

## DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on January 19, 2022, at 9:00 a.m. in the County Council Chambers, 212 South 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
Glen Hebel	DPW Engineering
Robert Anderson	DPW Engineering
Bill Snyder	Volunteer Fire & EMS
Paul Magness	Parks and Recreation
Daryl Ivins	Water and Sewer
Sr. Deputy Niles	Harford County Sheriff's Office
Eric Vacek	Planner, Development Review
Crysta Draayer	Planner, Development Review
Jenni Daniels	Planner, Development Review
Kaliel Barmer	Planner, Development Review
Jennifer Freeman	Planning and Zoning

Also in attendance:

Donna Baker	Sandy Leonard
Ralph Geisel	Robin Ishak
Deb Bowers	Shawn Warnick
Justin Pickering	Ruth Maciejewski
Casey Dawes	Gene La Cour
Lori Maslin	Greg La Cour
Harry Webster	Kevin Dolan
Ken Shannon	Rich Greene
Anthony Saxon	Glenn Dudderar
Sarahia Benn	Harry Pappas
Tracey Kelley	Tracey Besante
Justus Eapen	Bill McGuire
Robert Lockman	Katrina McDonald
Greg Pessagno	Theresa Anderson
E Messner	Chuck Mezan
Matthew Laraway	Jacqueline Walker
Janet McCormack	Elaina Heslin
Paul Russell	Melinda McGuire
Britney Russell	Lauren Anderson
Mary Martin	Lisa Thomas
Ron Stuchinski	Delaney Mezan
Shelley Mezan	Sandy Jacob
Lisa Massa	Ron Walker
Chip Riley	Eva Shannon
Erika Phelps	Mitch Ensor
Leigh Maddox	Jo Lucas

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Kathleen Fallace  
Sherry Riley  
Dawn Haag  
Rebecca Slentz  
Jo Anne Gunther  
Richard Tracey  
Christina Eldreth  
Dominique Gillis  
Glenn Gillis  
Ruth Kohl  
Kaareen Harrison  
Susan Byers  
Eliz Pearce  
WB Pearce  
Eleanora Dudderar  
Roland Asp  
Alicia Taylor  
Kristin Kirkwood  
Loretta Cook  
Hunter Haag  
Stacy Stone  
Jeff Haag

Tom Slentz  
Holly McComas  
Nathan Osborne  
Ellen Cianelli  
Ann Asem  
Robert Lynch  
Whit MacCuaig  
John Freudenthal  
Sheryl Davis  
Shawn Krout  
Gerry Powell  
Coningsby Burdon  
Tracey Geisel  
Dagmar Sachs  
Daniel Salter  
Paul Fallace  
Brendan Patton  
Jerry and Judy Clark  
Marsh Bassick  
Brian Miller

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. Mr. Davenport explained that a brief presentation will be given by the consultant for each 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. There is an attendance sheet on the back table. If a correct email address is given, a copy of the minutes will be e-mailed to you. The minutes are recorded and will also be published to the Department of Planning and Zoning's website.

**Mitchell Property Development- Preliminary**

Located on the north and south sides of Canning House Road and Fords Lane, east and west sides of Perryman Road. Tax Map 63; Parcels 53, 62, 216, 306. Second Election District. Council District F. Planner Crysta.

Plan No. P628-2021 Create six lots /708.4223 acres / LI

Received 12/22/2021 F.O. Mitchell & Bro/Charles Maslin/Chesapeake Real Estate Group/FWA

**Mitchell Property Development - Site**

Located on the north and south sides of Canning House Road and Fords Lane, east and west sides of Perryman Road. Tax Map 63; Parcels 53, 62, 216, 306. Second Election District. Council District F. Planner Crysta.

Plan No. S629-2021 Develop one 908,280 sf warehouse building, one 1,322,400 sf warehouse building, one 595,080 sf warehouse building, one 1,722,600 sf warehouse building, one 648,000 sf warehouse building, and one 2,000 sf retail service building / 708.4223 acres / LI

Received 12/22/2021 F.O. Mitchell & Bro/Charles Maslin/Chesapeake Real Estate Group/FWA

**Verbatim Transcript**

**Gerry Powell – Fredrick Ward Associates**

The subject property is over 700 acres and mostly zoned Light Industrial. A small portion is zoned General Industrial fronting Chelsea Road. And there are some AG parcels, some residential parcels also, and a business parcel. A portion of the property, about 10%, is in the Chesapeake Bay Critical Area, Designations Limited Development Area, and Resource Conservation Area. And about 31% in the Water Source Protection District of the Perryman Well Field. We are proposing 5 warehouses totaling 5.2 million square feet. And another 2,000 square feet of commercial retail use integrated into the overall project. Presently the primary access to the property is from Perryman and Canning House Road. We are proposing a new primary access via connection road from Chelsea Road to Perryman. The development will be served by public Water and Sewer.

**Bill Snyder – Volunteer Fire & EMS**

- All five (5) warehouses and the one (1) Retail/Service building will require Knox Key Boxes. Please contact Bill Snyder at [wrsnyder@HarfordCountyPublicSafety.org](mailto:wrsnyder@HarfordCountyPublicSafety.org) to order box and identify box installation locations.
- Building #1 & Building #2 shall have their addresses and business names clearly marked to identify their locations from both entrance points from Canning House Rd.
- Any trail system on the property shall-be constructed to allow a pick-up truck sized vehicle to access.

**\*\*The above bulleted statements are the only comments on this project directly related to the plans presented\*\***

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- Both the Department of Emergency Services and Aberdeen Fire Department have concerns about the overall road infrastructure in the Perryman area. Currently, tractor-trailers traveling to/from this site use Perryman Road and Rt.7 as the sole, main arteries to this area. Emergency apparatus also uses this access to Perryman area. There are also secondary access points from Mitchell Lane and Spesutia Road, but these create additional travel times. A secondary means of entry/exit to this area would reduce response times and allow for secondary emergency access in case one of these roads is blocked. In fact, at a DAC Meeting dated 12/17/2014, I personally stated that a secondary entrance/exit point be constructed from Rt.715 to Woodley Rd to both relieve traffic back-ups, and to allow emergency apparatus a secondary mean of access to the Perryman area. Currently, this has not been completed and this project will further increase the traffic hazards and congestion in this area even more if there are no other road infrastructure improvements to this area.

There is an additional project in the planning stages, by the City of Aberdeen, to add an additional 750,000sq feet of warehouses in the 1100blk of Rt.7. The Aberdeen Fire Department identifies that on Rt.7 between Rt.715 and Perryman Rd-circle, that tractor-trailers line-up along the side of the road waiting to enter the weigh-stations. This causes back-ups, traveling hazards, and increased response times. At this time, it is our stance that the City of Aberdeen, Harford County Government, State Highways, and developers work together to upgrade the overall road infrastructure in this area before any additional large, commercial complexes are built.

- Harford County Department of Emergency Services and Aberdeen Fire Department have also met with community-representatives who have expressed their concerns about this project. We were presented with a map they have titled "Option-A". Both Emergency Services and the Aberdeen Fire Department would support such an option as presented to us.

We do not feel that the community's safety is "compromised" but obviously, there is an increased chance of "bad things" happening simply because there is nothing there now but an open field.

Emergency response times increase just as a citizen's travel times increase whenever there is added buildings and general population. So yes, there will be increased response times, but to what degree I cannot say.

Forest Green Rd & Clubhouse Rd @ *Deep Spring Branch* are prone to flooding. These 2 roads are 2/3 of the choices for the community to reach their homes. This also shows the need for increase road infrastructure.

**Emergency Services – Read by Bill Snyder**

Proposed building 1 is to be addressed 200 Canning House Road. Proposed building 2 is to be addressed 300 Canning House Road. Proposed building 3 is to be addressed 301 Canning

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House Road. Proposed building 4 is to be addressed 331 Canning House Road. Proposed building 5 is to be addressed 351 Canning House Road. Proposed Retail/Service Building located on Lot 6 is to be addressed 350 Canning House Road. All proposed buildings must display 10-12" numbering where it is clearly visible from Canning House Road. Address signs with directional arrows must be installed at roadway splits to identify building's address number in order to help first responders navigate the complex. Any change in this plan will require addressing to be reevaluated by DES. "Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 square feet, higher than 50 feet, contain underground storage or parking and are constructed of materials that impede wireless radio signals that may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 700/800 MHz amplifier. Department of Emergency Services will test coverage in your facility once construction is finished. Call 410-638-4900 for this assistance." "Please advise if the facility will have Closed Circuit Television (CCTV) Cameras. If so, please comment on Emergency Service's ability to access the camera feeds or provide a point of contact to comment on this matter. DES will follow up after use & occupancy permit approved."

**Darryl Ivins – DPW Water & Sewer**

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

A portion of this project is located within the Perryman Wellhead Protection Area. As such, development of this site is subject to Section 267-66 of the Zoning Code. There are prohibited uses within the protection area. These are listed in the previously mentioned section of the Code. All prospective purchasers and future tenants shall be advised of the limitations and standards established by Section 267-66.

The proposed water main in Canning House Road shall be connected to the existing main in Mitchell Road to provide a redundant water system to the region. A sixteen-inch diameter water main will be required to provide adequate service to the project. The proposed main must connect directly to the sixteen-inch main in Perryman Road, and the existing twelve-inch diameter stub at this location must be abandoned.

Since the proposed uses in the building on this site are not yet known, the location of the meter setting and backflow preventer will be determined at the time of the Commercial Service Application. If an inside meter setting is required, locate the water service connection at the building to minimize the length of the unmetered private water service. If an outside meter is required, it shall be located within a public drainage and utility easement.

The sewer service from each building to the public main shall connect at an existing manhole using a gravity connection. Existing manholes 22, 25 and 26 of Sewer Contract 6692-A are PVC lined. Connections made to these manholes must preserve the integrity of the

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lining. The method of connections to the manholes shall be shown as a detail on the construction drawings.

A sampling manhole shall be installed on the sewer services at the edge of the public road right of way for all lots except for Lot 6. If the connection to the sampling manhole is a force main, the manhole shall have a factory installed PVC liner in it.

The public water and sewer mains and services for all of the lots shall be constructed as a single contract. The contract numbers for this project are 20199 for water and 20200 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

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.

Stormwater management devices may not be located within twenty feet of existing or proposed water or sewer mains or services. The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Public Works Utility Agreement (PWUA) is required for the construction of the public water and/or sewer mains associated with this project prior to the issuance of a building permit. A building permit cannot be issued until the public utilities that serve them are either operational or bonded for construction. It is the developer's/owner's or their representative's responsibility to contact the Division of Water and Sewer, W&S Administration Section at [wspermits@harfordcountymd.gov](mailto:wspermits@harfordcountymd.gov) to request the preparation of the PWUA following the submittal of the water and sewer contract drawings for review.

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

**Glen Hebel – DPW Engineering**  
**Required Plan Approvals/Public Works Agreement**

Road and storm drain plans for the Connector Road and Canning House Road will need to be approved and Public Works Agreement will need to be executed prior to the issuance of building permits for the site.

A Perryman Access Road has been identified on the Harford County Transportation Element Plan from the US 40 to Canning House Road. The developer shall design/construct the road from their property line east of Ford's Lane to Canning House Road

**Required Design Standards**

1. Harford County Road Code

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2. Maryland Manual on Uniform Traffic Control Devices (MdMUTCD) 2011 or latest edition (for the pavement striping and traffic control signs.)

**Rights-of-way/Easements required**

1. Drainage and utility easements are required along all storm drains from the edge of the right-of-way to the end of the outfall treatment.
2. A 30-foot-wide right-of-way dedication is required from the center line of the road along Ford's Lane

**Sidewalks**

1. Handicap ramps shall be provided at the intersections of Connector Road with Perryman Road MD Route 159 and Chelsea Road; and at the proposed access point off of Canning House Road

**Drainage**

1. Suitable outfalls must be provided for the proposed storm drain systems along the Connector Road and Canning House Road and shall be approved at the time of final design.

**Design Comments**

1. Connector Road and Canning House Road shall be constructed in accordance with the Harford County Road Code design criteria for Business/Industrial local roads that specifies a 40-foot-wide pavement on a 60-foot-wide right-of-way with 5-foot-wide sidewalks on both sides. A modified typical section as shown on the preliminary plan consisting of a 44-foot-wide pavement on a 70-foot-wide right-of-way with 5-foot-wide sidewalks on both sides will be acceptable for both the Connector Road and Canning House Road if preferred. If there is a need for a right-of-way width greater than 70' justification will be needed. Note that no Stormwater facilities, other than grass swales, will be allowed within the right-of-way.

1. Adequate site distance for a 40 mph and 45 mph design speed shall be provided for Connector Road at Perryman Road MD Route 159 and Chelsea Road, respectively. Sight line profiles shall be provided prior to the preliminary plan approval.
2. Curve radii for horizontal alignment of Connector Road shall be a minimum of 380'. A design waiver is required if this condition cannot be met.
3. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
4. A traffic impact analysis was submitted for review. Comments will be forwarded to Planning and Zoning.

**Robert Anderson – DPW Engineering**

**Sediment Control**

**Required Design Standards**

1. MDE-Maryland Standards and Specifications for Soil Erosion and Sediment Control, Dec 2011, or latest edition.

**Required Plan Approvals**

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1. A sediment control plan is required for the development of this site
2. A grading permit is required
3. Stormwater management must be addressed.

**Stormwater Management (SWM)**

**Required Design Standards**

1. MDE-Maryland Stormwater Design Manual Volumes I & II (October 2000, Revised May 2009) or latest edition
2. SWM-Harford County Code Chapter 214.

**Required Plan Approvals**

(All comments must be addressed on subsequent submittals)

1. SWM Concept Plan
2. SWM Site Development Plan
3. SWM Final Plan (approval required before issuance of grading permit)

**Required Permits**

1. Grading (needs final SWM plan approval before issuance)
2. Stormwater Management Permit
3. Note: Building permits require SWM permits before issuance

**Required Easements**

1. A 20' wide access easement is required to the stormwater management facilities for maintenance purposes.

**Outfall investigation**

1. A suitable outfall must be provided for the stormwater management facility and shall be approved at the time of final design.
2. Additional topo shall be shown for the outfalls from Ponds 2-1 and 4-2 to ensure that the adjacent property owner will not be adversely affected by runoff from the site
3. Discharges toward Amtrak will need to investigate the 100-yr storm impact.

**Maintenance**

1. Practices located on individual lots are the maintenance responsibility of the owner.

**SWM Design Comments**

1. A Stormwater Management Concept Plan has been submitted for review and must be approved before preliminary plan approval.
2. Stormwater management shall be provided and designed to the redevelopment criteria of the Harford County Code and the 2000 Design Manual as amended.
3. Any design and/or construction of the Perryman Access Road will require SWM design and construction as required to accompany the road.
4. Truck parking will be considered as a hot spot with SWM Designed accordingly.

**Sr. Deputy Niles – Sheriff's Office**



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The sheriff's office has no comments.

**Paul Magness – Parks and Recreation**

No comment. There has been discussion of a trail system. I want to raise the fact that our Department is developing Perryman Park, the property at the end of Fords Lane. If there is a trail system that is created as a part of this project, we would like to coordinate with you so we can connect that trail system up with a trail system we are going to be proposing in the park.

**Crysta Draayer – Planner**

1. The preliminary plan and site plan were submitted concurrently. The preliminary plan (P628-2021) proposes to consolidate and subdivide multiple existing parcels to create six (6) lots. The site plan (S629-2021) proposes to develop five warehouse buildings and one 2,000 sf retail service building.
2. This project is subject to the Harford County Forest Conservation Regulations. A Forest Stand Delineation (FSD584-2021) has been submitted to the Department of Planning and Zoning but cannot be approved. A new version of the FSD has been requested to address the following comments:
  - a. The plan must include the property deed reference(s).
  - b. The plan must include owners' name and zoning designations of adjacent properties.
  - c. The 100-year floodplain is mentioned on the cover page with an area tabulation, but no 100-year floodplain is shown on the detail sheets. Also, flood protection setbacks should be shown on all waters of the state.
  - d. All Natural Resource District areas must be shown with the correct associated buffers.
  - e. The Chesapeake Critical Area Buffer expanded buffer due to slopes or soils, and Habitat Protection Areas (with buffers) are all either not shown or are inaccurate. These features must be shown correctly on the plan.
  - f. Forest Interior Dwelling Species areas and Habitats of Local Significance must be shown.
  - g. Multiple ponds were identified during the site inspection that are not definitively labeled/buffered on the plan. These ponds must be clearly delineated and given the appropriate buffers.
3. A Forest Conservation Plan (FCP630-2021) has been submitted to the Department of Planning and Zoning but cannot be approved. A new version of the FCP is required to address all comments provided above for the FSD, in addition to the following:
  - a. The proposed locations of the Forest Retention Area signs must be shown.

