

## DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on October 19, 2022, at 9:00 a.m. in the Harford County Government Administration Building, 1<sup>st</sup> Floor Conference Room, 220 S. Main 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
Quintin Cornwell	Soil Conservation
Cari Biscoe	Health Department
Jenni Daniels	Planner, Development Review
Daryl Ivins	Water and Sewer
Eric Vacek	Planner, Development Review
Bill Snyder	Volunteer Fire & EMS
Erik Robey	Sheriff's Office
Gabriel Patino	DPW Engineering

Also in attendance:

Ted Janes	Skip Panowitz
Bill Wehland	Mike Taylor
Robert Brittain	Monica Mikhail
Loretta Rozankowski	Sal Sabatino
Laura Moody	

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 consultants for each project. The DAC members will give their comments on the projects. 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.

### **Carfirst, LLC**

Located on the south side of Pulaski Highway (US Rte. 40), east of Oakington Road (MD Rte. 132), Tax Map 52; Parcels 246 & 269. Sixth Election District. Council District F.

Plan No.	P406-2022	Combine Lots 1 & 2 to create Lot 1 / 0.973 acres / CI
Received	09/12/2022	Carfirst, LLC / Karins and Associates

### **Carfirst, LLC**

Located on the south side of Pulaski Highway (US Rte. 40), east of Oakington Road (MD Rte. 132), Tax Map 52; Parcels 246 & 269. Sixth Election District. Council District F.

Plan No.	S405-2022	Construct a 3,150 S.F. building for used car sales / 0.973 acres / CI
Received	09/12/2022	Carfirst, LLC / Karins and Associates

**John Gonzalez – Karins and Associates**

The site is located at 2208 and 2222 Pulaski Highway, right at the intersection of Route 40 and Oakington Road. The property is zoned CI/Commercial Industrial. The site lies within the Chesapeake Science and Security Corridor overlay district. The property area for both lots combined will come up to 42,380 square feet. The existing condition, there are some areas where there are some buildings on the lots and gravel areas. It is basically a vacant lot right now. I am not sure how long it has been vacant but there is no activity up there right now. The proposed use is going to be for a certified car dealership. It is going to be a small dealership. The building is going to be a wood frame building with a showroom and office. And a concrete block building off to the side for some service bays. A portion of the site does lie in the Natural Resource district. There is a flood plain that comes underneath Route 40 and part of the flood plain extends out. It extends along the CSX railroad tracks. And although the floodplain is not onsite, portions of the 50-foot NRD does lie over onto our site. We are keeping the buildings and all the improvements outside of the Natural Resource District. Site access, there is an existing access off of Route 40. We are going to propose our current access in the same location. We are going to make some modifications. The access off Route 40 will be a right in/right out. And it is going to have a little bit of an island in there, kind of to direct the traffic. That way people know they can make a right in and make a right out as they leave. There is currently water and sewer available. We are still working a lot of the water and sewer details. It is our intention after this meeting to schedule a pre-application meeting to meet with the Water and Sewer division to go over the plan in a little more detail. But I wanted Water and Sewer to get a chance to look at the plan first and kind of gather their thoughts. So, when we have the meeting, we can hash out some of the details and end up with a better design. Stormwater management concept plan has been submitted to the county for review. The treated runoff is going to outfall down towards the 100-year floodplain area, where the water drains naturally. One thing we are looking at during the design is we are going to be looking at the outfall and making sure the outfall is going to be well stabilized to handle any flows coming out. A Forest Stand Delineation plan has been submitted and approved by the County. A Forest Conservation Plan has been submitted for review. In the Forest Conservation calculation, as it turns out, we need to do 0.14 acres of afforestation onsite. We are planning on doing that in the area right behind the building. For the preliminary plan, we are consolidating. There are two parcels out there. We are going to be consolidating both parcels into one parcel. Both parcels are zoned CI and they both lie within the Chesapeake Science and Security Corridor.

Mr. Davenport said there are 2 existing dwellings, and you plan to remove them.

Mr. Gonzales said yes.

**Bill Snyder – Volunteer Fire & EMS**

No comments.

**Emergency Services – Read by Bill Snyder**

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 3 of 39**

Comments are the same for both site and preliminary. Lot 1 remain addressed as 2208 Pulaski Highway. Proposed building on Lot 2 remain addressed 2222 Pulaski Highway. House number must be displayed where it is clearly visible from Pulaski Highway.

**Quintin Cornwell – Harford Soil Conservation District**

An adequate sediment erosion/sediment control plan needs to be approved prior to issuing a grading permit. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. This integration shall be employed during the SWM concept site development and final storm management and sediment control phases of the project design. The 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control Manual must be utilized. HSCD erosion and sediment control plan review fee will apply. Please bear in mind that all designed outfalls shall be located to safely discharge flows at non-erosive rates and not in adversely impact adjacent property owner. A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE for more information about the NOI permit process.

Mr. Gonzales said the total acreage he gave includes the panhandle portion that goes out toward Oakington Road. That area is not going to be disturbed.

**Health Department – Cari Biscoe**

The Harford County Health Department has extended its approval for the above referenced preliminary plan. The site is serviced by Harford County Water and Sewer. Prior to final plat approval, the following is required. Any buildings listed to be razed will require a demolition permit that is secured through the Department of Planning and Zoning. All aspects of the demolition work must be reviewed, approved, and completed to the satisfaction of the Health Department. This includes, but is not limited to, the abandonment of any wells and septic systems, the management of asbestos, hazardous materials, and solid wastes, and the removal of underground storage tanks. All documentation concerning the demolition work must be forwarded to this office. If the owner/developer has any questions concerning the demolition work, they may contact HCHD permits and Plan Review Division. The plan must meet all requirements of COMAR 26.04.03 (Subdivision Regulations) and all local codes and regulations. The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must declare that a community water supply and/or a community sewerage system will be available to all lots offered for sale.

The Harford County Health Department has extended its approval for the site plan. This office has the following comments regarding this proposal.

1. 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.
2. Various permits from the Maryland Department of the Environment (MDE) may be required depending on the services provided. It is the owners' responsibility to be aware

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 4 of 39**

- of these regulatory requirements and for obtaining appropriate permits.
3. Additional comments from this office will be provided at the time of the building permit or certificate of occupancy permit.
  4. Automotive services that store more than 1,000 gallons of waste oil will require an Oil Operations Permit from MDE, Waste Management Administration. Uses that involve auto body repair and painting may require an MDE Air quality permit from the Air and Radiation management Administration prior to construction.

**Darryl Ivins – Water and Sewer**

**The following comments must be addressed on another series of this plan:**

The existing low-pressure sewer main (Contract No. 6442) does not extend across the frontage of these properties as shown on this plan. The proposed low-pressure sewer which will serve this project must be extended approximately 195 feet from its current location near the northeast corner of Parcel 269. The low-pressure sewer main must extend a minimum of 10' beyond the proposed service connection. Show the existing and proposed sewer mains in their correct locations.

Show a public easement area 15' wide at the location of the sewer service from the edge of the right of way to the rear of the proposed curb to maintain the required sewer appurtenances.

**After the above comments have been addressed on another series of this plan, the following comments shall be included as conditions of Preliminary Plan and Site Plan approval for the above-described project:**

The pump basin, pumps and controls for the low-pressure sewer system will be privately owned and maintained. Environment One type of pumping units must be installed to serve these lots. They must be specified on the construction drawings, in the Public Works Utility Agreement and in any contracts of sale for the properties.

There is an existing pressure sewer main contract that was prepared by an engineering company in 2010. If this design is proposed to be used, it must be re-reviewed by the developer's engineer to determine if it may still be used to construct the sewer. The design must also be re-approved by Harford County and updated as necessary to meet today's design standards. If the design must be modified, the drawings must be sealed by a professional engineer for the changes. As-built drawings must also be prepared after the sewer contract is completed.

An Isolation Valve Assembly must be set 5' behind the face of the proposed curb, and a Service Valve Assembly must be set outside of the road right of way. The low-pressure sewer standard details should be used to establish the proper configuration. A public easement area 15' wide must be provided from the edge of the right of way to the rear of the proposed curb to maintain these appurtenances.

There is one water service to each existing lot. If the existing water services will not be used for the redevelopment of this property, the unused water services must be abandoned in

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 5 of 39**

accordance with standard Harford County requirements as part of the utility work for this project. The location of the existing water service(s) to be abandoned and a description of the work shall be shown on the water and sewer construction drawings.

If a new water meter will be located outside in a meter vault and larger than one inch, an appropriately sized easement must be provided around the vault on the record plat.

A building permit cannot be issued until the public sewer main is either operational or bonded for construction.

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

A Public Works Utility Agreement (PWUA) is required for the construction of the public sewer main associated with this project prior to the issuance of a building permit. It is the developer's/owner's or their representative's responsibility to contact the Division of Water and Sewer, Permits Review Supervisor at 410-638-3300 to request the preparation of the PWUA concurrent or following the submittal of the water and sewer contract drawings for this project.

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 20244 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.

**Erik Robey - Sheriff's Office**

No Comments.

**Jenni Daniels – Planner**

1. A preliminary plan proposing to revise previously recorded plat 135-11 by combining Lots 1 & 2 to create Lot 1 was submitted concurrently with a site plan proposing to construct a 3,150 square foot building for used car sales on 0.973 acres in the CI zoning district. The proposed lot shall be recorded in the Harford County Land Records prior to building permit application for the proposed building.
2. The plan is subject to the Harford County Forest Conservation Regulations. A Forest Stand Delineation has been reviewed and approved by the Department of Planning and Zoning. A Forest Conservation Plan has been submitted and is currently under review.
3. The landscape plan cannot be approved as submitted. Currently, one parking lot tree is proposed. One more tree is required per the Harford County Zoning Code. Foundation plantings shall be added, at minimum, on the building foundation fronting Pulaski Highway. Additionally, a

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 6 of 39**

completed Landscape Plan Application and detailed cost-estimate shall be provided to the Department prior to further review.

4. The deed reference for the existing Lot 1 is incorrect on the preliminary, site, landscape, and forest conservation plans. This number shall be corrected on any future versions submitted for review.
5. This property is located entirely within the Chesapeake Science and Security Corridor and is subject to Harford County Zoning Code Section 267-64.
6. This project is located within the Aberdeen/Havre de Grace Enterprise Zone. Please contact the office of Economic Development for more information.
7. All proposed signage shall conform to the Sign Code. Permits shall be obtained from the Department of Planning and Zoning.

