

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on April 21, 2021 virtually at 9:00 a.m. in the Harford County Government Administration Building, 220 S. Main Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, with the Department of Planning and Zoning.

The following are DAC members:

Moe Davenport	Chairman, DAC
Bill Snyder	Volunteer Fire & EMS
Justin Mannion	Emergency Operations
Patrick Jones	Soil Conservation District
Brian Phipps	Health Department
Darryl Ivins	DPW Water & Sewer
Robert Anderson	DPW Engineering
Sr. Deputy Niles	Sheriff's Office
Missy Valentino	Harford County Public Schools
Paul Magness	Parks & Recreation
Teresa Eller	State Highway Administration
Jenni Daniels	Planner, Development Review
Lori Pietrowski	Administrative Specialist
Chelsea Broach	GIS Analyst

Those in attendance:

Moe Davenport	Bill Snyder
Justin Mannion	Robert Anderson
Sr. Deputy Niles	Jenni Daniels
Lori Pietrowski	Chelsea Broach
Jennifer Freeman	Ed Maley
Eddie Hopkins	Mark Hadley

Moe Davenport – I would like to welcome everyone to the April 21, 2021 virtual/live meeting of the Development Advisory Committee. I am Moe Davenport with Harford County's Department of Planning & Zoning. We have a number of DAC members with us today from the County. We have one plan on the agenda today and that is for Harford County Northern EMS Station. I will go over the protocol for the meeting. There will be a brief presentation from the consultant for the project then we will go around to DAC committee members for their questions and comments. Then we will open the meeting up to anyone in attendance that has any questions or comments. If you would like at any time you can type in your questions or comments in the side bar and we will have time at the end of the meeting to answer those questions or comments. With that, we will get started with today's plan. Consultant for the project, good morning.

Development Advisory Committee Minutes
April 21, 2021
Page 2 of 11

HARFORD COUNTY NORTHERN EMS STATION

Located on the corner(s) of Old Pylesville Road, Rocks Road and Pylesville Road. Tax Map 17; Parcel 314. Fifth Election District. Council District D. Planner: Jenni.

Plan No. S120-2021 Proposed 1 story EMS Station/3.77 acres/B1

Received 03-24-2021 Harford County/Site Resources, Inc.

Verbatim Transcript

Mark Hadley - Site Resources, Inc.

Thanks everyone, with regards to this development we are currently working with Harford County to develop a proposed EMS Station located in Northern Harford County to help service the community in this area with respect to emergency responses. As of right now we are proposing a proposed building around 7,500 sf and with that comes some parking, stormwater management and we are proposing two entrances/exits one onto Old Pylesville Road which is a county road and the other onto Pylesville Road/MD Route 165 which is a state road. The intention is that most of the responses will take place coming out of the proposed bays that are being designed as part of this facility/building. Most of those responses would exit those bays and onto MD Route 165 where they will respond to where they are needed. There are four stormwater management facilities proposed for this site: two planned east and two planned west. The site is also on well and septic. We are currently working with the Harford County Health Department in getting percs approved and a well drilled and a location approved. Those are the main point that we wanted to discuss. I don't know if Ed has any additional information he would like to share.

Moe Davenport – Thank you very much Mark. Ed did you need to add anything?

Ed Maley – We have an updated well and septic plan that we sent to the Health Department. Everything is dependent on the perc tests which we hope to get done as soon as we can get a Miss Utility check on the site.

Moe Davenport – Excellent.

Bill Snyder – Volunteer Fire and EMS

1. Fully support the addition of a 30,000-gallon water-cistern on the property. This cistern will assist in fire protection in northern-section of Harford County.
2. Recommend the usage of non-combustible landscaping directly next to the building. Traditional, wooden-mulch increases likelihood of nuisance fires from outdoor smoking.

Development Advisory Committee Minutes
April 21, 2021
Page 3 of 11

3. Building will require a Knox Key Box on building. Please contact Bill Snyder at wrsnyder@harfordcountypublicsafety.org.

