

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on June 5, 2019 at 9:00 a.m. in the County Council Chambers, 212 S. Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Moe Davenport	Chairman, DAC
Bill Snyder	Volunteer Fire & EMS
Robin Wales	Department of Emergency Services
Ashley McMahan	Health Department
Keith Dolan	Health Department
Daryl Ivins	DPW Water & Sewer
Mike Rist	DPW Engineering
Sgt Aaron Penman	Sheriff's Office
Missy Valentino	Board of Education
Teresa Eller	State Highway Administration
Jenni Daniels	Planner, Development Review
Eric Vacek	Planner, Development Review
Jen Wilson	Planner, Development Review
Lori Pietrowski	Administrative Specialist

Also in attendance:

Kenneth Skidmore	Patti Sauers
Joseph Thompson	Greg Edwards
Kate Connelly	Linda Weimann
Joyce Mason	Christine Heisey
Emily Grafton	John Grafton
Elizabeth Blum	Pam Canova
Jessica Blake	Amber Fleck
Patricia Kerr	John Demos
Sabrina Coale	Gloria Moon

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

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TWIN STREAM ESTATES – LOTS 1-8

Located on the south side of Pylesville Road (Route 165); east side of Grier Nursery Road. Tax Map 10; Parcel 294; Lots 1-6. Fifth Election District. Council District D. Planner Jenni.

Plan No. P161-2019 Reconfigure lots 1-6 and create lots 7 & 8/75,998 acres/AG.

Received 04-19-2019 Heaps Farm LLC/Thompson & Associates, LLC.

Verbatim Transcript

Joseph Thompson – Thompson & Associates, LLC.

My name is Joe Thompson and I represent Thompson & Associates. We are taking a plan that was already recorded lots and we are reducing the size of the lots and preserving more of the farmland. That is basically it. It is already on record we are just making it smaller and creating more farmland for their horse farm.

Bill Snyder – Volunteer Fire & EMS

No comment.

Robin Wales – Department of Emergency Services

The houses on these common drives & panhandle lots are getting more & more difficult to locate. Emergency Services is requesting when there are 2 or more lots are on a common drive, then it should be named a private road and addressed accordingly. Private road names must be checked with Emergency Services so duplication and sound a likes does not take place.

Lot-1 will be addressed #4059 Grier Nursery Rd, lot-2 #4057, lot-3 #4055, lot-4 #4053, lot-5 #4051, lot-6 #4049, lot-7 #4047 and lot-8 will remain #527-#529 Pylesville Rd (MD 165). These addresses will work if displayed properly, available, and approved by planning & zoning.

The addresses of panhandle/common drive lots shall be displayed at the entrance within 10' of the public roadway, at least 3 feet high, & at each driveway to indicate the proper lane of access for each property.

Ashley McMahon for Len Walinski – Health Department

The preliminary plan, as submitted by the consultant on May 13, 2019, contained incomplete information to allow for the comprehensive review of this proposal. In order for the HCHD

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to continue the review of this plan, the items listed below must be submitted on a revised plan to this office.

- The type of well construction for the wells servicing Lot 8 must be indicated. Well construction may include such descriptions as a drilled well, pit drilled well, buried well, or hand dug well. If the well is drilled, the consultant and/or developer needs to indicate if a well tag is present and, if present, the tag number must be provided on a print to this office.
- Provide future proposed well sites for each dwelling for Lot 8 that meets all current setback requirements. Even if the existing well can remain in service, the future well site will document that the lot meets the requirements of COMAR 26.04.03 for the Subdivision of Land.
- The OSDS cleanout must be located for the existing house located on Lot 8.
- The proposed wells for Lots 2 and 6 and Lots 3 and 5 are within 100 feet of each other and must be drilled and yield tested simultaneously to determine if the wells share a water source or are interconnected. The yield test results must be submitted to this office for review and approval. Both wells must be capable of meeting the minimum yield requirements of COMAR 26.04.04 when tested simultaneously. In lieu of developing the wells and conducting yield tests at the same time, the well locations may be modified to provide greater than 100 feet separation between the proposed wells. If that option is chosen, the consultant must provide a print to this office indicating the new proposed well
- The stormwater management (SWM) drywells must be located outside the 100' radius of any proposed wells. Specifically the well radius captures the proposed SWM drywells for Lots 3 and 5 and must be adjusted. The proposed SWM drywells must also be 25' from the SRAs.
- The septic reserve area (SRA) for Lot 8 must be large enough to account for two (2) dwellings, thus, requiring a minimum size of 20,000 sq. ft. The SRA must be adequate in size to accommodate an initial sewage OSDS and three (3) future replacement systems based on a four (4) bedroom dwelling or 10,000 sq. ft. whichever is greater for each dwelling.
- The trench length for test hole 19-59 must corrected to be 200' X 2' X 10', 14' on center.
- Trench separation for holes 19-58 and 19-60 must be 14' on center.
- The trench length for test hole 4 (June 6, 1999) located on Lot 2 must corrected to be 195' X 2' X 10', 12' on center.
- Provide a legend on the plan that clearly differentiates between satisfactory and unsatisfactory soil tests.
- All soil tests must be properly labeled.

Upon receipt of the above information, this office will update its comments.

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The final plat must bear the well, septic reserve area, and plat plan notes. The square footage amount of the septic reserve area must be clearly labeled on the final plat.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.
4. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
5. Stormwater management practices designed for and located on individual lots shall be constructed and inspected prior to the issuance of a certificate of occupancy. Practices located on individual lots are the maintenance responsibility of the owner.
6. An access permit is required for the entrance onto Grier Nursery Road.
7. The entrance width shall be a minimum of 25' with 35' radii.
8. The driveway shall provide adequate sight distance for a 40 mph design speed and must be paved within the County right-of-way prior to issuance of a certificate of occupancy.
9. A 3' graded shoulder and side ditch shall be constructed along the frontage as a condition of the access permit.
10. Harford County will not maintain the private common driveway. It is recommended that access be provided utilizing a public road.

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11. Monumental masonry mailboxes or structures shall not be constructed within the right-of-way.

Sgt Aaron Penman – Sheriff’s Office

The Sheriff’s office has no comment.

Missy Valentino – Board of Education

The attendance areas are North Harford Elementary, North Harford Middle School and North Harford High School. It is anticipated to yield 2 elementary students, 1 middle and 1 high school student. There is not expected to be any major impacts on capacity.

Teresa Eller – State Highway Administration

The MDOT SHA has no objection to approval of the Preliminary Plan as the proposed access to this site is from a county road and existing right-of-way along MD 165 is sufficient to accommodate future MDOT SHA widening needs.

Jenni Daniels – Planner

1. The property is zoned AG (Agricultural) and totals 75.998+/- acres. This plan proposes to reconfigure recorded lots 1-6 and create lots 7 and 8.
2. This property is subject to the Harford County Forest and Tree Conservation Regulations. A Forest Conservation Plan (FCP162-2019) has been submitted to the Department of Planning and Zoning for review.
3. A buffer yard ‘E’ is required on lots adjacent to agriculturally assessed property. An approved Landscape Plan will be required prior to Preliminary Plan approval.
4. This property is located within a Tier II watershed. The applicant will be forwarded the required MDE checklist. Questions regarding the checklist may be forwarded to Brittany Long of the Department of Planning and Zoning.
5. This site contains environmentally sensitive areas including 100-year floodplain, streams, non-tidal wetlands and associated buffers. All streams, wetlands and buffers shall be labeled as “Natural Resource District” (NRD) on the final plat. No

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development activities other than the construction of stormwater management facilities and utilities shall be permitted within the NRD.