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- b. The Forest Retention Area shading pattern used on the plan does not match the pattern depicted in the Legend. This should be corrected.
    - c. The value of 11.25 acres given in the Forest Conservation Calculations for Forest Credit is incorrect. The correct value is 7.248 acres of forest credit, with 3.096 acres of net unused credit.
4. The following comments must be addressed on new versions of the Preliminary plan, Site plan, and Landscaping plan:
  - a. There are several errors in the adjacent property owner information.
  - b. The area described as Parcel 4B is zoned LI, not B1 as is listed on the plan.
  - c. The proposed Forest Retention Areas must be clearly delineated and labeled.
  - d. Any and all streams and/or ponds must be delineated, labeled, and given the appropriate buffers.
  - e. The areas of steep slopes shall be given the same shading as they were on both the FSD and FCP.
  - f. A label for the proposed Lot 5 appears to be in the Lot 4 area.
5. A new version of the preliminary plan is required to address the comments listed in Number 4, as well as the following:
  - a. The extent of forest cover in acres to be removed must be noted.
  - b. The new version of the preliminary plan needs to clarify the delineation of the lot lines and the disposition of Parcels A through F.
6. A new version of the site plan is required to address the comments listed in Number 4, as well as the following:
  - a. The height of the proposed buildings must be noted in the Site Development Data.
  - b. The number of employees for the proposed retail/service use must be noted.
  - c. Per the Harford County Zoning Code Section 267-27 Accessory Uses and Structures, “retail sales in industrial districts shall be permitted, provided that the goods sold are manufactured or produced on site”.
  - d. Traffic flow patterns must be provided on the plan.
  - e. The extent of forest cover in acres to be removed must be noted.
  - f. The new version of the site plan needs to clarify the delineation of the lot lines and the disposition of Parcels A through F.
  - g. The loading parking spaces are not identified.
  - h. The following errors in the parking counts and totals shall be addressed:
    - i. The plan states that 635 parking spaces are provided for Building 1. 614 parking spaces were counted.
    - ii. On Page 3, the areas with trailer spaces have incorrect values listed.
    - iii. On Page 5, the 114 proposed trailer spaces are counted to be 100 trailer spaces.

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7. A Landscape and Lighting Plan (633-2021) has been submitted but cannot be approved. The new version must address the comments listed in Number 4, as well as the following:
  - a. All of the proposed Inkberry Holly foundation plantings are listed as being in groups of 10, but are actually counted to be in groups of 12.
  - b. For Lot 6, the number and type of the proposed foundation plantings and parking lot trees are not shown on the plan itself.
  - c. The appropriate buffer yard(s) must be provided on Parcel C (which is zoned GI) along the property lines shared with the adjacent R1 and AG zoned properties.
  - d. On page 9, the typical 15' wide buffer should be Type B. It is incorrectly labeled as Type D.
  - e. The Type D Buffer must have 8 large trees, 6 medium/small trees, and 30 shrubs for every 100 linear feet. The current proposal only shows 11 total trees and 20 shrubs.
  - f. The following errors in the parking lot tree counts and totals shall be addressed:
    - i. The plan proposes Lot 1 to have 64 parking lot trees. 58 parking lot trees were counted.
    - ii. The plan proposes Lot 2 to have 101 parking lot trees. 99 parking lot trees were counted.
    - iii. The plan proposes Lot 4 to have 112 parking lot trees. 109 parking lot trees were counted.
8. All 100-year floodplain areas (zones and DFIRM panel information) need to be mapped and shown, not just referenced in the notes. Additionally, all "waters of the state" need to be identified and have the non-disturbance flood protection setback shown.
9. The Critical Area buffers (100' from tidal wetlands) need to be shown on the plans. These buffers are expanded for steep slopes, and both hydric and erodible soils. Habitat protection areas need to be shown within the Critical Area (buffers to wetlands, streams, forest interior dwelling bird habitat, etc.) Additionally, any new lot coverage in the LDA must be mitigated for with mitigation plantings in the Critical Area.
10. This site is partially located within the Perryman Wellfield Protection District. If any of the proposed parcels are going to be included with the lots for the calculation of impervious cover within the Protection District (and to assure meeting the impervious surface requirements of the Water Source Protection District regulations with future permitting), the parcels need to be formally included as part of the lots, not as separate parcels. Therefore, Parcels C and D would be absorbed into Lot 4 and Parcels A and B would become part of Lot 5. Alternatively, the parcels must be recorded with

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permanent conservation easements restricting any future impervious surface in accordance with the Perryman Wellfield Protection District.

11. A Traffic Impact Analysis (TIA) was submitted to the Department of Planning and Zoning and is currently under review. Questions concerning the TIA may be directed to Alex Rawls of the Department of Planning and Zoning.
12. This site is located in the Aberdeen/Havre de Grace Enterprise Zone. Please contact the Office of Economic Development for additional information
13. Lighting shall be designed and controlled so that any light shall be shaded, shielded, or directed so that the light intensity and brightness does not adversely affect the operation of vehicles or reflect onto residential lots or buildings.
14. All proposed signage shall conform to the Sign Code. Permits shall be obtained from the Department of Planning and Zoning.

**Health Department – Read by Moe Davenport**

The Harford County Health Department has extended its approval for the above referenced site plan. The site is located on the north and south sides of Canning House Road and Fords Lane, east and west sides of Perryman Road.

This project is located within the Perryman Wellhead District-Zone 3 which is a large valuable source of potable groundwater in Harford County. The HCHD fully supports the objectives of the Water Source Protection Districts (Harford County Zoning Code, section 267-66) requirements and is of the position that this project must meet or exceed the requirements of the Code to protect this resource from both a quality and quantity perspective. This office strongly urges the use of “best management practices” for the management of stormwater. Engineering designs must maximize stormwater quality and optimize groundwater recharge.

This office has the following general comments regarding this proposal:

- Generally, warehousing operations handle a wide range of products which may include hazardous and toxic materials. Such materials could potentially impact the Perryman well field if a release were to occur. Information must be available on all regulated substances passing through or stored on the property, including procedures for loading and unloading operations. Regulated substances may be used or stored in quantities not exceeding the “Reportable Quantity” for each regulated substance, as designated in the 40 CFR 302. The owner/operator should adhere to Section 6.3.3

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“Toxic, Hazardous, and Other Materials Handling Regulations” in the Perryman Maryland Well field Protection Plan.

- If the site will be used for food storage or processing, review will be required by the Maryland Department of Health (MDH), Office of Food Protection. If there are any questions regarding this review, please contact their office.
- If a snack bar or vending machine area is planned, review will be required by the HCHD’s Division of Permits and Plan Review. If there are any questions concerning this review process, please contact that office.
- 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.
- If this facility will produce air pollution, create emissions, or utilize boilers over 1,000,000 BTUs, permits will be required from the Maryland Department of the Environment, Air and Radiation Management Administration.
- Additional comments from this office will be provided at the time of the building permit or certificate of 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.

**State Highway Administration – Read by Moe Davenport**

An access permit will be required to construct the two proposed entrances, proposed frontage improvements on MD 159 as well as any off-site improvements. The MDOT SHA is currently reviewing the traffic impact study (TIS) prepared for this development. When comments become available, they will be forwarded to all interested parties. We will defer making specific requirements for the entrances and road improvements until our review of the TIS is complete.

**Public Comments:**

Paul Fallace said I have 4 questions. The first one is the Mitchell property developer has brought forth 2 items today, the subdivision of the property and overall development plan. Is there a sequence that should be followed for the overall plan approval and then the subdivision?

Mr. Davenport said typically they run together. The subdivision is the subdividing of the

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property into individual lots. The site plan is for the development of those lots. They have to get the lots recorded before they can get building permits to move forward. But you can't have site plan approval typically before the preliminary plan approval. They are usually concurrent.

Mr. Fallace said on top of that, there was no CIM meeting for the subdivision. Should there have been one prior to the DAC review?

Mr. Davenport said the CIM meeting is for the project itself. If it generates so many trips, over 250 average daily trips, it requires the CIM meeting.

Mr. Fallace said what are the implications if the subdivision is approved without full development plan being considered?

Mr. Davenport said say that again. I'm sorry.

Mr. Fallace said what are the implications if the subdivision is approved without full development plan being considered.

Mr. Davenport said the subdivision plan can move forward mutually exclusive of the preliminary plan. The technical requirements for traffic generation, traffic study have to be met with the subdivision. Meaning, they can have only come in and subdivided the 5 lots right now. And then went out and sault buyers for each lot. But they choose to move together at one time. They could have recorded the lots. We've got some lots that have been recorded down there in Perryman and all over the county for decades. That went through the subdivision process but didn't go through the development review process.

Mr. Fallace said what are the next steps if the DAC reps haven't gotten their reviews completed. Will there be another DAC scheduled giving public opportunity to review and comment on reviews and revised plans?

Mr. Davenport said there will be no other DAC meeting unless they abandon this plan and came up with something that was totally different.

Mr. Fallace said all the plans will be provided on the County website for this project?

Mr. Davenport said we will open up a portal and just put our file on the webpage. We do that for high profile projects. We do it for all projects, but we will make sure everything is posted.

Robert Lockman said this project is going to be in clear view from where my house is. I worked on projects like this. I do commercial heating and air. The thing is Frederick Ward Associates is really a cooperation that makes 100s of millions of dollars a year. He has got 100s of thousands of acres of warehouses that are not even being used. And Home Depot, they couldn't get a clearance when they tried to buy property here to build on this. As for the wildlife, say 11 acres we will put aside there and a few trees. We have 9 endangered species,

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8 of them birds, in this area that are protected under federal and state law where no one can have an eagle feather. I don't see how they are getting clearance for a project of this size. By law, no matter what is on that paperwork there, a project of this magnitude and commercial has to be so many hundreds of yards off from any existing properties there and their homes. That is why he built on the other side of the railway tracks and these other projects couldn't get approved and now they are. And there is only one way that is getting done. Someone is getting a kick back from that. That is honest. There is no way if you look at this. Right across the street is from me. And these houses are. That ground is very soft there with no flat top because right where the Bush River is everything goes on a lean there. Right? It goes on an angle like this, and everything gets rained out on the Bush River. If you add that up, that flat top there, that area there behind those houses, where the ground is already soft. That is going to cause water damage and flooding. That doesn't take a rocket scientist to figure that out because this guy already got a lawsuit. Back in 1994 in Havre de Grace. 11.5 million dollars all for construction and water damage. By the time that happens people are already out of their homes, and they don't have anywhere to live. Who is going to pay for these roads? There is no way. You add that up 5,000 cars, 4 times a day, with 20,000 trucks. And you know that is going to cause pollution. You are going to have diesel pumps there for those trucks. Right there where those wells are. Is it going to take someone getting cancer? Or the wildlife to die off? I am paying \$3,000 a year for taxes. I can't even get a road fixed in front of my house. They are going to raise our property taxes for projects like this. The right thing to do is our property taxes can put this as a wildlife reserve. Or give it back to the dam Indians. Let them put a casino there. This is wrong. There is no way unless you have some type of magical bridge to put there that is going to handle this traffic. Because 40 in this area is not designed for that. There is no way unless you take peoples houses away and force them out of there homes. This guy already has plans going up for that. He has political backing. I know that for a fact. He has businesses, this same business Fred Ward and Associates. He has it in New York, in Washington and Columbia. And North Carolina he has 3 businesses. All across the east coast and down south in Tennessee. You name it, he has several properties. This guy doesn't care. He is going to make like 60 million off this project.

Sarahia Benn said I am a statewide advocate. I represent Voices Maryland and the Policy Foundation of Maryland in Harford County. For years in Harford County, those who were pro-industrializing Perryman Peninsula have been trying to gain a second access point for Perryman Peninsula Industrial area. By gaining this second access point in 2019 into a historical community that is now becoming more diverse yet more and more industrialized is now laid open to a developers free for all. Developers primarily from out of state as usual propose a 5-warehouse project in Perryman. And on December 1<sup>st</sup> more then 300 residents, angry and tired, all showed up at Richlin Ballroom in Edgewood to say, "No More". 24 hours a day, 18 wheelers powered by diesel spewing massive pollution into Perryman Peninsula enter into Spesutia Road spreading these toxins everywhere and then exiting. These diesel-powered trucks carrying Clorox and other hazardous items right in the middle of blue collar and low- and middle-income historical community. Whether it is 6am, 9am, 12pm, 3pm, 6pm, truck congestion is high. If a diesel powered truck breaks down on this small 2 lane road it is unsafe traffic, to the point that pedestrians and homeowners cannot even commute to their own homes. You are talking about building another project in this area. There are large

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back ups for multi semi-tractor trailers arriving at warehouses. Shift changes which seem to be continuously going on. This increased traffic makes trips in and out of the 5 surrounding communities unsafe and filled with diesel pollution. All these big rig diesel trucks near water carrying hazardous items, some known and some unknown, have potential for environmental impacts that will destroy the water source, wildlife, land, and other uses. The excessive diesel pollution clearly has impacted the health of the community. And the community has paid a devastating price as toxins have impacted one street to the point that many of the residents have come up with cancer. Okay. There is a high instance of cancer to the point that we are experiencing a plague of environmental asthma. Other breathing issues have plagued the area as more and more diesel-powered trucks motor down the streets of Perryman Peninsula. It is becoming its own silkwood circumstance and it is as if no one knows what is going on. And yet everyone knows something is going on. I am almost finished. Don't worry. I am wrapping it up. There has been breach in the environment and yet it is being hidden from our greater public like most things in Harford County. The traffic is so horrible in Perryman Peninsula, in the early morning and late afternoon, particularly because the workers are going to work and the community is coming home from work. It is a meeting of worlds. A daily collision of the excessive pollution as well as these diesel-powered trucks. The reality of routing of the trucks onto the peninsula creates a safety problem. Like the last guy just said, are you going to get it in? How are you going to fly it in? Well, they do have a plan for it you guys. It is from the state. They have already made a plan. See they make plans, 10 or 20 years ahead. And all of these politicians are complicit. See, I don't think you guys understand because I do understand. They have different politicians over years and years working together. I am being honest with you man. I am going to finish up my last part of my statement. And I am going to get out of here. The reality of routing trucks onto the peninsula creates a safety problem. Ambulance and rescue issues, potential to spills, traffic pile ups, and accident closures on a day-to-day basis. And just think, the Chesapeake Bay is sitting right there on the Perryman Peninsula. The Chesapeake Bay cannot sustain this continued diesel-powered pollution and how it ruins the local waterways and the tributaries. These warehouse projects directly next to this sensitive area is sometimes top-secret warehouses back there. Creating millions of square feet of parking and buildings. Dumping into sediment ponds which are all too near Bush River and undisturbed forests. The community needs no more diesel trucks on Perryman Peninsula. There are already suffering health wise from the impacts of the diesel pollution from these trucks. Imagine more. The best thing to do is to have no more warehouses. We need smart development. If you want a warehouse built, build it in Darlington. Build it in Jarrettsville. Build it somewhere else. Get out of southern Harford. We are tired of it.

Deb Bowers said I live on a preserved farm in the Northern part of the county. In answer to the previous comments. I care about the Perryman Peninsula. I have always cared about it because it has, I am fairly certain, the best agricultural soil in the entire county. That has always been the case, of course. Yet the policy of Harford County Government from at least the late 1980s has been to target that area for industrial development. Because it was considered to be good economic development policy. That is because of the proximity of US 40, of course, and I-95. The truth of the matter is, the County has never given a second thought to the production of agriculture in that area. And the fact that agriculture is a



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permanent economic development and warehouses are not. And they never will be. But anyway, I am an advocate for agricultural land preservation. And I have always regretted the fact that Harford County and the Harford County Code has made it impossible for homeowners who own land that are not zoned Agriculture to apply for Agricultural Land Preservation. If Harford County Government wants to, they can change this policy with simply changes in the code. Therefore, enabling landowners of any type of land to apply for Agricultural preservation if it is an agricultural use. That is something that the Harford County Government can do at any time and citizens can advocate for that. I don't know if the applicant would be interested in applying for Ag Land Preservation. But they never had a chance. They have never been encouraged by this government to do so.

An audience member said I had a few questions. One going back to what my colleague was talking about regarding the subdivision piece on this land. Will the subdivision of the properties impact the calculations in the critical area zone and the wellfield protection zones and the calculations of the impervious surfaces?

