic engineers and the studies and car counts are typically done. There's less traffic on the road, but during that timeframe then at between four and seven.

Holly Kravec (01:30:08):

Okay. I would challenge the developer to sit up here between, you know, the hours of 6:00 AM and 7:00 PM just to see what goes on throughout the day. I mean, that's just, I mean it's just the amount of traffic is just incredible. That's just a comment, I really feel like I can speak for everyone to say the developer can make a whole lot more points with the community by putting in some green spots rather than some concrete spots. And also have they compared the traffic study from when the traffic study was done for the Walmart? How have those two studies been kind of compared? Because obviously if we couldn't take the traffic for the Walmart with less square footage than what is being proposed. You know.

Tory Pierce (01:31:06):

So our, our traffic engineers do have the traffic study that was done for the Walmart. So they have that in their hands, you know, to, to look at as, as they're preparing a new study and updated study.

Holly Kravec (01:31:19):

Okay. So, okay. That was a political answer. I appreciate that. Thank you. I'm good. Thank you.

Brad Stover (01:31:26):

Thank you. Okay, Rusty, looks like next is just the letter L as their hand wave. So if Mr. or Ms. L could identify themselves and state their address for the record when you're un muted.

Laura Barcena (01:31:38):

My name is Laura Barcena and I live at 1603 Waterbury Court 21014. Thank you. So going back to obviously the traffic impact study, I know there was a discussion about the development at Patterson Mill and Emmorton Road and there somebody else did ask the question about if that was, would be, included in the, this traffic impact study. And the answer was if there were approved plans. Now, does that mean approved plans like construction plans? Because I know they have gone through and they're, I think they're having to get some special exceptions. So there may be a little bit of overlap and...

Brad Stover (01:32:28):

Yeah. So are we talking about the project at the, down by, the fire station there by the high school and the middle school? Yes. The answer is that is pending for the Board of Appeals.

Laura Barcena (01:32:37):

So it is pending. So it seems like there might be a little bit of an overlap and I know they've already done a traffic impact study, so even though there might not be approved plans, there's definitely projected volumes that they would have. So I guess it's more of a question of if there's already the information available, why can't it be included and accounted for in the traffic impact study for this development.

Tory Pierce (01:33:14):

So we'll have to relay that to our traffic engineers and they can speak to the, the County traffic planners on how to address that situation.

Laura Barcena (01:33:23):

Okay. Then my next question is, you know, the traffic impact study will, you know, let, you know, you'll be analyzing the level of service at all the intersections. Let's say the intersection at Emmorton road and Plumtree Road is already at level of service F It's already failing. So if it's already there, the projected traffic volumes from this development, it's, there is no, there is no worse. There's an it's not, it doesn't go to level, you know, level of service, G or H, I guess. What would happen in that situation? Does, if it's already failing, you really can't make it any worse. What would the responsibility be, that the developer would have, and subsequently this project...

Tory Pierce (01:34:18):

...regarding a situation like that. Sure, that's a good question. So the level of service F is assigned to it based on a time delay that would occur when traveling through the intersection. So whatever that time delay is or however long it takes to pass through the intersection on average day during those busy traffic times, that can't be made any longer. So, a level of service F intersection, the mitigation that's proposed for a development, it might still be a level of service F intersection. However long the time it takes to pass through the intersection, there'll be improvements made so that it doesn't take any longer on average.

Laura Barcena (01:35:01):

Okay. So in a situation like that, it's really just, does it take two minutes or four minutes to come in? I mean it, it really so if you're saying if it goes over that threshold of time, then mitigation would be required? Correct. Okay. Going back to the traffic counts that were completed, so those counts were just for the peak period, like from seven to nine and four to six, correct? Correct. Okay. You know, as, as many other people have mentioned is, you know, the school Patterson Mill, it is a high school, so you have a high number of vehicles traveling through of students when they dismiss and teachers. Now that volume may not be more than what's experienced during the four to six peak period, but I would....umm...I would encourage and, you know more out of just due diligence, say that that time, you know, traffic counts should also be taken at that time as well to ensure that yes, we know for sure this four to six is the peak volume. Without it just being anecdotal. Okay. And then my next question is what the pedestrian accommodations would be. Let's say, obviously you know this, this development is bordered by Plumtree and Emmorton. So what type of pedestrian accommodations would be provided on Plumtree and on Emmorton?

Tory Pierce (01:36:46):

So we anticipate that sidewalks will be constructed along both of those roads.

Laura Barcena (01:36:53):

Okay. But you don't know yet. You don't know for sure.

Tory Pierce (01:36:55):

I know that it's a requirement as part of doing what they call frontage improvements. When you develop property that you have to construct the frontage of your property to meet the County standard, which does include the construction of sidewalks. So if you look at the site plan, you'll see sidewalks are constructed in front of the office building on Plumtree Road. And so that sidewalk would be then extended further down Plumtree Road. All the way down to 924 and then similarly a sidewalk would be constructed to the South along the 924.

Laura Barcena (01:37:30):

Okay. Let me see. I guess you know, some of the, there's been discussion about, you know, this retail and entertainment and not quite sure what will go in those spaces. So my question to that is when developing the future traffic projections, if it's not clear what type of use a space will have, how can that, how is that incorporated and accounted for? In the traffic impact study.

Tory Pierce (01:38:10):

By taking the most conservative approach of whichever of those uses generates the most traffic. And that's what we're doing.

Laura Barcena (01:38:18):

Okay. So, you, you would be going.....

Tory Pierce (01:38:22):

Worst case scenario.

Laura Barcena (01:38:24):

Okay. So it would be a worst case scenario consideration as far as you know, traffic volumes. Correct.

Tory Pierce (01:38:32):

Mmm...

Laura Barcena (01:38:33):

And so one of the reasons why, you know, I feel the inclusion and consideration of that other development that we were talking about a little bit further North on Emmorton Road is important is the proximity of the fire station right there. You know, and, and hopefully, I mean this is separate, hopefully that traffic impact study did account for response time and delay associated with that. And so I guess my statement on that is, you know, it does end up having, you know, an effect where it just kind of, you know, it's, this development is close by. So will this traffic impact study consider anything with response time to the firehouse or how, how the firehouse response time might be impacted due to additional traffic volume?

Tory Pierce (01:39:40):

If the Bel Air Volunteer Fire Company is concerned about that issue and wants it raised, we would certainly take care of it. So that would probably be left up to the fire company.

Laura Barcena (01:39:49):

Okay. But me, but me as a citizen though, if I'm concerned, I mean, not, not, I don't know how often the fire department, you know, attends community meetings.

Tory Pierce (01:40:03):

Well, the Fire Department is involved in every development project in the County. They participate in the process for every single project.

Laura Barcena (01:40:11):

Okay. So they've, they've been engaged and they're aware and there's a representative from the firehouse that's been reached.

Tory Pierce (01:40:19):

So they will participate in the site plan review process and they will attend the development advisory committee meeting. So yes, they're, they're engaged, you know, when the development plans are refined enough to be a little more exact as to what's being proposed. Right now we're working off a concept and we'll, when we take the design to the next level, that's when the fire company is going to get engaged.

Laura Barcena (01:40:43):

Okay. But that may be a little bit, I guess what I'm saying right now is this upfront planning conceptual level and making sure that from a traffic perspective you know, that's all handled now at this stage. So...

Tory Pierce (01:40:56):

The traffic study isn't finished until the plan is refined in a more detailed state and then the traffic study is finished in accordance with that refined plan.

Laura Barcena (01:41:09):

Okay. I guess my statement with that is, you know, engaging the fire company after, you know, once the plans are developed is a little bit late. They should be brought into the discussion at this point. You know, whether it's required or not. Once again, due diligence of, Hey, we need to reach out to them because this is, this is important, and making sure that we do not impact the response time is important to this entire community. So whether or not you're required to at this point, I would hope just out of, you know, once again due diligence. And then my last question is about the timing of the traffic impact study. And then if I'm remembering correctly, somebody had mentioned July or so is when that would be completed. Will that be available at all for the public to take a look at?

Tory Pierce (01:42:17):

So the County does share the traffic studies that are submitted with development plans. So yes, it will be available.

Laura Barcena (01:42:23):

Okay. And is, is that July timeframe, was that correct? When I heard that July.

Tory Pierce (01:42:28):

That is, that is correct. That's the anticipated time in which we would be in front of the development advisory committee.

Laura Barcena (01:42:35):

Gotcha. Okay. And not as familiar as far as the development advisory and, and how things work on that end. So it's submitted in July. So then the public could look for maybe in August or something to be able to take a look at that?

Tory Pierce (01:42:57):

When, whenever we're in the system with our plans, the traffic study is going to be submitted and the County makes it available to everybody, it becomes public record once we submit plans and information.

Laura Barcena (01:43:09):

Gotcha. Okay. Thank you. I think that was all my questions. So I appreciate your time. Thank you.

Tory Pierce (01:43:16):

Yeah.