6. The Natural Resources District buffer shall extend to the greater of non-tidal wetland, stream, steep slopes, or 50 feet beyond the FEMA mapped 100-year floodplain. Therefore, the NRD buffer shall be expanded 50 feet beyond the 100- year floodplain on lots 4 and 8.
7. A common drive agreement is required for Lots 1-7 to provide for the use, maintenance, and responsibility of the common drive and it shall be recorded with the final plat.

Public Comments –

There were no public comments.

ROSSO SERVICE – EXOTIC & LUXURY CAR SPECIALISTS

Located on the east side of Rock Spring Road (Route 24); south side of Newport Drive; Tax Map 40; Parcel 348; Lot 4. Third Election District. Council District D. Planner Jenni.

Plan No. S190-2019 Construct 10,000 sf bldg. for motor vehicle repair/0.067 acres/
CI.

Received 05-02-2019 Ahmad & Judith Parvizian/State Line Engineering, LLC.

John Demos – State Line Engineering

My name is John Demos with State Line Engineering. I'm here to present the plan for Rosso Service Exotic & Luxury Car Specialists. The plan is proposed on a lot in the Forest Hill Business Center. It is actually Lot 4 with the address of 7 Newport Drive. The proposal is to construct a 10,000 sf building on the site and provide on-site parking for the repair service. Newport Drive currently has existing water and sewer that we will be connecting to and stormwater management we will be providing via the micro bio retention facilities along the site frontage. I don't have anything further to add.

Bill Snyder – Volunteer Fire & EMS

- Building shall have a Knox Key Box installed if it has an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. Key Box shall be keyed for the Bel Air Fire Company: 410-638-4400.

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Robin Wales – Department of Emergency Services

Please display 8"-10" address numbers, which will be clearly visible at the entrance off of Newport Dr.

Emergency Services must have a list of at least 3 (three) emergency contacts for notification, response, and securing purposes.

Ashley McMahan for Len Walinski – Health Department

This office has the following comments regarding this proposal:

- Automotive services that store more than 1,000 gallons of waste oil will require an Oil Operations Permit from the Maryland Department of the Environment (MDE), Waste Management Administration. Uses that involve auto body repair and painting may require an MDE Air quality permit from the Air and Radiation Management Administration prior to construction.
- Additional comments from this office will be provided at the time of the building permit or tenant/occupancy permit. It is the responsibility of the owner/operator to be aware of any regulatory requirements for the proposed use and for obtaining appropriate permits.
- The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Daryl Ivins – DPW Water & Sewer

The Division of Water and Sewer cannot recommend approval of the Site Plan until it is confident that the Maryland American water system can provide the required 1500 gpm fire flow required by the Adequate Public Facilities Ordinance. Our office requires a letter from the Maryland American Water Company stating that their system can provide 1500 gpm out of the hydrant closest to the site for two hours during maximum day demand. This letter should be addressed to Mr. Dave Burke, Chief Engineer, Division of Water and Sewer. When it is available, it may be e-mailed to him at dmburke@harfordcountymd.gov.

After our Division has received the above information, the following comments may be included as conditions of Site Plan approval for this project:

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

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Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. The Commercial Service Application Number 20039 must be added to the title block of the site plan submitted with the Application for approval. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

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

Trees may not be placed within the drainage and utility easements or within fifteen feet (15') of existing or proposed utilities.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater quantity management has been provided in the Regional Facility.
3. Additional management must be provided for this site in accordance with the 2000 Design Manual as amended by Supplement 1.
4. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.
5. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
6. Maintenance of the regional stormwater management facility (facilities) is (are) the responsibility of the lot owner(s) as stipulated in the association documents. Practices designed for and located on individual lots are the maintenance responsibility of the owner.
7. A commercial access permit is required for the site.
8. Site entrances shall have adequate sight distance for a 35 mph design speed.

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9. The entrance width shall be a minimum of 25' with 35' radii.
10. Sidewalk handicap ramps shall be constructed at the entrance
11. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
12. A utility permit will be required for the construction of the stormdrain, water and sewer connections within the County right-of-way.

Sgt Aaron Penman – Sheriff's Office

The Sheriff's office has no comment.

Teresa Eller – State Highway Administration

The MDOT SHA has no objection to approval of the Site Plan as the proposed access to this site is from a county road and there are no right-of-way impacts to the MDOT SHA.

Jenni Daniels - Planner

1. As proposed, the project requires 34 parking spaces, not 33 as shown on the plan. A waiver may be submitted to the Department of Planning and Zoning for review.
2. A new series of the Landscape Plan shall be submitted to incorporate the required parking lot perimeter landscaping along the eastern boundary. The new series shall include a breakdown of the cost estimate that provides for materials and installation.
3. A photometric plan has been submitted to the Department of Planning and Zoning for review.
4. All proposed signage shall conform to the Sign Code. Permits shall be obtained from the Department of Planning and Zoning.

Public Comments –

There were no public comments.

AUMAR VILLAGE RESIDENTIAL - CONCEPT

Located between Bel Air Road (Route 1) & Harford Road (Route 147); west side of Mountain Road (Route 152). Tax Map 55; Parcel 761; Lots 48 & 49. Third Election District. Council District B. Planner Eric.

Plan No. C194-2019 Create 26 single family lots & 60 townhouse lots/35.22 acres/
B3 & R2.

Received 05-08-2019 Aumar Village, LLC/CNA/EN Engineering, LLC.

Bob Capalongo – CNA Engineering

I'm Bob Capalongo, CNA Engineers and I'm here to present the plan for Aumar Village Residential. For those who have not seen the plan we have had multiple community meetings but, for those who have not seen the plan the site is at 200 Mountain Road in Fallston. This site is bordered by Harford Road to the west and MD 152 Mountain Road to the north and Bel Air Road to the east. On the property, we are proposing, 86 residential units, and a combination of villa townhomes which are four together/connected and on the back half of the property some single family homes. We are proposing an access to Mountain Road from this location from Harmony Terrace. We have already talked to the State Highway folks and we are commit to a left in. The left in is from Mountain and we are going to require folks to come into this sub-division through the Aumar Commercial Property and come in that way from 95. We are requiring the required active open space, etc. and we are getting all zoning requirements for density etc. With that, I am ready for your comments.

Bill Snyder – Volunteer Fire & EMS

- The proposed "Gatehouse" should not impede larger fire apparatus from entering the development.
- Speed Control Devices: Speed bump or humps can greatly impact fire apparatus access. Due to their suspension, the apparatus must come to a nearly complete stop to pass over these bumps, delaying arrival to an emergency scene. (Please see pictures below) Some special speed hump designs allow for fire apparatus to straddle humps, while passenger vehicles cannot do so. The Harford County Fire Service recommends the type shown below in which the area where there is no "hump" is the wheel spacing of the apparatus:



Robin Wales – Department of Emergency Services

I will comment further on the preliminary and site plans.

Keith Dolan for Len Walinski – Health Department

This office has the following comments:

- The consultant must provide on a print to this office the locations of the wells and the on-site sewage disposal systems (OSDS) servicing Lots 48 and 49 Aumar Heights.