**Gabriel Patino – DPW Engineering**

**Sediment Control**

**Required Design Standards**

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

**Required Plan Approvals**

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

**Stormwater Management (SWM)**

**Required Design Standards**

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

**Required Plan Approvals**

**(All comments must be addressed to subsequent submittals)**

- SWM Concept Plan
- SWM Site Development
- SWM Final Plan (approval required before issuance of grading permit)

**Required Permits**

- Grading (needs final SWM plan approval before issuance)
- Stormwater Management permit
- Note: Building permits require SWM permits before issuance
- Note: Use & Occupancy permits require SWM facilities to be constructed and inspected.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 7 of 39**

**Required Easements**

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

**Outfall Investigation**

- Suitable outfalls must be provided for the stormwater management facility and shall be approved at the time of final design.
- Additional topo shall be shown for the outfall to ensure that the adjacent property owner will not be adversely affected by runoff from the site.

**Maintenance**

- Maintenance of the stormwater management facility is the responsibility of the lot owner and shall be stipulated in the association documents.
- Practices located on individual lots are the maintenance responsibility of the owner.

**SWM Design Comments**

- A Stormwater Management Concept Plan has been submitted for review and must be approved before preliminary plan approval.
- Stormwater management practices designed for and located on individual lots shall be constructed and inspected before the issuance of use and occupancy permits.
- Discharge pipe locations for any stormwater management facilities must be shown on the plan.
- The need for an Industrial Stormwater NPDES Permit through the Maryland Department of the Environment shall be investigated by the engineer.

Darryl Ivins said for the record. Our office has reviewed the landscaping plan and we also require another series. The placement of the trees west of the entrance should be 5 feet behind the private curb. This will provide adequate separation from the water and sewer systems. The trees east of the proposed entrance must be planted 5 feet within the property line. The number of trees doesn't change.

**Public Comments:**

No Comments

**Bel Air Village – Preliminary - Lots 1-9**

Located north of Bel Air South Parkway and Blue Spruce Drive, between MD Route 24 and MD Route 924. Tax Map 56; Parcels 56 & 60. First Election District. Council District C.

Plan No. P298-2020-R1V1 Revise prior preliminary plan to create 2 additional lots (total 9 lots) 33.93 acres / B3

Received 09/21/2022 Bel Air Village, LLC / Frederick Ward Associates / ARLS Properties, LLC

**Bel Air Village – Site – Lots 1-4**

Located north of Bel Air South Parkway and Blue Spruce Drive, between MD Route 24 and MD Route 924. Tax Map 56; Parcels 56 & 60. First Election District. Council District C.

Plan No. S424-2022 Mixed Use, 24 townhome units & 252 apartment units on Lot 1, 3 story 60,000 S.F. office building on Lot 2, 34,000 S.F. retail building on Lot 3, 4 retail buildings with total of 35,130 S.F. on Lot 4 / 26.52 acres / B3

Received 09/21/2022 Bel Air Village, LLC / Frederick Ward Associates / ARLS Properties, LLC

**Robert Brittain – Frederick Ward Associates**

A preliminary plan has been previously approved. We are proposing that the approved mixed-use area be subdivided into 4 separate lots at this time. Lot 1 will be a residential use, apartments, and townhouses. Lot 2 is set up for a medical office 3 story building. Lot 3 is a 1 story commercial retail building. And Lot 4 is a mix of different retail type buildings. Forest Conservation has been approved. And all lots will be serviced by public water and sewer. And we are proposing a new public water loop in the middle of the site along the roadway network that will connect the existing water main in Plumtree Road with 924.

**Bill Snyder – Volunteer Fire & EMS**

The following structures will require Knox Key Boxes: Apartment Buildings 1-5, Retail Buildings A-D, 3-story Medical Office Building, and 1-story Commercial Building. Contact Bill Snyder for box ordering information & to identify Box locations on the buildings. Apartment Building #1 & 3-Story Medical Office Building: EMS access is very important. Any covered areas should be a minimum height of 11 ft to allow ambulances to access the appropriate entrance for patient loading even during times when snow is on the ground. The situation needs to be avoided where the ambulance cannot use the load/unload area. Recommend the use of non-combustible landscaping (such as wooden mulch) directly next to any of the structures. Please contact Bill Snyder during construction drawing phase to identify hydrant locations.

**Emergency Services – Read by Bill Snyder**

DES has identified 4 roadways within the plan layout that must be named. All road names must be approved by DES. Addressing of proposed buildings must follow the general address markup provided by DES. This document also identifies the roadways that are required to be named. Road signs must be installed where the roadways intersect their cross streets. All buildings/dwellings must display their address number where it is clearly visible from their road of access. The proposed commercial, retail, and multi-tenant building must display 10”-12” address numbers, the address must be clearly visible from their road of access.

“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



**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 9 of 39**

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 fees or provide a point of contact to comment on this matter. DES will follow up after use & occupancy permit approved.

**Quintin Cornwell – Harford Soil Conservation District**

An adequate sediment erosion/sediment control plan needs to be approved prior to issuing a grading permit. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. This integration shall be employed during the SWM concept site development and final storm management and sediment control phases of the project design. The 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control Manual must be utilized. HSCD erosion and sediment control plan review fee will apply. Please bear in mind that all designed outfalls shall be located to safely discharge flows at non-erosive rates and not in adversely impact adjacent property owner. We recommend as per our new 2011 Maryland Standards Specification for Soil and Erosion Control manual, that in Tier 2 water shed an additional level of control may be needed. And Tier 2 buffers are utilized and shown on the plan for this site. Please contact Maryland Department of the Environment for more information and whether or not it is relevant. I believe it is right on the edge of it. It may not be critical. A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE for more information about the NOI permit process.

**Health Department – Cari Biscoe**

The Harford County Health Department has extended its approval for the above referenced preliminary plan. Prior to approval of the final plat, the following is required: The existing on-site sewage disposal system must be properly abandoned. As part of this process, the tank must be pumped by a licensed liquid waste hauler and the pump receipt submitted to this office. The tank may then be abandoned on-site by collapsing the lid, filling the void space with clean fill, and submitting a report to this office detailing the abandonment procedure. The plan must meet all requirements of COMAR 26.04.03 (Subdivision Regulations) and all local codes and regulations. The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must appear on the final plat declaring that a community water supply and a community sewerage system will be available to all lots offered for sale.

The Health Department has extended its approval for the above referenced site plan. This office has the following comments regarding this proposal.

1. At this time, the retail uses on the site have not been identified. If food service is planned, the HCHD must review and approve all food service and building plans prior to issuance of the building permit. Please contact the Permits and Plan Review Division

for information. If the plan is recognized as a prototype plan, review will also be required by the Maryland Department of Health, Division of Food Control, Center of Facility and Process Review. If there are any questions regarding this review, the applicant should contact MDH.

2. If the office/commercial building is occupied by dental/medical offices, certain permits and registrations may be required from the Maryland Department of the Environment. The Maryland Department of the Environment requires a facility that generates special medical waste to obtain a generator identification number and contract with a special medical waste hauler licensed/certified through the State of Maryland. The applicant/owner should contact MDE for further information if this requirement may be relevant. Facilities that conduct X-rays are required by MDE Air and Radiation Management Administration to be registered. If applicable the applicant/owner should contact the Radiological Health Program.
3. 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.
4. The owner/developer is reminded that during the development of this project, then 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.

### **Darryl Ivins – Water and Sewer**

In accordance with the requirements in the approved Concept Plan, the engineer must provide the Division of Water and Sewer with the projected sewage flow computations for the portion of the proposed development that will connect to the sewer in Blue Spruce Drive. The computations must be broken down by unit type if residential, and by square footage if commercial. This information must be provided for review and approval prior to approval of the Preliminary Plan.

**After the above information has been submitted, reviewed, and approved by the Division of Water and Sewer, the following comments shall be included as conditions of Preliminary Plan approval for the above-described project:**

If the roads within the Mixed-Use portion of the project will remain private, the Division of Water and Sewer will require an indemnification agreement for the maintenance of the public utilities located within them. This agreement must be prepared by the developer and reviewed by the County before record plats may be approved. The agreement must be recorded concurrent with the record plats. Additional information concerning this agreement may be obtained by contacting our Chief Engineer, Mr. Dave Burke.

There are three existing water services to this proposed development along Plumtree Road. Lot 3 shall use an existing water service and abandon the unused service. Lot 5 shall either use an existing service or abandon it and construct a new service. Lots 6 & 7 shall obtain water service by constructing a single 8" tap and a short section of water main at the

**Development Advisory Committee Minutes  
October 19, 2022  
Page 11 of 39**

common corner of the two lots closest to Emmorton Road. The short 8” main will provide service to both lots. A water service for each lot shall connect to this main.

Based upon the proposed usage on Lots 1, 2, and 4, the buildings placed on these lots must utilize inside meter settings.

A public fire hydrant shall be installed at the intersection of Bright Oaks Drive and Route 924, on the west side of Route 924. It shall be installed when the public water main is installed.

The public portion of the sewer service for Lot 4 shall end near the edge of the Route 924 right of way. The remainder of the easement between Lots 6 and 7 shall be private and identified as such on the record plat. The following note shall be added to each plat containing private easements:

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

\_\_\_\_\_  
Owner’s Name

\_\_\_\_\_  
Date

Each of the private easements should be labeled on the plat as “Private drainage and utility easement to the owners of Parcel \_\_ Lots \_\_ and \_\_.”

The width of the public portion of the easement between Lots 6 and 7 must be 25’. The utilities must be set 10’ apart within that easement.

The contract numbers for this project are 20105 for water and 20106 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 [wspemits@harfordcountymd.gov](mailto:wspemits@harfordcountymd.gov) to request the preparation of the PWUA concurrent or following the submittal of the water and sewer contract drawings for review.

**Gabriel Patino – DPW Engineering**

**Sediment Control**

**Required Design Standards**

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

**Required Plan Approvals**

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

**Stormwater Management (SWM)**

**Required Design Standards**

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

**Required Plan Approvals**

**(All comments must be addressed to subsequent submittals)**

- SWM Concept Plan
- SWM Site Development
- SWM Final Plan (approval required before issuance of grading permit)

**Required Permits**

- Grading (needs final SWM plan approval before issuance)
- Stormwater Management permit
- Note: Building permits require SWM permits before issuance
- Note: Use & Occupancy permits require SWM facilities to be constructed and inspected.