Brad Stover (01:43:18):

Okay. Rusty next in line...Lashire, and Lashire, I'm sorry that I don't want to butcher your last name. So when you get on, if you could give us your full name and your address. Hello? Is this Lashire?

Lashire and Del Diegue (01:43:35):

Yes, I'm sorry. Last name is Diegue, address is 207 Regent Drive in 21014. My husband is the one actually with the question. So my name is Del. My last name is Diegue as well. One of the questions I have, is, it sounds like everybody who has spoken does not want this project to take place. How does that weigh in or does it weigh in at all?

Brad Stover (01:44:05):

Well, I don't think that the developer would want to completely turn his back on the project based on some comments that are received tonight. We know certainly that we've heard some things that there's concerns about. Again, this is step one in the process. You know, this is sort of a kickoff and there's a long way to go, as Mr. Pierce mentioned in the presentation. You know, a year-ish that the project takes to get to entitlement. So there's a long way to go, is the answer to that question.

Del Diegue (01:44:38):

Okay. So basically we have time to continue to fight to kind of slow the project or stop it. There's much more opportunity to participate, for the public to participate, as with every project. Yes. Okay. My second question is do you guys have any, I guess, retail businesses that are already signed on to the project? Because you guys, like, are building a whole lot of space for nothing essentially?

Brad Stover (01:45:01):

Well Mr. Rosemore indicated earlier that he doesn't have anything signed yet. But again, I would stress that nothing's entitled here at this property yet. It's the beginning of that process. So it would be premature at this point to answer.

Del Diegue (01:45:17):

Okay. And then my next question would be is there any financial benefits for the community of Bel Air? From this project?

Brad Stover (01:45:30):

I don't know about financial benefits. Certainly there'll be other, you know, retail and potentially restaurant opportunities. Recreational, obviously there's property taxes that are generated from the project itself for the benefit of the County. Individuals indirectly in the County. So it's much more about doing a project....

Del Diegue (01:45:49):

Okay.

Brad Stover (01:45:50):

.... that looks right, is done well and offers amenities to the community.

Del Diegue (01:45:58):

What my question is if the traffic study is being done now where most of us are either working from home or all of our children are home, is this really an accurate depiction of the traffic?

Brad Stover (01:46:09):

So, so the, the traffic, the study itself, Tory you can correct me, was from September you said?

Tory Pierce (01:46:14):

Yew, the traffic counts were done after school started last fall. So that's when the traffic counts were when the traffic was measured of what the existing conditions are. So yes, there's way less traffic out today and we wouldn't be basing on our traffic study on that. We're basing it on before Covid 19.

Del Diegue (01:46:33):

Okay. No, that's all I have.

Brad Stover (01:46:37):

Alright. Thank you so much. Thank you. Hey Rusty, it looks like Joan Hamilton is next.

Joan Hamilton (01:46:50):

I got it. Wait add it here. Hi. It looks like you've unmuted me. I was trying to unmute, I said, where's the screen?

Brad Stover (01:47:05):

We're all learning! How are you?

Joan Hamilton (01:46:15):

I'm good. This is Joan Hamilton. The address is 331 Regal Drive and that's 21009. I may ask some questions that were asked previously. I came into it a little bit late, so please, I apologize if I do that. There are a couple things that, that I have looked at this plan and I'm saying number one, you're coming in on 924 and there are several entrances. And that's concerning to me because that's a state road that Walmart had to get special permission to even get an entrance right in and right out. So how do you even know that you're going to have those ways in and out of 924 when they are granted on a special exception basis?

Tory Pierce (01:48:05):

So the entrances are proposed conceptually at this time. And so this, the state highway administration is going to have to weigh in on what our proposed uses in the traffic analysis that's done and then we'll have to adjust our access points accordingly.

Joan Hamilton (01:48:21):

Okay. that really doesn't answer the question because if you know what the state highway administration right now, what's the, what is allowed there, you're actually asking for an exception. Is that part of this plan?

Tory Pierce (01:48:37):

The access points to Emmorton Road will probably be directional right in, right out of, besides the traffic signal that's being proposed opposite Bright Oaks Drive.

Joan Hamilton (01:48:47):

Correct. But right now they are not allowed. They would have to be some exception from the state to do that. That's not something the state automatically allows, but you know, only Lorien got access.

Tory Pierce (01:48:59):

It was allowed, no entrance is allowed by the state without it being vetted. Hearing a safety perspective. So that, so nobody gets an access point guaranteed on any project anywhere in the state.

Joan Hamilton (01:49:12):

Why? Why is there nothing on Bel Air South Parkway? I understand the same. The same issue with 24 is with 924 they're both state roads and 924, and you're never going to get anything on 24, nobody does. But why nothing on Bel Air South Parkway?

Tory Pierce (01:49:27):

So the, so the elevation difference between the property and the commercial uses on Bel Air South Parkway is so great that connecting a road, it makes it very difficult. And we're trying to create an amended use with our storm water management facility down on the low end of the site. That's the plan.

Joan Hamilton (01:49:49):

Okay. The other thing that I keep hearing is you don't know who most of these tenants are going to be. You don't know who's going to be in any of that space down there by 924 and then when you're talking about entertainment space, it's like, well what's, what do you have envisioned there? And it could be anything from small entertainment spaces, video stores, whatever, to a Richlin Ballroom. How can you

possibly do a traffic study as far as what you're going to generate when you have no clue what's going to be there?

Tory Pierce (01:50:23):

So again, the traffic is the most conservative of those uses. Right. And, and if the development evolves and the uses change, the traffic study will change with it. And if there's any impact or any additional road improvements that are needed, they'll have to be taken care of as well.

Joan Hamilton (01:50:41):

So are you saying by the time of the DAC that you're going to know what kind of business is going to be in there?

Tory Pierce (01:50:47):

Well, at the DAC meeting, yes. We're going to have to get more specific. Okay. Of the uses on the plan that are going to coincide with the traffic study. Yes.

Joan Hamilton (01:51:00):

Yeah. Because right now it's like a big unknown and you're saying, you know, comment on this, but how can you comment when you haven't any clue who the, what kind of tenants are going to be, whether they're going to be small or whether they're going to be large or whatever. It's very difficult to actually assess anything and say, cause we know something's going to build there. It's a matter of time. Something's going to build there. Thankfully we didn't get a Walmart, a seven by 24 Walmart. We know something's going to build there eventually and we have to give and take even though we would prefer nothing was built there. But it's where we live. You know, we're in the development envelope, there aren't that many spots left and something is going to build there. We want to try to make it a give and take kind of thing...so for you and me as well as for whoever's there, whoever's occupying that space. And unfortunately we always see the same kind of answers from everybody. I've, well, yeah, you know, well maybe, but we don't have to do this or by law we have to do this and this seems like it would be better if it was a two way street to kind of work with the community to make some things that we can live with. And all I'm hearing are the stock answers so far. Well, we can do this, we can do that. The light at BrightView is something that you've mentioned when we went through this with Walmart, that light was not allowed by the state. It was too close to the other two. And that was with Walmart there. And now people are talking about the square footage of this. There's so much more than Walmart, but yet you're going to put another light there. I mean, granted, the people can't get out there without a light, but at the same time the state had declared that it was too close to the other ones before. So it just doesn't, like, that probably won't happen unless somebody somewhere has changed their mind with more square footage and more traffic that's going to work. You know, I've got concerns because of so many things this mixed use. You don't know who's going to be there, what hours they're going to be an operation, nothing, no contracts of any kind with anybody to even know who's there. And we're in the middle of a pandemic right now and we don't know what it is even going to survive at the end of this. So it's very premature to think that's what's going to be there or what people want. And the other thing you said is you've done these surveys, this is what people want. Well, if people wanted retail, why do we have all these spots at the Festival? Every retail group out there has spots that are available in vacancies. Why aren't they being rented if there's so much need there that people are looking for? You know, we get it, we understand the housing. We always get around the housing things because senior housing is still allowed in certain areas. So you can get past it if you say it's senior housing rather than family housing. But like down the street

from me on St. Mary's Church, there's a senior area. It's just a small little development. Is there anything going to be built into these contracts that you can at any time sell that to anyone other than another senior or that you can't have people living there that aren't seniors? You know, there are a lot of pieces to this that aren't being addressed. So that's a lot of stuff that I just said, but I don't know if you can give me any more feedback or something on any of this, but I don't, I feel like there's so much missing or not missing information that it's very difficult to really say, well, okay, that sounds pretty good. Or no, I don't want that because it's just like shooting darts.

Brad Stover (01:54:27):

Yeah. Ms. Hamilton, if I can deconstruct a little bit of your comments, you know, I do know that I can't say that it's not anticipated. It's not coming in as a 55 plus community plan. It's a mixed use plan as far as the retail uses go. And the risk of sounding like a broken record, I mean this is the beginning of the process. This is the kickoff. So at this point, you know, we know that there are retail uses and medical office uses that are planned for this project the developer has developed in this County and based on his experience, he believes that there will be, it's an attractive location and there will be users for it. But again, we're just at the beginning.

