DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on July 3, 2019 at 9:00 a.m. in the Harford County Administration Building, 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
- Bill Snyder, Volunteer Fire & EMS
- Robin Wales, Department of Emergency Services
- Patrick Jones, Soil Conservation District
- Len Walinski, Health Department
- Daryl Ivins, DPW Water & Sewer
- Mike Rist, DPW Engineering
- Rich Zeller, State Highway Administration
- Jenni Daniels, Planner, Development Review
- Eric Vacek, Planner, Development Review
- Lori Pietrowski, Administrative Specialist

Also in attendance:

- Barbara Pate
- William Pate, Jr.
- William Brown, Jake Adler
- Conor Gilligan, Lydia Brennan
- Lou Kosydar, Joe Snee
- Ashton Penmen, Margaret Trimble
- Robert Press, Syreeta Gross
- Cathy Schmidt, Paul Muddiman
- Jeff Matthai, Dudley Campbell

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

Dudley Campbell – Bay State Land Services

Good Morning everyone. Just for the record my name is Dudley Campbell, Bay State Land Services. What I would like to do is give you a brief overview into 1136 Priestford Road for Chesapeake Therapeutic Riding. For those of you who don’t know Chesapeake Therapeutic Riding offers services to people with physical handicaps and psychological handicaps and neurological handicaps. This is part of the remedial program and has proven to be very successful. Ironically enough the site here is very simple. We are not changing one thing. It was originally a horse stable but, under county code we had to come in for a special exception case number 5898 and that exception was again to have a horse riding stable in an agricultural district. The site is subject is 50% wooded. There is no inclusion of additional impervious area. No, dismantling of any type of current infrastructure. We are not taking down any trees on the site. The total site is 28.66 acres. We are currently using 2 entrances on the State Highway, Priestford Road is Maryland Route 136. We did put in the hours of operation for the plan and the facility. We did put in the fact that we have busses. They are not Coach busses per say, they are more like busses that serve some of the people with some of the challenges that they have physically, as far as getting to the facility. The current house will have a small office in the basement. We plan on putting in an ADA restroom facilities if approved in the barn for those people who are participating in the rides. I now open it up to your comments or questions.

Bill Snyder – Volunteer Fire & EMS

No Comment.

Robin Wales – Department of Emergency Services

The building and facility will be addressed #1138 Priestford Rd (MD 136). This address will work if displayed properly, available, and approved by planning & zoning. The residence can remain #1136 Priestford Rd (MD 136).
Department of Emergency Services is requesting, please display the address numbers and letters so that they will be absolutely clear and large enough for emergency responders to locate your address off of Priestford Rd (MD 136) without any difficulty.

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

Patrick Jones – Soil Conservation District

No comments at this time other than the fact that if you need help the Soil Conservation District and the Extension offices are right up the road.

Len Walinski – Health Department

Dudley, I will be reading comments from John Resline and Samantha Peternel.

The proposal states that the structure will be serviced by portable restrooms and an unspecified water supply. On July 2, 2019, the consultant submitted additional information via email to the HCHD.

According to Code of Maryland Regulations (COMAR) 26.04.02.08 and Harford County Code 216024, the use of chemical toilets are reserved for special term events. Therefore, because the plan suggests this will be a permanent business operation, the structure must be connected to an approved and adequate on-site sewage disposal system (OSDS). On July 2, 2019, the consultant indicated a restroom will be constructed for public use within the existing barn and intends to connect the new public restroom to the existing OSDS which services the existing house.

In order for the Health Department to continue our review of this plan, the items listed below must be completed as appropriate and the pertinent information submitted on a revised print to this office.

1. The Population Survey Form must be completed and returned to the HCHD in order to determine the proper water system designation for the water supply well that will service the proposed and existing uses on the property. A copy will be provided to the consultant to assist in this task.