**Required Easements**

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

**Outfall Investigation**

- Suitable outfalls must be provided for the stormwater management facility and shall be approved at the time of final design.
- Additional topo shall be shown for the outfall to ensure that the adjacent property owner will not be adversely affected by runoff from the site.

**Maintenance**

- Maintenance of the stormwater management facility is the responsibility of the lot owner and shall be stipulated in the association documents.
- Practices located on individual lots are the maintenance responsibility of the owner.

**SWM Design Comments**

- A Stormwater Management Concept Plan has been submitted for review and must be approved before preliminary plan approval.
- Stormwater management practices designed for and located on individual lots shall be constructed and inspected before the issuance of use and occupancy permits.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 13 of 39**

- Discharge pipe locations for any stormwater management facilities must be shown on the plan.
- The need for an Industrial Stormwater NPDES Permit through the Maryland Department of the Environment shall be investigated by the engineer.
- Show storm drain flow arrows.

**Highway Engineering**  
**Required Design Standards**

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

**Required Plan Approvals/Public Works Agreement**

- Road and storm drain plans for Plumtree Road 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.

**Sidewalks**

- A sidewalk shall be constructed across the entire side facing Plumtree Road. The 6' trail shown adjacent to Plumtree Road along the property frontage is acceptable with the following conditions. If the trail is to accommodate bicycles it needs to be a minimum of 10' wide. If the trail is to accommodate pedestrians only, it may be reduced to the standard sidewalk width of 5' if so desired. A minimum 4' wide grass strip shall be located between the back of the curb and the trail. The trail/sidewalk shall connect to the sidewalk located adjacent to Plumtree Orthopedic Associates. A trail/sidewalk shall be constructed into the site to connect the trail/sidewalk along Plumtree Road to the internal sidewalk network at all vehicular access points.
- Handicap ramps shall be constructed at the proposed entrances to Plumtree Road.
- A pedestrian access/connection shall be provided from the Former Lands of Caddie Homes to Blue Spruce Drive.
- The trail along MD924 shall be minimum 10' wide. DPW recommends extending the trail along MD 924 to the Burger King located at 2108 Emmorton Road.

**Design Comments**

- All identified offsite improvements as stipulated by Planning and Zoning from the traffic Impact Analysis shall be addressed, as necessary.
- Plumtree Road shall be widened to a minimum width of 36' (not including the required deceleration/acceleration lanes for the site entrances), to accommodate a two-way center turn lane.
- West access shall be constructed as the main egress onto Plumtree Road. It is recommended that a monumental entrance be provided with a minimum entrance road width of 16' and a minimum exit road width of 24' consisting of a dedicated left turn lane and a dedicated (and channelized) right turn lane. This access shall be designed to accommodate a minimum SU-30 design vehicle.
- East access onto Plumtree Road (right in/right out) shall be more channelized.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 14 of 39**

- A deceleration lane is required at both entrances on Plumtree Road. The turn lane at the main entrance may be constructed as primarily for passenger vehicles at 10' wide, 175' long with a 100' long taper. The deceleration lane at the right in/right out entrance shall be constructed to accommodate truck traffic-12' wide and extend back to the proposed Plumtree Road west access.
- The exiting lane from the right out shall be continued to MD924 as a minimum 12' wide, dedicated right turn lane.
- It is suggested to relocate the first driveway entrance to the south of the west entrance along Plumtree Road, further away from the Plumtree Road intersection. Queuing traffic exiting onto Plumtree Road could block this driveway access and create a traffic jam with traffic trying to enter the site.

**Erik Robey - Sheriff's Office**

No Comments.

**Eric Vacek – Planner**

1. The Site plan proposes a Mixed-Use Center on Lot(s) 1-4. The Mixed-Use Center will be developed under the Special Development Standards (267-76). Mixed-Use Centers are permitted in the B3 (General Business) zoning districts. The site totals 33.93+/- acres. The Mixed Use project will total 28.50 acres on Lots 1-4. The project proposes 276 dwelling units (24 townhomes and 252 apartment units) on Lot 1, a three-story, 60,000 square-foot medical office building on Lot 2, a one-story, 34,000 square-foot retail building on Lot 3, and four retail buildings totaling 35,130 square-feet.
2. A revised Preliminary plan (P298-2022, Version 2) was submitted concurrent with the Site Plan. The preliminary plan proposes to reconfigure existing parcels of record to create nine (9) commercial lots. All of the proposed lots shall be recorded in the Harford County Land Records prior to building permit application for any of the proposed buildings.
3. These plans are subject to the Harford County Forest Conservation Regulations. A Forest Stand Delineation (FSD288-2019) and Forest Conservation Plan (FCP299-2020, Version 3) were reviewed and previously approved.
4. A Landscaping plan (L425-2022, Version 1) was submitted for review by the Department of Planning and Zoning. Buffer yards are required for this project. All parking lots loading areas and outdoor storage areas shall be separated by a Buffer yard 'D' from any adjacent roads and residential zoning district. A Buffer yard 'A' is required between RO and B3 zoning districts. The Department of Planning and Zoning shall require additional landscape plantings and foundation landscape plantings for each building proposed as part of the Mixed-Use project. Approval of

the Landscaping plan shall be required prior to Site plan approval and issuance of any building permits. If proposed, retaining walls are not permitted in required planted buffer areas. The Department of Planning and Zoning shall require a revised series of the Landscaping plan delineating additional plantings. Parking in excess of the maximum required number of spaces must be constructed of pervious paving. The stormwater management plans and the site plans shall indicate which parking spaces are constructed as pervious pavement.

5. A property owner's association shall be formed for the creation of this project. Documents shall be recorded in the Harford County Land Records that provide for, but are not limited to; the maintenance of landscaping, signage, open space areas, pedestrian pathways, stormwater management, and parking garages. Document(s) recorded with this development must be approved by Harford County Law Department.
6. A Lighting and photometric plan shall be submitted to the Department of Planning and Zoning. The lighting plan shall include a description of the type and location of lighting fixtures and the light intensity and shielding to be used. The lighting fixtures proposed shall be designed to assure compatibility with the building style. The lighting shall be designed, installed, and maintained in a manner not to cause glare or reflection on adjacent lots.
7. All proposed signage shall conform to the Sign Code and will require permits from the Department of Planning and Zoning. Drive aisles shall be clearly marked with appropriate signage. Signs shall not be placed within the County or SHA right-of-way.
8. A pedestrian circulation plan identifying improvements is under review by the Department of Planning and Zoning and the Department of Public Works. (Section 267-76(H) (1-5)). Sidewalks shall be provided be along property frontages. The Department would like to continue to see interconnectivity, pedestrian access and transit circulation provided throughout the development and to the adjacent properties and road network as the Site Plans are developed. The Developer should also work with Harford Transit on possible solutions to provide transit service within the project.
9. Loading and service areas shall be separated from the pedestrian and customer parking areas. Service areas shall be located away from roadways to the greatest extent possible. If exposed to view, service areas shall be buffered from public view to the greatest extent possible. These should be detailed on the landscaping plan.
10. The Department is reviewing the open space/active open space areas amenities and acreage with the Department of Parks and Recreation. Outdoor seating areas for businesses cannot be applied toward active open space requirements. The minimum

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 16 of 39**

required active open space must be provided on site within the Mixed-Use portion of the project. The active open space amenities must be constructed concurrent with the residential portion of the Mixed-Use project.

11. Updated architectural renderings of the building facades and scale elevations of the proposed Mixed Use project structures shall be submitted to the Department of Planning and Zoning as part of the Site plan approval process. The revised architectural renderings shall be submitted and demonstrate how the structures included in the project will meet the building design standards and objectives. Future changes to building orientation and configuration may necessitate additional series/renderings.
12. Individual Site plan(s) will be required for the development of the remaining lots. The required Site plans are subject to future Development Advisory Committee (DAC) review(s).

**Parks and Recreation – Read by Eric Vacek**

This plan proposed a mixed-use development on four lots. This 33.93-acre property is to include 24 townhouse units and 252 apartment units. The open space required for the development is 3 acres with 1.5 acres of active open space. The site plan proposes 7 acres of open space with 1.75 acres of active open space. The trail for the property must be a minimum of 6' wide and be asphalt or concrete. There are areas of the trail that are contiguous with parking spaces and the interior access road. In those areas, some type of separation or barrier must be installed between the trail and the parking lot or road. In the parking lot, wheel stops, in addition to curbing, should be included in those spots that front the trail. Along the interior road either a small grassed or landscaped area or fencing should be used to separate the trail and the road. The .29-acre area identified as active open space in the commercial portion of the development needs to show the public amenities that will be included in the area to determine what portion qualifies as active open space. The .17-acre indoor amenity space also needs to show the public amenities that will be included in the area to determine what portion qualifies as active open space. A new site plan is needed for the proposed development.

**Public Comments:**

Bill Wehland said I live less than ½ mile from the site, been a resident of Harford County for 38 years living in the same home. I travel by car on one or more of the four roads surrounding this site every day, many times per day. I have many questions and concerns as many responses to past questions were ignored, referred to others or non-responsive as the minutes of the last DAC show. Moe and Tom Miner, who is not here, have been very cooperative and this committee does a good job in their respective field. It is a shame the owner is not here. I requested. Moe, I know you told me you could not authorize the owner to be present and Tom said his role as engineer present is typically to receive comments. That is his only role. Citizens have a right to ask questions and receive answers. We live here, the Government is



**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 17 of 39**

subservient to the citizens and the purpose of the Zoning Code is to promote the health, safety, morals, and welfare of the community. Section 267-3 spells it all out. You need to be patient as I have worked hard in reviewing this project ever since this site came to life again, 5-6 years after Walmart gave up. I would like to go through my presentation. I would like the committee to give me the time. I will pause for answers to questions. This could provide answers to the same question that other participants here may address. A little history. The former opponents of the proposed Walmart for this proposed site were invited to the offices of Frederick Ward on April 11, 2019, at the request of County Council President Pat Vincenti. I and Ted Janes, who was one of those, Mike Taylor is here. Skip Panowitz. We were all against the Walmart. We have certain questions about this site. At that meeting Justin Rosemore was there, Sean Langford of Mackenzie Commercial, the attorney Eric McLaughlin and many Frederick Ward personnel including Tom Miner. The meeting was very cordial and they appreciated us being there and our vested interest in this project and understanding of the area. That is their comment. We provided many comments and heard nothing back until a virtual CIM was conducted via Zoom due to Covid-19 on May 4, 2020. Following that was the first DAC meeting on August 19, 2020, which included many buildings, including a supermarket and assisted living building, which no longer are being proposed. Things were dormant because of the pandemic until a second DAC was conducted on February 16, 2022, for review of a revised Concept Plan. Today we are reviewing a Site Plan with more changes from the concept plan but not as significant except for changing the lot sizes. As of today, it has been 3-1/2 years since we met and lots of changes and water has gone over the dam. Opening questions. Given the amount of time since the CIM in 2020 what is the current timeline for this project - start to completion?