Mr. Davenport said will they impact the calculations? As we commented, the Planning and Zoning comments, the disposition of those lots and those parcels will have to be clarified to us to certify that section 267-66, Perryman Wellfield Protection is present on each lot.

The audience member said just know that the community here does have concerns about the subdivision. And we are concerned about the calculations regarding the critical area zone, the wellfield protection zones, and the calculations for impervious surfaces. We appreciate you taking a good look at that. Also, we would request any decisions regarding the subdivision piece be held until the DAC recommendations are provided to the County Executive and the project is slated to move forward. We do not want to see the subdivision piece approved before the development project is slated to be approved. If you want to do it on the same day, I guess that is fine. But we don't want to see it done earlier.

Mr. Davenport said understood.

The audience member said this is a question for the Sheriff's Office. What unique safety challenges exist on the Perryman Peninsula? I will repeat the question, what unique safety challenges exist on the Perryman Peninsula?

Sr. Deputy Niles said I don't have an answer to that off the top of my head. I can get that information. I can look it up. I really don't know.

The audience member said I can't hear really well. Are you saying you can look it up and get back to us?

Sr. Deputy Niles said yes. I can try to find out. I don't have that information right now off the top of my head.

The audience member said I have another question. What additional resources will be needed

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to enforce traffic and provide safety response to the 2,000 additional people and 1,000 new trucks brought onto the Peninsula each day by the development.

Sr. Deputy Niles said I wouldn't be able to speak to that. Typically, what happens with traffic requests and such, that would be a phone call made to the Sheriff's Office. If you are asking for extra patrol, extra traffic enforcement and such, that would be a phone call that is made, and we will put it out to our traffic unit patrol. Whoever patrol that area. At the time they will go out and see if there are any traffic issues. Outside of that, I really couldn't speak to extra resources.

The audience member said is the recording getting her response even though she is not mic-ed.

Mr. Davenport said yes. We are recording.

The audience member said I have another question. With regard to the new resources that will be needed, and we just talked about. What is the source of the funding for these new resources and what is the timeline for obtaining these?

Sr. Deputy Niles said I have no idea about funding or any of that stuff. I am not responsible for any of the funding and extra resources. I couldn't answer that.

The audience member said could you get back with the people in your department that could and provide us a written answer. Please. What safety concerns arise when mixing commercial traffic with residential traffic.

Sr. Deputy Niles said I am not in our traffic unit. I cannot answer specific questions related to what the traffic looks like over there. I would have to reach out to our Traffic unit to see if they have any concerns with reference to that.

The audience member said excellent. If you could do that for me, I would appreciate it. How can you assure the citizens of Perryman Peninsula that they will have equal or greater protection as a result of this proposed development? The concern here is the diverting of resources. If you have limited resources as it is. It is a very big development. How are we going to know if our house gets broken into that you are going to have time to do that when you are enforcing everything that is going on at the warehouse?

Sr. Deputy Niles said any calls for service that come in, we are responsible for answering. If a call for service, like somebody breaks into your house, and it comes into dispatch, will get dispatched to it and the call will be answered. We answer every call that comes in. It is prioritized to if it is an emergency or not. That is done through dispatch. If somebody breaks into a house, a deputy will respond. Nothing is going to change.

The audience member said nothing is going to change.

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Sr. Deputy Niles said correct. With how we handle calls for service.

The audience member said how does your office address warehouse workers coming to and from warehouses trying to beat the clock for their shift change and causing unsafe road condition.

Sr. Deputy Niles said again. If there are traffic concerns. The call can be put into the Sheriff's Office. We will address any traffic issues or any concerns you are having.

The audience member said I understand that you don't work for traffic but if you could convey to the traffic folks that there are already very significant traffic concerns on the Perryman Peninsula regarding truck traffic and people commuting to and from warehouses. It is a problem right now. If you could let them know that we would like a more detailed answer on that, I would appreciate it. I have a few more questions. I would like to cycle back around after some other people have spoken. If that is okay.

Mr. Davenport said please. A lot of people are waiting.

The audience member asked can I come back through the line and ask more questions.

Mr. Davenport said if you have questions now, let go.

Another audience member said to clarify. If you have an additional question and you have already spoken, you can come back up?

Mr. Davenport said yes.

The audience member said then I will come back up.

Ellen Cianelli said my first question is to Mr. Davenport. I understand how the property owner is going to benefit from the sale of the property. I understand how the developer profits from the development of this property. Can you explain exactly how the County residents benefit from this development?

Mr. Davenport said that is not a task of the committee. But if you were asking Economic Development, they would probably say it is providing jobs, and local economy, and the economy of the restaurants and local retail in the area. That is something that Economic Development would probably answer for you.

Ms. Cianelli said I have a question for Mr. Snyder. Would a moratorium on the development of new warehouses in LI zoned properties provide you with the time needed to investigate the impact of mega warehouses on traffic and safety in Harford County.

Mr. Snyder said are you asking if there should be a moratorium on these types of buildings.

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Ms. Cianelli said would a moratorium allow you the time needed to get better investigation of the traffic studies and safety.

Mr. Snyder said that is not my call. I want to emphasize; our position is not one of these projects in this area is an issue. Just speaking on the public safety part, it is the whole package together. Especially Aberdeen Fire Department really wanted to point out that the single artery into that area is the issue. It is not this project that is the issue. The fire department can handle. They are all over. They are in Riverside, Havre de Grace, and Joppa. The type of structures that are being built are not an issue. It is the entire infrastructure, road wise, that Aberdeen Fire Department is very concerned about with the Rt 7/Perryman Road area. And also, further in where Michaelsville, and Perryman and Chelsea are all in there. There is no issue here. We are not taking a stand on any type of moratorium.

Ms. Cianelli said but further time will help you develop more planning and how you will manage or not manage the traffic issues. Posing a moratorium on the development of warehouses in LI zoned areas everywhere in Harford County, not just for this project. I can direct my question to Mr. Magness or Ms. Draayer. Would a moratorium on the development of new warehouses in LI zoned properties provide you with the time needed to investigate the impact of new mega-warehouses, in general, on the environment.

Mr. Magness said the short answer is sure. Any delay on development allows you more time to gather information about it. But to Mr. Davenport's point, a moratorium that you are proposing is not something that our department or DAC can do.

Mr. Davenport said we have no authority.

Ms. Cianelli said I am not asking you to provide the moratorium. I am just seeing if it will provide you better timing for making judgement and recommendations. Mr. Powell, would a moratorium on development of new warehouses in LI zoned properties provide you with the time to go back to the drawing board and design a complex that is profitable to both property owner and developer and also address the concerns of the Perryman Peninsula community.

Mr. Powell said a moratorium would not affect what we do in our industry at all. We will move forward with, as the law dictates. As this plan is consistent with the zoning of the property. Therefore, we move forward in terms of what is allowed. And the way that other developments are treated within the area. So, a moratorium would not affect what we do at all.

Ms. Cianelli said thank you. I have one final question. Mr. Davenport, in 25 years when mega-warehouses are obsolete, just like shopping malls are closing across the country, how will the county repurpose 750 acres of paved waterfront property?

Mr. Davenport said I don't know. Maybe solar power generation. That would be a good option. It is hard to say.

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Chip Riley said these questions are more to Mr. Snyder. We have an interest together. I am a retired Fire Marshall, and he is the Fire and EMS side of things. We are both concerned about traffic. As a resident in the area, we are all definitely opposed to this. There was an interest on my side, and I think a lot of us feel this way. If we can keep the traffic separate. The complex separate from the community. I think that would be a big help of response times of emergency equipment and different incidences down there. To you Mr. Snyder, can you hear me okay? The first thing I want to ask you, how will this proposed development effect existing response time, in your opinion?

Mr. Snyder said say it one more time.

Mr. Riley said how will this proposed development affect existing response times, in your opinion. As the roads are today.

Mr. Snyder said the Aberdeen Fire Chief just wanted to reiterate that obviously there will be an increase in response time. Whenever you add people, trucks, cars to an area, it is going to increase response time. But the call volume, obviously I can't speak for police, but there is more fire and EMS calls in buildings and roads then there are in the middle of a corn field. I am sure it is the same way with police. Call volume is going to go up in the area. That is just natural. The main thing is the road system. I have said this a couple of times. That is what the Aberdeen Fire Department is really concerned about, both from Fire and EMS for that area. Did I answer that right?

Mr. Riley said I think so. I think we agree on that. Is there access that can be built that you feel that will help us as a community as far as response times in this complex that is being built. Are there some ideas that maybe we had discussed that you feel could be a big help to us with response times? Like bridges.

Mr. Davenport said let me interject right now. This plan is predicated on Woodley Road extending to 715. If that doesn't happen, they have to go back and redo the whole Traffic Impact Analysis to determine the effects that that would have. The plan is predicated on, the traffic study is done, with distributing traffic via the connection of Woodley Road to 715 on the base.

Mr. Riley said are you saying that this will not happen until the infrastructure.

Mr. Davenport said I am saying as proposed, the plan proposes a connection to 715.

Mr. Riley said so we understand that it is very important that this is done because we just can't have, and I think Phil feels the same as I do. And a lot of the Fire and EMS experts across the county feel that as it stands now there is an issue with the truck and community and driving and safety issue. Unless there is a separate means of, and I say, escape. As far as a secondary means or a main means for the development traffic to get out, which would be Woodley right over to 715. We do like that idea, but we keep hearing different things. They have the money. No. The federal government hasn't approved it. It is tied up in the

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pentagon. So that is kind of the reason why we don't know what is going to happen.

Mr. Davenport said we all agree that another alternative access needs to happen. The Aberdeen Fire Company and our Planning, again we have planned this for 25 years. We planned a connection to 715. It is getting there. We are almost there.

Mr. Riley said that is, we don't, for Baltimore County. It seems between the 2 counties, what happened, is if you are familiar with Route 43, which is the connection with Eastern Avenue and Honeygo. The infrastructures were always built before the buildings were. That happens down there but that doesn't happen here. If you see what happened where all these warehouses are already in Perryman. Woodley Road should have been done a long time ago. Sometimes it never happens and that is why I am concerned. There are fire and safety issues with this. Response times back to many house will be tremendously hampered and we cannot have that. That is a safety issue.

Susan Byers said I just want to clarify one thing. You were saying that this project, not one shovel will be put into the ground, and it won't even be approved to be done, until Woodley Road is completed.

Mr. Davenport said I am not saying that. What I am saying is that typically those improvements must be bonded and permitted. Meaning, that that connection must be permitted by the state, MDOT, APG, the Feds, whoever needs to do it and bonded. Meaning there is a financial surety that they will be constructed, engineering drawings have been approved. There will be a completion date. That way it will allow the developer to start construction, put a shovel in the ground, but they couldn't start generating traffic until those improvements are done.

Ms. Byers said has any of the existing warehouses in Perryman put their proposal in and said that the Woodley Road would help with the traffic.

Mr. Davenport said they want Woodley Road as well.

Ms. Byer said that is not my question. I am asking. It may be confusing, I am sorry. Has any of the proposals like this one. You are saying Woodley Road is part of this proposal so if this doesn't get approved this can't move forward. Was that part of the proposals for any of the existing warehouses?

Mr. Davenport said not up until this point. The last proposal is being built right now, East Properties on Woodley Road. They built Woodley Road to the Proving Grounds.

Ms. Byer said correct. It is sitting there.

Mr. Davenport said they at their cost constructed that. Now it is up to the county and state to make sure that gets done. But they had to determine and verify they met the adequate public facilities without the Woodley Road connection. Meaning the Perryman round-about and all

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that had to be done to start generating that. They had other improvements and they had to satisfy the same type of adequate public facilities ordinance that this would have.

Ms. Byer said to give a little history. My use, or what I have basically done as part of the attempt to try and at least slow down until I at least make sure this is a good proposed project that can actually exist in our community. I went out and I spoke to the citizens of the peninsula and overwhelmingly 100% of them had traffic issues. I have a lady who lives over on Michaelsville on the other side off of Woodley. And she is a firefighter, she said. She gets up at 3:00 in the morning to go to work. She can not get off her road. Do you understand that? There are so many workers and trucks going to the warehouses there. She literally has to sit because she can't get off her road. She said there is a stop sign. They never stop. They blow through it like it doesn't exist. She is afraid she will die on her road. It is a concern for every person in Perryman. I had people up on the top end of Perryman Road who say I cannot pull out of my driveway. It is back-to-back cars and trucks. I keep hearing that you did a traffic study but if the traffic studies that you do have resulted in what we now have, they are faulty studies. You are not getting a true picture of the environment that we the citizens have to live in every day. So, my question is, what are you going to do in addition to this traffic study to get an accurate and clear picture of the deadly situation we have on our roads in Perryman because it is deadly. A lady stood up and talked at the Community Input Meeting about having to stop at 2 accidents on the same night to perform CPR where people died. I don't think you are hearing the voices of the citizens and I don't want to hear about policy. I want to hear that you honestly come out there and look at the situation that we have in Perryman. It is not good. So, my question is, in addition to a traffic study because I will tell you I have spoken to the previous commander out at APG. Because I was sitting in 2018 in a training with his Chief of Public Relations, and he said to me because there was a warehouse shooting while we were in training. A warehouse shooting in Perryman. And he said I have got to go. I have to leave. I will come back. And everyone said if anyone needs to go out and make a phone call go do it. There is a situation. We are in a lock down at APG. I talked to Jane Miller when she came out this week and she said I am very familiar with this. It was a nightmare trying to get in here she said. One road in and one road out. They had that shooting, we wanted to come and have a story on it. She said you could not get on this peninsula. How many of you remember that? Could you get to your homes? Could you get out of your homes? We were prisoners on the peninsula. My child was sent home from school. I had to call the school and say do not send my child home. He will sit on the bus for hours because he will not be able to get home. And if he does they are looking for an active shooter in the area. These are real concerns. Real people who have real concerns. How are you going to address the issue of one road in and one road out? You promise us Woodley Road, but he said seven years ago you need another road. Seven years. I can't take 7 years where you are going to double what we have now. We can't take 2 days where you double what we are already living with. It is way too much for these 2 little roads. They are little country roads. I am not done yet. I am sorry but I am not done yet. You keep talking about we are going to take care of the noise. We are going to build these berms. People on the other side who already are dealing with it said they don't work. You will hear everything, 24 hours a day. You will not be able to sleep. I have a lady on Perryman Road who has had Buehler come out, and he can attest. To try to minimize the noise in her house. She has had

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to move her bedroom to the back of the house. She can't sleep. They idle constantly. How are you going to enforce the idling laws to prevent the noxious pollutants, the noise for the people of Perryman? I understand there are these ordinances. How are you going to enforce that?

Mr. Davenport said they are required to provide buffers. If you want to go to your councilperson and get larger buffers or larger distances.

Ms. Byers said what about the noise for everyone on the entire road of Perryman. Are you going to put buffers in front of their houses because there are multiple people who said they had State Highway come out because the vibration in their house caused items to fall off their shelves in their home? Their house is being shaken on their foundation. How are you going to address that? How are you going to address the seismic activity of all these truck running down a road that was never built for trucks. Is this going to be addressed? This vibration problem. How about the air pollutants for everyone along Route 40? Are you going to put air cleaner on both sides? I mean Perryman Road. To protect the citizens from air pollutants. You are not going to take the noise away from the people who the trucks are driving by their homes. How are you going to reduce the noise for all of those people on the top side of Perryman Road?

Mr. Davenport said other than electric trucks.

Ms. Byer said that would be nice. I read an article about that it was going to bring jobs. And because it was going to bring jobs, they were going to get a grant from the county for supplying jobs. Does that not come out as a zero win? You are paying for the jobs. Just pay the people and don't bring this environmental monstrosity nightmare to the people of Perryman. It would be so much easier. I would like to reiterate what Ellen said. You have these aquafers, which is a filtering system for the water. All you are concern about is the wellhead. And I put to you have you considered the fact that it is not just right at the wellhead. Has anyone considered the fact that all of the filtering of this wonderful soil we have in Perryman is what makes this great clean water. And cementing over it is going to have detrimental effects. Has that been considered? It is not just right at the wellhead. It is that entire field that works as a filter of the rainwater that keeps the water clean. Additionally, there is pollutants at APG, and they have a very tenuous balance of what is pooled from one side to the other to keep the pollutants out of our drinking water. Has that been addressed? Do you consider the repercussions of this on that system that is already a very tenuous balance that they have to keep an eye on all the time?

Mr. Davenport said it is very important to us. We have a whole floor upstairs that are dedicated to stormwater management. And reducing those pollutants.