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- Once the public water and sewer system is constructed, Lots 48 and 49 must connect to the public facilities within 6 months and documentation must be provided to this office that the connections have been completed.
- After connection to the public facilities, the wells must be properly abandoned by a Maryland licensed well driller and abandonment report submitted to this office. The septic tank must be pumped by a licensed liquid waste hauler and the pump receipt submitted to this office. The tank may then be abandoned on-site by collapsing the lid, filling the void space with clean fill, and submitting a report to this office detailing the abandonment procedure.
- At the discretion of the Department of Public Works, Division of Water and Sewer, drainage and utility easements should be platted along appropriate tract boundaries to facilitate the connection of neighboring properties to public utilities.
- The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

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

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

Daryl Ivins – DPW Water & Sewer

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

The Preliminary Plan must show the proposed grading for the project as well as individual sewer services from the public main for each lot.

The sewer lines between Lots 52 and 53 and 56 and 57 must be 8-inch public mains terminating in lampholes. The individual services must connect to the mains and not the lampholes. The public water services at these locations must terminate at the edge of the easement for Road "B". The remainder of the proposed water services at these locations between the townhouses will be privately owned. The easement between the townhouses will be both a public easement and a private easement for the water services. It must be called out as such. The following note shall be added to the record plat for the private easement:

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“The Owner hereby grants the private drainage and utility easements shown on this plat for the construction, maintenance, repair and replacement of the water services benefitting the owners of the adjacent properties as shown on this plat.”

Owner’s Name

Date

Each of the easements that will be private on the plat should be labeled “Private drainage and utility easement to the owners of Parcel __ Lots __ and __.”

The Division of Water and Sewer would like to review a detail of the above-discussed water and sewer services before the Preliminary Plan is submitted for approval. The separation of the townhouses between these two pairs of lots must be increased to thirty feet to accommodate the public main and the two water services. In order to maintain adequate separation between the private water services and the sewer main, separate public water services must be installed when the services run between the groups of townhouses. These changes must be shown on the Preliminary Plan.

The proposed sewer main near the Pavilion must be located at least ten feet from the structure. Either the sewer main or the structure must be moved to accomplish this requirement. Show this revision on the Preliminary Plan.

The sewer main behind proposed lots 41-44 may not be located within the stormwater management area. Reconfigure this on the Preliminary Plan.

The easement for the sewer main that is proposed to serve existing Lots 1, 2 and 3 along Harford Road must touch the rear property lines of each of the lots. Show this on the Preliminary Plan.

For lots 11-14, extend a 2-inch public water main in the panhandle driveway with services to each of the lots. None of the sewer services to lots 11-14 may connect into the manhole as shown. They must connect to gravity clean-outs at the edge of the easement at the cul de sac. Two private ejector force mains must be placed on each side of the common driveway to serve these lots. Show the revised configuration on the Preliminary Plan.

A thirty-foot wide easement must be placed near the southern edge of the active open space area between Road “C” and the adjacent property to the west. Show the easement on the Preliminary Plan.

On the final construction drawings, valves shall be placed on the water main in the cul de sac of Road “A” and in front of Lot 46 so that the water main through the open space can be isolated if there is a break.

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To allow their neighbors access to the public water and sewer mains, parcel 778, Lot 4 and Parcel 778, Lot 5 must grant a private easement to their adjacent neighbors.

The contract numbers for this project are 20035 for water and 20036 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1. The facilities shall be designed to control the 100 year storm.
3. A stormwater management concept plan shall be submitted for review prior to or concurrent with the preliminary plan submission.
4. Harford County does not maintain private roads. It is recommended that they be constructed as public roads whether public or private they shall be designed to meet all requirements of the Harford County Road Code. If the developer chooses to construct the roads as private, the designation of such shall be shown on the plats and further identified on the plats that the roads shall remain private in perpetuity. Additionally, the new homeowners shall be fully made aware that the roads are private and will remain that way, by signing a disclosure statement at settlement – the wording of which shall be approved by Harford County.
5. The site plan shows an access into the adjacent commercial subdivision. If this access is identified as a means of ingress / egress from the site in the traffic impact study, an agreement shall be completed between the development and the commercial site to verify that the road will remain open to all traffic. The agreement shall be in place prior to approval of the Preliminary Plan Approval Letter. Furthermore, the agreement shall specify that it shall be in full force and effect through the lifetime of both properties or until another means of egress is approved (by both SHA and Harford County Gov't).

Sgt Aaron Penman – Sheriff's Office

The Sheriff's office has no additional comments.

Missy Valentino – Board of Education

The attendance areas for this development are Youth Benefit Elementary, Fallston Middle and Fallston High Schools. Youth Benefit is currently at 91% capacity and it is anticipated to yield 21 students. Fallston Middle School is currently at 86% capacity and it is anticipated to yield 11 students and Fallston High School is currently at 63% capacity and it is anticipated to yield 14 high school students.

Teresa Eller – State Highway Administration

An access permit will be required for an entrance and road improvements on MD 152 for this development. Before making specific comments regarding the requirements for entrance and road improvements, the MDOT SHA requests the opportunity to review a traffic impact study (TIS) to determine the traffic impacts at the proposed site access on MD 152, and the surrounding road network. We require four (4) copies of the TIS and a CD of the study for our review. That submittal can be made directly to Wendy Wolcott at the District 4 Office, 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Richard Zeller. Please utilize the above referenced SHA tracking number when making this submission.

Eric Vacek – Planner

- The site is split-zoned R-2 (Urban Residential) and B-3 (Business) and totals 35.22 +/- acres. The R-2 portion of the site totals 26.72 acres +/- . The B-3 portion of the site totals 8.50 acres +/- . This concept plan proposes to create eighty-six (86) single family and townhouse dwelling units, respectively. These lots will be developed utilizing Conventional with Open Space (C.O.S) standards. Maximum density is 4.5 dwelling units per gross acre. The developer has proposed adding two (2) existing lots (Plat 140-6) to the overall subdivision.
- The required open space for this concept plan totals 2.672 acres. Fifty percent (50 %) or 1.34 acres of the open space shall be suitable for active recreation, or active open space. This plan proposes 1.34 acres of active open space. The proposed active open space are not clearly delineated and shall be reconfigured to provide usable areas. The configuration must provide areas that display usable configurations and are directly accessible to the community. Active open space is not permitted in the B3 zoning district. Pedestrian access to proposed open space areas shall be provided with walking trails in conjunction with public right-of-ways. This shall be clearly delineated on the preliminary plan. Areas of active open space area shall be clearly

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accessible to the community.

- The project roads shall be constructed in accordance with Section 268-12(D). All internal roads, including stub roads, shall be constructed or improved to the prescribed width and road construction, as set forth in the Subdivision Regulations of Harford County and the Harford County Road Code, as amended.
- Cul-de-sac shown on Road 'A' appears to exceed 600'-0" feet in length. A waiver shall be submitted for review to the Department of Planning and Zoning demonstrating accordance with Section 268-15(F).
- All applicable recorded plat(s) for Aumar Village (Plat 144-43) shall be revised to include ingress/egress access easements and associated documents prior to preliminary plan approval.
- A revised Forest Conservation Plan (FCP) shall be required prior to preliminary plan approval. Existing Forest Retention is delineated on recorded plat 104-7. This Concept Plan proposes to develop areas of existing forest retention.
- A Landscaping and recreation plan shall be submitted to the Department of Planning and Zoning with the preliminary plan submission. The Concept plan delineates three (3) active open space areas and several trails. Buffer yard 'E' is required between R2 (Urban Residential) and AG (Agricultural) zoned properties.
- There are streams, slopes, wetlands and 100-year floodplain located on the proposed site. Appropriate NRD buffers shall be delineated on the plan. The 100-year floodplain boundary does not match FEMA's FIRM and must be revised to match. The property is located within a Tier 2 watershed-impacts to the NRD should be minimized.
- NRD (Natural Resource District) is not permitted on the proposed lots. No forest clearing is permitted within the NRD or associated buffers at any time for actual home construction. Forest Retention areas may not be located on any of the proposed lots.
- A Homeowner's Association (H.O.A.) must be established for the ownership and maintenance of the storm-water management facilities and the areas of open space.
- The provided plans show townhouse unit diagrams with single driveways. Minimum parking requirements must be met for each dwelling type proposed. Stacked parking is not permitted.