Joan Hamilton (01:55:10):

Right, but on your plan, I'm going to say this much right here, the only place that you have no idea what it's going to be is the area that is on the opposite side of where people actually live. On Plumtree, it's all medical offices. On Bel Air South it's all commercial. On 24 you've got a big highway. That one road where there are people that live directly across from there is the one area that is totally undefined. It's not going to be mixed. It's not going to be housing. It's not going to be a medical office. It's something who knows what and it seems like that's kind of like if you really wanted be a good neighbor, you would kind of like put something that's going to be less of a problem, like let's say that the entertainment space turned out to be something like a Richlin ballroom. You know, that might be much more acceptable down closer to 24 than sitting across from people's homes right across the road. Do you understand what I'm saying?

Brad Stover (01:56:06):

I do, Ms. Hamilton, you're talking about the pads front 924. If you look at the concept plan, if you have the ability to do that, there is a note on it. I'm looking at it right now. Yeah, so in the bottom right hand corner there is the note that indicates what's anticipated to be there. The retail and services along those paths. Again, the specific users, don't know yet. Too early right now.

Joan Hamilton (01:56:29):

My next concern would be is when you finally have this thing where more than just this basic concept and you have more and you're doing a traffic plan. If we're all in a pandemic with stay at home and keep your essential travel, there's no way that you're going to get an accurate thing. There's no way. I don't understand the rush at this time.

Brad Stover (01:56:52):

Well, with respect to the traffic again, those counts were done back in September.

Joan Hamilton (01:56:56):

Well I, I thought you said that there was going to be another one that would be done or did I, did I misunderstand that?

Tory Pierce (01:57:02):

So I think you did. So, what I, what I meant is, if the proposed use changed then that proposed use impact on the existing traffic would be reanalyzed. So, you wouldn't be recounting the traffic because of proposed use change. We still have the base traffic that is being used to assess the impact of the new development.

Joan Hamilton (01:57:24):

Okay. I'm, I really, there's not much else to say. Yeah. I just, there's so many unknowns as far as I'm concerned. There are too many unknowns and not enough meat to this so far to really make any kind of determination and what it's going to be when this all calms down and people are out again, how many people are out of work, who is doing what, whatever. That use of who wants what could have changed drastically because a lot of people were out of work. A lot of people are going to lose their homes and you just don't know what's going to happen. It's just way, way too much on them. Your, your plan is too unknown and the future too unknown, but I know life goes on but it's such, but that's really all I can think of. It's a moment and I'll give up my time for somebody else.

Brad Stover (01:58:16):

Okay. Thank you, Ms. Hamilton. Thank you Rusty, it looks like Meg Fletcher's next.

Meg Fletcher (01:58:20):

Hi, this is John Fletcher and Meg Fletcher at 113 Royal Oak Drive, Bel Air, Maryland 21015. Meg, you go first. You guys. One question I have is you guys have mentioned several times that you have had support from leaders of Harford County. Can you guys give us a list of names of those leaders so we may contact them personally?

Brad Stover (01:58:51):

I'm not sure I know exactly what you mean. I know the comment was made that; please clarify it for me. I'm not sure what you mean.

Meg Fletcher (01:58:59):

Okay. So, you have stated several times that you have received support from leadership in Harford County for this project. Can you provide the names of those leaders? Like city council, the, you know, , who is supporting this at the government level?

Brad Stover (01:59:14):

I don't recall saying that specifically. I don't know if somebody else did another caller, but we haven't. Do we have a letter of endorsement from a particular politician or elected official? No, I do not. Certainly I would think that the County powers that be have an interest in seeing a property of this size done correctly, that it meets the code. But if you're asking me who do I have a letter of support from, I don't.

Meg Fletcher (01:59:51):

So yeah, I'm not asking for a letter. This, this was stated several times by one of you guys at the beginning of, of this whole meeting, it was stated several times, so I don't expect a letter of support or whatever, but it was stated that there was Harford County leadership in support of this. So if you are aware of particular leaders in the community that are in support of this specific project, if you could provide those

names so that we may contact them personally. I'm sure we would all appreciate that. Just to, to give our opinions to our community leaders who we elected to represent us.

Brad Stover (02:00:44):

Well I wouldn't say certainly that if you go to the county's website, which is also the same place where you can find information on tonight's presentation, there is a link on the county's website to both the County executive but also the County council. And that link will provide you with name, district, the contact information for all seven of the County council members and obviously as citizens of the County you are well within your right, it's completely understandable that you would reach out to them to, to let them know.

Meg Fletcher (02:01:15):

Okay. And also you had mentioned that there was, and even leadership had mentioned, that there was a desire or need for senior living and residential living apartments and stuff. Do you know if there is, if the current living structures in this specific area, the senior living structures, the apartments, everything within this area are, are already at full capacity that will require an extra building, a five story building with 200 units in it plus 86 units of senior living?

Brad Stover (02:01:59):

Yeah. I don't know if the surrounding, and I'm not sure how you're defining surrounding, I don't know if you mean Brightview or farther out than that, Lorien. Are they at capacity? I don't know. But obviously the developer wouldn't be investing the time and money if they didn't think there was a market need for it in this area. But I don't know capacities locally if that is the specific question.

Brad Stover (02:02:23):

Okay. John, do you have a question?

John Fletcher (02:02:29):

Sorry, I got pulled away. I have just more of an overall comment. You know, we live here in Bright Oaks and one of my biggest concerns when we, we've already been through this with the traffic study and the town council trying to get speed humps here on our little half of Royal Oak. Half of the street has it, the other half doesn't, that's not really important, but a lot of people use our street as a cut through to get over to Kings Charter. And I can only see it getting worse with something of this nature. You know, I just, I just we've already been through this and it's very disheartening. I moved out of Baltimore City to move up here. The adding that proposed light. There's already six stoplights in a 2.3 mile stretch. We would add a seventh stoplight that is just under a thousand feet away from the Parkway to Bright Oaks. I don't want this to be Baltimore North. I didn't uproot myself and move up here and I just, I understand progress. I do construction. I'm an electrician. This is my lifeblood. This is what keeps me in this house is this, but just doesn't feel like the right fit for me. And that's all I have to say. Thank you. Thank you.

Meg Fletcher (02:03:49):

I'm sorry. If I can just say another thing and then, then I'm done. I know we've already discussed the traffic. My concern is not traffic, sitting in traffic, but the amount of children that walk on 924 from Patterson Mill, it's already... 924 is already bad enough right now and is worrisome for these kids. And I think it would increase that. And also my husband came from Baltimore City. I, myself lived in Baltimore City and Parkville and am quite aware of overdeveloped development and what that does to the children in the

area. As far as education and safety. I don't think it's very good. Our resources, ShopRite can't even keep items stocked. And this was prior to Covid-19. Plenty. There's plenty of residential property available already for people to rent or purchase. We don't need more. This is a town, it's not a city. We don't want another Towson or White Marsh. There's not enough infrastructure to support continued expansion of this specific area. And I just I really don't think it's a good idea. I don't want bars and restaurants across the street from my home. Increased development of this type increases residential crime. And we already have enough of it. We don't need more. That's all I have to say. Thank you guys so much for your time today. Thank you.

Brad Stover (02:05:34):

Okay, Rusty. Looks like Tony Testerman is next.

Tony Testerman (02:03:38):

Good evening guys. How are you today?

Brad Stover (02:05:41):

Good sir. How are you?

Tony Testerman (02:03:46):

All right, Tony Testerman. I currently live at 2313 Old Emmorton Road, Abingdon, Maryland 21009. All right. Obviously I got to point out, you know, this is just a general meeting, you know, you guys trying to get a feel for how the community feels without any defined scope of work. We really don't know what's going on. I've lived in Harford County for the majority of my life since about 85. I am a business owner in this County of 10 years and I could tell you.....

Brad Stover (02:06:29):

Tony – I think we lost you. Are you there? Tony, you there? Uh oh. You're back now. You got yourself muted.

Tony Testerman (02:07:39):

Okay, sorry about that. As we are a close knit community, and as people have pretty much stated there are traffic concerns, yes. You know, it's more square footage than what the proposed Walmart was. So, as a business owner I know that property's been zoned for commercial use for years on end, and as Ms. Hamilton has put it, that property's going to get developed one way or the other. So we as a community and you guys as a developer and planners, we all need to come to an agreement. My concern with this proposed property is maybe we need to come to a better agreement. The traffic online 24 is atrocious. I live in a particular section that Old Emmorton Road becomes a high speed shortcut during high volume hours. Okay. and it's, we're just a small knit community but, and people walk up and down this road, and you got people that come up here and fly through shortcut to try to avoid the lights that are already there. I agree that it needs a light, but I also agree with the State that that light is too close to the other one. But to get into my questioning is it going into the stormwater management, is it being tied into public sewer?

Tory Pierce (02:08:28):

So the storm water runoff ultimately will end up into storm public storm drain systems that carry water down Route 924 and down Route 24 and then pretty much the high point in the watershed where water on the West side flows towards Plumtree, a run, and water on the East side flows towards Bynum Run. And so yes, it's ultimately collected into the public drain system.