Ms. Byer said I hope they are taking a long look and they don't just rush through this. I want to reiterate that people seem to think it is not a problem but the commander when he came out. He actually sent his people out. They didn't just look at numbers on a paper. Because I said they are never going to do that. They will have to literally have to tear up the golf course on



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APG, which they are going to have to do for us to get that. I am telling you. He went out there and I went out there. We stood at the post office. We spoke to the citizens. We looked at the roads. And this was years ago. They looked at the road. And they came to a conclusion. You know what he said. He said General Taylor cannot believe what these people of Perryman have had to put up with. He said we are going to help these people. They deserve our help. What they have had to live with. We are going to help them, and we are going to make this Woodley Road access happen. If he can come down to our roads years ago and say it is appalling what we have to live with. And if he can convince them to allow the golf course to be torn up because of what we have to live with. I don't understand how you can even contemplate adding one more truck to our roads. One more crazy driver to our roads. I watch on a daily basis.

Mr. Davenport said you need to wrap it up.

Ms. Byer said how are you going to get the police out there to get these drivers who are racing back and forth. Who literally take the wrong ramp onto Spesutia. All the time. That is a new thing. They literally go where people should be coming out. They cut around all the waiting trucks because they don't want to wait. How are you going to get enough cops out there to police our roads? Because we need cops policing these roads.

Mr. Davenport said I think the Sheriff's Office, I am sure, has recognized this body here. She will go back to her leaders there and look at the community sources.

Ms. Byer said I strongly encourage you to go back and make sure you look at the numbers and you look at this plan. And you weigh in if you really think that this is safe for the people of Perryman to put this many more trucks and how you are going to mitigate that because we need that.

Stacy Stone said I am a professional civic engineer and I live on the Perryman Peninsula. I have a couple of questions I would like to direct to stormwater, highway, and zoning. My first question is, can you expand on your requirement to have a connection into the project site off of 40 Road. What does that route look like?

Mr. Hebel said the county has a long-term project from the connecting road from US 40 to Canning House Road. It is a future capital project. It has been part of the Harford County Transportation Element Plan for many years. So that would go from US 40, where Mitchell Lane comes in at US 40, back across a bridge over the river there, and into the Mitchell property eventually going to Canning House Road.

Ms. Stone said and then, if I heard you correctly, that was going to be a requirement for the approval of this project.

Mr. Hebel said no. The requirement for the approval of the project would be for the developer to build the road through his property.

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Ms. Stone said through the property. So, our concerns as you heard here are mixing the truck traffic with the residential traffic here. Does the county have a timeline for that project?

Mr. Hebel said for the Perryman Access Road. No, not at this time. For Woodley Road extension, there is a timeline for that. That is under design. It is 30% complete. We are working with Aberdeen Proving Ground and the Maryland State Highway to get that project constructed.

Ms. Stone said so, then my question for you is, until that connector road is built, what requirements will you have in order to separate the truck and the residential traffic. May I just say that I have developed an option for a bridge off of Chelsea Road, over the railroad tracks, over Perryman Road and into the project site.

Mr. Hebel said I am not sure I fully understand your question. Can you ask that again?

Ms. Stone said my question is, what requirements will you have in the interim to keep the truck traffic separated from the local traffic in Perryman.

Mr. Hebel said the developer has proposed a connecting road from Perryman Road to Chelsea to eventually use Woodley Road to get the truck traffic out to 715.

Ms. Stone said understood. So, in my professional opinion, that is not going to be a safe option. I would like to, if possible, instead of taking the time here in this meeting, to set a meeting to go over some specific concerns in the next little bit of time. If possible.

Mr. Hebel said understood.

Ms. Stone said Mr. Anderson, I would also like to meet with you. I haven't had an opportunity to fully review the stormwater management report. But when the time comes, I would also like to meet with you.

Mr. Anderson said certainly.

Ms. Stone said my final question, I had about 25 questions or so, but I am trying to keep it brief. My final question is related to construction and getting the construction vehicles in and out of there. Particularly when we are talking about, we have a Woodley Road project that is in design right now. We have a Spesutia Road project that is in design right now. Does this group give consideration to kind of construction phasing and getting the construction vehicles in and out? Is that something that you look at?

Mr. Hebel said that is something that we would consider.

Ms. Stone said I would be curious to see and discuss that with the group as well. Thank you.

Kate McDonald said we all know and agree that this horrific project will bring significant life

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changing negative impacts for the resident of Perryman. Not just during construction but forever. And if you don't agree with that then you aren't paying attention. My question is to Mr. Davenport or any of you, what discretion do you have to make this developer go above and beyond the bare minimum of submitting a site plan? As it pertains to buffers? Do you have any discretion to look at this plan and see it as a back door or the front door of many of these homes and say no. Your buffer is not sufficient and make it bigger.

Mr. Davenport said outside of providing the minimums, we don't have any discretion. I mean if you wanted a fence instead or a berm of planting, we can work with them and ask them. But we can't require say a fence as an alternative to plantings. If they choose to want to do a fence or a berm or a wider buffer.

Ms. McDonald said we are talking about the size of the buffers.

Mr. Davenport said the size of the buffers are in the code. So, it is whatever Ms. Draayer has identified in that buffer yard. The buffer yard is in the code. So, we can ask them to do more. You can ask them to do more.

Ms. McDonald said we have.

Mr. Davenport said I don't have any discretion to require them to do any more. Again, we are not the County Council. We can't implement regulations that aren't in the code. We don't make the code.

Ms. McDonald said my question was, do you have any?

Mr. Davenport said quite often we work with developers to come up with alternatives.

Ms. McDonald said have you done that here.

Mr. Davenport said we haven't had that discussion yet. No.

Ms. McDonald asked will you.

Mr. Davenport said we are having the discussion right now.

Ms. McDonald said because we tried. My next question, this is for Parks and Recreation but not specifically to you. What kind of impact fees? We all know they are being incentivized to put this horrific thing in our backyards. But what kind of impact fees are they required to pay as far as forestation, parks, roads. Is there any of that?

Mr. Davenport said there is no impact fee that I am aware of associated with this. Single family homes have a school impact fee. But this would not have an impact fee.

Ms. McDonald said that is a huge miss on your part. So, my next question is for Parks and

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Rec. How will the current parks and future parks in our area be policed for trash and loitering? And before you answer that, I work with Matt Grizlo on the neglected Clubhouse Drive park. I am intimately familiar with the issue we have out there.

Mr. Magness said you said trash and what was the other issue.

Ms. McDonald said loitering. I had to kick a woman out of there that had lived there for 2 days.

Mr. Magness said we have trash collection as part of our responsibility at all of our park sites. We do regular trash collection at all of our sites. It can vary from site to site. Some of them are a couple times a week. Most of them are at least once a week. Policing enforcement, that is something we work in partnership with the Sheriff's Office on all of our park sites. If we have specific issues, whether it is a particular park or a particular area, we certainly encourage citizens to contact us. Whether it is through, in your case, the recreation specialist that services your area. We can make arrangements and have conversations with the police department. We have certainly worked with them in the past throughout the county. As we have issues at particular areas, asking for increased patrols to help mitigate the issue.

Ms. McDonald said I will tell you that Matt is very responsive. I think a lot of our issue is the neglect. If you go into any park in Harford County, you will see a Sheriff's Office car, strolling through there. I can tell you and I have lived there for several years, I have seen one Sheriff's car down there. One. Just one. And I call all the time. That is a concern. In the Perryman Park you didn't even bother paving the road to it. So just take a look at the parks that are in northern Harford County and the two parks we have in our area. And look at the difference in the two. And my last thing is, Mr. Davenport. You said when the question was asked how will this benefit the residents of Harford County. My question is more micro. How will this project benefit the Perryman residents? Just one benefit. Because we don't have restaurants. It is a residential community. What good is this going to bring to us?

Mr. Davenport said other than jobs. That is all I can say.

Melinda McGuire said I have 4 questions. The first one is for Emergency medical. Woodley Road extension, if and when that ever goes through Congress, with APG. From what I understand is not tracking, taking any part. I am sure it is in the works. But the Mitchell mansion will have to be removed. And that is on the Historical registry. And also taking land from the golf course is not going to happen overnight. That being said the Woodley project goes through, we who live below Canning House Road. That live on Mitchell Drive, Park Beach Drive, Pintail Point, Gabblers. Okay. So, there is an accident right there. How do we get out? How do we get out? Could you answer that?

Mr. Snyder said you mean all the way down on the end. Where Park Beach and Gabblers.

Ms. McGuire said right past Canning House Drive. All those houses. Any house past Canning House Drive. How do we get out? You can't land a helicopter. Because you don't

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have any place to land on. You can get us by boat. I am just wondering, how are you going to get to us. People are going to die. How do you get to us?

Mr. Snyder said I don't know the exact place you are talking about, but you go down Perryman. That is one way. You can come in.

Ms. McGuire said okay. You go to Mitchell Drive, Park Beach Drive, Pintail Point. These are all at the bottom of the peninsula. One way in. One way out. If that is blocked at Canning House and Perryman, how do we get out?

Mr. Davenport said same way it does today. If it is blocked today, you have the same issue.

Ms. McGuire said no. If it is blocked, we can't get out.

Mr. Davenport said right.

Ms. McGuire said I don't think you understand. We cannot get out if it gets blocked.

Mr. Davenport said today.

Ms. McGuire said you are going to add all these extra trucks and all these extra people.

Mr. Davenport said no difference.

Ms. McGuire said you're kidding.

Mr. Davenport said you can't get out today if it is blocked.

Ms. McGuire said there are no trucks down there. There are no warehouses down there. So, you are going to add all these thousands of cars and thousands of trucks. If something happens, say a fire in the warehouse, you have all this equipment. How are we going to get out? Right now, we have fields. Fields aren't preventing us from getting out. Trucks. Cars. Possibly fires. How are we going to get out? I suggest we wait until we build the bridge over to 40. Because you are landlocking many residents who can't get out. So, is there a way to get out? No.

Mr. Hebel said we are asking them to build the road through their development. So, you would have a road from Canning House over to Forest Lane.

Ms. McGuire said that doesn't get us out. Obviously, you have not been down there to look at the logistics. Second question, this is more for the developer. Some of the houses are adjacent to the property that is going to be developed have second stories. Okay. Our properties and our houses will be adjacent right to these warehouses. The lighting. Second floor, most people have bedrooms on second floors. How are you going to prevent the lights? According to Zoning, you are supposed to be able to fix that. That would be a question for

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Fred Ward.

Mr. Powell said we can provide light fixtures that block the light that would illuminate behind the light fixture above the light fixture in order to focus the light into the interior to where it is needed.

Ms. McGuire said next question. Many of us are on wells. We depend on our wells for drinking water. You go and divert all this water that is now paved, asphalt warehouses. You are diverting the water from a natural drainage into our water table. What happens when our wells dry up? What happens when our wells get contaminated, and we can't drink the drinking water any longer? What resources do we have? Is Harford County going to pay to have us get hooked up to public water for free? Are we going to have to pay that out of our pocket? How does that work?

Mr. Davenport said if you wanted to connect to public water.

Ms. McGuire said no. I don't want to connect.

Mr. Davenport said if you had to, you would have to pay.

Ms. McGuire said okay. After you contaminate and cause our wells to dry up because this development goes through, we are going to pay the price for that.

Mr. Davenport said it is our job to ensure that stormwater management conditions and requirements are satisfied and met. And the water that drops, that rains on there is discharged onto the same area that currently are discharged to.

Ms. McGuire said I don't think so. Another question I have, the stormwater management pond. I believe they said that the owner is going to be responsible for that. Who is going to police it? I will tell you that I lived in Laurel Valley when that pond was put in in 1984. Of course, stormwater management was new to Harford County at the time. It was a disaster. We ended up having to fight between HOA and the County to fix the pond. The pond didn't drain right. It wasn't built right. And finally, Harford County did come around because this was new to them. They hired an outsourcing civilian engineering company. Guess who that was? Fred Ward and Associates. My question is, once the owners fail, because I will tell you my property was adjacent to this pond. Every two weeks my family had to go out and get the trash around the valve. So that the water would not eat our property. Because that is what would happen. So, who is going to police that? Who does that?

Mr. Davenport said our Department of Public Works.

Ms. McGuire said okay. So, when we have a problem with the diverter and the trap ponds not doing what it is supposed to do, we need to notify them. They are going to charge the owner, I hope. Not the tax payers? We shouldn't be having to pay to foot that bill. Nobody in Harford County should have to pay that. How does that work? You make the owners pay?

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Mr. Davenport said that is correct.

Ms. McGuire said thank you very much.

Robert Lockman said I have more questions I forgot to ask. First one I want to ask is. Fred Ward and Associates 3 years ago. It was around 3 years ago. They already broke ground right on Perryman Road. Where the corn field is. They put drains in there. They did core samples. Why didn't we have these meetings when he broke ground in there? They did it during the cover of night.

Mr. Davenport said there is no requirement to do scientific testing, soil boring analysis.

Mr. Lockman said they broke ground. They did construction. They already put drains in and electrical lines. This was pre-planned. It was under the cover of night. And I see them take the drills and they were taking core samples. Out in the corn field so nobody could see them. I asked them and nobody would answer my questions. We were supposed to have meeting on this before he broke ground there. And nobody could get out of that neighborhood. I was there when that shooting happened. I know none of you want this in your backyard. That is a fact. Because you are putting a square peg in a round hole. Harford County, history repeats itself. It made promises in the past and they don't keep them. Right now, when you did those condominiums years back. A couple of people had some houses there. There was a crab house and another floating restaurant there. What happened when that project got built? That woman was forced out of her business. And the money that was set aside to keep that floating restaurant there, the County did something else with that. Now, it doesn't take a rocket scientist to see that Fred Ward and Associates, this happened in the past. I am going to go to 1991 in Cecil County. Because they have so much money. They rob a guy out of half his property. You know where the property line is. This is right in people's backyards. This is not supposed to be this close, a project of this size, to residential homes. We all know this. You can come up with any excuse or whatever like that. But by law it is not supposed to be like that because nothing good is going to come out of this. Because the runoff on there, I mentioned about that. Also, the other thing, you say they are tying into the main water line. I did a big job, warehouses like this down in the city. Where the woman who owned the warehouses was getting charged hundreds of thousands of dollars because the water main broke down. It was on the city side. For months until the spring because we had to charge those lines up with air. Now something happens with those trucks. This is an unimaginable amount of traffic. We already have traffic problems. This is not twice over. It is four times over. That gets shut off or something happens there, everybody behind here is going to be without water. The other thing, the sewer runoff there. If there is a sewer backup, there's not even 5,000 people with the houses behind there. Including the trailer park. That is 10,000 workers a day. Imagine the sewage that is going to come out of there. If there is a backup it is all going to run back into our houses. It is a high flooding area. You can't get in or out. I am looking at you. You would not want this in your backyard by all means. It is corruption that is going to get this done. You know it. I know it. Everybody in this room knows it. And I am going to tell everybody here. They push this through, why the hell should we pay our

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property taxes to pay for these projects and these roads. They can't kick everybody out of these houses. We should stick together and say the hell with it.

Dominique Gillis said I have a few environmental questions and comments today. Also, in my hand I have a document that was prepared by the environmental subcommittee from the Protect Perryman Peninsula group. It is titled the Mitchell Property Development Community Input, Comments and Questions on Environmental Impacts. We will leave you with this today. You have copies of it. And we will send it electronically for you all to review. It is very detailed. It has a lot of technical evaluations and reviews. Some calculations and recalculations on the preliminary plans that have been submitted. I know Planning and Zoning has listed this morning some of the concerns we had. In addition to this detailed document that has a lot of questions that need to be addressed. Environmental questions are listed on the questions list that was forwarded to you all this morning. I won't read them all. But I will ask a few of Planning and Zoning, DPW and hopefully to the developers. It is probably our only opportunity to talk to them. For Planning and Zoning, I think Ms. Draayer noticed some of the discrepancies but the proposed development plan identifies significantly fewer and smaller wetland acreage than were identified on our review of Maryland Department of Natural Resources Wetlands data and National Wetlands Inventory database. That and your mention of the hydric soils comparison. A couple other environmental buffers and restrictions. There seems to be a disconnect with kind of what is available information versus what has been proposed. How do you plan to reconcile those disconnects?

Mr. Davenport said the inventory maps are general in nature. They, in general give you an idea of where to look to find wetlands. The environmental consultants for the project have to go out and actually delineate the wetlands in accordance with the Army Corp of Engineers MDE's guidelines for identifying nontidal wetlands. Then our office goes and verifies that. Typically, there is a jurisdictional determination done by MDE. Has that been done, Mr. Powell?

Mr. Powell said no. Not to my knowledge.