2. The existing well shown on the plan must have the type or well construction indicated and what structures it will service. Well construction labels may include such descriptions as a drilled well, pit drilled well, buried well, or hand dug well. If the well is drilled, the consultant and/or developer needs to indicate if a well tag is present and, if present, the tag number must be provided on a plan to this office.
3. The existing OSDS must be inspected and certified by a septic inspector who has completed the Maryland Department of the Environment (MDE) course for the proper evaluation of an OSDS.

4. The existing OSDS must be shown on the Site Plan according to the OSDS permit issued in 1986. A copy will be provided to the consultant to assist in this task.

5. The soil percolation results conducted on May 9, 1986 must be shown on the Site Plan according to the plat approved on June 13, 1986. A copy will be provided to the consultant to assist in this task.

6. If the existing OSDS and percolation results are acceptable for the proposed use in addition to the existing use, a sewer line must be shown on the Site Plan connecting the proposed public restroom facility to the existing OSDS prior to the septic tank.

Mike Rist – DPW Engineering

1. Land disturbing activities exceeding 5000 square feet will require that sediment control and stormwater management be approved.

Paul Magness – Parks & Recreation

No comment.

Rich Zeller – State Highway Administration

The MDOT SHA has no objection to site plan approval as the existing access on MD 136 is adequate to serve this use. No entrance or road improvements will be required at this time.

Jenni Daniels – Planner

1. This plan is subject to the conditions of Board of Appeals Case #5898.

2. Per Condition #3 of the BOA approval, add additional landscaping along the property line of 1140 Priestford Road, if necessary, in order to maintain the present buffering.

3. Per Condition #4 of the BOA approval, any additional lighting that may be needed for security and safety purposes shall be shielded from the adjacent residential use.
Public Comments –

There were no public comments.

**JAMES RUN - PRELIMINARY**
Located on the west side of Creswell Road (Route 543) at the intersection of I-95. Tax Map 57; Parcel 356. First Election District. Council District F. Planner Eric.

<table>
<thead>
<tr>
<th>Plan No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>S247-2019</td>
<td>Revise existing lots 1-9 &amp; create 273 townhouse lots/111.106 Acres/MO.</td>
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Received 06-05-2019 Jen Mar 1, LLC/Craftsmen Land, LLC/Morris & Ritchie Associates

**JAMES RUN - SITE**
Located on the west side of Creswell Road (Route 543) at the intersection of I-95. Tax Map 57; Parcel 356. First Election District. Council District F. Planner Eric.

<table>
<thead>
<tr>
<th>Plan No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>S248-2019</td>
<td>Office; Retail; Restaurant; Hotel; Residential &amp; EMS/111.106 Acres/MO.</td>
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</tbody>
</table>

Received 06-05-2019 Jen Mar 1, LLC/Craftsmen Land, LLC/Morris & Ritchie Associates