Justin Mannion – Emergency Operations

Good Morning, I have a question. Is the main entrance expected to be at the south side or west side of the building?

Mark Hadley – Either entrance can be used with respect to vehicles coming in or on site. It is mainly set up for fire trucks and EMS to enter off of Old Pylesville Road and in an emergency to use MD Route 165 but, the site is configured so that it can function both ways but the real and most efficient way that the fire trucks will most likely respond is entering MD Route 165 when they are responding to an emergency.

Justin Mannion – If that is the case considering it has two exits originally I was expecting it to be off of Pylesville. If that is the case I will have to update my comment. Looks like it will be an Old Pylesville address. I will update my comment. Also, the house number on the building will need to be displayed from Old Pylesville and the display numbers should be approximately 10-12 inches.

Moe Davenport - Thank you Justin. Just let us know when you work out the best address for the property.

Robert Anderson – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. A grading permit or standard sediment control plan shall be required for land disturbing activities exceeding 5,000 square feet and less than 30,000 SF. In addition, stormwater management must be addressed.
3. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.
4. A stormwater management concept plan has been submitted for review and has been approved for preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.
5. Discharge pipe locations for the stormwater management facilities must be shown on the plan.

Development Advisory Committee Minutes
April 21, 2021
Page 4 of 11

6. A 20' wide access easement is required to enter the stormwater management facility for maintenance purposes.
7. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
8. Maintenance of the stormwater management facilities are the responsibility of the property owner.
9. The need for an NPDES industrial discharge permit through The Maryland Department of the Environment shall be investigated by the engineer.

Highway Design

1. A commercial access permit is required for the site.
2. The entrance width shall be 25' wide with 30' minimum curb radii.
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 30' right-of-way dedication is required along Old Pylesville Road.

Sr. Deputy Niles – Sheriff's Office

No comment.

Moe Davenport for Brian Phipps – Health Department

The Harford County Health Department (HCHD) has reviewed the above referenced site plan. The site is located on the corner(s) of Old Pylesville Road, Rocks Road, and Pylesville Road. This plan proposes to construct a one (1) story EMS Station. The site is to be served by an onsite water well and an Onsite-Sewage Disposal System (OSDS).

The site plan as submitted to the HCHD by the consultant on April 1, 2021 requires additional information to allow for the comprehensive review of this proposal. In order for the HCHD to continue its review, the following items must be addressed:

1. Updated soil percolation testing is required in order to properly calculate the sizing for the proposed OSDS. This information is also required in order to establish an appropriate Septic Reserve Area (SRA) large enough to include the

Development Advisory Committee Minutes
April 21, 2021
Page 5 of 11

initial system as well as two (2) future repairs. Once the soil testing has been completed, and the OSDS sized appropriately, a revised print must be submitted showing a layout of the drainfield trenches for the initial and repair systems. The site plan must also label the distance between the proposed SRA and the parcel boundary.

2. A revised site plan must be submitted to the HCHD including all locations from previous and updated soil percolation testing conducted on the property, if able to be field located. These prints must also include a legend that states the date that testing was conducted as well as easily distinguishable symbols that clearly represent the difference between a passing versus a non-passing test.
3. Provide this office with a more detailed description of the number of individuals who will be stationed at this location. Include in this description the number of individuals working per 8-hour shift, and the number of shifts per day/week. This information is required in order to properly calculate the expected wastewater flow for the proposed commercial use on the property, as well as to assign the appropriate classification for the future water system.
4. It appears that the well location, as currently proposed, may infringe upon the required setback to the neighboring septic area for the parcel to the north. Submit a revised print detailing all components of the neighboring OSDS, including the drainfield trenches. Additionally, this revised print should also include well and septic information for all neighboring properties within 200 feet of the property line. If no on-site utilities exist within 200 feet of the property line, indicate as such.
5. The stormwater management plan (026-2021), submitted to the HCHD on January 19, 2021, does not match the current site plan as submitted. Clarify if the stormwater plan is correct and indicate whether or not it will be updated moving forward.