Mr. Davenport said we might reach out to MDE and make sure that they have looked at the site. They are members of the Development Advisory Committee. They don't go out and delineate wetlands for people. They go out and do what is called a jurisdictional determination. They make a determination that it has been delineated in accordance with the definition defining nontidal wetlands.

Ms. Gillis said on the same lines of existing documents and reports, I think one of the things we generally found is that a lot of environmental reports and information on the area and even water usage and stormwater issues. A lot of those existing documents are very outdated. And we were wondering if some of these documents can be updated to reflect current situations prior to development providing more impact. Specifically, it has been 22 years since the source water assessment for the Perryman wellfield report was issued. So, considering all of the warehouse development currently on the Perryman Peninsula, we feel it is time for that report to be updated. Would that be a possibility or consideration?



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Mr. Davenport said I don't know. I don't know if we have any additional plans to do analysis.

Ms. Gillis said and similar the Bush River Watershed Management plan. I am not sure when that was last updated. And also Small Watershed Assessment Plans for Cranberry Run, Beech Spring Branch, Church Creek, and all remaining small watersheds within the Bush River watershed. Have they ever been completed? 2002. That is outdated as well. Just like to have consideration to updating some of these outdated reports. This question was kind of touched upon but maybe it is just not getting clear to me. My question is to Planning and Zoning. Can the developer creatively subdivide the site into parcels in an attempt to maximize the available 50% impervious surface limit within the wellfield protection zone? Specifically, to circumvent the intent of protecting the Perryman wellfield.

Mr. Davenport said they can attempt but we have already determined that they use the parcels. They have to identify parcel A – E as part of the individual lots within the wellfield to get the percentages to that. We require that they either incorporate that parcels into the lot or those parcels will be encumbered somehow to prevent any further impervious surface to comply with 267-66. They can make an attempt but 50% impervious is pretty easy to calculate overall.

Ms. Gillis said as already seen, I guess we are going to have to pay attention to the math being done on these type of calculations. I have just a few questions for the developer specifically. How do you plan to protect the Harford County water supply?

Mr. Powell said I believe the code that we are adhering to, 267-66, is the water source protection which mandates that we do certain things within our development in order to meet the requirements. We are, as I said before, this plan meets the requirements in that code.

Ms. Gillis said okay. How will you reduce harmful diesel exhaust? What is the plan for that?

Mr. Powell said there is no plan.

Ms. Gillis said how will you protect the documented eagle habitat in the proposed development area?

Mr. Powell said could you repeat that please.

Ms. Gillis said how will you protect the documented eagle habitat in the proposed development area? Did you know there was an eagle's nest on the property?

Mr. Powell said if there is a recognized habitat protection easement or requirement on the property, we have to adhere to that.

Ms. Gillis said that goes along with a lot of other wildlife concerns that are documented in the report that we presented. There are a lot of concerns that will probably have some restriction

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requirements due to its presence. The current warehouses, this is for the developer as well, in Perryman have created numerous runoff issues that are to this day not resolved. How will you mitigate the issues associated with the large runoff from impervious surfaces on your development?

Mr. Powell said we will adhere to the requirements and the regulations that restrict development in terms of we have to do stormwater runoff management. We have to do that. And we will meet the requirements which the end result is not adding any flooding impacts and treating the water quality that comes from our project.

Ms. Gillis said we will be very interested to track that. That is a major concern of the community. Finally, does the Sod Run wastewater treatment plant have sufficient existing capacity to handle increased sewer load from the Mitchell and other proposed mega warehouse project. This is for DPW Water and Sewer.

Mr. Ivins said there is sufficient capacity.

Ms. Gillis said that has been considered.

Mr. Ivins said yes.

Ms. Gillis said thank you. I close with, a lot of the environmental review and documentation was done by the environmental committee from the Protect Perryman Peninsula lead by Paul P.J. Cesar. When you review the document, you will see a lot of the factual comparisons and questions that highlight disconnects from what is being presented versus what has been recalculated for available information. We would just like a review of that. Thank you for your time.

Brendan Patton said in relation to the environmental study that this group has put together, how will those questions be addressed by the county. And how will we get the answers to those questions?

Mr. Davenport said there are two things. The Forest Conservation Plan and the Forest Stand Delineation. An element of the Forest Stand Delineation requires a wetland delineation, a forest inventory, an environmental features map. Additionally, Chesapeake Bay Critical area has specific criteria in there. They have mapped areas of hydric soil and highly erodible area, areas of special concern. There are expanded buffers for wetlands. Habitats of local significance. As Ms. Draayer has indicated, there is some deficiencies on the plan that will need to be addressed. And we will need to make sure they are verified in accordance with the code. There are many environmental regulations. There are forest conservation regulations. There is Chesapeake Bay Critical Area regulations. There is Perryman wellhead protection regulations. There are some Floodplain regulations.

Mr. Patton said endangered species or protected species. How does everybody in this room find out what you have done to answer those questions?

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Mr. Davenport said those plans, any plans that are submitted to us, will be put on our webpage. If you have specific questions, you can contact me or Ms. Draayer. I am a personally approved wetland delineator through the Army Corp of Engineers. I personally go out to many sites. This one I will go out to. Many of my staff are also approved to do wetland delineations. If we see deficiencies, then we will meet with the consultants for the project and/or the US Army Corp of Engineers or Maryland Department of the Environment.

Mr. Patton said I am sure the folks here would appreciate it if your office would offer if one or two people from this group could come along when you visit the site.

Mr. Davenport said I can't do that. But I can meet with you at any time.

Mr. Patton said why is that, you can't.

Mr. Davenport said because it is private property. I have the authority to go on there because they have submitted plans to a county official. But I can't invite somebody. Just like, I can't invite somebody to your house for Super Bowl Sunday. You would say why the heck are you bringing Glen here to the Super Bowl party. I can't do that. You can reach out to them. Under the circumstances I don't know if they would be receptive or not.

Mr. Patton said as long as you are willing to keep in contact with the people in this room and let us know what is going on. As far as the roads, the developer is going to be required to put a road in over to Fords Road and eventually reaching over to US 40 if the county gets their way. Is there going to be any improvement to Fords Road at this time.?

Mr. Hebel said not as far as for this project.

Mr. Patton said so it really doesn't help with access to the peninsula. It is not a very big road. I am not sure Fire Trucks can get down Fords Lane to cut across if they had too because the current route is blocked. Is that correct? Let's say Perryman Road was blocked. Would you be able to use Fords Lane to get back in? Is that road sufficient for your equipment?

Mr. Snyder said I just rode down there yesterday. There is no problem getting down Fords Lane all the way to the last house down by the water and the park. Obviously, there are no hydrants there. It would be more difficult. They would be able to get down there for any type of emergency. But it would be a harder operation. No doubt.

Mr. Patton said my last thing is just a general planning thing. The county has painted themselves into a corner. Now you are relying on Woodley Road to get you out of it. So, the county through lack of planning, has made the Perryman Peninsula a problem. And now you are asking the Federal Government to bail you out. That is not how planning works. That is not how it is supposed to go. So obviously there have been deficiencies in the past. And they need to be addressed. It is up to this committee I would think to make recommendations to the County Council. If you feel things are being by code are not done correctly. Do you have

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any comment on that?

Mr. Davenport said we planned roads, A & B. Which Woodley Road is I think Road B. Road A is the road that Mr. Hebel has mentioned about going to Mitchell Lane for some 20 or 25 years. We have understood that this is identified as Industrial Employment for the past 25 years. Up until recently the Federal Government haven't been receptive to.

Mr. Patton said they have no reason to bail you out. Right? They wouldn't have any reason to help us out. It is their property. Why would they need to go out of their way to help with our lack of planning?

Mr. Davenport said it benefits them and the City of Aberdeen as well. As far as getting back and forth to the base. And also, emergencies at the base. They have the same issues that you have on your peninsula as far as emergencies, a hurricane or storm event. It benefits mutually everyone to have more ways in and out of a community.

Mr. Patton said I would argue that initial onto 715 road is not helpful to the Proving Ground. I go in that gate every day. Tractor-trailers crossing 6 lanes of traffic to get out is not going to be helpful. You are going to need to put a light there at minimum.

Glenn Gillis said just wanted to touch on 2 things. One is a safety side. We have reached out at times to talk to the state highway administration folks. Unfortunately, they just provided a letter here today. We have reached out to them about our concerns to them. In regard to the Perryman Road and some of the other connector roads and access roads to get in and out of the peninsula. We put forward to them some specific concerns that we had on the existing intersection of Spesutia Road and Perryman Road. And those issues that are there. We are going to continue the dialogue with them on that and make sure they have complete understanding of the issues there. We talked to them about the traffic study that was provided and the inadequacy of that study. There are many things there that we talked to them about. We obviously would like to talk to the County about it as well. In terms of how we view things like the sources of traffic, the times that were used to calculate the traffic loads. Obviously, the prime times or peak times they were using do not respond to the traffic the different shift changes. Warehouses have the shift changes not to be associated with the peak traffic times. Therefore, the peak traffic time assessment is just inadequate. We have a number of different things along that line. I am hoping the State will look and independently look at that traffic and come up with a better set of numbers, that convey a more realistic view of what the traffic problems are up there. Similarly, we have asked them and it seems like they have in the letter back to you, that they have considered the impact of the larger region. Not just the specific development region but really how all of that additional traffic will flow out onto routes like 715, Route 40, 22, 543, all the way out to 95. I think that is an important part of this as well. We can't just limit things within just this one area. We, as a county, we have to look at it as a regional and the state has to look at it as a regional impact. We look forward to hearing back from them and any conversation we can have with the Public Work, Highway folks. That would be great. The second area I really wanted to touch on a little bit is really quality of life. We have talked, and a lot of my neighbors, have really talked about

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the quality of life and the changes and the dramatic impact that this development will have in terms of our overall quality of life. Things like, right now citizens all over Harford County as well as our residential citizens are using those roads, Perryman Road and all the roads, for cycling, walking, other things. We have bikes that come through almost 2 or 3 times a week, that are coming from all different parts of the county. Coming down through Perryman Road, down onto Park Beach Drive and all the residential neighborhoods. Those kinds of activities will cease. Sidewalks will not accommodate that kind of, like the cycling side. It will not accommodate that safely with all of that traffic. So, we really are asking that, what is the county going to do to assure that quality of life issues like that are as good or better than we have today. That is a big challenge. Secondly, we talked a little bit about in reference to this plan we put forward. One of the considerations we said we needed to look at buffering any kind of industrial. If we have to have the industrial, buffering that from the residential areas, and protecting the Bay and the watershed. We have the Perryman Park that is being proposed. We also have our existing park that is down off of Clubhouse Road. We would like to be able to see if those 2 parks could be joined as a part of buffering on the property we are talking about. Now you are talking about the road coming through there. Similarly, we would like to be able to see if the county would embrace at a minimum making that a parkland with trail systems, just like the Ma and Pa. Obviously, the county is getting enough revenue from this development. We should be able to bring that revenue and put it forth in the Perryman area. And consider putting those 2 parks together and making a real comprehensive natural resource for the county and for our residents. Lastly, studies have shown that the mega-warehouse developments adjacent to residential communities has significant negative effects on property values, impedes residential investment in those communities and reduces community line tax bases. How is this negative residential impact weighed against the tax advantages the county is going to get from this development?

Mr. Davenport said I don't know the answer to that. I know as far as the quality-of-life issues. I don't want to speak for Parks and Rec. But I will I assume, we would love an opportunity to acquire that land adjacent to our park and incorporate into a passive park because we can't develop it. It is sensitive environmental areas. That would be a great opportunity.

Mr. Magness said as I mentioned in my comments earlier, if there is an opportunity from the developers end to make a connection between what will be the Perryman Park we will be developing and be able to connect it to property in what we call Forest Greens. We are all ears. But again, that is not on property that we own. So, I can't look and say they have to do it. But if they are interested in doing that, I want to make sure we make those connections. That is simple on the eastern end as making sure coordinating with regards to we are already proposing a trail system throughout that portion of Perryman Park. That will also connect to the trail that at the material placement site on the other side of Fords Lane. Being able to put a trail system on their property making that connection to that is a pretty simple process. If they are interested in doing it, we can just coordinate those efforts.

Mr. Gillis said thank you. Back to the other question, you say you don't know who would weigh the cost to quality of life of the residents to the tax revenues that the County gets. Who in the County would that be?

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Mr. Davenport said I think that is something the County considers when they do a comprehensive land use plan. They look at those as a whole, as a county.

Mr. Gillis said is that your department.

Mr. Davenport said that is the Planning Department, but it is approved by the County Council. We have many workshops whenever we update the Land Use Element Plan. We go out to the communities and the public. We were in Perryman in 1997. When they rezoned and the comprehensive plan was changed from residential to industrial employment.

Mr. Gillis said do you believe that now would be the time that that type of a plan should be reexamined.

Mr. Davenport said we reexamine it every 8 years. We are on the cusp of reexamination of that comprehensive land use plan.

Mr. Gillis said would that not be something you would want to reexamine before you move forward approving.

Mr. Davenport said I don't have that authority.

Mr. Gillis said the Council would have that authority.

Mr. Davenport said I can't speak to their authority on the Comprehensive Plan update.

Mr. Gillis said thank you.

JoWanda Strickland-Lucas said I am here from Voices and the Protect Perryman Group. From my experience this is business and Harford County politics as usual. I went through a similar hearing and been with groups that have gone through the DAC hearing and zoning meetings and all of those things. Just for the project to move forward and development to be done at the end of the day. This is done without many of the proposals that were guaranteed to protect the environment, wildlife, and overall quality of live that we heard from this body and the developers. What we have to do is ask questions about the money train and who benefits. How is it that this area has been allowed to be so heavily zoned as industrial? Why is it that industrial development on this side of the county with our waterfront, our water ways, wildlife and historical impacts or historical significance is this happening? Why is it that this would be the primary choice for industrial development while other areas are receiving the funds that come to the county for sound infrastructure, mixed use development, recreation and Ma and Pa trails. What is the real benefit to the developers when the warehouses sit vacant for extensive lengths of time without doing business and definitely not creating any jobs? How is this being approved and with political implicitly to include, what the gentleman said earlier, kickbacks and promises. We have heard about water and sewer, storm drain systems, floodplains, buffers, sidewalks, traffic impact, and all of these things.

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People said the plans have to be approved before permits are issued and must conform to existing regulations. Basically, this is a repeat of the pattern of existing. We hear these things and then you go to look at the development is done. The approvals are moved swiftly and simultaneously, and the development moves forward with a mere fraction of many of the proposed actions. With no other DAC meetings or opportunities for community to review or additional input. What about Spesutia Road? Spesutia Road is part of this. If you look at that, what you are looking at is history probably being repeated. When we came to the DAC meetings for that. We went to all the development meetings. We talked about the water drainage issues, the sidewalks, the environment, the wildlife, and the project went through. And it is sitting vacant. What was the purpose? The Aberdeen Fire Department suggested to our government that it would be a good idea for all government levels to get together and come up with a road and overall infrastructure plan. I agree with this but it has to include the community at large. I also agree with the gentleman that spoke previously with questions of why would this happen. One of the things also raised was the question about the alternative access to the Perryman Area. The answer was about an alternative route from Canning House Road out to Route 40. This plan was a project that was previously blocked. And the reason it was blocked is because that plan put pillars in Bush River subsidiaries to support this big structure. And it would be an overpass, over the waterways, out to Mitchell Lane. There would be an access road on Mitchell Lane, part of it was over Route 40 and then Route 7. The thing is the community is still being impacted. When that idea came out, I went to Glen and told him about it. He talked about what those pillars would look like sitting out there. The other thing that another project that was blocked for the area, was the wastewater treatment plant on Route 40 and Spesutia Road. This doesn't seem to impact it. The model had the waste being brought in from other counties outside of Harford. The waste would then sit on barges in the water. So, the thing is some of the solutions have been there. Things planned. But we need to be aware of this. I am speaking to put these things on the record. During my involvement in and objections to previous projects and development I was told by sitting politicians and currently sitting that the industrial zoning plan benefits developers to build warehouse. Those things make is so that I didn't understand who I was messing with. And that these things would go forward no matter what. None of this is about positive economic impact on our community, but economic advantages for the politicians and developers. We need to be aware. We need to respect the DAC committee. But you have made it plain what your limitations are. Is there any change in what you can do in order to help the people here bringing these issue to be heard? Or is this mainly a session where you are hearing us. You will post something and make some recommendations.