Jeff Matthai – Morris & Ritchie Associates

My name is Jeff Matthai with Morris & Ritchie Associates. I am also here with Conor Gilligan representing Craftsmen the developer for the project. I just wanted to mention that there was a previous Preliminary and Site Plan with a different layout and use in 2009 and that did not move forward due to market reasons. The county process that we have been working through; we had a CIM meeting in December. We had a Concept Plan DAC meeting in January and we received Concept Plan approval from the County in April. This is the Preliminary and Site Plan meeting and we then still have to go through final construction plans and final plat recordation. The existing conditions; the site is located, this is 543 across from Creswell and 95 is here. The site area is about 111 acres. The plans that we have submitted so far; we have submitted a concept plan with a concept DAC meeting which was approved in April. We have submitted a concept stormwater management plan which was approved by the County with conditions and we still have two more stormwater management plans we have to get approved which is the Site and the final which goes through the County. We submitted a Forest Stand Delineation and a Forest Conservation Plan and today we are here with the Preliminary Plan which is 9 commercial lots and 273 residential in-fee lots and, as part of that preliminary plan we have a phasing plan, a proposed use plan and table, townhouse typical lot layout and elevations and an all site utility plan. The Site Plan being submitted shows the layout and, also, the parking and pedestrian circulation plan, architectural elevations for the proposed buildings, a landscape,
lighting, signage, rec plan and site details. The proposed plan will have three access points onto the site. The main access is across from Creswell. The 2nd would be 500 feet west, which is a left in and not a left out and 500 feet to the east would just be a right in and right out. A traffic study was prepared and submitted to the County and to the State. We have not received comments back yet on the traffic study. They must be approved prior to Preliminary Plan approval. There were 15 intersections that were studied and that was decided on by the County and State which intersections would be looked at and that is included in the traffic study. Our proposed conditions for the site; this is a conventional development within a mixed office zone. The site has a large amount of open space about 45 acres which is about 40% of the project and only 25% is required according to the code. The entire perimeter of the site which is the red line is the actual property boundary. The entire perimeter is going to remain wooded preserving significant natural features. We are providing walkways and a trail system, multi-use paths for bikes and pedestrians and we are proposing parks. We are proposing a park here, a village green here, open space with this lot here and there will be two community centers. They will be located throughout the property. The site will be very walkable from one end to the other. Multiple walking trails encouraging pedestrian access to all users. Architectural standards will meet the county requirements for the buildings infrastructure and landscaping and the buildings will use architecturally harmonious interiors. We are proposing a retail service, EMS and residential. A 5,000 sf convenience store with gas pumps here which is a separate lot. Two 5,000 sf retail buildings on lot 6, two 7,000 sf sit down restaurants, one approximately 4,200 sf drive through restaurant here, two one story office buildings approximately 14,000 sf each and one 30,000 sf office building. The office buildings are here, here and here and they front the main road. This is off the entrance, this is going to be a round-about near the main intersection coming in. The County is requesting a lot which, will be lot 1 which, will be an EMS building for ambulance storage. The County will be building that. As far as the residential, a 125 room hotel which is here in purple. 304 apartments which is here in yellow, seven buildings. Also, we have a clubhouse and pool. A 100 room senior living which could be for rent and could be up to four stories on this separate lot. 191 villas with two car garages approximately 28x60 feet, which is this area and that also will have a community center and pool here. Then 82 townhomes with one car garage which will be approximately 20 feet wide. They will be in fee, for sale. The site will be served by public water and sewer. Everything falls from Creswell down to the stream. The water and sewer will be coming out here under 95 to the existing water and sewer line in Route 7 and all of the required permits and easements for the water and sewer have been obtained. Stormwater management will be provided per the 2007 code and as I have mentioned we have to go through three approval processes. We have gotten approval on the Concept Plan to date. The stormwater will include quantity ponds and also ESD facilities and water quality facilities and bio swales and bio-retention. This concludes my presentation.
Bill Snyder – Volunteer Fire & EMS

No comment on the Preliminary

For the Site Plan:

Building & Site Design Recommendations

General:

The faster the fire service can respond, enter, and locate an incident, and safely operate in a building, the sooner they can mitigate an incident in a safe manner for themselves as well as occupants. Harford County VFA is recommending that the James Run Project take our recommendations on building & site designs identified here.
Fire Apparatus Access:

Properly positioning fire apparatus can be critical at a fire scene. In particular, placing aerial apparatus is critical for positioning of the aerial ladder itself. Engine Company apparatus also need to get close enough to the building to facilitate hose line use.

Many structures are situated on public streets that provide fire-fighting access. Others, which are set-back from public streets, have private fire apparatus access lanes or “fire lanes”, for short. These enable fire apparatus to approach the building and operate effectively. Fire lanes can be dedicated solely for the fire department or can serve as ordinary vehicular traffic as well.

There are many considerations for both public roads and fire lanes, clear width, clear height, length, turn radius, arrangement, distance from the building, and paving materials. In all cases, the most stringent practical dimensions should be considered for design, since future apparatus purchases or mutual aid apparatus from other jurisdictions may exceed the specifications required in a given jurisdiction at any given time.