Mr. Brittain said I am not sure about the timeline right now. But for the residential portion, that is pretty set.

Mr. Wehland said I am sure all of this is going to be recorded. Will the road improvements be done first? Will the construction take place in phases, such as office building first, etc.? Will the County require completion of the entire mixed-use lots 1 to 4 before a certificate of occupancy will be issued? That is a question for Moe. And that is a question for you.

Mr. Davenport said no.

Mr. Wehland said you won't require it.

Mr. Davenport said we won't require them to build them all at one time.

Mr. Wehland said you will require it.

Mr. Davenport said no.

Mr. Wehland said that is terrible. Let me move on to the real traffic concerns since this is a major issue. I know something about the traffic, I live there. And believe me, the traffic impact analysis and road improvements required by the state and county are not going to mitigate the future traffic problems when this site is completed. I was requested at the DAC in February of

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 18 of 39**

this year to contact Alex Rawls. It is a shame Alex isn't here today because many of my traffic concerns could not be answered. They probably won't be answered today. I did request a sit-down meeting with me. He wouldn't agree to it. He asked me to put my questions in writing and he would respond. I did as he requested and for the written record, I want to share some of my questions, comments, and his response. This is my request to Alex. The requirements for improvements on January 12, 2022, and February 3, 2022, of the TIA was based upon the Revised, November 2021 submittal submitted by Traffic Concepts. Upon initial review it is apparent Traffic Concepts, SHA and the County did not take into consideration the revised Concept Plan (1/19/22) presented at the DAC review on February 16, 2022. At the DAC meeting, page 11 of minutes, a TIA cannot be approved that generates more trips than originally submitted. I asked where the data was to show the number of trips generated by the original concept plan and the concept plan presented at the DAC. Can a TIA be approved without knowing exactly what is being proposed? Now these are mine to Alex. What are the total number of trips proposed to this site based upon the current plan which has no idea as to actual use of retail, commercial buildings and the five lots? When were the traffic counts made to substantiate the information contained in the revised TIA? Moe, you referred me to page 17 at the DAC. Inbound is 582 AM; AM outbound is 486; PM inbound is 700; PM outbound is 668; Saturday peak was 668 in and 833 out. I asked the question, how many trips did Traffic Concepts calculate for the 5 unidentified future lots which could all be fast food or a whole host of other stores. How long before a new count of traffic needs to be conducted per the TIA Guidelines? When the Walmart was proposed in 2013, a traffic light at Bright Oaks was not allowed because of close proximity to Bel Air S. Parkway. Was this a SHA requirement? Why is it now allowed? Has the backup between the traffic light at S. Parkway and Bright Oaks been taken into consideration especially at peak times. There will be gridlock and backup going northbound on 924 from Bel Air Parkway when vehicles make left turns from Bel Air S. Parkway. Are you going to consider traffic counts in and out of Towson Orthopedics? It is dangerous now when vehicles exit Towson Orthopedics and want to make a left turn towards 24. The additional traffic from the proposed site will make it nearly impossible to make a left turn. This will be the same scenario at other private business entrances along Plumtree. The distance from the traffic light at 24 and Plumtree to the entrance/exit to Towson Orthopedics is 330 feet. The distance from the entrance/exit of Towson Orthopedics to the approved main Plumtree at West Side Access is approximately 350 feet. So, the question is, how much time is being allowed for a left-hand turn from Plumtree to 24? What is the estimated number of cars waiting to make the left hand turn onto 24? I am reading all this because I was referred to Alex and I had many questions. I have previously brought up to the DAC the need to analyze the existing traffic flows to and from Towson Orthopedics and other busy sites, Advanced Radiology, etc. between those. To understand it and safety issues. I was told the TIA guidelines do not require private entrance/exits along Plumtree to be studied. That is asinine. However, I believe the existing entrance/exits will be greatly impacted by the increased traffic to and from this site thereby creating extremely dangerous conditions. The AM inbound to site was 582 trips and outbound was 486 per page 17 of the TIA which are underestimated. I want this group to know, mainly Alex, I did my own traffic counts on June 14<sup>th</sup> between 8:00 AM and 9:00 AM and I provided Alex and certain members, including you Moe, with the results. I am not going to list these. Inbound to Towson Orthopedics and outbound and how many it is going to impact safety. I want to show one significant difference.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 19 of 39**

I counted 399 vehicles heading west towards Route 24 on Plumtree. The TIA of November 2021 submittal was 150. That is 249 less. I counted 410 vehicles heading east towards Route 924 on Plumtree and TIA submittal was 226. 184 less. Because the starting point for the TIA and road improvements start with the existing traffic, I believe the counts conducted in 2019 are no longer valid or accurate. Peak time hours will also result in more traffic than shown. Completion date for the project will make data invalid. I suggest new counts be taken. Plumtree Road between 24 and 924 is only 1584 feet. I can show a sketch and give it to you Moe. I will give one to Tom. I am sorry it is so small. I can explain it on that map if possible. I have one marked up. There are presently six existing entrance/exits along this route within short distances of each other and two new ones will be added for the proposed site with only one as right in/right out. Left and right turns are permitted at every entrance/exit. This two-way center turn lane that is being proposed along the site's frontage, I don't believe is going to do the trick to direct traffic. It is going to be a traffic nightmare in addition to 924. Let me say this, it has become apparent from previous traffic studies they cannot be replace common sense and trip counts are theoretical and cannot be a determining factor in making decisions for traffic flow, safety, and improvements. Now having done all that with Mr. Rawls, let me read exactly what he said for the record. He gave me with a letter attached to his comments dated January 12th to Traffic Concepts showing all these road improvements. Which by the way were not even read today. Typically, they are read for the site plan or what is going to be done. Bill, the traffic impact analysis to which you refer concerned preliminary plan P298-2020 for Bel Air Village. The traffic study was valid for the review of the plan which concluded with preliminary plan approval on February 15, 2022. No new traffic analysis is required for a preliminary plan with final approval. The road improvements identified in our correspondence with the developer are included as conditions of the approved preliminary plan. You have asked how a TIA can be approved without knowing the exact tenants of the development. A TIA is modeled on the highest likely trips to be generated. In this case, the TIA modeled 17,409 trips. That is a lot. Even more then the Walmart. By way of comparison, the submitted concept plan only shows uses which generate 15,916 trips. There is also an important check in the process. Should a site plan be proposed with some new use that exceeds the approved TIA, a new TIA study will be required. Finally, you have shared some traffic analysis you performed by observing the Towson Orthopedics parking area entrance to Plumtree Road. Counts are no longer necessary because the preliminary plan is already approved. More importantly, the traffic you observed was already accounted for in the TIA. Incorrect. Specifically, the intersection capacity calculations of the TIA for MD 24 @ Plumtree Road and MD 924 @ Plumtree Road take into account Towson Orthopedics. Not true. This business was in operation well before the study. Since the concern has sole egress to the segment of Plumtree Road between these two studied intersections, all of their trips were measured in the study of those intersections. Moe. That response did not answer all my questions because you heard them. Frankly, the current infrastructure with road improvements is not going to mitigate the traffic nightmares after completion of this project. Anyone who believes they will also must believe in the tooth fairy or Easter Bunny. Question. To date, has the developer and owner agreed to the road improvements?

Mr. Davenport said they countersigned their approval letters.

**Development Advisory Committee Minutes  
October 19, 2022  
Page 20 of 39**

Mr. Wehland said they have?

Mr. Davenport said yes.

Mr. Wehland said okay. There is a lot.

Mr. Davenport said what.

Mr. Wehland said there is a lot of improvements.

Mr. Davenport said sorry I didn't hear you. This air conditioning here.

Mr. Wehland said okay. I have hearing problems too. Let me cover each lot. 13.75 acres on Lot 1. This is five 4-story buildings total of 252 apartments. 4 are at 51 and 1 is at 48. Twenty-Four Townhouses. 4 buildings of 6 each. Basically, that is no change from the concept plan. Are there going to be elevators or stairs in the apartments?

Mr. Brittain said elevators.

Mr. Wehland said elevators. Site Plan SP2, which I don't believe is up there, has a long chart of apartment descriptions.

Mr. Brittain flipped to the chart.

Mr. Wehland said yes, that changed right there. Thank you. It says something on there, HUD unit size and Market unit sizes. Can you explain what that means?

Mr. Brittain said I am not an architect. I can get that answer to you.

Mr. Wehland said well, it is going to lead into my next question. It sounds like these apartments going to be government subsidized? Are Section 8 vouchers going to be accepted?

Mr. Brittain said I am not sure about that.

Mr. Wehland said questions are going to continue to be unanswered, Moe, because the owner is not here and that is bad.

Mr. Davenport said I can probably answer that. Section 8 vouchers, I don't think that they can deny.

Monica Mikhail said they have to do a percentage.

Mr. Wehland said for the record.

Another audience member said they stated that the last time.

**Development Advisory Committee Minutes  
October 19, 2022  
Page 21 of 39**

Mr. Wehland said I know, I know. I am going to read for the record.

Ms. Mikhail said I don't know why this can't be frankly discussed. I feel...

Mr. Wehland said please. Let me finish. The apartments to be constructed on the subject property. This property is the Avanti, which was part of this whole Caddy home development that was approved. It had to go through a zoning hearing. This mixed-use center doesn't go through.

Mr. Davenport said when it was zoned R3, correct?

Mr. Wehland said they are going to be managed by Peak Management. They will not be government subsidized. Peak Management will not accept vouchers for this property, nor does it accept vouchers for any of its properties. As a condition of approval by Mr. Robert Kahoe, a very, very excellent Zoning Hearing Examiner. It is recommended that the requested special development be approved, subject to no substantial change of course. No units shall be leased or subsidized for assistance basis. That owner shall not participate in a voucher Section 8 or similar program. And they haven't. I just go for the record.