Mr. Davenport said we don't make the regulations. We are required to implement those regulations. Those regulations are for quality of life, safety and welfare of the community. That is our job. Now if the legislators want to change whether warehouses are permitted in the LI, or the size of a warehouse or the types of uses in a particular zone. They can change them. We can't. There are a number of regulations that we are obligated to enforce that are there and have been put there to try to address these quality-of-life issues, safety issues. That is our job. And that is what we will do. Not to say that they can't go above and beyond. They certainly could. But they are not obligated to do so. They are obligated. There is going to be a thousand trees planted. There is going to be a thousand shrubs planted. A lot of things

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that they would rather not do, but they understand the laws and they are going to adhere to them. And we are obligated to make sure that they do. They have to build their own roads. They have to make all the road improvements at their cost. They have to build this Road A through their property. There is a lot of things we are going to require them to do that the law say we are obligated to make sure they do them right. Do them in accordance with those laws. I don't know if I answered your question but that is the task of this committee.

Ms. Strickland-Lucas said I understand the task. Thank you for that. It just seems that with that task it does not benefit the people. I really question the idea of your responsibility for the quality of life of the residents.

Justin Pickering said these warehouses will be an extension of my front yard. A question to a Planning and Zoning representative. This community has significant historical significance that should be recognized, studied and preserved. What county plans are being considered to preserve the historically significant region as mentioned in the HarfordNext and other plans?

Mr. Davenport said we have Historic Preservation planners in the department. You could reach out to them. I can get you the contact information. There are historic landmarks in the vicinity but not on this particular property. We have no specific requirements with regard to the Mitchell Property itself.

Mr. Pickering said just so I can clarify for the record. You mentioned Road A is the US 40 via Mitchell to Canning House Road.

Mr. Davenport said I don't know which one is A or B. You got 2 roads. One is the Woodley Road, which is proposed to connect with this proposal. And the other that we talked is the Mitchell Road Route 40.

Mr. Pickering said okay. One other road that is listed clearly on the plan is the connector road from Chelsea to Perryman. The question to the developer, who is responsible under this proposed plan for building that road.

Mr. Powell said the developer.

Mr. Pickering said and with regards to that specific property 1603 Perryman Road and the accompanying property that the Chelsea Road connector is built on. What is the compensation that is being afforded to the Maslin property owner in exchange for getting that road as a part of this proposal?

Mr. Powell said I have no knowledge of that contractual agreement.

Mr. Pickering said is that land currently owned by Fredrick Ward and Associates or CPRE as the developer.

Mr. Powell said currently I don't know. Fredrick Ward Associates does not own any land out



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here in this location. I am not aware of any other land that we own. As far as the status of the property, whether or not it has been conveyed to the developer or not, I don't know the actual condition of that. But I know that that is part of the agreement is that it will become part of the developers. The developer will end up owning the property.

Mr. Pickering said can you confirm that that Chelsea Road connector will be built before any of the warehouses or the lot development on the Mitchell property.

Mr. Powell said there are conditions that we have to agree to. There will be a public works agreement that we will have to enter into with the county. That public works agreement is a contractual agreement to have that road built in a certain timeframe in comparison to the project. There will be guarantees, there will be a guarantees offered. Meaning financial bonds, securities, will be placed in Harford County's responsibilities to make sure that that road is built per the requirements of the site plan approval and also the conditions of the Harford County Department of Public Works Highways.

Mr. Pickering said and regarding the property currently owned by F.O. Mitchell and Company, is that land still currently owned by the Mitchell family.

Mr. Powell said to my knowledge, it is still owned by the Mitchell family.

Mr. Pickering said is there any consideration that this proposal needs to be approved and/or permits need to be issued before the developer, CBRE, will proceed with the development.

Mr. Powell said I am not aware of any contractual agreements between the Mitchells and the developer.

Holly McComas said I know a lot of this has already been addressed but I do just want to make sure my questions get on record. I would like to know what is the planning of Harford County to improve the infrastructure to allow for the added traffic. Specifically, we talked about the Perryman area, but this is going to affect as originally stated by somebody early on, the 543, Rt. 7, 95 roads that will be getting the trucks to Perryman Peninsula. Currently, they get jammed up now. I have had people come to me knowing about this project that live on Rt. 7 and tell me what a nightmare that is. I avoid Rt. 7. I take Rt. 40. But it is a nightmare for them. I would also like to know, how is Harford County planning on increasing the police needs, the police presence, to keep trucks from doing all the illegal moves that they do currently. They are travelling on roads they aren't supposed to, which has a bridge that won't support trucks. One day that is going to be a nightmare when it falls out and we can't get through that way either. Currently, we report these concerns, and we are told that there are not enough deputies to police the area sufficiently. That is currently as it stands. We love our police force. We love our Sheriff's Office. We love working with police agencies. I feel for them. There aren't enough police now to handle what is going on. How is this going to improve to allow this new mega-warehouse to come in and still maintain the traffic and the roads and the safety of the tractor trailers with the people. What is the plan for Fire and EMS with a single road that goes to the residences on the peninsula, which everyone is now? It gets

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jammed up with truck traffic when there is an emergency. This alludes to what we already talked about, I know. Once those warehouses go in, you can't drive around a traffic jam anymore. It is not going to make it possible. Now we can figure it out. We can drive off the road and get around something. And that is going to totally change. So that goes back to the debate that we had earlier.

Mr. Davenport said let me try to answer some of your questions before you get too far down the road. The state and county look at the intersections all the way to probably 95. When we are doing the study, we are looking at not just Perryman, like others have mentioned Rt. 40, Rt. 7, the roundabouts at 7, Belcamp Road, 543. So, we are looking at how that all functions together. The study is supposed to look at that. We just finished improvements to Rt. 7 and Perryman Road and the roundabout. That was part of capital projects and development of other projects in the area. We look at traffic holistically. As far as policing, I am sure the deputy here will go back to them and let them understand, this meeting. They are a member of this committee for this reason. So, they understand where development is happening. Where the roads are happening. And their response to it is going to be their response to it. Also, they just opened up an office at where the HEAT Center is on 22 in Aberdeen. That is part of an ongoing presence and increasing their ability to serve a greater area. And that is a result not just Aberdeen's growth and other growth in the area. That is the challenge for them to respond to. They will make that response. And again, that is why they are a member of this committee. So, they understand those types of things and can respond to them. And as far as alternatives, we created this Road A to Ford Lane is another option for people to get in and out in certain areas. Also, the road improvements that they will be required to do will provide shoulders and the extended road width that will allow hopefully maneuvering around better than existing road networks that currently exists on those roads. So, the roads that they touch they have to improve, Canning House, Perryman. They have to improve them. So hopefully that answers that question.

Ms. McComas said how is the county planning on holding the developer to what is agreed on appropriately as far as the buffer zones between the residences and the warehouses. I ask this specifically as I was talking to some of my neighbors, I actually got to visit them on Perryman Road. There is a railroad track and there is an existing warehouse. They pointed out to me that that is the buffer zone and it ended up being just twigs and some untended to growth. She said that the train is not an issue with the noise. The noise issue is the warehouses which have tractor trailers that have doors opening and closing all day and night. The radios are playing. It is a nightmare for her. So that adequate buffer zone that may have been intended to go in over these years has kind of dwindled down to just minimum.

Mr. Davenport said all I can say is, as a result of previous lessons learned they have changed the buffer yard requirements. Now we can take bonds for them. We take a financial security for the estimated cost of that buffer yard and make sure that it is planted. Again, as a result of this maybe those buffer yards will increase. Maybe they will be 120% the required sureties, or something like that. Maybe we hold onto it a longer period of time. I don't know. But right now, we do have as a result of other failures, so to speak, they have changed laws. And those laws now we required a certain number of plantings, and we require that they provide us

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a financial surety in a bond that we hold. Ms. Draayer will go out and inspect and she will count every tree and shrub. And we will go forward from there. That is a reaction to that.

Ms. McComas said my last question is in reference to again what has already been addressed. That is the adequate stormwater management, which is so important to those of us who actually see what happens on the Bush River. The sediment that is currently a challenge is going to be made worse. And we just kind of see this happening. There are times that we have to stay out of the Bush River when the algae blooms because of how bad the quality of water gets. So, I just fear for that.

Mr. Davenport said we have a number of people. Their lives are dedicated to water quality. I promise you, they eat, sleep and breathe it. Lucky for you and me. That is what they do, and they are passionate about it. We also have the regulations. The pollutant loading and the requirements that they have to provide. So that has changed again dramatically since I started working here in 19 something, something until today. Each decade it has gotten better and better and better. Maryland itself it has been pioneers in stormwater management. We started stormwater management in the 1970s. One of the first states in the nation to create stormwater management regulations. They continue to be pioneers in stormwater management up until today.

Erika Phelps said I want to go back to the road. I am going to kill this horse. We moved in in 2000. They will never build on the Mitchell property over here on Canning House until they put that road into 40. You have talked about it. This gentleman has talked about it. You have been talking about it for 24 years. What is the result? Why isn't it there? What is the hold up? Is it finance? Why is it not there? Do you have an answer, or you don't know?

Mr. Davenport said the answer is that up until now they have been able to satisfy the adequate public facilities ordinance with regards to roads and traffic for each development that has occurred and the number of improvements that have come out of those developments as they have progressed along in the last 3 or 4 decades. Unless, again just like the other developments, they can demonstrate they have met the adequate public facilities ordinance we can't approve those projects.

Ms. Phelps said now that you have recognized with the new park it is going to be bring in a lot of folks, little kids. They are giving a sports complex there for young folks. They are going to be bringing like you say these mega-warehouses with the additional mega-warehouses. Has that been met yet?

Mr. Davenport said we are currently reviewing those traffic studies. We will continue to review them with the state and county and DPW.

Ms. Phelps said we have been talking a lot about Perryman and Spesutia. A lot of us folks we live on the water side. So we go right through Canning House, which is going to go exactly through the complex. So, I just want to make sure that you realize this is not just an in and out situation. You are asking most of us folks to share that complex to go home. Are you putting

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lights in? How is that going to work? Is there going to be 15 lights on Canning House? Or are they going to be traffic circles? Or is it going to be bumps?

Mr. Davenport said specifically, Canning House will be designed to the County Road code. So right now, it is not built to any code. It will be typical of any other road you see. For specifics you can get with Public Works, and they can give you the design plans when they come in. And what those improvements are. How that road will look. How many lights it will have? How many street trees it will have?

Ms. Phelps said with the traffic study, as you know we don't agree with. Regardless of whether you like our opinion or not about the time of day. With the new park and all this other stuff. How does that calculate into the future, fast forward five years from now? How is that number calculated into the current inaccurate traffic data?

Mr. Davenport said I can't speak to the data. I am not looking at the code. But the data is based upon traffic counts. We can argue whether those counts are done at the correct time or not correct time. We have lots and lots of data on traffic counts, in and around that facility. We just had the East Gate East properties developed and we had a traffic study there. We had traffic counts from then. We have traffic counts from before Covid. We have traffic counts during Covid. So, if there is an anomaly with something totally wacky, we would know about it.

Ms. Phelps said this is a statement. It has been brought up at the County Council meeting. I just want to have it on record. That we are really worried about this. Basically, just the trash that is thrown. I hope that you all drive down there and I want you to do it today when it is a pretty day. You will see the trash in all of our neighbors' yards. Even in the Mitchell property, they have to pick trash up in their property too. I just want that to also be something. Another thing, Ellen had talked about when this goes bad 10 years from now, what are we going to do. Well, we can put up a solar farm. As you suggested, which is great. Why can't we do that? That way we don't need new roads. We don't need to worry about the wildlife. We don't need to worry about trash. And it is generating energy for our folks in all of Harford County. So, is that something that not zone-able for where we are? Is that another option?

Mr. Davenport said honestly, I think it can only go in GI/General Industrial. It would be a power generation facility, which Perryman BGE has on their property that is zoned General Industrial.

Gene LaCour said I do want to just reflect, and it has been said multiple times, that this project is over 25 years in the making. It has been a long-term plan. As you look at the record over time you will see that there has been opposition from the community on all phases of this project. I do believe at this time, we have the opportunity to stop the adversarial discussions and create win-win opportunities and a win-win strategy. So, we do need to push the county redesign or push up the planning, the Land Use study. Beyond that from a win-win standpoint, Mr. Davenport, you indicated that you are not allowed to invite anyone onto the

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private property as you do your work. I would like to ask the developer and property owners if they would be willing to invite the community or representatives of the community to help partner to find a solution that benefits everyone.

Mr. Powell said I have heard your request and I will pass that along to the developer and the owner.

Ms. LaCour said in the context of historic, we did reach out to the county and there is no requirement for there to be any type of historical study. This is pristine farmland. We know what has happened on that property over time. And we have an opportunity to take a look at what is on that property and do a thorough archaeological survey. My question to the developer and the property owners, are you willing to invite the community and conduct an archaeological survey on the property.

Mr. Powell said I have heard your request and we will discuss that with the developer and the owner.

Ms. LaCour said the county has indicated that this has been a 25 year plus development in the making. I would like the county and whoever, I don't know where this data comes from. I would like to request 4 data points based on 1997 when the property was rezoned, in 2001, in 2008, and 2014. Those time periods, they seem to be when there were significant developments. I would like a study and data provided on how Perryman's median household income has changed over time. Because we know today, Perryman's household median income is 36% below that of Harford County. This project is supposed to benefit the citizens of the Perryman peninsula. And I am not seeing household income below 36% of that of Harford County being a benefit. I would like to understand how those numbers have changed over time, correlation with development of this property.

Mr. Davenport said if we have that data, you are welcome to it. I am sure it is census data. Somebody in our office will be able to help you with it.

Ms. LaCour said I would very much appreciate if there is someone we could partner with. Similarly, 18.1% of Perryman families live in poverty, which is more than double that of Harford County. How has poverty levels changed over time considering that the community should be benefiting from this development that has been occurring over 25 years?

Mr. Davenport said I don't have that data.

Ms. LaCour said is there someone in the county who could help us review that data and look at that information over time.

Mr. Davenport said I don't know. Contact my office and see if we have that tremendous census data that is available to everybody. We can help navigate through that. If we have that data, I don't know.

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Ms. LaCour said also, Perryman's community of color is double that of Harford County, I would like to understand how this development and why this development for 25 years has been concentrated in communities of non-white and lower economic. And I need to understand the justification for that and the long-term impacts on those people.

Mr. Davenport said I am not certain that was looked at. When creating the Industrial Employment zone, it was more the development envelope which 80% of the County is rural and 20% of the county is developed. So, where we have services, where we have transportation, 95 and 40, and Aberdeen Proving Ground and the City of Aberdeen play the most factors into how this was designated. The proximity to those transportation networks.

Ms. LaCour said given that this property for this area has been designated for development, sort of the envelope or whatever we want to call it, why was it that there were residential developments approved within the area that were just going to exacerbate existing problems. From a zoning standpoint, I don't understand that thinking.

Mr. Davenport said I am sure there were pockets of undeveloped land on the peninsula that were surrounded by residential communities. That didn't have access to major roads. It had to be zoned. They are in our service area so they would be zoned either commercial or residential.

Ms. LaCour said my question is more, having a 25-year strategy, why.

Mr. Davenport said it is not just a 25-year strategy. Zoning went back to 1957. And our current land use plan was adopted in 1973. So, the property itself was changed in 1997 or 96, right around there. We have not just looked at this for 25 years. We have looked at this for almost 50 years.

Ms. LaCour said and yet here we are. With a debacle. I do want to ask when the property was rezoned, and you said it has gone back to the 50s into 97 those time periods. Was that rezoning based on the Canning House operations that had been on that property?

Mr. Davenport said a lot of the industrial uses there were derived historically from the industrial uses that existed prior to zoning. The canning industry was huge there. And you added Aberdeen Proving Ground as a neighbor and the City of Aberdeen as a neighbor. It was industrial when 99% of the county was residential or rural. It goes back further then zoning started.

Ms. LaCour said it would be helpful if we could understand and someone could explain how that zoning from 57, the 80s whenever, that was related to historical industry that was occurring on that property. How that translate to mega-warehouses today. I don't understand that revolution.

Mr. Davenport said I don't necessarily understand it either. I have been studying planning for 40 years. Other then, it is a broader property owned aspect of development. Right now,

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retail, people don't buy or go to stores. Malls are dead. But 40 years ago, we all went to the mall. Before that we went downtown. Things have evolved and changed. Right now, the digital economy which is planning behind the ball on that. Maybe or maybe not. I don't know. Again, the mega-warehouses are the result of the recent death of retail and the growth of a digital economy. We are all going online, and we are all shopping with the computer keyboard. This is, I am assuming, the result of the changes in retail. How buy and sell products.