Extent of Access

Minimum building access for fire service apparatus is a function of the access road reaching to within a certain distance of all portions of the building’s first floor exterior walls. The limit in NFPA 1 is 150ft for buildings without a complete sprinkler system. For full sprinklered buildings, NFPA 1 permits this distance to be increased to 450ft. Harford County Fire Service intends this to include the attic being sprinklered. Further, NFPA 1 requires that the road extend to within 50ft of an exterior door providing interior access.

All buildings in this development (except privately owned residences) shall have a Knox Key Box installed if it has an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. Key Box shall be keyed for Harford County Fire/EMS: 410-638-3951.

Walking Path around the “Park” area shall be wide enough for a pick-up truck sized apparatus can enter. The entrance(s) can be blocked-off to eliminate citizen car traffic but allow for emergency access.

Perimeter Access

The options available for attacking a fire increase as more of a building’s perimeter becomes accessible to fire apparatus. Ideally, the full perimeter is accessible. However, this is oftentimes not possible. Harford County Fire Service recommends that every effort be made by design officials to allow fire apparatus as much perimeter access as possible. This would also include not planting trees directly next to the building which will grow in height & width which will eliminate perimeter access as time goes by.
Number of Fire Lanes

A single access route is a basic requirement in NFPA 1. The code allows the FM Office, local fire chief, or AHJ to require additional access routes due to various factors that could inhibit access (such as terrain, climate, or parking congestion). NFPA 1141 requires two access routes for structures over 2-stories or 30ft in heights. Multiple fire lanes should be as far removed from one another as possible.

Turnarounds

Long, dead-end lanes or roads should provide a means for fire apparatus to turn around. NFPA 1 requires turnaround space for dead-ends that are greater than 150ft long. There are a number of configurations that allow turning maneuvers; such as “T-turn”, “Y-turn”, and cul-de-sac arrangements.

T-Type Turn Around:
T-Type Turn Around:

Cul-de-Sac Turn Around:

The turning radius in picture above shows an effective inside turn radius of 40ft.
Clear-Width

The basic clear width requirement in NFPA 1 is 20ft. A clear width of 20ft will allow most aerial apparatus to extend their outriggers properly to support the aerial ladder or platform. However, Aberdeen, Bel Air, and Havre de Grace’s ladder trucks need just under 20ft to correctly operate. Therefore, 22ft is recommended by Harford County Fire Service for single lanes.

Lanes wide enough for apparatus to pass one another will facilitate developing & expanding operations. It is recommended that lanes be 26ft near fire hydrant locations. Rounded curbs are also recommended by the Harford County Fire Service. These curb-types allow for larger apparatus to use other areas for access under emergency conditions.

Height

The basic requirement for clear height of fire lanes in NFPA 1 is 13ft 6in. This is sufficient for area-wide aerial apparatus. Also, avoid overhead wires or other obstructions when determining fire lane locations.

EMS access is also very important. Any covered areas should be a minimum height of 11ft to allow to ambulances to access the appropriate entrances for patient loading even during times when snow is on the ground.

As seen in picture below, this situation needs to be avoided where the ambulance cannot use the load/unload area:
Building Proximity

Roads & fire lanes should be positioned at a distance from the building that will accommodate aerial ladder operation. Access too close or too far from the building will limit aerial ladder use. Where a fire lane is parallel to a building that is more than 30ft high the near edge of the lane should be between 15ft and 30ft away from the building.

As seen below, the townhouse pictured is only 2-stories, but the aerial truck needs all of the 100ft of its ladder to access the roof:

![Fire Truck at Townhouse](image)

Loads

All access roads or lanes should be built to withstand the loads of apparatus. It is recommended that load designs be established to withstand apparatus with GVWR of 85,000lbs.