Tony Testerman (02:08:59):

No, it's just dumped. It's just channeled to the creeks, its not actually collected in a public sewage system.

Tory Pierce (02:09:09):

So I, I'm not sure I quite understand your question though. Stormwater runoff does not get carried to the sewage treatment plant. Stormwater runoff is discharged into the stream systems after storm water management treatment is done.

Tony Testerman (02:09:23):

All right. Well here's my big dilemma and I'm sure you're probably familiar with my property, but I have a culvert on my property. It was put back here in 1957. Okay. And I will gladly share all the videos I have of water drainage from the Festival alone. Not to mention the new runoff I'm getting from the park. That will take me, and I'm a 250 pound guy, will take me off my feet. Now you're telling me that this new development area is going to use this same stormwater drainage and I'm going to have nothing left but a rut on my property.

Tory Pierce (02:10:09):

Well I don't know where your property is, Mr. Testerman. So you know I, I'd have to have a little more detail as to....

Tony Testerman (02:10:17):

What I'm getting at is overdevelopment, Harford County and overdevelopment and not taking in effect of what the older communities and what the older communities were built with back in the fifties and sixties and seventies. And I need, I would like, the developer to take that into high consideration on some of these communities. Like this culvert on my property not only wipes out my property but the entire development behind me. Despite over a decade of people fighting with the County, we have gotten no help and no relief. So now we're going to add another huge plot with more potential blacktop and asphalt and concrete for runoff that's just going to come right down 924 and right into the existing storm water management system that cannot handle it. I really not only pleading for my behest, but the people in my neighborhood that when you guys consider this plan that you consider what the current storm water management system in the surrounding communities can handle. One storm water pond in that little acreage isn't going to help the situation. The other concern is the other development areas. Now I know they, they've said there's development going up near the school, but I also have heard that Harford County has just purchased the four acre lot between 924 and Old Emmorton Road. I don't know what they plan on doing with it, but I heard that has been purchased as well. And if that is a consideration for development, again, what's that gonna do for traffic on 924. And when you guys did your traffic study in September, how long were the traffic surveyors out?

Tory Pierce (02:12:35):

So it took them a couple of months to do the traffic counts and all the intersections that had to be studied. So they say they were doing it for quite a long time.

Tony Testerman (02:12:45):

Do you have an actual date of their deployment?

Tory Pierce (02:12:48):

They were... and that will be inside the traffic study. So, they will like they will acknowledge when all those counts were done in there as part of the traffic report.

Tony Testerman (02:12:56):

Okay. Cause I would be very curious as if those survey guys were out during the holiday season when it's impossible to move through this area.

Tony Testerman (02:13:11):

Also all the documents and everything that will be made for public viewing will they be made for public viewing after everything is finalized or before finalization happens?

Tory Pierce (02:13:24):

So that the, all those documents are available when the plans are submitted for review so that before before plans are approved, they're available for review by the public.

Tony Testerman (02:13:38):

Okay. And what is the average time between when those publics are available and when the review is finalized?

Tory Pierce (02:13:49):

It takes several months to go through the review process.

Tony Testerman (02:13:55):

Okay. Okay. I guess the only other thing I can comment to the community is that we need to, seriously when we have the additional meetings with more information, we need to come very much prepared because I was the only one in the community that tried to stand up for some of the arrangements at the park and I can tell you right now that they all fell on deaf ears and the traffic concern with an entrance to a park that's only on Wheel road when most of us can't get through that section of Wheel road between 924 and 24 on an average day we're asking for trouble and if the State doesn't approve the entrances and exits on 924, then poor Plumtree is going to meet the same fate. Thank you, guys, for your time. Thank you.

Brad Stover (02:15:00):

It looks like Jane Jackson Coulster.

Jane Jackson Coulster (02:15:04):

Hello and thank you for your information this evening. I had one brief question involves the multifamily development there, the housing, will that include section eight?

Tory Pierce (02:15:21):

No, no. The proposal is to have it be market rate, you know, with, with as many amenities as are necessary in order to be an attractive community.

Jane Jackson Coulster (02:15:32):

Okay. So, no section eight housing there?

Tory Pierce (02:15:35):

No.

Jane Jackson Coulster (02:15:36):

Right.

Brad Stover (02:15:39):

Thank you. Okay. It looks like next, Rusty, is Amie. No last name. If you can let us know your last name and address please.

Amie Lucius (02:15:48):

Hi. Hi, can you hear me? Yes. Hi, my name is Amie Lucius, 235 Temple Drive.

Brad Stover (02:15:55):

Okay.

Amie Lucius (02:15:56):

I live in the temple Hills community, which is approximately one and a half miles from Patterson Mill Middle High School. And my neighborhood is a walking school district. And when we say middle school, we mean 11 years of age that have to walk along 924 to go to school. My daughter's classmate was actually hit by a car many years ago. And I'm very concerned for this additional traffic that will be placed along 924 and these kids, the sidewalk is literally right next to 924. And when you're talking medical facilities, you know, normal patient appointments are between the hours of eight and four. So, what this means is additional cars will be leaving this complex at the heat of all of these children walking home from schools. So, I'm very concerned about that and I'd like to know, is Harford County going to supply a crossing guard at this potential red light that they're proposing because we're going to need it.

Brad Stover (02:17:01):

So there's a couple of parts to deconstruct there. With with respect to Harford County I guess that would be the Board of Education, whether or not they deem a crossing guard there, that that would be a call that the Harford County Board of Education would make. Certainly if there are concerned parents, I would think that there would be listening ears of the Board of Education. With respect to the traffic in the sidewalks, let me make sure I understand. The sidewalks that your children walk on are on which side of 924?

Amie Lucius (02:17:30):

They would be heading North heading toward the lot. So they would come down Laurel Bush Road, make a right onto 924 and walk from 924 to Patterson Mill Road. And the sidewalk is very close to the road. And you know, all of these extra cars, we, actually, not only a child was hit by a car leaving the Lorien entrance, we had another pedestrian accident where the school actually put a...no one was allowed to go to the 7-11 that was across the street that's no longer there. Based on the safety, because children are crossing the street now you have Sonic, you know, you have all of these entrances, you have Walgreens, you have,

you know, Plumtree Road, all of this extra traffic that the children that are walking a mile and a half because my neighborhood is the last cutoff for bus transportation. So it's a mile and a half that the kids have to walk. We do not have buses. So, it's just concerning for that. And Plumtree Road. Just one more really quick thing here. Plumtree Road, there is usually massive potholes that when you're turning from Plumtree Road onto 924 heading South, you know, I guess water collects there. There's always potholes. They've had to refurbish that area countless times. You know, the Plumtree Road alone with all of the medical facilities, you know with Advanced Radiology, the Towson Orthopedic Building now this complex that's going to be more cars on the Plumtree Road, you're not, you're going to have a line waiting to get out of this complex to go on to Plumtree Road because of the red lights that are there. So you know, obviously I'm opposed to this development. It is way too many people. It's 1300 parking pads. It's, you know, and most apartment complexes have to have 20% of section eight availability in the complex. I thought that was like a law or whatever the case may not be, but there's going to be section eight housing in that development, and I'm concerned for crime. You know, you might as well just put a bus here of a drop-off because of all of the added retail and all of the establishments empty vacant buildings at Wegmans. And I am not supportive of this at all. So that's all I have.

Brad Stover (02:19:59):

Thank you. Hey, Rusty, Sal Sabatino appears to be next.

Rusty McIntire (02:20:07):

No audio on that one.

Brad Stover (02:20:11):

Oh, I see that.

Rusty McIntire (02:20:14):

So...

Brad Stover (02:20:16):

Mr Sabatino, if you can hear a call back in with your phone and we'll patch it through. So it looks like next then would be Rich Mallory.

Rich Mallory (02:20:26):

Thank you, counselor. I appreciate the opportunity to give our input this evening. I'm a carpetbagger from way down in Montgomery County and I also oppose this development. We moved out here to Bel Air in order to get away from the sort of overdevelopment and hyper development we saw in Bethesda. And looking at these proposed plans, it's, it's going to look like Towson, Essex and Bethesda. If this is the sort of thing that goes through. I guess my first question was my wife and I have young sons and we're concerned about the overcrowding in our schools. The adequate public facilities law, is that a municipal ordinance?

Brad Stover (02:21:05):

That's County. It's County code

Rich Mallory (02:21:08):

County, County law. And how, how precisely did you comply with that? Was it a filing or was it part of the traffic study? How did that work?

Brad Stover (02:21:21):

Tory, do you want to take that one while I pull it up?

Tory Pierce (02:21:22):

Yeah. So, so when residential development is proposed in excess of five new residential units, the County will look at the school district that serves that property. And if the school is exceeding 110% of its capacity, it's deemed over capacity. And therefore that development plan would have to wait. So, so they look at the school district serving the proposed development. And if it's more than 110% over capacity, the development has to wait. That's how it's done.

Brad Stover (02:21:58):

And Mr. Mallory, that was actually, I couldn't remember the exact section. It's 267-126 of the Harford County Code

Rich Mallory (02:22:05):

Okay. 27. And what was the second part of that?