Mr. Davenport said is there a question or are you just stating a fact of a previous Board case.

Mr. Wehland said what is your answer. You are saying that they can.

Mr. Davenport said we have no authority to regulate what type of housing or what prices they set. In how they get loans or borrow. Or who goes in there. Race, creed, color. We have no prerogative in that.

Mr. Wehland said okay. The apartments known as Avanti Luxury Apartments located at Tollgate Road near Plumtree, a short distance away, and divided by the extension of Tollgate Road were built on 17.5 acres and turned out very nicely and are well maintained by the owner, Peak Management. They have eight 3-story apartments, 198 total apartments, 24 units per building except one larger building of 30 units. There is a nice pool walking paths and play area. In comparison this site plan proposes 252 apartments of various sizes as previously mentioned and 24 Town Houses on only 13.75 acres. I did note there was an open space area of less than 1 acre with a pool. It seems to me they are way less desirable than the Avanti apartments. My question and I know it won't be answered. Who will own and manage these apartments on site?

Mr. Brittain said I don't know right now.

Mr. Wehland said Section 267-76 of Zoning Code Mixed Use Center has all the Purpose, Objectives, Eligibility, Permitted uses, Site design, Building design, Parking, Pedestrian circulation plan, Vehicular circulation plan, Lighting, and Modifications. You gentleman address a lot of those in your requirements. Under Building design there is a requirement for

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 22 of 39**

an architectural rendering of the building facade and elevations of the structures be submitted to Planning and Zoning as part of the Site Plan approval process. The rendering shall demonstrate how the project will meet two listed standards which I will not read and objectives. Have these renderings been submitted? If so, can I obtain a copy of them?

Mr. Brittain said we haven't submitted them yet, but we have them prepared.

Mr. Davenport said in our DAC comments we require they be submitted before...

Mr. Wehland said can we, as a citizen, get a copy.

Mr. Davenport said certainly, it is public record.

Mr. Wehland said Lot 2. One 3-Story Medical Office Service Building, 100' x 200'. 60,000 Square Foot total. They are going to put 20,000 square feet on each level. That is how you get to 60. This was previously a 3-story commercial building. They changed it for the site plan. Question. How many offices and number of people are proposed to work in this building? Is it going to be professional specialties and/or type of medical building? For example, any Urgent Care, radiology, out-patient services, physical therapy, etc.? Is this office building going to be similar to the nearby to Med Star or portions of Upper Chesapeake? I know that the Health Department last time said there are going to be certain requirements for a medical building. This new use, as a medical office building, will exceed the number of generated trips for a commercial building so again, I believe, a new TIA study should be submitted. Yes or No? Do you know anything about the medical building?

Mr. Brittain said no one has committed to going into that building.

Mr. Wehland said it could be anything, right? Is that going to be known? Have to be known for approval?

Mr. Davenport said no. Absolutely not.

Mr. Wehland said absolutely not?

Mr. Davenport said we have no prerogative whether you have a Wawa or a Royal Farms.

Mr. Wehland said Moe. I am sorry. I am going to have to read something here that you said. They, the owner, will have to come back through site plan approval and they will have to dictate and identify exactly what they are proposing. Read your DAC minutes of February 16<sup>th</sup>.

Mr. Davenport said it is a medical office building. Who goes in there, whether it is Johns Hopkins, Medstar, Upper Chesapeake, is not my concern. It should not be. You don't want me concerned about that. I am totally neutral about what goes in there. It is a medical office building. When they go to permits, regardless of who goes there.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 23 of 39**

Ms. Biscoe said the only comments we have for MDHD to apply for the program permits.

Mr. Wehland said the minutes in the last DAC in which you said there is going to be an indication of what is going in there.

Ms. Biscoe said not an indication. It said if it is going to be occupied by a dental or office they have to apply for the x-ray for the medical facility or the waste disposal permits.

Mr. Davenport said at the time of permits. If they have x-ray machines any regulated machines for medical waste, they have to meet the MDE and State requirements for that.

Mr. Wehland said so they have to meet all of that.

Mr. Davenport said absolutely.

Mr. Wehland said Lot 4. Four Retail Buildings of different sizes, 10,600 SF, 9,840 SF, 8,100 SF and 6,590 SF. Same question I am going to ask again. What are these retail stores going to be?

Mr. Brittain said I don't know.

Mr. Davenport said who is going to win the World Series.

Mr. Wehland said what does FFE 361.0' mean on each of these retail buildings?

Mr. Brittain said that is the finished floor elevation.

Mr. Wehland said Lots 5 through 9, a total of 6.61 acres all situated along 924 of the site. All are stated to be not included in the Mixed-Use Site Plan and are the mystery lots which can be used for almost anything such as fast food, banks, car wash, automotive repair, whatever hodge podge is going to end up in there in the future. None of which we need in this area considering the closings. These lots were once listed on the market as pad sites by Klnb. I asked the question at the last DAC were any tenants identified for these lots and the answer was no. Sounds like no tenants have been identified. And yet it is supposed to be exact and precise is what you are proposing. I also asked several questions about the site such as why these lots were not included in the mixed-use center. Why is the owner allowed to conceal the future use, why the senior building was eliminated, and several questions about the proposed apartments. Answers were to ask the owner which is why I asked for the owner to be here. And he hasn't answered. My question is, and it is an important one. How can you approve a site plan and not know the exact use and not have the owner here to answer the questions? They are going to continually. Let me finish and then you can comment. The location of Lot 9 on the site plan is a hole in the ground adjacent to Your Space. Is this part of SWM?

Mr. Brittain said right here.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 24 of 39**

Mr. Wehland said Lot 9, yes. It is a big hole in the ground.

An audience member said that is a sediment control trap.

Mr. Brittain said that is right here. Lot 9 is here.

Mr. Wehland said what are those hexagons then.

Mr. Brittain said this is the future stormwater for this development.

Mr. Wehland asked if saltwater management had been approved.

Mr. Davenport said stormwater management.

Mr. Wehland said yes.

Mr. Davenport said no.

Mr. Wehland said no.

Mr. Davenport said the concept has been approved.

Mr. Wehland said I am just curious before I ask Mike Taylor to speak. He raised questions to me, and I ask he raise them to you. This whole process of approval, how long do you think it is going to take.

Mr. Davenport said our approval. How long has it taken? It takes years for something like this.

Mr. Wehland said so, what you are really telling me years to approve this site plan.

Mr. Davenport said well. It has taken years. We are at the final stages right now.

Mr. Wehland said final stages based on all these comments.

Mr. Janes said we know nothing. We are in the final stages and we know nothing.

Mr. Wehland said we know nothing.

Mr. Janes said they can't answer our questions.

Mr. Davenport said I can't answer the questions that you are asking. Who is going in there and who the exact builders and users are going to be. If they knew. They are in a world of retail. Like you said things are closing. They are trying to sell retail places where other retail places are closing. They might not ever build these things. If you owned them, you would like to have users. If they have 5 users back here ready to sign a contract saying I'm Carrabba's, I'm Olive



**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 25 of 39**

Garden. They are pad sites. Which is a term for a commercial building lot that can accept a number of retail trades, service uses.

Mr. Janes said how to you justify the traffic movements. Is it theoretical?

Mr. Davenport said the traffic was based and approved on the preliminary plan, years ago, when they created 9 lots. Our current adequate public facilities regulations require that when we approved a preliminary plan to create commercial or residential lots that generate a certain number of trips, that they have to determine those trips based upon proposed uses of those lots. And those trips are determined typically on the highest and best, highest generating type of uses. So that they don't have to go back and redo a traffic study in the 11<sup>th</sup> hour or the 8<sup>th</sup> inning of the game. Because now they want to do something that generates more trips than they studied 6 years ago. So like Alex said in his letter, the traffic study was done on the preliminary approval of the subdivision of 30 some odd acres. Whether it is 5 lots or one lot for Walmart or whether it is 9 lots for pad sites. Whatever that 33 acres generates the largest in the subdivision. The total trips generated. In this case, they created 9 lots and they generated trips based on the industry standards for 1.5- or 2-acre commercial lots, zoned B3, with fast food/carryout. Whether it is a Taco Bell or a McDonalds is immaterial to me and immaterial to us. What is material is that, when we give a final approval, which they are asking for on the mixed-use portion of this project, that the trips that are generated in our final approved are not more than what was shown in the original preliminary plan to create the lots. Okay. So, for example, just say the mixed-use project in the TIA generated 20,000 trips a day. And we are going to approved something that creates 15,000 trips a day. They won't have to go back and revise the study because they are generating 5,000 less trips. But if in the study that same thing said we are producing a couple of mixture of uses and that are going to generate 25,000 trips and then they are going to come here today and say this is our final approval and we are going to generate 5,000 more trips. Then they have to start back over again. Because you didn't accommodate for those 5,000 trips. So, when we do traffic studies, well, I don't do them. When an owner of this 33 acres does it, he says make sure he doesn't have to come back here when he has buyers. I have waited 10 years to sell a lot and you say I have to do another traffic study because I didn't accommodate those trips. I hope that explains that.

Mr. Janes said how does that square with what Walmart, the traffic study that we all saw, and we did some of our own counting. How does that square with the Walmart traffic study? What you are saying now. Because the Walmart study identified 17 intersections that would be impacted if they put the store there. And we saw the plans for each of those 17 intersections. Now all of a sudden because we don't have a Walmart going in there, we have a bunch of things that haven't been identified. What type of stores are?

Mr. Davenport said they are identified schematically and conceptually. So, they are not like "a building". It is a medical office building. It is a townhouse. So, I can't answer your question. It has been 10 or 15 years from Walmart. Honestly, we would love to talk to you about it, but I can't recollect that better then you can.

Mr. Wehland said my only point again, Moe, is I remember you saying this is very important.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 26 of 39**

It is the biggest undeveloped area in the development envelope. The owner is saying they want to do a quality site. We have no idea what quality site and what they are going to put in there. They could end up putting a prison in there. Right?

Mr. Davenport said I don't think so.

Mr. Wehland said that is terrible.

Mr. Davenport said they would have to come back to us.

Mr. Wehland said you and I have gotten along very well. You are very cooperative, and you are very intelligent. But don't say at the last meeting, they will have to come back through site plan approval and dictate and identify exactly what they are proposing. Do you know what exactly means? Clear, complete in every detail, definitive and precise. Yet you are saying now they can put in anything they want in those retail buildings, and I don't really care what they put in that commercial building. What is right and what is wrong here?