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Moe Davenport – Bob, I know this is conceptual but, the enlarged concept plan just has what seems to me an excessive amount of storm water management ponds in the NRD buffer. Is that truly what you anticipate doing?

Bob Capalongo – Until we get to the next step there are not that many but we wanted to show that it could be. Until we really get into a more detailed design I'm not going to know. We are going to meet with the stormwater folks and go over innovative ways to treat stormwater.

Moe Davenport – Our comments are going to be that the impacts proposed are not acceptable.

Bob Capalongo – Ok.

Moe Davenport – They will have to be modified to reduce the impacts to the buffer area.

Bob Capalongo – Ok.

Moe Davenport – While we recognize stormwater is permitted in the buffer areas; not the entire buffer area.

Bob Capalongo – We have not evaluated the stormwater at all. We just have placeholders for this concept plan.

Moe Davenport – Understood.

Public Comments –

Christine Heisey – I am a Fallston resident at 1805 Brickhouse Lane. I have lived there since 1991 and I have been a resident of Harford County my entire life. This particular development I feel is just too much impact in a small geographic area. They mentioned many times during the meeting that was at the fire house, not the last meeting, I missed that one because we were out of town because they did that the Tuesday after Memorial Day. The meeting prior to that they went back to a site development plan that was done in 1968. I happened to be a child at that time and my Doctor was in Fallston so I am very familiar with what Mountain Road was like during that period. It was windy, it was two lanes and it was slow. Route 1 was still two lanes. When this site plan was proposed for 86 units there was no Brookhill Farms, there was no Brandywine Farms, there was no Stratford. All of these developments that are currently there were in their infancy. They were just starting to build the ranchers off of Carrs Mill. They were just starting to build back in Powder Mill. It was all in its infancy so, to come up at that point and say hey we can put 86 sites here sounded like a really good idea. We look at that now and we have over 25,000 cars a day going past that

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area. We have multiple, multiple accidents at the intersection of Harford Road and 152 right now. That intersection does not work. It is extremely dangerous. Putting people coming into this neighborhood right off of Harford Road so close to that other intersection is just going to cause more problems, more accidents and more interference. The access that is going to come in right off of the development going right behind the existing houses and the villas that they are proposing to put there which are just kind of slammed in it's just such an impact of traffic and people. I really feel like they really need to readdress the concept. I understand that they want to put the development there but, 86 properties is far too many. You can see what he is trying to do with all of that stormwater and that is not acceptable either because, they are taking up too much land for what that particular piece of ground can hold. That is kind of what I have to say. I know that the traffic count lines were out this week. All of the seniors are gone, all of the sports are over and now they put the lines out now that 30% of the traffic is gone, that would go up and down those roads every day. That's a good way to get the counts that people might want but it really doesn't benefit the community as a whole.

Joyce Mason – We own the property at 100 Mountain Road. My son currently lives there. Currently, his well is contaminated with chloroform bacteria. He has to have the ultra violet light on it. To put these 86 properties and dig up this area is only going to add more contamination to the existing wells like his. His house is a rancher along with most of those houses along there and now you are going to put three story homes that are going to tower over the existing houses. They don't seem to fit into the facade of the area. There aren't any three story houses in that area. They will just tower over what is there.

Gloria Moon – I only saw two areas of ingress/egress and that was on 152 and then also through the shopping center. Is that correct?

Moe Davenport – That is correct.

Gloria Moon – I did not see any access out onto Harford Road. Those of us who live in the area have had the misfortune of going into that shopping center. No. That is the most confusing, dangerous, adlepatated zoning road I have ever seen. It is just awful. You take your life in your hands when you drive through that shopping center and now you are going to put all of these people through. I would suggest that you do not allow that. I mean it is just chaos in there. Especially, when you have the restaurants going and you have CVS all of the time. You have the restaurant at the end. It's not safe. Just having the left out onto Mountain Road I'm thinking well they all have to turn left like they are doing now. Go up Harford Road that doesn't make sense either. If you are going to allow this at least require a traffic signal if possible if it is not to close or maybe the developer should buy out one of the homes and put some sort of extra access in there. It is just insane. The driving is going to be terrible there.

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Whitney Nechay – I live at 2268 Baldwin Mill Road in Fallston as well. I just have a couple of concerns and I understand that not all of these are yours but, I believe the county needs to stop operating in a silo and we need to be more cognizant of the ripple effect that is caused by decisions that are made here by the DAC. First of all, we are all aware that the County Council refused to reallocate funds for school funding. I think it is very disillusioned to think that the only impact will be 21 students to Youths Benefit. When we already have schools that are underfunded adding even just one more student to an underfunded school is a tremendous impact to the school system and the quality of education. I think that Mr. Euler has been not very forthcoming in trying to market this complex as an over 55 without the actual regulation of over 55. Not only because the people who will be moving into this community if they are empty nesters will be selling their homes in Fallston and who will be buying them? Families with school age children. So, that's an impact right there. On top of that you are now talking about single family homes those typically will not be purchased by the aging population so, again you have families moving in with school age children. I also have a problem again as it was mentioned, I don't know if any of you have driven into the shopping center that they are recommending ingress and egress out of. It is extremely confusing. I have been in there multiple times. People are confused the fact that the stop signs don't actually like go perpendicular to each other, they are angled. I have actually had people come at me on the wrong side of the road in that development. When you add in 86 homes that allow for an ingress/egress off of that property you are going to make that impact even worse especially because there is going to be a miniature golf course right there too. So, now you are going to have people walking across the parking lot in the midst of probably over 160 cars making trips in their daily, in and out of that complex. I know that there are very specific standards for the traffic studies but I do not think that those traffic standards and, I know you just can't just change things on the fly but, I think that that complex really needs to be looked at as part of the traffic study as to whether it can actually handle appropriate ingress and egress out of that community. I also have concerns. Actually, the day of the community meeting most people were late to that meeting because of an accident right at Harford Road and 152. I actually believe either the gentlemen from CNA or Mr. Euler I'm not entirely sure but, one of them was actually late to the meeting and stated why and, it was because they were stuck in that accident. You add that many more people coming in and off of that road. You are going to have people making u-turns. You are going to have visitors not familiar with the area on an already crowded road. You are going to have them making illegal u-turns. Pulling into that park & ride trying to loop around to get back to that complex. I just think it is a complete nightmare. Again, I understand that the traffic studies have very defined requirements but, I implore the State Highway Administration also to look a little bit further into the scope of things. You have Harford Road, you have Route 1, you have Mountain Road, and you have Connelly Road which is already being used as a cut around because of Hamilton Reserve. People are not familiar with those roads and they are windy and they are twisty and you are going to see a lot more catastrophic accidents there. We are already employing the State Highway Administration to relook at the intersection at Youths Benefit because people chronically run those lights

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because they do not realize that they are sometimes flashing and sometimes red and sometimes green. Actually, State Highway I believe is up there at least once a week because that traffic signal malfunctions and it makes it absolutely, catastrophically, dangerous for parents and for school busses to be pulling in and out. We already know Mountain Road is used as a major thoroughfare to get over to Towson. People constantly use Mountain Road to get to Hess Road to get to Jarrettsville Pike to get to Dulaney Valley Road. You add 86 homes and you add people who are now in that commuter traffic every single day going past Youths Benefit, going past Fallston Middle and going past Fallston High and those intersections are not adequately equipped to handle that volume of traffic let alone Route 1, let alone Harford Road, etc. I understand we are in a capitalistic society. If you have land you have the right to build on it but, I think this needs to be done thoughtfully and logically. I'm ok with putting houses there. Mr. Euler has the right to do that but, it needs to be done in a way that preserves the integrity of Fallston. Preserves the feeling of Fallston and does not put in people who live in Harford County and commute in and out of Harford County at risk.