Brad Stover (02:22:11):

A dash 126

Rich Mallory (02:22:15):

126. Thank you so much. So was that a letter that the developer, or that you, sent to the County and then the County sent email back saying Patterson is not at 110%

Tory Pierce (02:22:26):

So, so they, yes. So, so they publish the capacity of schools twice a year and allow everybody to see what schools are at what capacity limits. And so, you know, at this time it's understanding that the schools are not over capacity that serve this property.

Rich Mallory (02:22:43):

So you didn't have any communication with the County on that issue then it was just you went in and looked at published data that the County put out.

Tory Pierce (02:22:50):

Right. So, the County keeps up to date information on the capacity in schools and so we use that UpToDate information, the same information that they use in making an evaluation or determination on a project.

Rich Mallory (02:23:02):

So how, and how does that, who issues that determination of which office of the County and, have you been granted that?

Tory Pierce (02:23:09):

The Department of Planning and zoning works with the Board of Education. Okay. To put their public facilities report together and for determining what is the capacity and what is the proposed enrollment at all of the schools.

Rich Mallory (02:23:27):

When you say proposed enrollment,

Tory Pierce (02:23:28):

It's updated.

Rich Mallory (02:23:30):

Okay, I appreciate that. But the, proposed enrollment is just baseline right now, not what the 205 units that you guys are proposing would add to Patterson Middle, Middle High?

Tory Pierce (02:23:40):

So they do look at that. So, so based on 200 residential units, how much additional, how much additional students are going to be generated from that. That's how they project enrollment.

Rich Mallory (02:23:54):

So that projection is based on what percent of the 200 units having school aged children?

Tory Pierce (02:24:00):

So again, there's statistical data based on the type of unit. If it's a multifamily apartment, if it's a townhouse or a single family home, there's different numbers for how many students from that residential unit would be an elementary school. How many students might be a middle school and how many students might be in high school. And that's how they do their projections.

Rich Mallory (02:24:21):

And are those projections publicly released? Is there?

Tory Pierce (02:24:24):

Oh yes, the adequacy report that's on file with Harford County, that includes all of that information.

Rich Mallory (02:24:31):

Gotcha. So if I want to go investigate, I can go to the Department of Planning and Zoning and ask for the adequacy report for this project?

Tory Pierce (02:24:39):

Yeah, well, not for this project, but for Harford County as a whole. And then you can look at the school districts and the schools within this area and to be able to evaluate what the, what the capacities are and what the projections are for enrollment.

Rich Mallory (02:24:56):

Right. So the projections that are specific to this 200 unit development, where, where do I find those?

Tory Pierce (02:25:03):

So they're in there. So they project, there are the, the formulas for how many homes or how many students are projected for each type of residential housing. It's in the report.

Rich Mallory (02:25:14):

Got it. So it's not tailored to this unit, it's just a form. And you multiply that by 200 some odd attached.

Tory Pierce (02:25:20):

That's correct. And so, so until this is approved, there is no projected enrollment for students from this project. So once the plan is approved, then they, then they start generating projections of enrollment, you know, from the development. That's how it gets done.

Rich Mallory (02:25:38):

Understood. just, you know, to, to give my input from the community, it seemed like a whole lot more enrollment. One of the big problems we had down in Montgomery County was children going to school in trailers even though there was a multibillion dollar budget for the County. So we're very concerned about overcrowding in the schools as a result of the development. I want to also please, if I may, echo the concerns of my neighbors about the response ability from the Patterson Mill Emmorton Volunteer Fire Department. I think that with, with that sort of concentration of development, just like a block away from where they turn out most frequently it is going to have a negative impact on public safety. And I also want to echo the sentiments that my neighbors voiced about child pedestrian foot traffic.

Rich Mallory (02:26:30):

I see it all the time and I think that, you know, we're just adding into the, you know, sad statistical certainty that more children will be struck by more moving vehicles. You know, I, in my profession I deal with the "BANANA" the "NOTE" and the "NIMBY" all the time. And, and I, I'm for County tax revenue and I'm for jobs and I'm for growth. But I'm for those things in Abingdon, Fallston and just in parts of the County that are aren't Emmorton. Forest Hill might be a great place to do it. So, you know, I, I'm torn on this matter. I, I know we're gonna need jobs and know we're going to need tax revenue. And I know that we are going to need housing moving forward, but not, not at the site where you all have proposed it and not in the density with the amount of paving it absolutely will look like downtown Bethesda. It'll look like Essex. It'll, it'll look like Towson. And that's not why me and my family, you know, invested in real estate up here in, in, in Harford County. And I am also concerned about section eight housing as well. I thought it was state law that when you have, you know, over 30 units, you were supposed to have a minimum percentage of section eight housing available. So I, I encourage you all to please if you can share an exception or the section of the statute that says that that is not the case, I would appreciate that. And I appreciate the opportunity to give our input here. And thank you all for your time.

Brad Stover (02:28:03):

Thank you, Mr. Mallory. Okay, Rusty, it looks like Chris McNeil.

Chris McNeil (02:28:22):

This is Chris McNeil. I live at 360 Cinnabar Lane across from the Festival. I seem to remember a few years ago, a developer wanted to build housing, include housing, and the County said that the Fallston schools were beyond capacity and declined it. The developer then came back and threatened to sue the County saying that there was enough capacity in the County if the County would redistrict sending more students to the Route 40 schools. So I'm questioning some of the word choices as far as the schools that are served by this development. I look back at historic Harford County history and it wasn't just the school that was going to be served by those particular, it wasn't just for example, the Fallston schools. It was going to affect the entire school districting system. And I'm not sure that, I have still heard a clear answer to if the Walmart at what 140,000 square feet, I don't remember the exact number, was going to generate too much traffic, how can something with 444 times the amount of square footage even be comprehended, at all feasible, even considered.

Tory Pierce (02:29:48):

So keep in mind, the Walmart plan, Walmart was not using the entire 34 acres of the property. So their plan didn't address, I'm not sure if it was maybe 10 acres. A third of the property was, was left for future development, which was not part of the Walmart square footage. But when they were doing their traffic study and their evaluation, they were assuming, you know, dense commercial development would occur on that other acreage. And so that's why, that's why the traffic generation from the Walmart, you know, is very comparable to the traffic generation from this project.

Chris McNeil (02:30:30):

I'm still having a little trouble if, if they figured the Walmart traffic at only a fraction of the square of the acreage and it didn't meet it and they assumed the worst case. So, are you saying they assumed a worst case for the rest of the plot?

Tory Pierce (02:30:53):

So yeah, they, they were still, other development had to be considered with that Walmart project. So Walmart, Walmart was not the entire 34 acres on their plan.

Chris McNeil (02:31:07):

But if a hundred thousand, if, if even that fraction of it was too much traffic for the overall area, then how can...?

Tory Pierce (02:31:18):

We're not, we're not familiar with the Walmart traffic study .....

Chris McNeil (02:31:20):

...the Walmart traffic study from the standpoint of too much traffic. You know, the community was opposed to, with traffic is a big issue and you know, the whatever, what was proposed for the Walmart, it has no bearing on what's being proposed now. You know, we have to do the same evaluation of projected traffic as the Walmart project did and we're going to end up having to do very similar road improvements that were going to be imposed on the Walmart project. We're going to have to do those with this project all in conformance with Harford County's adequate public facilities regulations.

Chris McNeil (02:31:57):

Well, I, I just, it absolutely those, those intersections are gridlock various times already. Adding, adding all of this. I just, I don't see how it can even be considered given the amount of gridlock that we have now at the Wheel, the two Wheel Road intersections with people trying to turn into Festival and we've got empty spaces in Festival now. Why? Why do we need to build? It's just like the development down in Abingdon, down there in that quote unquote wetlands area. We have all this empty space, empty warehouse space, and we're building more warehouse space. We've got empty retail space and we're talking about building more retail space. I just don't get it. It just doesn't pass the common sense test. Thank you for your time. Thank you.

Brad Stover (02:32:57):

So Rusty, I see that there were two individuals on the sign-in and said they wanted to comment, who have not raised their hand and look like...bear with me, let me pull that back up just a second. Arlene Klapproth and Mary Gougher. I see that there is an Arlene. So, if we can go ahead and unmute her. Arlene, are you there?

Arlene Klapproth (02:33:21):

Yes I am.

Brad Stover (02:33:24):

Alright. And Arlene, are you the same individual who indicated you wanted to speak at the sign-in?

Arlene Klapproth (02:33:28):

Yes. Okay, great. Yeah. Arlene, Klapproth, 221 Ellerslie Court in Abingdon. I completely understand the mixed use buildings. We've got so many buildings that are empty. I understand the whole traffic situation because it really is a mess at times, but nobody has said anything about the wildlife. This is a huge plot of land that is open for the wildlife. We've got deer crossing 24 that are getting hit all the time. We've got foxes and wild turkeys running through populated communities. Why does every plot of land have to be developed? And I understand you are just a developer. This is probably more a question for the County itself, but where does all the wildlife go when we fill up all the land with buildings?