Mr. Davenport said I apologize if I wasn't clear as far as exactly. I don't need to know that this building is going to be an Aldi's. I don't need to know that. I know it is going to be a commercial retail building. You know what they are going to be. They are going to be a Chinese carryout. Look at any other retail strip center and that is what they are going to be. And they change. All of them change now daily. It is retail trade service.

Mr. Wehland said I understand exactly what you are saying but most DAC meetings I have ever attended, and it has not been all that many, the guy knows what he is going to put in. A filling station.

Mr. Davenport said and that is why none of these pad site are being reviewed here today because they have no idea. If they had Carrabba's coming. I need to open a Carrabba's this June, you would see a DAC plan sign coming out saying restaurant. A 10,000 sf sit down restaurant. And we would be here again. And we will be. But it may take a year. It may never happen.

Mr. Wehland said so you are really believing that there is going to be more DACs, when they identify what they are going to put in there or what.

Mr. Davenport said I don't believe it, I know. Any time Lot 5, 6, 7, 8, 9 come in.

Mr. Wehland said I am talking about mixed use.

Mr. Davenport said they are being identified.

Mr. Wehland said come on. How can you say they are being identified?

Mr. Davenport said in the eyes of zoning, retail trade service is a permitted use. And it is identified. I don't need to know whether it is a carryout Jersey Mikes.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 27 of 39**

Mr. Wehland said to me CIMs and DACs are gripe sessions for citizens. And that is all they are. That is how you view us as citizens. Just griping. Of course, I am griping.

Mr. Davenport said that is the way our system is set up. You are trying to change it the way you want to change it.

Mr. Wehland said it is just government in general.

Mr. Davenport said you are talking about a zoning board who sits and says...

Mr. Wehland said yes, I am.

Mr. Davenport said we are not a zoning board. I apologize. I am glad I am not a zoning board. Because I got more prerogative whether I like RoFo better than Wawa.

Mr. Wehland said I can only tell you, current council and administration has done a terrible job over the last 4 years. That is my opinion. Mr. Taylor identified to me that 267-76 paragraph, oh that isn't it. With so many substantial changes that the CIM and everything else seems to be totally useless right now.

Mr. Davenport said I am going to let someone else talk. Anyone else have questions or comments?

Mr. Taylor said me, along with all these other guys, we live in the community so that is why we are concerned with this development. I heard you say that the Forest Conservation was approved, and I am aware of that. But I am just wondering why. I looked at what your requirement after you stripped the site. And you got a waiver to remove 30 specimen trees onsite. You had a 16-acre reforestation requirement, and you are meeting 1.9 acres off site at Solomon's Farm and 6.1 acres off site at Todd Lakes. I am just wondering why more wasn't done onsite to provide these reforestation requirements. As far as I am concerned, per code 267-41 that reforestation priority requirements. I am just wondering why the 5 3-story apartments with less parking wouldn't be more appropriate. Or maybe instead of 5 unknown lots along Plumtree, maybe you have 3 or 4 and you provided your reforestation onsite. At least provide more onsite. If you look at the Festival at Bel Air, they screened the back of the Festival at Bel Air along 924. Now we have to see all of these 5 lots as we drive up 924. There is no screening. What changed since when the Festival was built and this is being built.

Mr. Davenport said the Festival was and ICSC, an Integrated Community Shopping Center, that went through the Board of Appeals. And the Board of Appeals had the opportunity to require specific screening requirements. Both on 924 and 24. So it was a Board of Appeals Special Exception.

Mr. Taylor said who makes the decision that you don't meet all of our obligations.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 28 of 39**

Mr. Davenport said I make that decision.

Mr. Taylor said you make that decision and of all things Todd Lakes. They plant 6 acres at Todd Lakes. Can't you do more here? It just doesn't make sense to me.

Mr. Davenport said Todd Lakes had a unforested stream valley through there. It was once a Sod Farm. So, it is important to us to get riparian buffers along streams and wetlands particularly on Bynum Run and Winters Run or urban tributaries. So, when we have an opportunity where we are just mowing unnecessarily stream valley in riparian areas, our objectives, particularly within the Development Envelope, are to identify unforested stream valleys and wetlands and forest them and put them in forest resources. So that all the ecological benefits from riparian buffers go into the development envelope. Now the one at Solomon's Choice is not necessarily in the development envelope but it is Winters Run above the water intake for Maryland American. And again, it was an unforested wetland and unforested tree valley. And a unforested floodplain. Where we are focusing environmental benefits on those resources. There are no streams on this site. There was an isolated wetland that is going to be eliminated. That is what went in behind that.

Mr. Taylor said it seems we are being victimized so Todd Lakes gets some planting in a way. That is what a few people are getting at for this. Why would you have to cut the grass up at Todd Lakes? Why not just let it grow naturally.

Mr. Davenport said that is up to the owners of Todd Lakes.

Mr. Taylor said you say you are going to be planting in the floodplain there.

Mr. Davenport said we have already planted there. We have gotten a dozen acres in there. We hope to plant more.

Mr. Wehland said just a joke. Why not Abingdon Woods?

Ms. Mikhail said that is what I actually was going to bring up.

Mr. Taylor said I have other questions also.

Ms. Mikhail said sorry.

Mr. Taylor said do you want me to continue or do you want her to go first.

Mr. Davenport said go ahead, Mike.

Mr. Taylor said as far as stormwater management Section 214-31 of the code states that control of the 10-year frequency storm event is required according to the standards of the design manual except for residential lots greater than 2 acres. And I am just wondering how are you treating your 10-year management on this site?

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 29 of 39**

Mr. Brittain said we have multiple ESDs throughout the entire site and they are all connected. Eventually they drain down into this larger underground storage system below the residential area before it outfalls into the existing stormwater.

Mr. Taylor said and does all that drain into Winter's Run.

Mr. Davenport said Plumtree Run.

Mr. Taylor said some of that drains into ... okay Winter's Run. 9 acres of this property is located on the Bynum's Run watershed. I am just wondering how that is being treated.

Mr. Davenport said I don't know how that is divided up.

Mr. Taylor said to me that would be an issue. I live in Bynum's Run watershed. And I live in Temple Hills community. It is a townhome community. But behind us is a part of the channel there. It drains down into the Bynum Run. And we get flooded sometimes from the property on Old Emmorton Road that was developed, and it doesn't have stormwater management. There is some issues from the owners that live behind that. So, my concern is, I mean, I don't think you are allowed to divert more than an acre of one watershed to another for stormwater management. I don't know how you are treating that Bynum Run portion of that watershed. Or, you know, not only the environmental site design practices but your ten-year management. And also, the forest conservation obligation were already treated for the 5 lots on 924, correct? That was all part of the... Were the stormwater management obligations already treated for those? Are they being treated?

Mr. Patino said the concept is under review. We still have to go through the entire review process. This is a preliminary concept and then a semifinal and a final review that we need to go through in order to get the approval. At this point to start speculating how they are going to be addressing those requirements. I don't think that is possible on our end because the developer, they know what they need to address. For us to start speculating about that waste and the means that are going to use is hard. On the mass grading plan, they have an aboveground facility. On these plans, they have an underground storage system to address the quantity component. They have a bunch of ESD facilities spread throughout the site. Again, the design is kind of dynamic and it may change depending upon on the type of specific development that they will be implementing for a particular lot. Without having the official submittal, speculating about how they are going to be addressing it is kind of hard for us. But if you have additional questions, we can address it.

Mr. Taylor said one of my concerns was, I think you need to treat 10-year management for the Bynum Run portion of that site. But also, they are not showing any treatment for the 5 lots that are the unknown developments on MD 924. That is correct. There is no stormwater management treatment for that shown.

Mr. Patino said I had a chance to review the stormwater management a little bit. I am not part

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 30 of 39**

of that division. I am part of the highway engineer division. But I can tell you that for stormwater management they are going to have to meet the ESD requirement for the entire site. And address any new impervious that they propose on the site needs to be treated. The 10-year management needs to be provided for the newer impervious. Those requirements need to be provided on the site by the road code.

Mr. Taylor said nobody is here from Fred Ward to answer these questions for stormwater management.

Mr. Brittain said we are not proposing anything back here.

Mr. Taylor said so they will be treated individually by each one of the owners.

Mr. Brittain said yes. Once we come in for site plan for these lots we will have to show.

Mr. Taylor said previously you had a stormwater management pond on this site. And it gave you more open space and less impervious area. All I see is impervious areas on here. You talk about active open space, and I don't really see much on this site.

Ms. Mikhail said that is a good question. I reside in Bright Oaks directly across the street from where Caddie Farms was. How much open space is allotted for this site right now?

Mr. Brittain said 1.75 acres, I believe.

Mr. Davenport said active open space.

Mr. Brittain said that is active. The active open space is located between these three buildings here and partially inside of the building of one. And also active open space between these retail areas and there is also a trail that goes around the perimeter of the site. That are all part of this development.

Mr. Rozankowski said and that is a hard surface trail.

Ms. Mikhail said I am concerned of this development since I have lived in Harford County my whole life and Bright Oaks approximately 38 years out of my 39. I'd like to first request, will there be copies of these recommendations from each of the agency member available. Like the letters that you just read with all your feedback and comments that I will be able to access.

Mr. Davenport said they will be in our minutes. And they will be posted on the webpage. And if you signed and put your e-mail address on there, we will email you a copy of them. On the side table before you leave today.

Ms. Mikhail said thank you. That was one of my first ones. I thank you for your expertise and your time. And for the community for also being out here to share their concerns and voice their concerns as well. I have obtained a plan of the same copy of your posters from zoning and

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 31 of 39**

development. And I saw that there were 5 apartment buildings which you are saying 252 units. I know from Harford County's code that only if there is an excess of 5 that school capacity studies are looked at. Does this mean that there is not going to be a school capacity study done on this?

Mr. Davenport said those are 5 dwelling units. So, we do look at school capacities. They are Ring Factory Elementary, Patterson Mill Middle/High School. They are not over capacity at this point in time.

Ms. Mikhail said ok.

Mr. Davenport said or projected to be.