Debbie Flash – I'm a Fallston resident. I just want to address again the Traffic Impact Study. Again, as we have gone through the process of identifying where the issues would be with traffic. I just want to bring to the attention of State Highway or any county roads or even Emergency Services. I know that when you do the traffic study you typically look at how that is going to impact the immediate area but, what we have understood is that only proposed developments are in the pipeline and we know for a fact that the property zoning for the corner on Fallston Mall and some of those other areas which will ultimately impact this project. You could possibly have an integrated community shopping center on the corner and whatever else again, I just ask you to take a look at the zoned possibility even though it is not a submitted project. Go above and beyond and take a look at the zoning and what that possibly and how that would impact the community even though you are only looking at the scope of this project because, it is coming, the zoning is there. The community is already talking about it but, from your part it is not a sited project. Please take a look at it.

Greg Edwards - I live on Ryan Road and I'm a recent import to Fallston. I came from Baltimore County and chose Fallston because of the agricultural feel, the great schools and everything else. I disagree that the impact to schools is going to be as little as being estimated. I have two children and I'm in my mid-forties. The schools were a big draw with going to Fallston. Whether it is 68 townhomes and 20 single family or all 86 townhomes or all 86 single families in a single small unit like that, that is exactly in the budget and wheelhouse of someone like me that has multiple kids. I know unofficially it is going to be an over 55 community but, it is not being limited and sited as that because, there are limitations to that. I don't see a community in Fallston which is very popular in the budget that is being proposed in the 400-500 thousand dollar range as just attracting older folks that are empty nesters. I feel that people such as me that are in their forties and even late 30's that can afford that kind of budget and have children are just going to rush to an area like

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that and if I didn't already live in Fallston and this community was approved this is one of the first places that I would look. It feels like it is very dense for the overall feel of Fallston. I just feel that the schools, that we paid a premium to come into Fallston and we are going to be putting my 6 and 9 year old into these schools as soon as they are ready for middle school. I feel that the community that is being proposed is going to be bringing a lot more children than is proposed and to back everyone else's statement about the traffic. It takes 30 minutes to get from 95 to that community every day from 3:00 -6:00 pm and from 7:00 am to 9:00 am. It is a 30 minute ride minimum and that is if there are no accidents. It is bumper to bumper. It is a single lane right up until right at Bel Air Road. It is unbelievable every single day and that is just one road coming in and out. You add another 86 x 2 cars for each household and another 160 cars every single day, there are always accidents and there are always backups. It is just going to add additional stress to the infrastructure and stress to the schools.

Beth Blum - I live at 16 Mountain Road in Fallston. I actually lived here as a child. I was a little bitty girl when they first widened Mountain Road. We were one of the first houses along there. We moved to Florida and moved back to MD and came back here about 2 ½ years ago to take care of a relative. I've been stunned at what I have seen with the traffic. But, what I was most stunned about is the lack of an arrow at Mountain and Harford Road. When I was a child I watched a woman die. They dragged her into our house and she died from an accident there. There's always been accidents there. There was an accident there Monday morning and we had to wait to get my cousin to dialysis because we couldn't turn around there. An arrow was put in at the light at Connelly and Harford Road for the ten cars or so that have to turn there every day and I see from 2-5:30 in the afternoon I cannot tell you how many people just run the red light because it is the only way you can turn there. When you are coming from Bel Air to Harford Road to turn onto Mountain Road it is impossible. One day after dropping my cousin off for dialysis coming across Singer at Noon up to Mountain Road usually you can just turn right there. There was a solid line of traffic. So, traffic is a huge concern. I understand that things change. I've seen tremendous changes in Fallston. Fallston is not what it used to be. I feel like that section of Fallston was just thrown away to keep other parts nicer. It is going to happen, things are going to change. If anything can be done to help with the impact of the traffic it would be a really good thing.

CROSSROADS AT HICKORY – LOTS 3-7 - CONCEPT

Located on the north side of Hickory Bypass (Route 1); east of Ady Road (Route 543). Tax Map 41; Parcel 9; Lots 3-7. Third Election District. Council District D. Planner Jen.

Plan No. C196-2019 Construct 184 Mid-Rise Apartments. 9.81 acres/B3.

Received 05-08-2019 Hickory – Bel Air LLC/Peak Acquisition, LLC/Frederick Ward.

Kaitelyne Connelly – Frederick Ward Associates

Good Morning, I am Kaitelyne Connelly with Frederick Ward Associates. We are requesting an approval of a Concept plan approval to move forward with the ultimate goal to develop lot 3-7 in the Crossroads at Hickory development as mid-rise apartments containing 184 apartments in five apartment buildings. A community input meeting was held at the Bel Air Branch Library on May 4th where we presented this concept to the community and they had the opportunity to review the concept and present their questions and concerns. In 2017 lots 3-7 were rezoned to B-3, General Business District allowing for this property to develop as a mid-rise apartments under the special development regulations pursuant to article 8 section 267-74 in the county zoning code. There are provisions for a walking path, clubhouse, pool and other active open spaces as amenities for the residents. There are garages provided for some of the residents who want to add that benefit. There is also a separate maintenance building with a central trash compaction unit. We will maintain two access points on Jack Lane to MD 543 and a private road connection to US Route 1 Business as originally planned. We are proposing to end the Jack Lane public right-of-way at the cul-de-sac and provide private access from this point. Public water and sewer will be extended from where it terminates at the end of Jack Lane Phase 1 to provide water and sewer service to the development. A traffic impact analysis was performed for the original commercial development and all on-site and off-site improvements are vested within this project. Thank you.

Bill Snyder – Volunteer Fire & EMS

- All five (5) buildings will require a Knox Key Box installed on the exterior. The boxes shall be keyed for the Bel Air Fire Department. Contact 410-638-4400 for the Boxes
- Hydrant locations/spacing shown on Concept Map dated 5/8/2019 are acceptable. Any changes to the hydrant locations, please call the Chief of the Bel Air Fire Department at 410-638-4400.
- Recommend the usage of non-combustible landscaping directly next to the buildings. Traditional, wooden-mulch increases likelihood of nuisance fires from outdoor smoking.

Robin Wales – Department of Emergency Services

I will comment further on the preliminary and site plans.

Keith Dolan for Len Walinski – Health Department

This office has the following comments regarding this proposal:

- The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.
- The Health Department encourages the owner/developer to consider smoke-free housing.

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

Daryl Ivins – DPW Water & Sewer

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

Show the water and sewer services to each building on the Preliminary Plan. Show sewer clean-outs at the edge of the public easement for each of the sewer services.

The drainage and utility easements for the sewer mains must be at least thirty feet wide. Show these accurately on the Preliminary Plan.