Brad Stover (02:34:38):

So a couple of parts to your comments there. As far as the, the areas in the County that are not being developed, I mean this property is within what's been designated as the inverse T the development envelope and it has been for quite a long time. It is an area that the County planners for decades now have seen as an area for development versus the northern parts of the County aren't designated in this manner. So that, that's, you know, the why here, if that's what you're asking me, that that's a big part of it is it's within an area that the County has designated for development.

Arlene Klapproth (02:35:17):

Now, I understand, you said back in 1986 it was originally zoned for development, but there wasn't as much development around the area back then as there is now. The whole area along Emmorton Road where you have the, you know, unidentified pad sites, why couldn't that be left as park space, open space? The space that's open right now for the, the parks and the walking trails is so minimal. Why couldn't we leave that buffer along the road, make it a buffer, you know, something other than concrete and asphalt?

Brad Stover (02:36:07):

The plan is, you see, the concept. I mean it's, it's in part based on, you know, the financial projections of the developer and what works here so that, you know, I think that this particular plan does afford a fair amount of green and recreational opportunities that perhaps other plans wouldn't here. But at the end of the day it's, it's part of a business. It's part of a project.

Arlene Klapproth (02:36:34):

Okay. I mean is that, is that something that potentially I could take up with County Council or you know, to get better answers? Cause I know it's kind of hard since you're more with the developers than actually with the County itself.

Brad Stover (02:36:52):

You know, as I mentioned earlier on the County website there is information to contact both the County executive's office and also the council members. And again, that same website, it's where you'll find this presentation. And also once the plans are submitted, as Mr. Pierce mentioned before, the DAC process, you'll find them there as well. So yes. Okay.

Arlene Klapproth (02:37:13):

So and, and I know this is still really in the beginning stages, but is there a potential down the road for some of these building sites to change?

Brad Stover (02:37:27):

Umm. You never say never based on market conditions, but if there's a significant change to this plan, we'll have to come right back and do another community event. This is the plan. This is the plan right now. This is, this is what is anticipated the developer wants to see get through record plat and get the entitlements.

Arlene Klapproth (02:37:46):

Okay. All right. Thank you for your time.

Brad Stover (02:37:50):

Rusty, it does look like Mary B. waved at us, so I assume this is the same Mary who in the sign-in said she wanted to comment.

Mary Booher (02:37:59):

Hi. Yes, this is Mary Booher. I'm at 3506 Back Pointe Court, Unit 3A in Abingdon. I moved into this area approximately three years ago from Orlando, Florida. And the reason why I moved in was basically for work. I work out on the base. However, this area is specifically called to me because it was so inviting and small community feel, as opposed to living more down towards the Baltimore White Marsh area. It has been talked to death about the, the parking, the asphalt, the storm water drain-off, the traffic situation. My question is to the developer, are you interested in maybe revising your space plan at this point based upon the community buy in, in this small subsection of the community that you've gotten?

Brad Stover (02:39:11):

Again, this is the beginning of the process. This is the concept now. If there are specific, you know, thoughts, requests, concerns, that's what we're here for tonight to hear. Now, I don't want to certainly

bind my client into anything in particular, but that's why we're here. To listen to what it is you'd like to see, what concerns you have, what you'd like to see different.

Mary Booher (02:39:34):

Okay. With that in mind. Something that has happened down in Orlando and in the surrounding area is the developers have created entertainment or destination locations, which takes into mind the environmental impact, such as instead of creating the small green space, creating more of a, say a huge pond with a fountain in the middle and having restaurants that have waterfront facilities or a walkway around the pond that families could then participate in. Those are ideas that I think the community would be more interested in than seeing a 100% spaced, planned to the n-th degree, asphalt jungle. Just please rethink your space plan and including more green space. I know it doesn't get you more money, but it would give you more community buy in and community goodwill. That's all I have to say. Thank you.

Brad Stover (02:40:57):

So that's all the folks who have....bear with me..... and let me make sure, okay. I don't see any other hands raised. We do, Rusty...it looks like have, if I'm reading it right, with four folks on the phone who don't have the ability to raise their hand. So what I'm going to do for the folks who are on the phone, the four of you, I'm going to add, I'm going to announce, I'm going to ask for Rusty to start with the first one in order under William Wehland. Unmute that one. And if you don't have a question or comment, great. No problem. If you do, great, just introduce yourself and let us know your name and address. And then in the meantime, if there's anybody who's on Zoom on the computer who for whatever reason is not able to raise their hand up in the chat box, you could indicate that so we can pick you up as well. So Rusty, if you could go ahead and start that first 202 number. It looks like they dropped off. No, they didn't. Okay. So I'm speaking to whoever's on the phone with the 202 area code. Do you have any questions or comments? Not at this time, thank you. Okay, thank you. Alright, so the next phone number, Rusty, let me get down there. So it looks like a 410-515 number. If you could unmute that one now. Hello....

Bill Wehland (02:42:36):

Yes, Brad. Bill, Bill Wehland.

Brad Stover (02:42:42):

Right. How are you?

Bill Wehland (02:42:43):

Thank you. Fine. Thank you. Thank you for answering my questions earlier. The plan that you have up there, it's dated January 28th and the plan that I was able to get from Frederick Ward is now dated February the 5th, which tells me it's a later plan and I noticed the office space on the later plan shows 60,000 square feet, whereas you're showing 20,000 square feet and now it looks like it's three levels times 20,000 square feet. So that's one question. The second question has to do with the retail entertainment, which on the later plan, which I have as two levels at 27,500 square feet or 55,000 square feet and now you're showing 30,000 square feet. Which is correct?

Tory Pierce (02:43:44):

So Bill, this is Tory Pierce. So the office building is 30,000 square feet, three stories of 20,000 square foot of office. And I think there's just a rounding issue on the retail entertainment so that that building, if I'm not mistaken in our traffic study, is, is estimated at 55,000 square feet.

Bill Wehland (02:44:04):

Okay. The other question, and it's just a comment to follow up on someone had said earlier I know there's obviously traffic concerns, Emmorton Road, and that's been spoken about. I guess I'm more concerned on Plumtree Road and as I indicated in an email preceding my questions was that it's only 1500 feet or three tenths of a mile between Route 24 and 924 on Plumtree. And already there is excessive daily and unsafe traffic conditions. I'm talking before Covid 19 and with your two additional entrances in addition to the six existing entrances, as someone mentioned, it's just going to be gridlock between those two traffic lights. Now I know you said the traffic study will bear all that out and I'm really anxious to see those traffic counts on Plumtree Road coming and going from those two exits in addition to all the other traffic counts in and out of the other businesses, which includes McDonald's right on down to SECU.

Bill Wehland (02:45:24):

So it's just a comment and I would very much like, and as you indicated that that study will be made public because I know the Walmart study had the same profit concerns and as Chris McNeil said before, I realized that you probably will have more traffic than you will for the Walmart. Walmart was by the way, was 185,000 square feet. And Tory, you were right. It didn't take up all the property that this particular development is going to take up, which actually will add more traffic. That's my only comments. So I thank you and all the other participants that had their questions and the DAC is going to be an important meeting and I'm hoping to public can come to that and bring their comments and concerns there. So thank you all very much.

Brad Stover (02:46:27):

Okay. So, Rusty it looks like the last phone numbers are 443, 398 number if you can unmute that one.

Jennifer Johnson (02:46:36):

Hello.

Brad Stover (02:46:38):

Hi. Yes. did you have a comment or questions for us?

Jennifer Johnson (02:46:43):

Just comments. I am Jennifer Johnson. I live at 309 Royal Oak. So this is in Bright Oaks, which is directly across. We're one of the only really residential neighborhoods that are impacted by this directly. I know everyone talks about traffic and safety for the children. Those are my concerns too. And on a normal day you cannot get out of our neighborhood. You can't get in our neighborhood. So we are, as you can tell in my voice, that stresses us out because it's already bad up here and you're just going to add to it. The other issue is the traffic circle that they put into place on 24 where Plumtree crosses over 24. That's new since the Walmart study was done. And you can't even get across there on some days without your car sticking in traffic, hoping that the traffic starts moving around that circle to get out of the intersection of 24. So now you're going to add even more traffic and that's going to be a major concern, so that's something that needs to be looked at. And with, I don't know when you plan on doing traffic studies or if you did one already there, if that traffic circle was in place, but that definitely needs to be looked at if it was not.

Tory Pierce (02:48:00):

So, the traffic circle. So, the traffic circle was, was existing when the traffic counts and the traffic analysis; that data was generated for doing the traffic analysis. So, yes.

Jennifer Johnson (02:48:13):

Okay. Because that's that traffic circle, even though it might work, it's awful when you're trying to get across 924 from Plumtree, you get stuck in the intersection some days. That's not good for a major throughway. And then also just the concern of developing and there's animals. Where, where are they going to go? That's my other issue. So obviously I know development happens and it's all about money. But as a person who lives directly across from it, I oppose it. And that's, that's all I have to say.