Gates, Barricades, and Security Devices

Security concerns may impact the fire service access. Gates (manual, electric, or radio controlled), bollards, pop-up barricades, and other perimeter controls can delay fire service operations. On the other hand, these access control measures can assist in keeping auto traffic away from the lanes or other areas where only emergency traffic need be. During design phase of these projects, coordination between those responsible for security and fire protection can help resolve both concerns. Below are pictures of some devices that do just that:
Above: Movable post- device stops citizen traffic from entering an area, but allows emergency access

Above: Swinging post- device stops citizen traffic from entering an area, but allows emergency access

If gates are used, the fire service should have all means to access such gates either with a code, Knox Box, or any other means needed to access. Gates width & height also need to meet the requirements to allow access of the larger fire apparatus.

**Speed Control Devices**

Speed bump or humps can greatly impact fire apparatus access. Due to their suspension, the apparatus must come to a nearly complete stop to pass over these bumps, delaying arrival to an emergency scene. (Please see Attachment #1 ref: Fire Position on Standard Traffic calming Devices) Some special speed hump designs allow for fire apparatus to straddle humps, while passenger vehicles cannot do so. The Harford County Fire Service recommends
the type shown below in which the area where there is no “hump” is the wheel spacing of the apparatus:

![Image of street and fire truck]

**Premise Identification:**

The fire service must be able to rapidly identify and locate a specific building. Address numbers should be placed on the building facing the street on which the building is addressed. Four of the Apartment Buildings will face multiple street names which requires both the street name and number be on both side of each building. This should include the entire address: Ex: 123 Smith Street.

Actual building number sequence and numbering posting shall be approved by Harford County EOC.
Special developments or mixed occupancy type complexes should have the following:

1. Recommended that a sign be posted at all entrances that identify the entire premise with all the building names plotted on the map sign. The geographical names shall be the names commonly used by the business and would be transmitted to 911 Center in case of an emergency. Design should be agreed upon by both Owner and local Fire Chief. (See diagram example below)

2. Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route to it difficult. Recommend additional signs with directional arrows be posted along roadway. Example below:
Fire Hydrants:

Optimal positioning, spacing, location, and markings of fire hydrants aid the fire service during emergency operations. Fire hydrant location must be approved by the Harford County Fire Service representative for final approval.

Individual Building Comments

Hotel:
Attempts should be made to extend a paved access to both sides of the hotel. As currently drawn, the access for fire apparatus is only on the front.

Assisted Living:
Recommend a 2nd entry point into this parking lot.

Attachment #1

Fire Service Position on Traffic Calming Devices (speed bumps, speed humps, etc)

The Harford County Fire Service does not doubt the reasons a community wants to install these type of devices. We understand that these devices have proven effective in slowing traffic, and discouraging motorists from cutting-thought neighborhoods to speed their trips. Despite these benefits, standard speed humps have several disadvantages, not the least of which is the significant delay they create for responding fire and EMS equipment.

Proof of these delays where shown in studies conducted by fire departments in Austin, Texas and Portland, Oregon, and most recently in Montgomery County, Maryland. In the Portland study, delays up to 9.4 seconds per hump and up to 10.7 seconds per circle were found regarding fire apparatus. The Austin study found that ambulances can have delays up to 10 seconds per speed hump with patients aboard. The Montgomery County study added that not only do these speed reduction devices make the equipment come to a near stop at each device, but the average speeds obtained on these roads are sometimes 25-35 mph less than normal. This causes considerable delays. To re-enforce this, the Bel Air Volunteer Fire Company did a study in a neighborhood southwest of Bel Air that contained speed humps. We found that it took our engine 4.1 minutes to travel 1 mile, over 10 humps. A normal 1 mile
neighborhood road, with no humps, takes 1.8 minutes to travel. This is a 2.3 minute difference. An ambulance, in the same study, had a travel time difference of 2.1 minutes.