The sewer main that will lie east of the private road shall extend behind building 5 to the parcel boundary until it reaches the adjacent parcel to the east. The portion of the property that lies east of the private road between the private road and Lot 1 shall be dedicated as a drainage and utility easement. This easement will allow the adjacent property to be served with public utilities in the future. Show this information on the Preliminary Plan.

If a 6-inch water service is adequate for this development, the existing water service to Lot 3 should be used to serve it. Show the service configuration on the Preliminary Plan.

A 20' wide drainage and utility easement shall be placed adjacent to the reforestation area between the cul de sac and the Board of Education property. Show it on the Preliminary Plan.

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The maximum service elevation for this water pressure zone is 482'. Since the proposed development is close to this elevation, a privately owned water pressure booster system will likely be necessary.

A building permit cannot be issued until the public utilities are either operational or bonded for construction.

The contract numbers for this project are 20037 for water and 20038 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. The approved stormwater management plans must be revised to accommodate the revised site plan. Additional management must be provided for this site in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan must be submitted for review prior to or concurrent with the preliminary plan submission.
4. Jack Lane shall be extended to US Rte.1 as a public road as was originally approved for the site. Road plans will need to be approved and a public works agreement will need to be executed prior to the issuance of building permits for the site.

Sgt Aaron Penman – Sheriff's Office

The Sheriff's office has no comment.

Missy Valentino – Board of Education

The attendance areas are Hickory Elementary School, Southampton Middle School and C. Milton Wright High School. The current capacity at Hickory Elementary is 97% and it is anticipated that this development will yield approximately 13 students. This is an area of concern as this school is always at or near capacity. Southampton Middle School is currently

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at 79% and is estimated to yield approximately 5 middle school students and C. Milton Wright is currently at 85% capacity and it is estimated to yield 8 students.

Teresa Eller – State Highway Administration

The development of lots 3-7 constitute Phase 2 of the Crossroads at Hickory development. A special condition was placed in the above references SHA access permit stating that once improvements for Crossroads at Hickory Phase 1 are completed to the satisfaction of SHA, a replacement surety for the Phase 2 improvements (Jack Lane access to US 1 BUS) will be submitted. The surety being held by the MDOT SHA for the Crossroads at Hickory Phase 1 improvements would then be returned to the permittee.

Improvements for Phase 1 (construction of Jack Lane at MD 543) have been completed. All four (4) off-site improvements required for this development have been permitted and the work has been completed.

This current Concept Plan shows the entrance onto US 1 BUS however, the required road improvements on US 1 BUS associated with this public street connection are not depicted on the plan. Attached for the design engineer's use is a copy of sheet 11 of 13 from the access permit plans depicting the required road improvements on US 1 BUS for the Phase 2 development.

To initiate the plan review cycle toward the issuance of the addendum to the above referenced access permit, the design engineer must submit nine (9) sets of plans reflecting the entrance and road improvements on US 1 BUS as depicted on the above mentioned access permit plan sheet 11 of 13. The plan submittal should include 1 set of hydraulic computations, and a CD containing plans and all supporting documentation to Wendy Wolcott at 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Mr. Richard Zeller. Please utilize the SHA tracking number when making this submission.

All SHA Policies, Standards and Specifications must be followed when preparing the above plan submittal including but not limited to the following documents:

MDOT SHA Access Manual
MDOT SHA Business Standards and Specifications
MDOT SHA Bicycle Policy and Design Guidelines

The Access Management Plan Review Checklist must be utilized in drafting the SHA Improvement Plans. Please include a copy of the completed checklist when making this submittal. All of these documents along with additional guidance can be found on our web site at www.roads.maryland.gov under Business Center.

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Since the amount of surety for the Phase 2 improvements is significantly more than the \$219,000.00 the MDOT SHA is currently holding, we will request an updated cost estimate for the Phase 2 improvements during the plan review process. When the surety amount for the Phase 2 improvements has been established, and plans for the improvements are approved, the MDOT SHA will request a submittal for plan, the new surety, and inspection fees for the Phase 2 improvements. We will then addend the existing access permit 08APHA02311 to include these improvements. The current surety being held, (LOC in the amount of \$219,000.00) will be returned to the permittee along with any unused portion of the inspection fees submitted for the Phase 1 improvements.

Jen Wilson – Planner

1. This project is subject to the Harford County Forest Conservation Regulations. A Forest Conservation Plan will be required at the time of Preliminary Plan review. Reforestation areas must be at least 10,000 square-feet in size and may not be located within a road right-of-way. Any reforestation areas being utilized as a landscape bufferyard shall meet the design requirements of both plantings.
2. A Landscape & Lighting Plan will be required. All buildings including garages and maintenance buildings shall have foundation plantings. All service areas, including dumpsters and mechanical equipment shall be screened from view of adjacent properties and road right-of-ways.
3. The proposed Active Open Space illustrated on the plan is not acceptable and the Concept Plan cannot be approved as presented. Required sidewalks, building access, and areas between the sidewalk and parking lot may not be counted toward active open space. Areas of Active Open Space shall be a minimum of 10,000 square feet. The consultant shall demonstrate that the project can provide adequate active open space on a new series of the Concept Plan, which shall label the square-feet of each active open space area provided. The consultant shall also submit a floor plan of the proposed clubhouse illustrating the proposed active open space inside the building at the time of Preliminary Plan review.
4. The consultant shall submit renderings and other graphic representations to aid the Department in determining if the proposed buildings are compatible and harmonious with the surrounding uses in accordance with Section 267-74 of the Harford County Zoning Code.

Public Comments –

Patti Sauers – I'm Patti Sauers of Conowingo Road in Bel Air, Maryland. I am a proud lifelong resident of Harford County. I am a homeowner. I am employed by the Harford County

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School System for the past 33 years and I am involved in many areas of this county's life including to, but, not limited to historical and agricultural activities and preservation. My daughter and her family own and operate Sunshine Farm directly diagonal from the proposed project. I am here to follow up on my concerns regarding the community information meeting for this property. In my research since that meeting, I have read the extensive county zoning website where I found this statement which I believe to be your core values Mr. Davenport and staff. It states, "Working to ensure the safe, harmonious and livable community for current and future generations". I am here asking this committee to carefully and diligently reapply the lens of this purpose statement as you review and consider this proposed project. Specifically, in reference to code 267 74C3 which states, the proposed project shall be designed with buildings which are compatible and harmonious with the surrounding uses. Effort shall be made to minimize the impact and maximize the esthetics to adjoining and surrounding properties. Few 5 story building apartment complexes exist in Harford County and to my knowledge and research this far have had any positive impact on the citizens' way of life in Harford County. The code states that the project must be designed with minimum impact to the esthetics and surrounding properties. I believe that the five proposed, five story buildings would not be esthetically and harmonious with the skyline of a rural, industrial and agricultural community. It has been suggested that I am opposed to this property being developed. I believe that all property owners in the county have the same legal rights. I am not suggesting that the owner does not have the right to develop this property. I only ask this committee to see that this project does not change the way of life of the residents of our community. The surrounding properties are zoned CI and B3 and are not compatible with mid-rise buildings that would tower over the surrounding uses. As proposed, this project would be un-harmonious with our way of life. I am concerned for the future residents of this property as they would be in an island of land surrounded by three major roadways. Commercial industrial properties, they would be enveloped by a bus lot, a heavy machinery lot, a fueling station for heavy equipment, tractor trailers, dump trucks and numerous passenger vehicles. The only egresses are Jack Lane and a proposed exit onto old Route 1 that holds to head waters to St. Omar's Branch. Both of these egresses are bordered by fast food restaurants, a gas station, a shooting range, a liquor store and other commercial properties. No public transportation nor designated pedestrian walk ways lead to any destinations outside of the proposed community. This island of B3 rental apartments would be inadvisable and unsafe for the residents. Furthermore the statistics shared at the meetings with the citizens seems somewhat distorted with the statistics listed on the county website and I do have questions with the statistics shared this morning. On the website, the Harford County Department of Planning website Harford County Public Schools it was shared at the informational meeting that the formula would yield approximately 40 students, however the impact report on schools from our area projected would be detrimental. The difference of composite yield of students between 2009 and 2015 show that apartments and condos had an increase of 58.6 to 131.2 increase from these types of properties. I do work at Hickory Elementary School and calculated the capacity this morning and based on those results our current capacity this