Brad Stover (02:48:47):

Thank you. I did see, Rusty, give me a second..

Brad Stover (02:49:03):

So I don't see a hand raised. I don't see another phone number.

Rusty McIntire (02:49:08):

Bear with me. I'm looking at the chat box to see if there's anybody else. Sal, you had him call back and I see a number but I do not see it in the participants list, so I'm not sure who...

Rusty McIntire (02:49:23):

There he is. I'm unmuting him now. Okay.

Brad Stover (02:49:25):

Okay, great. Hello? Mr. Sabatino, are you there?

Sal Sabatino (02:49:29):

I'm here. Can you hear me?

Brad Stover (02:49:32):

Yes sir. We can hear you. How are you?

Sal Sabatino (02:49:35):

I'm good, thank you. Well, like everybody else, I've been living up here for 20 years and since I was 16 years old and that was back in the history books. I've been coming to Bel Air when Bel Air Road was one lane coming and going, and 924 didn't exist. But my concern, I live over here in Barrington Village. I was one of the ones that participated in blocking the Walmart. I mean, Walmart. Here's some of the things I have an issue with. You have these pad sites that are going to be along 924, correct?

Brad Stover (02:50:15):

Yes, that's right.

Sal Sabatino (02:50:16):

All right. And these pad sites, I would assume, would be the same as McDonald's or Burger King and would empty right straight out onto 924? Correct?

Tory Pierce (02:50:35):

So, the pads are going to access the service road inside the neighborhood and any entrance ways that are created on 924. So, we tried to depict where that might be.

Sal Sabatino (02:50:47):

Right. Because my concern is if we had the same thing when we looked at the Walmart thing, they kind of buried that in the, in the plans that are along the road until we realized that if there's four or five locations there and you're going to generate, say an average of a thousand cars a day, times four and then times 30 days, that's a lot of cars. Okay? And then when you look at this building, it's going to, and by the way, like Forest Hill along where the I think it's the Royal Farm or a little bit below that, they have a three story building. First floor is commercial space. The second and third floor are apartments or condominiums. I don't think they're real attractive looking and especially for an area like where we are. Is that kind of what you envision?

Brad Stover (02:51:51):

So, Mr. Sabatino, help me out again. What compared... which specific project are you comparing it with?

Sal Sabatino (02:51:58):

In Forest Hill. When you go North of the McDonald's on 924 and you go about a mile, you have a Kohl's. You know where I'm at?

Brad Stover (02:52:14):

Oh, so you're talking about the ones that are right on Rock Spring Road? It's right on Rock Spring Road.

Sal Sabatino (02:52:20):

And there is a group up there. It looks like, it's like four or five storefronts on the ground floor and two or three stories high. Is that the type of building that you're looking at? No. Because here's where we are. There's a lot of us. I came from Baltimore City and Baltimore County, so I watched this area grow all my life. I didn't move up here to be back in Baltimore or Baltimore County. I didn't move up here thinking that 924 eventually would be, have to be, three lanes coming and going in order to handle the amount of traffic we have today. Much less the additional volume of traffic that everybody is very correctly speaking is going to impact our quality of life long after this development is done and the developer doesn't live here and neither will you after it's done. So, the point is, this is the wrong use. I understand that it's a valuable piece of property, no doubt. But at the same time, the way it's being presented with the way the economy is, and to be honest with you, I'd be real surprised in the future, I should live so long, to see retail come back the way it was. With all of the multitudes of empty real estate and the fact that a lot of people have gotten spoiled. You can now order your groceries delivered, you can order your dinner delivered, you can have your clothes delivered. You don't need to go to a store anymore. So from the retail side, I agree with what the lady said before, I don't see it happening with all the tens of thousands of square foot of empty space right now. I just don't see it coming back and I'm very concerned like the one gentleman raised a point, if 20% of residential building is going to be section eight. That's something I do not want to see in this community. So again, you kind of ducked and weaved on the section eight housing. Do you or will you be able to get a variance that you don't have to supply subsidized housing? Whether it's for old people like me or anyone else?

Brad Stover (02:55:22):

Well, again, they're anticipated to be market rate apartments. Sort of similar to what you see across the way in 24. Do we have an end user right now? No. No.

Sal Sabatino (02:55:35):

And I'll make one other other point. Why don't you, and everybody seems to have the same idea, why don't you hook up with Patterson Mill, have them in the County take a day and have a meeting in the auditorium like we had a couple of years ago? And present your project even at this early stage and let people field questions, have some real renderings, not looking down on the ground, but looking across the ground to see what you perceive this development project to look like? I really think that for the kind of money you want to invest in our neighborhood where we live, we raise our children and grandchildren. I'd like to see, I'd like to see that kind of a meeting and I think you would get, like the one lady said, you might get some buy-in into it or, like Walmart did, found out they weren't welcome.

Brad Stover (02:56:50):

Okay.

Sal Sabatino (02:56:58):

Any thoughts along that line?

Brad Stover (02:56:58):

I'm sorry?

Sal Sabatino (02:57:00):

You have any thoughts along the line of, about having a meeting?

Brad Stover (02:57:03):

That is certainly something we'll take into consideration. Right now where we're doing what the code requires, the community input meeting. If COVID hadn't happened, it would have been in the room you described. The larger room where more people could have been in one place at the same time. Literally as opposed to virtually. But that wasn't in the cards.

Sal Sabatino (02:57:27):

Well I was there that day it was raining on the parking lot and the meeting got canceled, and none of us knew about it. Okay?

Brad Stover (02:57:34):

We, it was a tight timeframe. The governor's press conference began at four. I don't recall exactly when he made his pronouncement about gatherings of 250 or more people being prohibited. But I can tell you that we were over the next hour or so, burning up the phone lines internally, to make the call to bump it based on the governor's order. So, and we were, we were in a crunch and frankly I don't think we made the wrong decision. I think that calling that meeting off when there was the potential for at least 200 people; I think we would have been in hot water with government.

Sal Sabatino (02:58:14):

I am not disagreeing with you at all on the cancellation of that meeting. Okay. What I am saying to you is, and if you'd like, I think a lot of us will follow up on it. I think you guys ought to put your heads together. Think about having a meeting at Patterson Middle High School since it's kind of empty from now until September. And the way this governor's head is, it might be empty until December, but we need to have a meeting with the people in this area and you get this thing vetted and I will be like others on the phone tomorrow morning calling up our County executive and telling him that we need to, we need to get this done and we need to get it done now. And when you do put new signs up next time for a meeting, if you need some money for them, give me a call. But a three by five sign would be nice. And this way people know what's going on. And with that you got my phone number, be more than happy to give you, you can give me a call anytime you want.

Brad Stover (02:59:17):

Yes sir. Thank you.

Sal Sabatino (02:59:18):

Have a good evening. Appreciate all your time.

Brad Stover (02:59:20):

You too. Thank you.

Sal Sabatino (02:59:23):

Good night.

Brad Stover (02:59:28):

Okay. I don't see any other hands...umm...you know, the phone numbers now...so...we are still scheduled for a few more minutes. I'll get a couple more minutes, if anyone wants to raise their hand. Otherwise, I do want to thank everybody for participating and what's been an interesting experience. Again, we're all sort of, you know, problem solving with these meetings and also the County. We're learning as we go. So we'll, we'll hang out. We've got what looks like 14 minutes if anyone wants to chime in.

Rusty McIntire (03:0:15):

Chris McNeil has a raised hand.

Brad Stover (03:00:18):

Oh, okay. Thank you. Go ahead.

Chris McNeil (03:00:21):

The DAC meeting.

Brad Stover (03:00:24):

Chris? Chris, you there? Okay, you're unmuted. Go ahead.

Chris McNeil (03:00:33):

Where, when is the DAC meeting?

Brad Stover (03:00:33):

Oh, the DAC meeting. Don't know exactly yet. Again, with the completion of the traffic study and submission of plans, a lot of that will depend on the schedule internally on the County side, but there will be notice I anticipate Tory, July, August.

Tory Pierce (03:00:51):

Yeah. So, so the County holds those meetings on the first and the third Wednesday of every month. And anybody, any applicant who is proposing development has to submit their plans a month in advance. All right, so, again, there's notifications that are published and advertised notifying the public of those development advisory committee meetings. So, so right now, you know, we're anticipating that the soonest we could have our, our plans refined and ready to submit would be in June. Okay. Which would then allow for a DAC meeting to happen in July.

Chris McNeil (03:01:29):

Now the, the County does not meet, the County does not meet in July and August?

Tory Pierce (03:01:39):

So, it's not with the County Council. So the DAC meeting happens with the administration and happens with all the government officials that are responsible for reviewing development plans.

Chris McNeil (03:01:55):

Okay. Thank you.

Tory Pierce (03:00:58):

Sure.

Brad Stover (03:02:10):

Okay. I'm just double checking the list of folks who signed in to ask questions, that everybody's been accounted for and their questions. Looks like yes.