If the owner/developer has any questions, they may contact our office at their earliest convenience.

Development Advisory Committee Minutes
April 21, 2021
Page 6 of 11

Moe Davenport for Teresa Eller – State Highway Administration

An access permit will be required for entrance and road improvements to this site on MD 165. The following criteria and details will apply and must be reflected on future submittals:

The proposed entrance must be a minimum of 24' wide with 30' curbed radii.

Acceleration and deceleration lanes will be required. The accel/decel lanes must provide for bicycle compability. Utilize the MDOT SHA design manuals to determine the required widths of these lanes. Links will be provided for these resources below.

The proposed entrance back to the radius returns within the entrance, and required turn lanes, must be shaded on the plans to denote full depth pavement. The following MDOT SHA full depth pavement section must be utilized for the entrance and turn lane construction, and must be noted on the plans:

2" Superpave Asphalt Mix 12.5mm for Surface – PG 64S-22, Level 2

8" Superpave Asphalt Mix 19.0mm for Base – PG 64S-22, Level 2 (2 – 4" lifts)

6" Graded Aggregate Base or 12' Capping Borrow

The entrance and the striped full width portions of the acceleration/deceleration lanes must be channelized with MDOT SHA 8" Type 'A' curb & gutter (MD 620.02).

To initiate the plan review cycle toward the issuance of the access permit the design engineer must submit roadway improvement plans for review and approval. The plan submittal should include hydraulic computations, and all supporting documentation. **The submission must be made through the MDOT SHA Salesforce electronic submission portal link located at:**

<https://mdotsha.force.com/accesspermit/login?ec=302&inst=4v&startURL=%2Faccesspermit> Please utilize the SHA tracking number when making this submission.

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

MDOT SHA Access Manual

MDOT SHA Business Standards and Specifications

MDOT SHA Bicycle Policy and Design Guildelines

MDOT SHA Accessibility Policy and Guidelines for Pedestrian Facilities

The Access Management Plan Review Checklist must be utilized in drafting the SHA Improvement Plans. Please include a copy of the completed checklist when making this

Development Advisory Committee Minutes
April 21, 2021
Page 7 of 11

submittal. These documents along with additional guidance can be found on our web site at www.roads.maryland.gov under Business Center.

If there are any questions, please contact Ms. Teresa Eller via email at teller@mdot.maryland.gov.

Justin Mannion – Director Hopkins did clarify to me that the building front is actually going to be facing Pylesville Road so I'm going to redact my previous comments and I'm going to say that we follow the one's that we originally submitted in Energov which was that the building should be addressed 50 Pylesville Road. Also the display number will still need to be 10-12 inch numbers.

Jenni Daniels – Planner

1. This plan proposes to develop a one (1) story EMS station on a 3.77+/- acre parcel in the B1 zoning district.
2. A new version of the site plan shall be submitted to the Department of Planning and Zoning showing the 30' front yard setback measured from the edge of the road improvement right-of-way along Old Pylesville Road.
3. The plan is subject to the Harford County Forest Conservation Regulations. A Forest Stand Delineation (FSD121-2021) and a Forest Conservation Plan (FCP122-2021) have been approved by the Department of Planning and Zoning.
4. The Landscape plan (L123-2021) has been submitted to the Department of Planning and Zoning 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.

Public Comments:

Anonymous – Is it possible to not put the entrance on Old Pylesville Road because it poses dangers? Children from North Harford High School constantly walk down Old Pylesville Road after school to go to High's and come back. I also live on Old Pylesville Road and have elementary aged children and do not want vehicles speeding down our road.

Moe Davenport – Does anyone have any input on that question?