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morning shared by my principal, Mr. Steiner was 102.09% capacity. I believe this project as proposed is a violation of the county code and that it would be a detriment to our community. While this project is within the county's development envelope it is at the most distant edge and incompatible with the way of life that exists in North Bel Air also known as Hickory. If you would like to look at this map which I have provided printed from your website all adjoining properties in the area are RR, rural residential and Agricultural with a tiny exception of one very small one and two story B1 and CI properties. At the recent meeting, which you all have a transcript all comments opposed the development of five story mid-rise apartment rentals. What the members of this committee cannot see or note that the majority of the citizens at this meeting were from the Agricultural industry that thrives on this end of the county. Concerns regarding the impact of traffic, safety and impact infrastructure on the county were questioned. Not only would this project place a heavy impact on these structures it would forever change the life of the current and future generations of citizens and the skyline of our rural and agricultural setting. I further more believe that this project as proposed would open the gateway to allow and encourage other intrusive and obscene visions of concrete and brick to change the northern end of the county. I would implore this committee to ask this developer to reconsider the impact of five story rentals on the community. The future of my daughter's family, my grandchildren, my neighbors and friends in northern Harford County and Hickory are resting on the decisions that you will make.

Moe Davenport – Thank you. I will be glad to take any information.

Crowd Clapping

Gloria Moon – Just one more, I've seen a lot of apartment buildings now going on B3. You know, B3 is described as business. I would suggest that Planning & Zoning make one of you many minor changes to the zoning code to disallow apartment buildings. And, I don't think 5 story is mid-rise. To me that's pretty tall. On B3 zoning, I mean it should be business. Stop putting residential in every single district. Please go back to your boss and say make this little minor zoning change. Thanks.

John Grafton – I am John Grafton from Hickory. I have a nickname of Jack. I was born and raised here in Harford County. My grandfather, at one time owned property here and he died in 36 but, he was at one time county commissioner. We have enjoyed living where we do live in Hickory. I graduated from Bel Air, joined the Navy and was in there for five years and learned how to become a medical laboratory technician thanks to them and when I got out I looked for a job and got a job down in Baltimore. I was there for 9 years at a private lab. As soon as I found out that Fallston General Hospital was going to be built I jumped at it and was there until the year 2000 and Upper Chesapeake was built and then I came over there and worked there and was with them for 32 years. I was among the first lab techs in the chemistry department at Fallston General Hospital. The reason why I came to work in

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Harford County is because I wanted to serve the people in this county the best way I could. I took overtime and whatever was necessary for the health of the people in this county. I have enjoyed being here ever since. I like the lay of the land and its production of sweet corn and tomatoes. I am against this project and I enjoy where I live right up there in Hickory and I thank you for your time.

Moe Davenport – Thank you, Jack and thank you for your service.

Whitney Nechay – My name is Whitney Nechay again. I obviously am a resident of Fallston but, I love the greater Harford County area. I think I have shared with you Moe in previous meetings that I actually grew up in Charles County down below LaPlata right on the water that borders Virginia. Over the years, I have seen LaPlata turn into PG County and through all of the development and the high rises etc. My husband and I chose Harford County over 12 years ago because it reminded us of where we both grew up. It had the feel, it had the community, it had the esthetics and everything we were looking for and then 8 years ago when we had the opportunity to move again we chose to stay. I'm in my daughter's classroom at least once a week. I provide her teacher with any necessary supplies that she needs. I volunteer at the Humane Society. My younger 2 children actually go to the Goddard School right there off Granary Road which I'm sure you are familiar, they just put in a traffic circle in that area. I strongly disagree with where they put it. It actually needed to be off of Granary Road and Route 23. It is a nightmare trying to get out of there every single day to the point where I actually cut through the industrial park to be able to utilize some of the traffic lights because I don't feel comfortable with the left hand turn with a car full of three children. Again, I think we need to be thinking about the ripple effect of putting in a high density community so close to some areas that are already under severe distress. Even if those folks don't utilize Route 1 and 23 to move on down to let's say Baldwin Mill Road etc. they might be utilizing 924 and crossing over like where Newport Drive is which is also riddled with accidents during the day. You also have another single family housing community going there in that general area. So, beyond the fact of esthetics which have already been raised. Beyond the fact, that there is no infrastructure to support the people who typically move into apartment complexes. Beyond the fact, that Hickory cannot shoulder additional students and I think the Board of Education calculations for these high density communities is grossly faltered. I would implore you once again, just because you can build it doesn't mean that you should. Again, I understand property owners have the right to build but, we need to be mindful of the way that we are impacting our community. The apartment complexes that are going up next to the Kohls on 924, I think that all of us can agree that maybe they will look beautiful when they are done but they look dismal right now. They are towering. They are even worse than the Kohls. The Kohls is at least set back off the road. The impact to that general area is horrific already. We have already approved the Chipotle, the Starbucks, and the Royal Farms. We actually ate dinner there last night and it took my husband and myself 15 minutes to pull back onto the main road. I actually did not feel comfortable driving across trying to utilize that left hand turn, I actually went up and did

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a U-turn through the CVS parking lot. I'm not the only one who does that. So, when you have people cutting across additional lanes of traffic and parking lots etc. you are opening up the potential for even more accidents. So, once again I would implore you, just because you can build it doesn't mean you should. And, I think we need to be mindful of not only the traffic impact but also the esthetics. Does it belong in a community like this? Should it be limited to two stories so it is more esthetic? Do we need to look at the formula for how we are calculating school impacts? Absolutely, because there are clearly outdated. Thank you.

Sabrina Coale - I'm Sabrina Coale from Street, MD. I grew up in Harford County in the Street/Darlington area so, we pretty much go through Hickory to get anywhere. In addition to the school system again, I also disagree with the numbers I think that you will see a lot more children coming out of there. I have a young child myself and having siblings that have children in the school system particularly Hickory Elementary School it's just a pretty scary thought to think of how overpopulated these schools are getting and then to hear that teachers are getting laid off and the budget is getting cut for that. Being a student when the first big round of redistricting came through I was redistricted from Southampton Middle School up to North Harford and I want you all to know that that was pretty detrimental to my confidence and my ability to grow and learn as a person during that very sensitive growing time. I know that it is not the plan to redistrict but I do just want the public schools to keep in mind that is not a first choice and that should always be a last resort. You should really be taking into account the highest possibility and not just what you are estimating what will come into here. I've been driving around here the last month and have been paying attention to the buildings and I've been all over Harford County and the only thing I've seen that is five stories tall is maybe the parking garage here in Bel Air. I think that five stories is ridiculously high for anywhere in Harford County but, I think it is extreme, especially in Hickory. We do not have apartment complexes. We are a rural community and everywhere north of there we would like to stay that way. People paid a premium to move into this area and they are paying a premium on taxes to stay rural. They would hate to see these building come in and just tower over everything else in the landscape. We have concerns about the traffic, route 1 and 543 are already heavy with traffic. It is manageable right now but you are going to be adding in two hundred plus vehicles are day going in and out of this community. It is kind of crazy getting in and out of there by Royal Farms onto 543 so, it is just going to get immensely worse. I believe the traffic study unless it has been updated since the last meeting we had earlier in May was 11 years old and it was done in reference to a commercial industrial business going in and they say that it is comparable but I don't know any of the businesses around here that have 200 plus vehicles going in and out daily. These are not shopping centers where people are going to come in and shop. These are employees and maybe a couple of pieces equipment that go in and out. It is not going to be residential people going in and out twice a day for work or in and out a couple times a day to go shopping. This is also my personal beliefs and maybe to you guys it really doesn't matter because you have to follow legislation but, the type of people that are going to be renting apartments aren't not really going to want to be listening to all of the banging and