**Speaker 1 (unidentified participant) (00:00):**

And it's unfortunate and that's, I mean, that's where I think a lot of concerns are from people who have been speaking to this in the areas that we've seen it happen within recent times where there's a promise of these mixed use spaces that there's this supposed demand for, but they don't ever get built to completion because the demand isn't actually there.

**Brad Stover (00:23):**

Okay. I understand. Thank you.

**Brad Stover (00:27):**

Sure.

**Brad Stover (00:33):**

It looks like, Rusty, I've got an unidentified iPhone then a Jo and Laurie Whisman.

**Michelle Antkowiak (00:42):**

Yes. This is Michelle Antkowiak at 1958 Laurel Oak Drive. I wanted to know is there a proposed breaking ground date right now?

**Brad Stover (00:54):**

I'll defer to Justin and Tory on that, but I think that that's, you know, again, we're at the kickoff. We have a general idea of what the range would be for getting the entitlements.

**Tory Pierce (01:05):**

You want to go to the next slide that we have. The, the next slide shows the timeline. So, yeah,

**Brad Stover (01:12):**

There you go. Thanks. Yeah, go one back. Rusty. There you go.

**Tory Pierce (01:15):**

So, yeah, so the process takes, it takes, it takes a year. So here we are at the community meeting. So we're talking this time next year.

**Michelle Antkowiak (01:26):**

Okay, well I just want to make a comment. Everyone who's on this call right now who lives in our community, we have one year to make sure that this doesn't happen. So tell your friends, tell your family, talk to your neighbors, make sure you're there at the DAC meeting so we can save our community and not look like a concrete jungle. Thank you.

**Brad Stover (01:49):**

Sure.

**Brad Stover (01:52):**

Okay. Joe and Lori Whisman. Yes. Are you there? Yes, we're here. Can you hear me? Yes sir.

**Joe Whisman (02:03):**

I'm looking at the...and I'm Joe Whisman, 1712 Fleetwood Drive, Bel Air, 21015. I'm looking at the slide you have up with the development. It looks like there are six entrances and two of them are exits or not because you have, it looks like a one entrance and it's got arrows pointing in off of Plumtree, but it looks like two lanes with one car going out, one car coming in. Is that entrance only or no?

**Tory Pierce (02:42):**

So, so the middle of [inaudible] and at right, the other entrance is located opposite McDonald's. And it's probably going to be a directional right in, right out access. And then the points on Route 924 or the traffic light and don't know if the plan has the two access points, will be right in or right out only.

**Joe Whisman (03:14):**

Okay. So the one up in the middle, which is across from where the medical center is and where the Red Cross and the physical fitness center or, yeah, the physical therapy center on the other side. I've seen people have trouble getting in and out of there now and with increased traffic, there is no proposal to widen 924 and make it three lanes?

**Tory Pierce (03:42):**

So, so that might, that might be a recommendation that comes out of the traffic study.

**Joe Whisman (03:50):**

Okay. Well you say this study here or this development project was developed in '86. My house wasn't even there in '86. I've been here almost 20 years now in this house and it wasn't there in '86. It was built in '96. I see a major problem with the traffic already on 924. We have a bus, express bus, that makes a bus stop there by Burger King, which backs up traffic. I just don't see how and looking all these spaces, not even considering what the pad site you're going to be or what might be placed there, but all the retail you have in there, I don't see where 1,300 spaces is going to be enough. Are they planning on having a lot of foot traffic in there?

**Tory Pierce (04:47):**

So the parking that's shown is, it meets the market conditions and the zoning requirements.

**Joe Whisman (04:56):**

Okay. So with the 205 units for the multifamily, most families have two cars per, so that's 410 spaces needed there and there's no number on the senior living. So they expect the senior living not having any cars?

**Tory Pierce (05:20):**

So I'm not sure about that question. No, there's parking around the senior living building,

**Joe Whisman (05:26):**

But it doesn't say how many units are to be in a senior living.

**Tory Pierce (05:29):**

So, so we anticipate there to be about 86 units in that building.

**Joe Whisman (05:37):**

Okay. So again, if you looked at 86 times two, a hundred and seventy-two...

**Tory Pierce (05:43):**

So, assisted living. So the folks that are living in that, they're staying there, they're in assisted living, they're not driving. So, the people that are parking there are the workers and their family members coming to visit.

**Joe Whisman (05:58):**

Okay. So if it, I mean that says senior living. That doesn't say assisted living. I was thinking more that it was a senior center or for people above 50, not...

**Joe Whisman (06:15):**

...umm.

**Joe Whisman (06:16):**

Not a nursing home type. But if you look at nursing homes, you're going to have nursing staff on the floors to cover each one. Plus the aides plus the techs that work with them. I just don't see where the parking are going to be enough. I work in a medical field. I just don't see it. I appreciate the time. All right. Thank you.

**Brad Stover (06:42):**

All right. We're at 9:02. I've got one more hand raised. Joan Hamilton. You're the.... lead us out.

**Joan Hamilton (06:49):**

Hi again. Thank you. My last question, somehow I missed this. When we keep talking about this as something that, where the survey said this was highly desirable and everything. Where is the survey? Who was surveyed? What were the parameters, you know, the demographics, whatever. Is there a place to see the results of this survey or whatever it was that said this was highly desirable in the area?

**Speaker 3 (07:23):**

[Inaudible]

**Brad Stover (07:23):**

You're gonna have to be, I'm sorry, I'm saying.... You'll have to be a little more specific. As in a market study? Because I think Mr. Rosemore said he didn't do a market study.

**Joan Hamilton (07:32):**

Several times throughout this meeting that, you know, all, all of your research has said that this is highly desirable. And I'd like to know what that research is, where it came from, how it was, you know, how it was carried out and where it was done and you know, with telephone, was it, you know, how did you come up with this market survey? Was there a company that did it? You know, is it available

somewhere to view? I'd like to see this, this thing that keeps being brought back to that this is highly desirable because it seems to me that most people on this call, if not all the people in this call are saying this is not highly desirable. So where did this come from?

**Brad Stover (08:14):**

So, Mr. Rosemore, what he said was he didn't do a formal, third party outside market study. So there isn't a formal market study to share. Quite frankly, that'd be proprietary anyway. But the sense on the developers side, this is what they do for a living. They don't set out to fail because they don't set out to not be successful. And based on their experience here in the County, with their direct contacts with some of the tenants and brokers they have here based on past experience, they see this as a desirable area. Again, it's a, it's almost sort of a hole in the donut with respect to the Bel Air area and you have the 924 and 24 corridors and there's not a lot of opportunity left in the area. So they view this as a sort of a last shot at getting a project of this type. And any survey... Again, I don't know if I used that word. If I did, I didn't mean to mislead.

**Joan Hamilton (09:11):**

You may not have used the word survey, but throughout this there has been this undertone that there is some, you know, desire for this to be done, which nobody here seems to know about or feel that is true and I don't see how that can be proprietary when you're basing building something on that feedback and we need to know what the criteria was for that feedback. Who was asked? Where, where did they live? What are the demographics, you know, what are their age group, all, their income? All that stuff factors into any survey or whatever that you're doing a market survey, so that you don't have to identify who the people are. But the information about the survey, I mean, otherwise it just sounds like somebody made up this, well I did some research, I asked a couple of people. And if there's an actual market survey then that should be available to the public.

**Bradley Stover (10:06) and (10:22):**

Again, there is not. But I will respectfully disagree with you a little bit, Ms. Hamilton, if there was, I do think that would be proprietary, but you know, it's not as if what we're trying to convey is that an in depth market study was done. It's based on the experience of the developer. These guys have done this numerous other projects. Again, they don't get in it to fail. They don't get in it to not do nice projects, not succeed. So they, again, they targeted and recognized a property within the development envelope and in the Bel Air area that they thought could make work here, too. And obviously they're putting their money where their mouth is and going through the process. Believe me, if they didn't believe in it they wouldn't do that.

**Joan Hamilton (10:49):**

No. With all due respect to everyone involved here, and watching every project in this area and being at every CIM in this area for every project, and watching this particular piece of property go through several different altercations of what it's going to be, I think developers are now just throwing it at the wall to see what will stick because something's going to build there and they just want to get something built there. And the thought about what if that property turns out to be something that somebody doesn't occupy and it isn't desirable, it isn't used, and then we're left with a whole shopping center of empty places or a whole ground of empty places. And that seems to be where we are these days. That's it. Thank you so much.

**Brad Stover (11:33):**

Thank you. All right, we're at 9:07. So again, for the folks that are still hanging out, it's like we're down to about 48. We were up to 137 at some point. Thank you for participating. There are comments that I have not been able to keep up with because of trying to listen along. So the extent that, you know, again, Rusty, if you can go to that slide again with my contact information on it, leave that up there for a minute. If somebody has any questions we can answer. Keep going. Keep going. It was near the beginning.....there you go. Do you want to leave us up there for a minute? If anybody has anything else, feel free to reach out to me. Otherwise, thank you for participating in what I believe is the first Harford County virtual community input meeting. Thank you.

[Sound of typing] (12:54):

[Inaudible] [inaudible] [inaudible].