Ms. Mikhail said so they are being looked at in terms of this project. Okay, because I thought it was only in excess of five and I was going to question that. And then I had another question about the reforestation plan and the Maryland Forest Conservation Plan. Which I am still educating myself on. So, I am not really up to date on all of it. Since this reforestation is being done, it looks like offsite, I want to understand why permits are issued prior to our DAC approval process. Why are permits to deforest the land issued prior to being granted a final approval? Because it impacts the wildlife and everything there. Just as a general citizen question. Why are trees cleared first before granting an approval on this?

Mr. Davenport said the forest stand delineation and the forest conservation plans are the first plans that are approved. So that identifies the environmental resources onsite and then what resources are going to be protected and how they are going to be mitigated. So that is done simultaneously or before the development occurs.

Ms. Mikhail said before. Okay. Is there a way to alter it so that, at least the clearing portion, is done after? Maybe you can identify the types of trees that are there.

Mr. Davenport said we don't allow the grading or clearing until we have approved those plans. So those plans were approved long ago with the preliminary plan of the nine lots some five years ago.

Ms. Mikhail said they issue the grading prior to actually having the final concept plan.

Mr. Davenport said correct.

Ms. Mikhail said is there a way to alter that so that is does not this? Is that through our Councilman? Is there something to do that we can revise it so that the clearing doesn't happen until this formal process is in the end stages?

Mr. Davenport said it didn't happen before we approved the concept plan or the preliminary plans. That all came here.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 32 of 39**

Ms. Mikhail said okay.

Mr. Davenport said they all were reviewed here. We are in the last stage of this lots 1, 2, 3 and 4. So it is not like we are just starting today. We started this 4 or 5 years ago.

Ms. Mikhail said okay. So, if we wanted to change it so that the deforesting?

Mr. Davenport said if you want to change any law you need to talk to the Council.

Ms. Mikhail said it seems like when you said you know what the type of lot is, like it is a commercial mixed retail lot, that you can anticipate the traffic studies on what its intended uses are. But as a laid person, I don't understand. I am just a lay person and I am not all technical and expertise that you have. I appreciate. I don't understand how we can anticipate the number of trips without actually identifying. I mean is it just saying restaurant? Is it like a category-based projection?

Mr. Davenport said good question. So, the original preliminary plan to create 9 lots, they identified just say the 5 pad sites. They identified a certain square footage of high turnover restaurant or fast food with drive thru. When they identify that they identified square footage. Let say a 2,000 square foot sit down restaurant. The Institute for Transportation Engineers manual identifies the number of trips generated by that.

Ms. Mikhail said what was that manual.

Mr. Davenport said the International Transportation Engineers, I believe. ITE. We go to that manual. We identify exactly what it is, a sit-down restaurant or restaurant with drive-thru. Calculate square footage, it spits out and says this will generate X number of trips on average. So that is how they created those numbers. And when they did so, they chose high trip generating uses so that they don't come back and underestimate those trip generations.

Ms. Mikhail said so it is in good faith that they are trying to give you the best number. That they can't alter it later. You will reconsider it, should they alter it.

Mr. Davenport said it is not necessarily in good faith. It is in their benefit to make sure that they don't have to come back later. So, they generally try to find high trip generating uses and overestimate those trips. Not tremendously. But enough to where they don't have to come back. Rarely do they have to come back.

Ms. Mikhail said as long as there is a little oversight. Because it makes you feel a little. I understand where Mr. Wehland is coming from. It makes you feel a little worrisome when you don't understand how you know what is coming in in order to be able to project those numbers. How you don't know what type of restaurant or something. But you don't need the exact name. I am aware of that but just the type of category. I wasn't educated on that.

Mr. Davenport said I think they identified 20,000 square foot of retail, fast food. But they aren't



**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 33 of 39**

specific. It is in the TIA and you could look at it and Mr. Rawls can explain it better than I can.

Ms. Mikhail said I still have a couple more. I was kind of surprised. I am not blasting the Sheriff's department, but have fire and EMS response times been looked at from Patterson Mill area where that station is to where we are looking to put these. Or would that be further down the road in terms of how they impact on, you know, response times, might be affected.

Mr. Snyder said that me.

Ms. Mikhail said okay. So, it is Fire and EMS.

Mr. Snyder said I think I heard most of your question. And any new project is going to extend response times to be honest. That goes back in time from when all this area was farmed. South was farmed. Bel Air, for example, could get from in town all the way down to Wheel Road in 4 minutes. So as all these projects get added on response times are increased. So, what the Fire and EMS does is we see these projects coming so 10 years ago the Patterson Mill station was added there at Patterson Mill Road and Emmorton Road. That got an ambulance to that area to reduce those response times. Again, these type of projects do increase response times. So, the county, just to give you what is going on, any expansion of Fire and EMS services will be done through the County Government. But the volunteers will not be expanding their services anymore. Their call volumes have dramatically increased. And that just goes with population increases. There are currently not plans to expand between Bel Air and Abingdon, any Fire and EMS stations from what is already there. Now what is in those stations could increase. For example, Bel Air has 4 career ambulances already from Bel Air North in town and then Bel Air south area. There are 4 career EMS plus the volunteer EMS. The fire, currently most people don't know this, all of Harford County Fire is volunteer. There are no career services for Fire. That is coming in the future in some point. We don't know what that is right now. We have a new administration coming in. So, we don't know what is coming. Again, just speaking for Fire and EMS, these type of things, especially medical offices buildings and these large apartment complexes will greatly expand the call for services for them.

Mr. Davenport said and that is why they are a member of our committee.

Ms. Mikhail said and I appreciate that. I was just wondering how it is going to impact them. Which is going to be hard to tell until we know actually what is going in.

Mr. Snyder said did I answer your question.

Ms. Mikhail said will there be more. Will it happen more with each subsequent DAC meeting? Will there be more specifics about what could potentially happen to response times?

Mr. Davenport said as he said with each trip on the road it is going to increase response times. And they know that. But they are here. And they are making sure that their apparatus can service the buildings. So, they have address numbers that are visible. And that they can get in and get out and meet those needs as quickly as possible.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 34 of 39**

Ms. Mikhail said the last 2 things I had to ask about was with regards to the traffic study. I have the old traffic study from the Walmart and it was long, 696 pages. So, I only made it to page 10. From what I could summarize as a generality, I think, was that they were concerned about stacking at the traffic lights. A distance of 900 feet. But there are various agencies that could be involved including State Highway. I think they said Harford County had a different agency and it is not MTA. There are different agencies, but I wanted to know who is overseeing this project in terms of traffic studies officially.

Mr. Davenport said Alex Rawls, as he has mentioned several times, is our transportation planning with the Department of Planning and Zoning. He works with our Department of Highway, transportation engineers, traffic engineers and State Highway Administration. And those that affect MDTA are also included in that review.

Ms. Mikhail said so the only point of contact for the traffic studies on this project is probably Mr. Rawls, who he was mentioning.

Mr. Davenport said but he can give you the name, the contact names of traffic engineers at Harford County and Department of Engineers Highways.

Ms. Mikhail said since I have the old one, I would like to review it and compare to the new one, which I think I got. This is Mr. Giangjordano district, correct? Thank you.

Mr. Wehland said do you agree that a medical office building, 60,000 sf, compares to a commercial building, 60,000 sf. Do you agree that that a medical building is going to create a lot more trips than a commercial building?

Mr. Davenport said I don't know. I will have to look at the traffic ...

Mr. Wehland said I think that it will. It seems obvious to me.

Mr. Davenport said it is possible. It depends on the commercial building, is that an office building? Is that a gym? Is that a fitness center?

Mr. Wehland said the point was it's probably going to generate more trips and it more or may not be in that allowances between 15,000 daily trips and 17,000 daily trips. Which might compensate for it. Alright, I won't be Columbo. One more detail. I want to put this up because these old eyes can't see. Same site plan. I've marked it up. This is for my own clarity on where everything is. I'm still going to talk about this while I give you this, Moe. That's a very small sketch. Here are your 2 new entrances. And here's the two here. The state highway originally eliminated one of these which was going to be 3. Here is that traffic light at Bright Oaks. Here is the new entrance here. This looks like right in and right out only. This is full egress in and out. The other two are here, here, and here. This is the existing medical building Towson Orthopedics, which to me generates a heck of a lot of traffic. All day. Entrance here to that credit union and offices here. And you'll see on that chart I have given you the distance from

**Development Advisory Committee Minutes  
October 19, 2022  
Page 35 of 39**

here to here, 3/10 of a mile. And the distances from here and this entrance, here and this entrance, entrance here which is directly across from here. Then you got the old McDonalds up here. And the new entrance here which looks like right in and right out only. But this can be right and left. You are going to put a center lane down there, shared. And we know the mysteries and problems people had obeying them. A good example is Bel Air Road at Greek Village and Kentucky Fried Chicken. No one knows where to go in that center lane there. This is going to create a lot of traffic. This is going to create a lot of traffic. I know you guys do the best job you can to mitigate it. It is not going to solve the problem. And you can't widen this anymore then what it has already been. You are not doing anything at this end, but you are widening up on this end. I really believe the County should really study these areas again. As far as what is in and out. I know you told me the TIA guidelines for what they are worth, don't allow you to do it or don't require you to do it. You need to do what I did. You need to look at these. You need to get somebody out there. They didn't even take this into consideration. They need to consider here and here. I am at a loss on this that this distance is 3/10 of a mile and you got this very busy McDonalds, 496 feet from the bank, 366 feet on that little sketch. And then you have this entrance and here about the same distance. I can go into much more detail, but I won't. This is a problem. No longer is this going to be used down here which was at one time stormwater management. This change really is radical to me from what originally we saw at the concept plan and at the last DAC. I rest my case. And I go on record. I may not live long enough, and I probably won't to see this project complete.

Mr. Sabatino said I hope so. Because they need you.

Mr. Wehland said I am 83 years old and believe me I don't have much more time. But I am concerned about my children and my grandchildren. Thank you. I am finished.