Development Advisory Committee Minutes
April 21, 2021
Page 8 of 11

Eddie Hopkins, Director Emergency Services – We have thought about this. Right now this station is being designed and will start as an EMS station with essentially 2-3 employees who would be there on a 24 hour basis. The amount of traffic, I do not have traffic counts but the purpose of Old Pylesville would simply be for visitors to come in and park and report to work. We do not anticipate with any regularity that there will be emergency vehicle traffic running code on this street. The building is designed for all emergency vehicles to exit onto Route 165 and proceed to emergency conditions north or south on 165 or north and south on Route 24. Accordingly they will use Pylesville Road as their route of return. That is the primary way it was designed. Additionally, it was set up this way to for the cistern. If we move into a rural water operation, hopefully Bill Snyder will support me with this; If we move to a rural water operation and put the cistern on there the route we would take for ease and efficiency would be to pull in, load up from the cistern and pull out the emergency entrance. So they would come in on Old Pylesville Road if there is a working fire in the district and exit onto 165. While I can never make any promises; I would hope that traffic would be very minimal and that there would be little to no emergency responses outside that entrance unless there is an extreme circumstance.

AM Webster Farm -

Currently there is often substantial stormwater run off now from this lot onto the property on the south side of MD 165 and we have concerns about the impact this may have. How much impervious surface is being allowed?

Moe Davenport – Would anyone from Site Resources like to address this? They are required to meet all of the current standards for stormwater management, erosion and sediment control. So, as you can see half of the site is stormwater management facilities. If anyone would like to address that I would appreciate that.

Mark Hadley – Like, what was just stated because we have to comply with Harford County and the State stormwater management requirements. We cannot increase the 10 year flow off of this site and that is what the stormwater management facilities are for, to essentially grab that water, hold it and then release it ever so slowly off site and to not increase flow off the site.

Moe Davenport – Thank you so much.

Anonymous – As a resident of Old Pylesville we have a lot of problems with water due to the salt dome located on Rt 24. Has this been considered for the property?

Moe Davenport – I don't know if that is salt water intrusion into the wells?

Ed Maley – I can address that if you would like. We are aware of the salt dome. The current thinking for where the well would be is about as far away from that salt dome as we can put

Development Advisory Committee Minutes
April 21, 2021
Page 9 of 11

Ed Maley – I can address that if you would like. We are aware of the salt dome. The current thinking for where the well will be is about as far away from that salt dome as we can put it. We will be testing for salt and we will have to treat for that if you need to, to make the water potable. So, we are aware of the problem. We don't know how severe it will be until we actually test the well.

Moe Davenport – Thank you, Ed.

AM Webster Farm – Additionally, there are concerns about drilling of well(s) as there have been impacts to our property when the High's Store facility and the school complex were completed.

Moe Davenport – The Harford County Health Department is not with us here today. I did read their comments. They are reviewing it for all State Standards. If you have questions, concerns or comments I would direct them regarding the well to the Harford County Health Department. I apologize they are not with us today.

Anonymous – Is the building only one story? Will there be ambulances coming in and out all hours of the night?

Moe Davenport – The building is one story. There will be ambulances. It is a 24/7 facility. But, it is certainly on a call basis. Would anyone from EMS like to add anything to that?

Eddie Hopkins – Yes, as you described it. It is a 24/7 facility and operation at the current time would house 1 ambulance and a EMS Supervisor vehicle. The predictability for calls for service we really can't say. We don't know when someone will need help. This unit was designed to be placed in the northern end/North Harford specifically to support the volunteer companies in the area because of beginning increasing volume. I really can't say with any predictability what the call volume would be like but, yes it will be operational 24/7. Now, I don't want to assume where the person who typed the question is going but, if there is also concerns about noise the EMS vehicles, any fire or EMS police vehicles required when they are operating under emergency conditions to sound their sirens as appropriate when entering an intersection or approaching an intersection and doing so in enough time to allow oncoming traffic or opposing traffic to either see or hear them accordingly. However, in the middle of the night the likelihood of them running sirens in the middle of the night unless there is oncoming or opposing traffic is probably negligible or minimal at best. I would see the sound issue more during the day hours when traffic is heaviest. Route 24 and the traffic circle if you will is a high volume intersection. So, I can see them leaving the station and activating the sirens there but, running them continuance up and down 165 or some of the back roads there during the night time is probably not likely not to occur.