The Montgomery County test results, in combination with those of the Portland and Austin tests, confirm that speed humps cause considerable delays for responding fire and EMS apparatus, which may adversely impact the outcome of life-threatening incidents. The Fire Company in Bel Air can attest that these devices delay our response in areas that have these devices already installed. Delays of this nature must be given serious attention by developers.

Please be aware that there are alternative devices that can be used that both slow citizen auto traffic, but, at the same time, do not reduce emergency apparatus response speed.

Robin Wales – Department of Emergency Services

On the preliminary plan, the only road names accepted are Tobin Crossing and Strasbaugh Drive. The road names not accepted are Whaler, Gallery, Lothrop, Olivia Park, Jenson, Corwell, and Lorek. These names are sound-a-likes, matching partial of road names as in spelling, or that they are already taken. The area named Village Green must also be renamed due to the name in use at this time. The three entrances into the apartment buildings must also be named for addressing & locating purposes. Please check the new roads names with the Department of Emergency Services so duplication and sound-a-likes does not take place

On the site plan, the addressing cannot be completed until the new road names have been place.

“Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 square feet, higher than 50 feet, contain underground storage or parking and are constructed of materials that impede wireless radio signals that may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 700-800 MHz amplifier. Department of Emergency Services will test coverage in your facility once construction is finished. Call 410-638-4900 for this assistance.”

The proposed buildings must display 8” – “10/10” – 12” address numbers and letters. The addresses must be clearly visible from road they are addressed from.
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Patrick Jones – Soil Conservation District

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

Storm Water Management Facility meeting the Small Pond Standard (practice 378 design will have to be approved by the Harford SCD. Also, the pond design must be approved prior to the sediment control plan being signed. Outfall location will be reviewed during design reviews and must safely convey over steep slopes.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Attached is information pertaining to the fee system for the review of sediment and erosion control plans. Please contact Bill Tharpe, 410.638.4828 with questions about this information. This fee will be collected prior to the review of the site development plan.

Len Walinski – Health Department

Preliminary Plan comments:

Prior to final plat approval, the following are required:

1. Buildings 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 Samantha Peternel at the HCHD at 410-877-2328.

2. Provide this office with a plan that clearly indicates what buildings will be razed.

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

1. A certified Underground Storage Tank (UST) installer must be used to install any proposed fuel storage tanks. Their installation must be registered with the Maryland Department of the Environment, Oil Control Program. A permit may be required from the Maryland Department of the Environment, Air and Radiation Administration to construct and operate the vapor recovery system. A permit to operate is required from MDE to put the facility into service.

2. Any type of future food service operation planned for this site, must be reviewed and approved by the HCHD prior to the issuance of a building permit. To request a food service facility review package, the owner or his/her agent should contact Justin Waszkiewicz at 410-877-2309. If the plan is recognized as a prototype plan, review will also be required by the Maryland Department of Health (MDH), Division of Food Control. If there are any questions regarding this review, the applicant should contact MDH at 410-767-8412.

3. Public swimming pools require specific permits and oversight from both the HCHD and the Maryland Department of Health (MDH). Construction plans for the pool must be submitted to MDH for review and approval prior to the issuance of a building permit to construct a pool/spa. Prior to being placed into use, the facility will require a final post construction inspection by both the HCHD and MDH and a permit issued by the HCHD to operate. Please contact Dan Driscoll of the Health Department at 410-877-2316 for further instructions regarding the construction, operation, and inspection of the swimming pool.

4. The owner/applicant must contact the MDH Office of Health Care Quality at 410-402-8185 for licensing requirements for Assisted Living Facilities.

5. The Health Department encourages the owner/developer to consider “smoke-free housing”

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

Daryl Ivins – DPW Water & Sewer

I am providing you with a copy of my written comments. These comments are for both the Preliminary and the Site Plans and we will require another series of the plan to show accurately what we will require.
To address most of the comments we will require another series to be submitted to show accurately what we will require.