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the noise that comes from these commercial properties. Or, dealing with the tractors that have to go up and down the roads on these farms twice a year for planting and harvesting. I also have concerns about children especially teenage children in this area I know that you said that the amount of open space is not acceptable in this current plan which I fully appreciate. I believe that growing up with kids in a lot of apartment or townhome communities, kids get bored, you know, they get into trouble and I think that this is just a really dangerous area for children to be idle. There is not really any place for them to go that is safe. This is not in-town Bel Air where they can walk to the Mall. There are no cross walks and there are no sidewalks. The only place that is really nearby is a grocery store and that's it. We have school busses parked right there. I have concerns, and a lot of us do about vandalism, or damage to the school bus lot. We have concerns about the farmers, and what kids can be doing to damage their fields or climb on equipment that they are unfamiliar with and injure themselves or damage expensive equipment for these farmers. Those are the big concerns and I'm sure there are other things but of course I did not prepare a speech. I thank you for your time and I hope you strongly consider this. I think if you were proposing three, three story building you would not get this kind of resistance that we are presenting now. We don't have any problem with bringing people in we know they want to do that. I just think too that I don't know what your costs are and what you are going to be renting these apartments for but, I think most people that want to move to this area would rather own a piece of land for the same amount that they would have to pay to rent an apartment. That's all.

Gloria Moon – Just one question. Is it still just 10 trips per day/per unit? Transportation?

Moe Davenport – It's not that easy. On average a single family produces the highest number of about 10-12 trips per day.

Gloria Moon - Is there a difference for apartments then?

Moe Davenport – Yes

Gloria Moon – Oh, what?

Moe Davenport – I don't have the manual with me. Townhouses are less and apartments are a little less.

Gloria Moon – Yes, I don't know why? I would think they would be more but, hey what do I know.

Moe Davenport – You would have to take that up with the International Transportation of Engineers.

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Gloria Moon – No, thank you.

Greg Edwards – I just need to add a little more. Greg from Fallston. I moved from Baltimore County. I lived close to Perry Hall. Perry Hall is way over built. For anybody that lives down there and knows about the area, it is way over built and it is continuing. Developments are popping up everywhere. Fallston with the 86 Aumar Village community coming up and now this huge apartment complex coming up. It feels very Perry Hallish. At Perry Hall High there is no grass at all on the field at the high school. They are putting trailer after trailer after trailer. I mean it's a sea of trailers because there is no money to build a bigger school. There is no land to build another school because everything is so over developed now. The students are suffering, the teachers are suffering and the community is suffering because they are out of space down there. We purposely moved out of that area to come to more open fields, agriculture and smaller density area and seeing the Aumar Village and this. I have not been familiar with this at all. I know Hickory because Hickory International is where I get my tractor parts. It's feels very Perry Hallish, these development coming up. It is not what I feel Bel Air, Fallston, Street, it's just not the feel of the County. It is not Harford County. These are not Harford County developments from my limited experience. It feels very PG County. It feel very Baltimore County. It seems like this will be a detriment to everybody who lives here and who wants to live here.

Patty Kerr – I'm Patty Kerr from Bel Air. How old is the traffic report have to be? I mean is this acceptable for a traffic study from 2008?

Moe Davenport – Well, the traffic report was done when they did the initial subdivisions in accordance with the county law and they were obligated to estimate the traffic generation from the site and their impacts through that study. Those improvements were identified and they are still being completed. They have already predicted the trip generations from the site. Unless they introduce more trips they don't have to go back and re-do that study.

Sabrina Coale – Can I just add to that really quick? Not, even from that particular site. Hickory in particular has grown up immensely in the past 10 years. So, there is already additional traffic coming from other areas. So, shouldn't another traffic study be completed? Even the past couple of years you have the new developments down in Forest Hill down behind the Kohls. They are putting in a new community down on 543 closer to 22. I know that they have already taken into these counts and what they can possibly yield but, now you have additional traffic coming in from other areas so, should that not be taken into consideration?

Moe Davenport – I can't make a property owner compensate for his development twice. They produced trip generations based upon commercial industrial, commercial development and then they compensated for their impacts. They invested money and did designs so, the trips are already in the system for the development of these four lots. They are established.

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They have already compensated for them. They designed the improvements and they are building those improvements. Those trips generated from this land, let's just say that they have already been compensated for in accordance with the county law. We will share the trip generation from these. This redevelopment of the site is less than the trip generation produced by the potential commercial development.

Gloria Moon - I think that is one thing that we all have had a problem with at the community meeting. How can that be less traffic?

Moe Davenport – I'll try to explain. They try to use a high generator when they come in with development and they don't know that they are doing a Royal Farms, a Taco Bell and restaurants. They try and use a high generators like fast food restaurants, restaurants that generate a tremendous amount more trips than apartments. They don't want to have to re-do the study by predicting lower generation rates. So, they came in with high generation rates that way they can market these four lots to any restaurant, any fast food restaurant, any carry out that generates high trips and they can automatically go in there just like Taco Bell. Taco Bell, those trips are already established for the Taco Bell so, they just went right in there, they did not have to re-do the study because, the study already compensated for a Royal Farms convenience with gas, a Taco Bell or any other thing that would generate those types of trips. So, unless they generate more trips than what was originally projected, they don't have to re-do the study.

Gloria Moon – Do you recall off hand, a drive through fast food restaurant. I mean, they have a tremendous volume of traffic. That might help her understand. It is something like 100-200?

Moe Davenport – It is significantly more than any residential plan.

Gloria Moon – It is. It is really amazing.

John Grafton – One more time. The last meeting that I went to at the library one of my questions was about recreation for the students or not just the students the young people that are going to be there. They will be on their cell phones all of the time or they want to go out somewhere and walk around. They only other place there in Hickory where they can have some recreation is at the elementary school and then the other problem was the parking. I don't think the parking area that they mentioned the number corresponds to the number that are going to be in the apartments. You have a teenager in there eventually he is going to want his own car and, the mother she is going to have to have a car to go to work and, a father is going to have to have a car to go to work. I don't think the parking area matches what it is supposed to be. As far as the recreation, I don't know what they are going to do. What they do have is a swimming pool but, people are not going to be swimming in the winter.

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Moe Davenport – We share your concerns.

John Grafton – Alright. Thank you.

Moe Davenport – Are there any other questions or comments on this plan? Ok, I want to thank everyone for their attendance. This concludes our meeting for today.

Meeting adjourned at 10:40 am.