Development Advisory Committee Minutes
April 21, 2021
Page 10 of 11

AM Webster Farm – Will lighting remain on the property?

Moe Davenport – We do have a lighting and landscaping plan. There should be a photometric plan with that and lighting is not supposed to bleed off of the site. I'm not looking at the plan but, you can contact Jenni Daniels of our office to obtain a copy of it. We will be looking at that to meet the code requirements so that light does not adjoining or adjacent properties and/or impede, alter or effect traffic is another concern. The lighting should be shielded and directed down and not away from the property. Does the consultant have any additional comments on this issue?

Mark Hadley – Yes, a Photometric Plan was submitted for this project, with the Landscape Plan under review right now.

Anonymous – Can sirens not be turned on until the vehicle is at least 5 miles from the building?

Moe Davenport – Eddie Hopkins has addressed this issue. Their policy is it depend on the amount of traffic. They don't use their sirens unnecessarily. If it is in the middle of the night and there is no traffic I think the sirens won't need to go on. But, it will be dependent upon the policies that were discussed by Mr. Hopkins. Is there anything you need to add Ed?

Eddie Hopkins – Only just to reaffirm to the citizens unlike Fire and EMS stations of old this station will not have a house siren. There are no signaling sirens like most of the communities that citizens are used to like, Whiteford, Jarrettsville & Norrisville Fire Companies. Their stations may still have sirens. This station will not have a house siren.

Moe Davenport – I believe this question was regarding the salt and the salt domes.

Anonymous – Yes, into the wells.

Moe Davenport – Yes, we are aware of the situation and it certainly a concern of ours as well as yours I know. We will be working with the Health Department on that as well.

Bill Walden – Can the operations of the equipment not use lights and sirens when they come out of the EMS station? There are neighbors that live close and don't want to be woke up because of this.

Moe Davenport – I don't if there is anything else that we can add other than those sirens are utilized and based on the policies that we currently have. The policies are to reduce the noise as much as possible but staying within the safety guidelines established by the Emergency Management.

Development Advisory Committee Minutes
April 21, 2021
Page 11 of 11

Eddie Hopkins – And some of that Moe is governed by traffic law as well for the operation of emergency vehicles. We are required and if we don't do it and an accident occurs we are at fault. So, if the lights on the vehicle are on the siren is supposed to be activated but that is not exactly how it works. The lights on the vehicle can be on but if you are looking again to help the gentlemen or lady may have a question. If the vehicle is approaching oncoming traffic facing opposing traffic or coming into an intersection to guarantee them the right-of-way they should have their lights on and their siren activated. The challenge with being in emergency services my entire life in the county. The challenge up there coming out of that station in the middle of the night is you very may not see the headlights. You may not necessarily see an oncoming car or may not expect something at 2 or 3 in the morning. From a procedural standpoint I can see an ambulance activating their siren as they leave the front ramp of the station. Once they leave the front ramp and the traffic is clear they would turn the siren off. It really is not necessary to sound it. A little challenge here to be honest is if they are going south on a call towards 165 or if they are going to hit the circle to go north or south on 24 they are probably going to hit the siren to alert oncoming traffic in either direction. That would just be emergency vehicle operator training required. Once they clear that intersection really if there is no traffic there is no need to have the siren on. They can move accordingly. We are governed by rules and regs here and we are governed by traffic laws as well and also the training that serve the cases that the paramedics and other clinicians take when they operate emergency vehicles which is very similar to law enforcement. My hope is that the call volume will not be incredibly high and that the sound and light concern will be significantly minimized but, I cannot predict that. In all honestly I can't predict it.

Moe Davenport – Understood.

If you have any additional questions or comments about the site plans or the process you can contact myself or Jenni Daniels is the planner within our department. We do anticipate a revised series and those will be published on the web page as well to address some of the comments that were here today.

Again, if you have additional questions or comments please feel free to contact our department and we will follow up.

That concludes our meeting for today. I want to thank everyone for their attendance.

Meeting adjourned at 9:35 am.