Ms. LaCour said I would propose that the pandemic has accelerated those changes and we still don't know the long-term effects of the pandemic. So rather than continue to rush and push down this path, I would suggest that there be some consideration of delay. I realize that the powers of this committee. But I do think it is time to put a pause on this project.

An audience member said my list is shorter this time. My first question is kind of a Planning and Zoning question, and it is kind of an environmental question. We are just not clear as a community as to how to proceed with this. So, we had talked earlier about the different sorts of environmental plans that are recommended in the report that I gave you earlier. There are a bunch of different sections, it refers to plans like Critical area zones, wellfield protections zones and impervious surfaces. All these different plans come out of this project relating to the environment. And they are old. They are very, very, very dated. They were done before most of the warehouses were even built on the peninsula. So, we are trying to understand who to go to. Because we have been sending emails to Planning and Zoning, to the Health Department, which doesn't seem like it to makes sense, but it was a referral, Maryland Department of the Environment, Natural Resources. I am just not really sure. Part A of my question is, who holds the keys to the information to be able to grant us the ability to be able to request these studies and hopefully be given a favorable response.

Mr. Davenport said we have no authority other than what is in our code. So, the code does require them to provide environmental features map, delineate the 100-year floodplain, delineate the forest conservation, the forest resources, delineate the non-tidal wetlands, the tidal wetlands, hydric soils, habitats of local significance. All these things have been discussed. They are code requirements, and they are obligated to provide that information. We are obligated to verify that information. Other than those, we can't require additional studies beyond what the code requires.

The audience member said you mentioned earlier that if you gave preliminary approval on this project, you would be granted access to the property to do certain inspections and to make sure the different permitting requirements and such forth were carried out correctly? Is that a good description?

Mr. Davenport said yes.

The audience member said would it be possible for you, when you know that it is outside of your scope to do a certain study that we referenced in this book that we gave you. Would it be possible for you to invite other outside agencies to come with you be it state or federal

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agencies that might be more concerned about the environmental aspect, to take a look at the land. And to give an independent if you will but also government assessment of what is going on.

Mr. Davenport said it is not unusual for maybe MDE. More particularly if they have impacts. Right now, they have no impacts to waters of the state or wetlands on this entire 700 some acres. So, unless we find an area that we are concerned. Hey this looks like it is a non-tidal wetland. The delineation isn't correct. If I had an area of concern, that was obvious to me, yes, I would reach out to MDE. And I would ask their non-tidal wetland people to meet us out there and look at it.

The audience member said I would ask you to please do take a look at the report we gave you. It does list enough detail and specifications and information for you, I believe, acting in good faith to make those sort of conclusions. When were the zoning definitions for General Industrial/GI and Light Industrial/LI designated in the last update?

Mr. Davenport said I couldn't say.

The audience member said how long have you been working there.

Mr. Davenport said 1989.

The audience member said have they been updated since you were working there.

Mr. Davenport said we updated the code in, I think, 2007. I don't know if we touched that. I can't say for sure.

The audience member said what is the definition and use classification of freight terminal and truck stops?

Mr. Davenport said I don't know the definition. We would look at the standards industrial classification if we didn't have it defined in the code.

The audience member said where would that standard industrial classification be found.

Mr. Davenport said it is no longer the standard industrial classification. It is the generally accepted defined uses. It is not in our code. It would be in the industrial classification code.

The audience member said are freight terminal and truck stops or terminals an excluded use in LI zone.

Mr. Davenport said I think they are only permitted in the GI zone.

The audience member said what is the definition of warehousing and wholesale, processing, distribution, and local delivery.



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Mr. Davenport said I am not looking at it. Whether we have a specific definition in the code or not.

The audience member said would the same thing apply if you did not, would it go back to the standards.

Mr. Davenport said it would go back to the standards and determination by the director if it is not defined.

The audience member said what is the definition of a warehouse.

Mr. Davenport said I am not looking at the definitions, so I don't know specifically.

The audience member said if there is no definition would it again go back to the standards that we discussed earlier.

Mr. Davenport said it would be up to the director to determine whether or not that met the definition.

The audience member asked how would one get that before the director. Is that a phone call?

Mr. Davenport said ask the director.

The audience member said should there be a limit to the size of a warehouse when being considered for Light Industrial.

Mr. Davenport said I don't know. I couldn't say. There is no limit now.

The audience member said interesting. There is no limit. You are right. Should there be exclusions for potential impacts to development adjacent to residential or other incompatible uses in LI?

Mr. Davenport said should there be what.

The audience member said should there be exclusion for potential impacts. So should it not be allowed to occur if there is a neighborhood in the backyard of the property where they want to put big warehouse project in.

Mr. Davenport said there could be. I don't know. That is up to the legislative body if they want to. There are exclusions in the wellhead protection area so you could create another area if they wanted to.

Ron Stuchinski said my first thing was with you when we were discussing the safety of the 400 or so of us that live past the Canning House Road down toward Gabblers Shore. You

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were asked about our safety and what changes. You said, well what do you do know. What we do now is get out of our developments without 5.2 million square feet of warehouses, 3,000 employees and 1,000 more trucks. So, it is considerably easier getting out of our developments, if something were to occur. It is very different from the proposal. Perryman is only a 5.2 square mile area of land. This development would take away almost 21% of our land, 1.2 square miles. Added to what we already have, it makes almost 55% of our peninsula covered with warehouses in a residential area. I think that is our concern, safety and traffic. That is our big, big concern. Especially mine. That being said I guess you guys already stated with total per capita and when these are built, it will be the 7<sup>th</sup> largest warehouse community in the world. In Perryman, Maryland. With the 5<sup>th</sup> largest warehouse in the nation. Which will be a quarter of a mile long. Which is pretty big. And the traffic study. I am glad that was brought up. We did a little work and I am pretty sure we turned it into you. In reference to, let's just say they added 3,000 employees per shift, the traffic study showed around 212 cars. Which in sense would mean 14 workers are carpooling together every day to get to work. I have a question that was sent to me by my fiancé who is an HR director for a warehouse currently in Belcamp. She has been there for quite a long time. She is listening. You mentioned the only benefit to the Perryman residents is the creation of jobs, which none of us really need in this room. Can you provide the data about where these people are coming from to work in Perryman? Do we have data from where we get these workers from?

Mr. Davenport said I don't have data. Economic Development might.

Mr. Stuchinski said she mentioned she is an HR Director of a manufacture plant in Belcamp. We have always struggled with filling positions even before the labor shortage of recent. Several of their employees, almost 25% are bussed in from Baltimore. Local warehouses in Belcamp struggle now with the same issues in filling these positions. How are you helping local existing businesses with labor by building this project? In actuality it actual hurts local businesses who now have to compete for labor as it is. How can we guarantee that the jobs that are open will be filled by our Harford County residents?

Mr. Davenport said I have no guarantee.

Mr. Stuchinski said a couple more questions I have. Will this development be eligible for enterprise zone credit?

Mr. Davenport said I think so. But that is a question for Economic Development to clearly answer for you.

Mr. Stuchinski said what is the criteria of use to have the development eligible for enterprise zone credit given that it would not be creating well paying jobs. It would not be developing unutilized land. And not revitalizing older industrial sites.

Mr. Davenport said again. I am not familiar with Economic Development.

Mr. Stuchinski said are there other Harford County managed incentives available to the

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developer.

Mr. Davenport said not that I am aware of. But I would check with Economic Development. I am sure there is other options available to them.

Mr. Stuchinski said will the Office of Economic Development have input into the DAC questions that we have. Or are we not going to have those?

Mr. Davenport said you can reach out to them. I can't say.

Mr. Stuchinski said because that is not actually part of this. On a personal note, Jane Miller did a great story for us yesterday. And at the very end she interviewed the Mitchell family. And it hit a lot of us when she asked the last question of are you concerned about the citizens concerns with your property. To which it was answered, they don't own the land. What they need to understand is the reason they have that land still is because of citizens of this County and that town that worked for them. That built that property. That built that business for them. That is why we are here now to try to preserve what we have. I hope you guys look into everything that we have given you. And consider our thoughts. Consider our questions and our concerns. Which for me beyond Gabblers Shore is safety. And if there are alternatives, we are open to them. But right now, safety is huge for us really and truly.

Ms. Strickland-Lucas said I have a couple of closing questions. How long is this going to take to review the plans, questions and other information heard here or submitted to you by the leaders of this group, Protect Perryman Peninsula. About how long will it take for that?

Mr. Davenport said to do what.

Ms. Strickland-Lucas said okay. A lot of things have been said today and submitted. How long will it take you to review this information that has been submitted to you by the leaders of the Protect Perryman group.

Mr. Davenport said we tried to answer all your questions. If we haven't it will take a couple weeks.

Ms. Strickland-Lucas said okay. The next question that I have is will you interact at all with the Economic Development on your review before you make any recommendations. Since you referred to them. So, are you going to interact with them at all? Can you interact with them?

Mr. Davenport said I have no reason to interact with them. We are a technical advisory committee. As far as if you get a grant or don't get a grant or have a development enterprise zone, we run mutually exclusive of one another.

Ms. Strickland-Lucas said the questions were not necessarily about grants and things like that. A lot of the questions you weren't able to answer. They were questions as far as what the

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DAC committee does.

Mr. Davenport said we can only answer questions related to our specific disciplines. So, if you have a question for Economic Development or MDE, you have to reach out them.

Ms. Strickland-Lucas said how will you get back to the leaders of Protect Perryman Peninsula group with your review and the answers that you do have to the questions.

Mr. Davenport said we will email. If we got an email we will respond to those emails. Again, we are 8 until 5. If you called me, talked to me on the phone, met with me. I am here every day. If you have a question reach out.

Ms. Strickland-Lucas said okay. That didn't really answer exactly if you are going to do it in writing. This is the next question then. Will you review and get back to the Protect Perryman leaders prior to approvals and permits being issued?

Mr. Davenport said I am confident I will have more communication with the Perryman leaders.

Ms. Strickland-Lucas said I am sure you will. A lot of times what happens is things are moving forward while you are talking over here. So that is why I am asking. If that will be done prior to any approval or permits are issued?

Mr. Davenport said yes.

Ms. Strickland-Lucas said can you provide a written timeline, specific to this development, from now until ground is broken.

Mr. Davenport said I can't provide a written timeline. Some of these projects never get approved. Some of them get approved in two weeks. Some two months. Some two years. It is kind of up to the individual who is preparing the plans if they met the requirements or not.

**Wash X of Fallston – Ronald J. Adams - Preliminary**

Located on the southeast side of Bel Air Road (Route 1), east of Mountain Road (MD 152). Tax Map 55; Parcels 176 & 412. Third Election District. Council District B. Planner Jenni.

Plan No. P632-2021 Combine two parcels into one lot /1.054 acres/CI

Received 12/22/2021 Ronald J. Adams/Bay State Land Services

**Wash X of Fallston – Ronald J. Adams - Site**

Located on the southeast side of Bel Air Road (Route 1), east of Mountain Road (MD 152). Tax Map 55; Parcels 176 & 412. Third Election District. Council District B. Planner Jenni.

Plan No. S634-2021 Convert existing car dealership into auto detailing and carwash/1.054 acres/CI

Received 12/22/2021 Ronald J. Adams/Bay State Land Services

**Mitch Ensor – Bay State Land Services**

The site is made up of 2 parcels. The preliminary plan proposed to combine those 2 parcels to one single parcel. The current addresses of the 2 parcels are 2201 and 2203. We would request that the suggested address from Emergency Services be provided to us. We are not sure which one they would propose but since we would still have a single building parcel, only one of the addresses would be applicable. We will be happy to use either one. The site is zoned Commercial Industrial. Its existing use was an auto sales and service locations. It is not currently in use. The proposal is for an auto detailing and car wash facility. The existing building, which is approximately 4500 square feet would be demolished and a new car wash facility which is also approximately 4500 square feet would be built on the property. The property currently is nearly 100% impervious surface. And our plan proposes to reduce that impervious surface from approximately 99% down to about 60%. The site proposes 4 employees at its largest shift and 4 parking spaces have been provided for those employees. There is also an accessible space. And 17 vacuum spaces to be located on the property. Stormwater management and sediment control plans will be required for the project. A stormwater management concept has been submitted for review. The site is served by public water and sewer. Any adjustments to the water and sewer services that exist today, we will be able to accommodate during the commercial water and sewer service application timeframe. The site has an existing access to US Route 1, which we propose to use for our site access. And submitted along with the site plan for review was a landscaping plan for the project, a preliminary plan that proposes to combine the two parcels into a single parcel, a combined FSD and FCP, and a stormwater management concept plan as I mentioned earlier.

**Bill Snyder – Volunteer Fire & EMS**

No comments

**Emergency Services – Read by Bill Snyder**

No comments on the preliminary. For the site, proposed equipment building is to be addressed as 2201 Bel Air Road. The building numbers must be displayed in 10-12" numbering where it is clearly visible from Bel Air Road.

**Darryl Ivins – DPW Water & Sewer**

There are active Water and Sewer User Benefit and Front Foot Assessments for 2203 Bel Air

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Road, Parcel 412 which must be paid off before approval of the Preliminary Plan for this project may be approved. Contact Ms. Portia Little of the Division of Water and Sewer Administration section at 410-638-330 x1467 or [wspermits@harfordcountymd.gov](mailto:wspermits@harfordcountymd.gov) for additional information.

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

A ten-foot square easement shall be centered around the existing fire hydrant at the northeastern corner of the site on the revised record plat.

There are two existing sewer services to the property being developed. It is preferred that one of these services be used for the car wash. The service(s) that cannot be used, must be abandoned at the main as directed by the Division of Water and Sewer. The method of abandonment must be described on the utility drawings submitted with the Commercial Service Application.

There is an existing water service to the property that is very likely too small to serve the proposed use. If it is not used, the service must be abandoned at the main as directed by the Division of Water and Sewer. The method of abandonment must be described on the utility drawings submitted with the Commercial Service Application. The new service location and size must be shown on the utility drawings submitted with the Commercial Service Application. An inside meter setting will be required for this project. A curb stop shall be placed on the service at the edge of the public right of way.

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.

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

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. The Commercial Service Application Number 20197 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.

**Robert Anderson – DPW Engineering**

**Sediment Control**

**Required Design Standards**

1. MDE-Maryland Standards and Specifications for Soil Erosion and Sediment Control, Dec 2011, or latest edition.

**Required Plan Approvals**

1. A sediment control plan is required for the development of this site
2. A grading permit is required
3. Stormwater management must be addressed.

**Stormwater Management (SWM)**

**Required Design Standards**

1. MDE-Maryland Stormwater Design Manual Volumes I & II (October 2000, Revised May 2009) or latest edition
2. SWM-Harford County Code Chapter 214.

**Required Plan Approvals**

(All comments must be addressed on subsequent submittals)

1. SWM Concept Plan
2. SWM Site Development Plan
3. SWM Final Plan (approval required before issuance of grading permit)

**Required Permits**

1. Grading (needs final SWM plan approval before issuance)
2. Stormwater Management Permit
3. Note: Building permits require SWM permits before issuance
4. Note: Use & Occupancy permits require SWM facilities to be constructed and inspected.

**Required Easements**

1. A 20' wide access easement is required to the stormwater management facilities for maintenance purposes.

**Outfall investigation**

1. A suitable outfall must be provided for the stormwater management facility and shall be approved at the time of final design.

**SWM Design Comments**

1. A Stormwater Management Concept Plan has been submitted for review and must be approved before preliminary plan approval.
2. Stormwater management shall be provided and designed to the redevelopment criteria of the Harford County Code and the 2000 Design Manual as amended.
3. The stormwater management pond drains to a class III stream. The plans will need to be reviewed by the Maryland Department of the Environment – Dam Safety Division before a small pond approval if the facility is a wet pond or is located within 100' of a flowing stream or proposes extended detention greater than 12 hours.
4. 100-yr management is required since site drains to Wildcat Branch above Reckord Road.
5. Stormwater management practices designed for and located on individual lots shall be constructed and inspected before the issuance of use and occupancy permits.

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6. Discharge pipe locations for the stormwater management facilities must be shown on the plan.
7. The need for an Industrial Stormwater NPDES (National Pollutant Discharge Elimination System) Permit through the Maryland Department of Environment shall be investigated by the engineer.
8. Inlets required to capture water running off vehicles as they exit car wash, and they must drain back into car wash. If tied to storm drain system, they would be considered an illicit discharge.

**Glen Hebel – DPW Engineering**

No Comments

**Sr. Deputy Niles – Sheriff's Office**

The sheriff's office has no comments.

**Paul Magness – Parks and Recreation**

No comment.