Mr. Sabatino said I live in Barrington. I am a resident of Harford County for 23 years. Harford County like Baltimore County, which I grew up in, has never had a concept of future planning to do things in the right way. I don't want to see Harford County become Baltimore County with things popping up all over the place. And no real solid planning. Because I live right on 924 in Barrington. I can tell you the amount of accidents without the red light. And now with the red light. They are constant. And then traffic. When I am coming home from the shopping center after 4:00, the cars are backed up from Patterson Mill, all the way down 924 past McPhail. I know that was planned when all this other stuff was done. And when I looked at this things coming down the road even before all this. And I knew when they were going to put Walmart in and we fought. Nobody ever gave an answer about these site lots. And I can tell you right now, the dentist office where the bank use to be right on 924, they generate more traffic than a McDonalds. Okay. If this stuff continues to get done without. I don't mean to insult anybody. If you don't live on this street. If you don't live in Bright Oaks. If you don't have to use Plumtree, you don't have a clue of what everybody is dealing with. And these projections of the cars coming in and out. All you have to do is get a study on Upper Chesapeake's doctor's office over their parking lot. And figure how many cars that is generating. That is what your medical building is going to generate. And as far as these site plans. Are they going to have access onto 924? Each one individually.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 36 of 39**

Mr. Davenport said no.

Mr. Sabatino said okay. So that means that is going to be one straight line like it is right now with an earth or dirt berm, which personally I would like to see 15 or 20 foot high. So, we don't have to look at these businesses that are there and this huge complex that is going in there of people. All these numbers people are throwing out. Let just throw numbers out. But the impact on a community isn't on a paper. People trying to get out of Bright Oaks, even now with the light is ridiculous. The added traffic, the impact to the environment. What took place in there really broke everybody's heart. Nobody realized this thing was coming until they woke up one morning and heard all these trees coming down. And we talk about the environment. I live in Barrington. They spend 3.5 million dollars building up stream beds from 924 to 24. Their streams were there when God had sandals. 3.5 million dollars. So, the additional water is going to be generated by the hard tops of these roofs, driveways, roads. It is going to be a lot of impact. But my biggest concern, I don't want to see this kind of crap. Sorry. I don't want to hurt anybody's feelings. Everybody who moved up here didn't move up here to start looking at 3 and 4 story buildings. And the impact of 200, 300 or 400 apartments, on an average of 2 people. And then get told that according to what Bill is saying, the limitations on subsidized housing or apartment. I don't want to see the community get overrun with people. It has got to be done with some kind of planning. And with the amount of empty real estate, whether it be the mall. And now they are building all these buildings where Sears used to be. Then you have the increased buildings around the shopping center where Miller's is. Now you come down and you look at that. The empty stores over here at Festival. How much more increase in building. And if current economy tells us anything, the amount of purchases we are making online have really devastated a number of retailers and small businesses. But nobody cares about small businesses. They are just the people that built that economy and the country and county. I'm sorry. I don't have a warm and fuzzy feeling about this. Especially the impact it is going to have on anybody that lives on 924. And are you telling me that 924 will not be increased in lanes from Patterson Mill all the way down to maybe Singer Road over the next 5 years or less to handle this overflow and volume of traffic. Our emergency response people, hey I am lucky. I have an ambulance, fire department right across the street from me. But I think what happens is if I call an ambulance, they come down from Bel Air because I live on a side street. Look at this stuff. I mean you guys have lived with this over the years. I wouldn't want to have to be in your heads. We are looking at all of this and saying wait a minute. I am ticked off that this was done in a cloak of darkness. We use the covid as an excuse. Well, we couldn't have the meeting. Patterson Mill High School is sitting there. You could have an open meeting in their auditorium. And have people sitting one every 5 seats. Nobody knew this was coming until now. I want to know why the zoning department can't send out notices to residents. We get notices for everything else. We should get notices emailed to us every time there is something coming up on these types of all projects are coming up. And if you need extra money to build signs this big. I am 75 years old. Coming down at 45 miles per hours on 924 for some reason I can't read that sign. It is scribbled. If you would like to see the scribble, I have it on my phone. I finally saw the sign about 3 or 4 weeks ago. I turned around and stopped to make a U turn to see the sign.

Mr. Taylor said you are lucky you weren't hit.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 37 of 39**

Mr. Sabatino said I played dodge ball. It was like, I'm sorry. This is ridiculous. You mean to tell me that you can't put up larger signs to notify people. Yet the real estate developer can put a big sign on the corner of Patterson Mill and 924 to tell me all of those trees are coming down soon and put a development in there, which none of us had never seen what's coming. I'm sorry. But to me that is common sense. I don't know how much additional traffic is going to be generated from that 2-story building that is going to go on the corner. And it is supposed to have medical offices or whatever. These are the things that consumers and residents up here are looking at. A lot of them are quiet. I am not being one of them. My neighbors inside of Barrington are really Toed. And I'm thinking you guys need to address this. The energy this man has blows my mind. At 83 to put all this stuff together. Is there an opportunity to build higher, what would you call is a screen. A berm. Along the road. Maybe a 12- or 15-foot berm. And put trees on it, along there. I don't care if the store on the other side of that berm don't get free advertising from me riding up and down that road. I don't want to look at them. I see enough fast-food restaurants and enough empty stores up here. You have to look at this stuff. I know it is all about money and the future. I don't know what the future is going to be right now the way the economy is going. If you don't want to hear me that is the way it is. But I think a couple of the things I said and what he said and these people over here. We care. We live here. And we really like to have you give us input prior and I don't care if it started 7 years ago. I don't think that is too much to ask. Everything is on the computer, email it. Text it. Let us know what is going on. Sorry I took up your time.

Mr. Davenport said we appreciate you coming.

Ms. Rozankowski said I live in Bright Oaks 27 years. And I've seen so much change at the top of my street also. I really everything that you just said because that is how my heart feels about the whole situation. I know it is already in the planning and all that. But it is going to be a tremendous impact on our community all around that neighborhood. With all the development going in there. I just feel that we were blindsided. I feel like I really didn't know nothing about it. To be honest, I am just a resident. I am not complaining or anything like that, but it is in my heart a really big impact in that whole area right there. And they are not even talking about the Medstar. That medical facility. All the traffic that comes in and out of there at 924. But I am 100% about traffic in that area. I am very concerned about that. Because it takes almost 5 minutes when I am on 924 to turn into my neighborhood sometimes. It takes a long time.

Mr. Davenport said understood.

Ms. Rozankowski said I am very appreciative of this gentleman.

Mr. Janes said I would just like to summarize the traffic thing from my point of view. And just to let you know, I was a school bus driver for 5 years. So, my bus serviced Ring Factory, Patterson Mill and the schools and neighborhoods really from Bel Air High all the way down to Box Hill. I live in Glenwood. I was president of our association for 6 years. So, I am representing about 320 homes. And I know for a fact these people were very active in the Walmart fight. So, I know that my neighbors and my neighborhood were very concerned about

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 38 of 39**

what is going on, especially on 924 in this area. On Friday afternoon, starting at 3 O'clock you can see bumper to bumper traffic from Ring Factory north all the way to MacPhail Road. Because there is not right hand stacking turn lane for the turn onto MacPhail. Between 6:45 to 7:00 in the morning there is a traffic jam on 924 of people waiting to turn into Patterson Mill. Why? Because there are taking their kids to Patterson Mill. The school buses are coming in. The senior that can drive cars. They are all turning. The seniors that have to be there at 7:00. There is one entrance in that services where the students are allowed to park their cars. And parent drop offs. So, you can sit out there on 924 for 10 minutes before you can make that right hand turn. How many of you here in this room know about that? It is accidents and problems waiting to happen. The firehouse. I was against putting the firehouse there. The firehouse belongs down by the college where the development envelope is really, really active. As a school bus driver for 5 years, I can count on one hand, really, the number of times I have seen a fire engine leave that fire house. Ambulances, yeah. Because you have assisted living facilities and a lot of patients have problems at 5:00 in the morning. You know that.

Mr. Snyder said the unit that runs out of there is like the 3 busiest in the county.

Mr. Janes said the boxes but not the equipment. Not the fire truck. I mean I know. I drove up and down. I am up and down there at 5:30 in the morning to walk my dog at Cedar Lane. So, I see all the traffic coming from the Cedar Lane complex down to the High School. I see this. I live with it. Not as much as Bill does on Plumtree. But I know that's a problem too. That medical building that already exists, I bet the average patient isn't in there for more than an hour. There is tremendous movement. MedStar is just going to increase and that is an offset intersection which is an accident waiting to happen. And hopefully that is going to be remediated. But my summary is, the county needs to do something about the traffic, and it has to be a higher priority. Because the non-answers the Mr. Rawls gave to Bill and to me. That is unacceptable. Those are non-answers. They are not reasonable. So, I just hope the takeaway in terms of traffic from our DAC meeting today is, Hey, County. We need to do something. This is just going to aggravate a problem that we have had. Thank you.

Mr. Wehland said I would just like to summarize. And thank you fellows here. You do a great job. You have been patient with me today. I believe the change in this administration was not an accident. I am glad to see Bill Boniface go. I think Bob Cassilly is probably going to make some land and use changes. At least I hope so. I am counting on that. There is going to be several new members on the Council, maybe three will come back. I would like to see some housecleaning. Not here. But I would really like to see some housecleaning. And it is true the Directory of Administration, the Law Department, which I fight continuously. I guess to say this is all greed and money. I, early on, tried to get Calvin and son to donate that property to the county. But they are greedy. Justin Roseborn paid 13.5 million for that property. He doesn't live here. He doesn't care and he doesn't care what goes in there. He is in Reisterstown. We are the people that live here. You are the people I assume. Most of you, that live in Harford County. It is a shame. And what I heard from this DAC meeting is only more questions. More questions that go unanswered. Thank you all for putting up with me.

**Development Advisory Committee Minutes**  
**October 19, 2022**  
**Page 39 of 39**

Mr. Sabatino asked can we have another one of these meetings. Maybe right after January. With the updates from now to then. And have it advertised into our community so that the people now know what is going on. And the idea of donating that property, it would make a great field for kid's games and walking parks. We don't need anymore asphalt and buildings. Sorry. That is the way I feel.

Ms. Mikhail said one last thing. I hope you guys don't forget the impact on the wildlife. I know that wildlife doesn't pay the property taxes but there were several deer there. There were raccoons there. I know. He was here but he just excused himself. I wish the permits, the grading permits, wouldn't be issued until this process is more complete to that way things didn't lose their animals. Animals wouldn't lose their homes. I know that is lower on our list of priorities but it really does impact things that can't really speak for themselves. And they need homes to. And you see them now running across into our neighborhood. Going into sewers at like 11 pm at night. Your job has a huge impact on the people of the community every day. And I am grateful that you take it seriously, despite changes in administration and turnover in staff. And I hope you don't lose sight of what it really means to reside in the community and be a part of our community.

Mr. Davenport said I thank everyone for their attendance today.

**Meeting adjourned at 11:17 am.**