**Jenni Daniels – Planner**

1. A preliminary plan proposing to combine two parcels into one 1.054-acre lot was submitted concurrently with a site plan proposing to convert an existing car dealership into an auto detailing and carwash service in the Commercial Industrial zoning district.
2. A new series of the Landscape Plan shall be submitted to incorporate additional plantings on the western and southern foundations of the proposed building. The new series shall include a breakdown of the cost estimate that provides for materials and installation.
3. 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 Matt Kropp of the Department of Planning and Zoning.
4. A combined Forest Stand Delineation and Forest Conservation Plan has been submitted and is currently under review.
5. All proposed signage shall conform to the Sign Code. Permits shall be obtained from the Department of Planning and Zoning.

Mr. Davenport said we do have comments from SHA and the Health Department. We will forward them.



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**Public Comments:**

No Comments.

**Garden of Eapen**

Located on the south side of Cedar Lane, west of Woodtop Way. Tax Map 57; Parcels 9 & 259. First Election District. Council District F. Planner Eric.

Plan No. P636-2021 Create 22 single family residential lots/12.87 acres/R1

Received 12/22/2021 Tracey L. Kelley/George, Miles & Buhr, LLC

**Doug Kopek – George, Miles & Buhr, LLC**

I am here to discuss the preliminary plan for Garden of Eapen. I have the owners with me, Mr. and Mrs. Kelley. So, if there are any questions directly related to their purchase of the property or anything you can direct them to the owners. The project is actually 713 Cedar Lane and 723 Cedar Lane. Collectively that is approximately 12.87 acres. The property is currently zoned R1. Due to the quantity of natural resource district on the property, we are requesting the adjustment to R2 design requirements. There are 2 existing residential units on the property. One on 713 and one on 723. There are actually several other outbuildings. The property has been used as a farm for many, many years. The proposal is for 20 additional units with a total at the end of 22 units. We acknowledge with conversations with Mr. Vacek that we will have to extend the road improvements for Cedar Lane to the entire frontage of the property. So, we will take care of that. The property is currently on well and septic. We will be connecting to public water and sewer. We have had discussions with Mr. Ivins regarding the design of that. The water line would be looped from Woodtop Way to Cedar Day Drive where there is existing water currently. There is also existing sewer on Cedar Day Drive that is down gradient from our property. We will be connecting to that. The existing well and septic systems would be abandoned. The intent of this project is something that I really wanted to stress. There are over 80 specimen trees that we identified out on the property. Most of them are within the natural resource district. And most of them and the NRD is going to be contained and protected in an easement. However, there are a few very nice large trees in front of the existing 713 residential unit that we are trying very hard to save. There is no guarantee that we will be able to protect them, but we are making every attempt through grading etc. to save those trees. I understand we will need to remove a few of those specimen trees mainly for the improvements to Cedar Lane to meet county road standards. We will be submitting waivers for removal of those specimen trees. I also want to point out that a few of those specimen trees that have been identified are either dead or in poor health in those areas. So, we will make sure that is included in our application for a waiver. Stormwater management plans have been submitted. Concept plans, I have not received any comments back from them, but I am sure you will be providing those shortly. One other clarification, Mr. Vacek and I in conversation we were discussion the label on the lefthand side of the

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property where it says 1.65 acres of trees to be removed. And the arrow was a little bit misleading. It kind of shows it over toward the actual reforestation area. That 1.65 acres is required for the stormwater management concept and that is actually tree removal proposed. That may be tightened up as we move through the process and get more detailed information. And get it to our Engineering. That is tree removal. Just for clarification.

**Bill Snyder – Volunteer Fire & EMS**

No comments on this project.

**Emergency Services – Read by Bill Snyder**

Lots must be addressed to follow the layout provided by DES (Uploaded to Energov). A street sign must be installed at the entrance of the road. All future dwellings must display house numbers where it is clearly visible from Eapen Street.

**Darryl Ivins – DPW Water & Sewer**

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

Configure the water and sewer services on the next series of this plan so that they will not be located within driveways and are in front of the building envelope. Unless there is a unique configuration of the lot, a standard water and sewer layout for each lot shall be used. The standard lot utility layout detail must be shown on the next series of this plan.

Water service for this subdivision shall only be provided from Woodtop Way along Cedar Lane unless the minimum fire flow of 500 gpm from the fire hydrants cannot be obtained. If additional fire flow must be provided, the water source must come from the existing main at the intersection of Cedar Lane and Heirloom Way in Monarch Glen. The water main may not be placed between Lots 8 and 9. The main in Eapen Street shall be looped. Show the revised configuration of the water mains on the next series of the plan.

Revise the landscaping plan to account for the locations of the water and sewer mains and services shown on the revised Preliminary Plan.

The Forest Conservation Plan must be revised to show the easement for the sewer main that traverses between lots 8 and 9. The easement shall be thirty feet wide with the sewer centered in the easement.

A fire flow test must be performed to determine the water flow that is available for the design of this project. The developers engineer shall perform the test at any time prior to beginning the final design of the subdivision. The flow hydrant is located at the end of

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Woodtop Way. The test should be submitted to Mr. Dave Burke at the Division of Water and Sewer. You may contact him for additional information concerning setting up the test.

If the water main from Woodtop Way is adequate to provide service to the development, it must end at a tee at Eapen Street with a cap and blow-off ten feet from the northwest end of the tee.

Water service for Lot 22 shall be obtained by constructing a single service through a private easement between lots 17 and 18 adjacent to the public easement. The minimum separation of the water service and the sewer main shall be a minimum of seven feet. It is suggested that the private portion of the water service to Lot 22 be installed and inspected when the public sewer main is installed to Lot 22. The public and the private easement may overlap in this area. The public easement must be thirty feet wide, centered over the sewer main. Show the water service and the thirty-foot-wide easement on the next series of this plan.

The configuration of the water and sewer mains within the public right of way shall conform to the standard layout required by the Water and Sewer Design Guidelines. The water main may not be located behind the curb. When the storm drain is located parallel to a water or sewer main, it must be configured so that it is a minimum of five feet away from them. Show the revised water, sewer, and storm drain configuration on the next series of the Preliminary Plan.

A thirty-foot-wide public drainage and utility easement shall be provided across Lot 22 from the terminal manhole shown on this plan to the edge of the Cedar Lane right of way. The easement shall intersect the Cedar Lane right of way at ninety degrees. The easement shall be shown on the next series of this plan as well as the construction drawings and on the record plat. A plugged opening shall be provided in the terminal manhole for a future sewer extension within the easement.

The contract numbers for this project are 20195 for water and 20196 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

A Public Works Utility Agreement (PWUA) is required for the construction of the public water and/or sewer mains associated with this project prior to the issuance of a building permit. A building permit cannot be issued until the public utilities that serve them are either operational or bonded for construction. It is the developer's/owner's or their representative's responsibility to contact the Division of Water and Sewer, W&S Administration Section at [wspermits@harfordcountymd.gov](mailto:wspermits@harfordcountymd.gov) to request the preparation of the PWUA following the submittal of the water and sewer contract drawings for review.

The property on which this project is proposed is currently in the W-6/S-5 categories in the Water and Sewer Master Plan. It is the property owner/developer's responsibility to request in writing to the Division of Water and Sewer to have the category designation revised to the W-3/S-3 category. The category designation may not be revised until the Preliminary

Plan has been approved by the Department of Planning and Zoning. To effect this change, a public hearing must be held in front of the Harford County Council, and the council must decide to approve this request. The water and sewer category designation must be revised to W-3/S-3 before water and sewer construction drawings for the project may be approved. The water and sewer construction drawings must be approved before a subdivision plat may be recorded for the project.

**Robert Anderson – DPW Engineering**  
**Sediment Control**

**Required Design Standards**

1. MDE-Maryland Standards and Specifications for Soil Erosion and Sediment Control, Dec 2011, or latest edition.

**Required Plan Approvals**

1. A sediment control plan is required for the development of this site
2. A grading permit is required
3. Stormwater management must be addressed.
4. A “Builders Phase” Sediment Control Plan is required to be approved prior to the issuance of any building permit within this subdivision rather than a standard Erosion and Sediment Control Plan which is only good up to 30,000 sf.

**Stormwater Management (SWM)**

**Required Design Standards**

1. MDE-Maryland Stormwater Design Manual Volumes I & II (October 2000, Revised May 2009) or latest edition
2. SWM-Harford County Code Chapter 214.

**Required Plan Approvals**

(All comments must be addressed on subsequent submittals)

1. SWM Concept Plan
2. SWM Site Development Plan
3. SWM Final Plan (approval required before issuance of grading permit)

**Required Permits**

5. Grading (needs final SWM plan approval before issuance)
6. Stormwater Management Permit
7. Note: Building permits require SWM permits before issuance
8. Note: Use & Occupancy permits require SWM facilities to be constructed and inspected.

**Required Easements**

1. A 20’ wide access easement is required to the stormwater management facilities for maintenance purposes. Access to facilities must not exceed a 5:1 slope.

**Outfall investigation**

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1. A suitable outfall must be provided for the stormwater management facility and shall be approved at the time of final design.
2. The Ex 60” culvert under Cedarday Drive must be evaluated and demonstrate it can safely handle the 100-yr storm with 6” free board or 100-yr management will be required.
3. Place flow arrows on Storm drain system showing flow directions.
4. Show how Pond #3 is discharging.
5. Outfalls from SWM shall not discharge over the mulch trail
6. Show how ESD is being provided.

**Maintenance**

1. Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s) and shall be stipulated in the association documents.
2. Practices located on individual lots are the maintenance responsibility of the owner.

**SWM Design Comments**

1. A Stormwater Management Concept Plan has been submitted for review and must be approved before preliminary plan approval.
2. Stormwater management shall be provided and designed to the redevelopment criteria of the Harford County Code and the 2000 Design Manual as amended.
3. The stormwater management pond drains to a class III stream. The plans will need to be reviewed by the Maryland Department of the Environment – Dam Safety Division before a small pond approval if the facility is a wet pond or is located within 100’ of a flowing stream or proposes extended detention greater than 12 hours.
4. Stormwater management practices designed for and located on individual lots shall be constructed and inspected before the issuance of use and occupancy permits.
5. Discharge pipe locations for the stormwater management facilities must be shown on the plan.

**Glen Hebel – DPW Engineering**

**Highway Engineering**

**Required Plan Approvals/Public Works Agreement**

1. Road and storm drain 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.

**Required Design Standards**

1. Harford County Road Code.
2. Maryland Manual on Uniform Traffic Control Devices (MdMUTCD) 2011 or latest edition (for the pavement striping and traffic control signs).

**Required Permits**

1. Residential Access permits are required for the driveways off of the roads that will be maintained by Harford County
2. Utility permit will be required for the proposed water and sewer connection within the County right-of-way of Cedar Lane and Cedarday Drive.

**Required Right-of-way/Easements**

1. Drainage and utility easements are required along all storm drains from the edge of the right-of-way to the end of the outfall treatment.
2. A 30' right-of-way dedication from the center line of the road is required along Cedar Lane.

**Sidewalks**

1. Sidewalk handicap ramps shall be constructed at the entrance and the three-way intersection of Eapen Street.
2. Sidewalks shall be constructed along Cedar Lane including on the adjacent area to lots 18, 19, and 22.

**Drainage**

1. Roadside drainage shall be addressed along the west side of Cedar Lane by providing a 3' graded shoulder and side ditch or other measures to be determined during final design.
2. Add flow arrows to depict the direction of the flow.
3. Confirm that proposed storm drain system from Eapen Street ties into existing storm drain system at Woodtop Way/Cedar Lane intersection. Provide computations of at least two structures downstream of the tie-in structure to ensure the existing storm drain system has adequate capacity to handle the additional runoff from the site.
4. Suitable outfalls must be provided for the proposed storm drain systems and shall be approved at the time of final design

**Design Comments**

1. Monumental masonry mailboxes or structures shall not be constructed within the right of way.
2. Site entrances shall have adequate sight distance for a 35-mph design speed.
3. Sight line profiles for the intersection of Eapen Street at Cedar Lane and the driveway of lot 22 at Cedar Lane are required.
4. The entrance width shall be 35' with 25' minimum curb radii.
5. Provide access, if possible, for Lot #22 off of Eapen Street instead Cedar Lane
6. Taper along north side of Cedar Lane shall be at 10:1 minimum
7. Curve radii for horizontal alignment of Eapen Street shall be 200'. A minimum of 125' will be allowed with delta angle greater than 60 degrees.
8. Eapen Street shall be constructed with a 50-foot-wide right-of-way and 30-foot-wide pavement with 5-foot-wide sidewalk on both sides in accordance with the residential access street standards.
9. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

**Sr. Deputy Niles – Sheriff's Office**

The sheriff's office has no comments.

**Paul Magness – Parks and Recreation**

This plan proposes 22 single family homes on 12.87-acre property with R1 zoning. The required open space for the project is 1.3 acres with .65 acres of active open space. The active open space amenities should be identified on future plans. All the active open space park and field areas must be graded to less than a 2.5% slope to be acceptable as active open space and should be clearly identified with signage. If there is no sidewalk between the active open space area and the road, fencing should be used for safety purposes. In addition to a less than 2.5% overall slope on the fields, the multi-purpose fields on the west and northwest areas of the property need to be mowed every 7-10 days in season to qualify as active open space. The proposed walking trail shall be asphalt or concrete in order to count towards the active open space requirement.

**Eric Vacek – Planner**

1. The property is zoned R-1 (Urban Residential) and totals 12.87 +/- acres. This Preliminary plan proposes to create twenty-two (22) single family lots. A total of 3.55+/- (27.8%) acres was delineated as Natural Resource District. The acreage and percentage of Natural Resource District must be clearly noted on the plan prior to preliminary plan approval.
2. This plan cannot be approved at this time as the proposed subdivision is located within the Homestead Wakefield school district which is currently above the acceptable level of service (114%) as identified in the Adequate Public Facilities (APF) regulations.
3. A Forest Stand Delineation (FSD585-2021, Version 1) and Forest Conservation Plans (FCP14-043, Version 1) were submitted to the Department of Planning and Zoning. No forest retention shall be permitted on individual lots. The applicant shall revise the plan and include individual 'Request for a waiver' to disturb any specimen trees identified on the Forest Stand Delineation with the Forest Conservation Plan. The Incorrect FEMA FIRM Panel referenced on the plan. The correct map should be Map #24025C0168E with an effective date of 4/19/2016. The developer shall justify the NRD disturbance behind proposed Lot 16 as the disturbance does not appear related to the SWM facility. The Flood Protection setback (50'-0") shall be shown from the top of bank on waters of the State. There will be no forest clearing and grading permitted in the Natural Resource District (NRD) buffers for actual home construction.
4. A Landscaping and Recreation plan (L639-2021-1) has been submitted to the Harford County Department of Planning and Zoning for review. A detailed itemized estimate based on actual installation costs of the proposed plantings shall be provided to the Department of Planning and Zoning for review. The areas defined as active open space must be a minimum of 10,000 square feet. Pedestrian access to proposed open space areas shall be provided with proposed walking trails in conjunction with public right-of-ways. Trails may not be constructed of mulch.

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5. There are several wetland areas, steep slopes, minor tributaries shown on this plan. The applicant will be required to demonstrate that impacts to waters of the United States have been avoided and/or minimized to the maximum extent practicable on-site. The proposed stormwater management facilities impact areas of the NRD areas delineated on the plan. This plan is proposed to be developed with an NRD (Natural Resource District) Development adjustment. The plan must clearly demonstrate that the environmental features on the site are protected.
6. Homeowner's Association (H.O.A.) documents must be established for the ownership and maintenance of all stormwater management facilities and all areas of open space. The Department of Planning and Zoning recommends that all stormwater management ponds be fenced for safety purposes.
7. Improvements to Cedar Lane must extend the entire length of the project frontage. Pedestrian sidewalks shall be constructed along all road frontage areas. All proposed trails shall be paved or constructed using compacted crushed stone.
8. Demolition permits are required for the existing dwellings and structures located on the property. This information must be clearly delineated on the revised plans.

**Health Department – Read by Eric Vacek**

The preliminary plan, as submitted by the consultant on December 28, 2021, contained incomplete information to allow for the comprehensive review of this proposal. In order for the HCHD to continue the review of this plan, the items listed below must be submitted on a revised plan to this office.

1. All existing buildings, wells, & OSDSs must be shown on the plan.
2. The consultant must indicate if the existing buildings will stay or be razed.
3. The type of well construction for the wells servicing the existing parcel (09 &259) 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.

**Public Comments:**

No Comments.

**Meeting adjourned at 1:10 pm.**