There are some water mains in Jenson Road and Olivia Park Road. They need to be completed to connect to the main at Strasbaugh Drive near lot 4. There is also a looped water through Tobin Crossing and it needs to be 12 inches in diameter and it needs to take a slightly different route which is described in my comments.

Also, at the lower end of the site where the water main enters the site we do not desire a separate main to feed the booster station. You can actually just have a single main that runs up through the townhouse lot and we permit services off of that; suction main off the booster station there will be adequate pressure and flow for the townhouses; so you don’t need a separate main on that location.

Also, for both the water and sewer systems on the previously approved plan for this there was a provision to cross 543 in the future. Water near the main entrance and sewer closer to I-95 can you check the previously approved plans we need to have those connections placed on this plan again. You can see it in my description here where they are exactly. But, they do need to be accounted for.

Jeff Matthai– Same location?

Daryl Ivins – Pretty much the same location, yes. The same configuration.

As we have spoken earlier, we would also like to see clearly how you get sewer service to lot 5 in the matter that we spoke about.

The water booster station as proposed would have to have two domestic and two fire pumps to provide reliable service to the proposed development. The sizing of the pumps will be determined during final design phase. The pumping station building shall be designed so that there is adequate room for the pumps and piping that will serve the ultimate service area in the future.

Also, there are specific requirements I’ve placed in here as to when the model homes can get permits, the timing of when model homes can get permits relative to the water and sewer construction. I also have some specific requirements of how plats get recorded when the construction drawings are approved and how they relate to each other. They are very specific and they need to be done in a certain order to avoid delay of the project.

If all of the plats are not recorded at the same time for the entire project you main need to have separate legal documents for ingress and egress to the various sections of the project
for water and sewer purposes.

In the commercial area it is unknown what all of the exact uses will be and whether they will require reduced pressure backflow preventers. If in case, the building are not yet known, the uses within them are not yet known we would have to put an inside meter and then other buildings on that lot would be served through that meter with piping to adjacent buildings on that same lot. It is described in here a little better than I just said it but, it is in here.

Also, looking on the Preliminary Plan with the phasing of the project there is a large, mostly commercial with a ring around the outside edge is phase 1. What we would like to see from you in a drawing and possibly a revised Preliminary Plan is that phasing to show how the water booster station would get road access for our maintenance crews. Since it is at the rear of the site and it appears the commercial would be the first part that would be developed up near the front which is a lost distance away from the booster station. We need to see some planning on how the road network would be constructed to allow access to that booster station.

Jeff Matthai – We plan on building the loop first so, the road will be in the back of it on the outside.

Daryl Ivins – Ok. I just need to make sure that that is exactly all that you are building because, after approval of this we would not be wanting to break it down separately unless we had new plan from your office that showed how it was going to be taken care of.

Also, I am giving you some information regarding the public works utility agreement requirements of the standard PWUA is written in here as well. Also, for the commercial development, commercial service applications have to be approved through our office before you can get a permit for those buildings. That’s all I have, thank you.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.

2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.

3. A stormwater management concept plan has been submitted and approved. Comments must be addressed on subsequent stormwater plan submittals.
4. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.

5. Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s). Maintenance responsibilities for facilities serving multiple lots must be stipulated in the HOA or Business Association Documents.

6. Road plans will need to be approved and a Public Works Agreement will need to be executed prior to the issuance of building permits for the site.

7. Road width shown are acceptable with the exception of:
   - Strausbaugh Drive which shall be 36’ wide from Corwell Drive to the combined entrance for lots 1 & 2.
   - Lorek Lane which shall be 30’ wide between Corwell Drive and Strausbaugh Drive.

8. Sidewalks shall be constructed along both sides of the public roadway in accordance with the Road Code, unless a waiver is requested and granted through DPW.

9. The existing pond shall be designed and upgraded to current standards. A dam breach analysis shall be completed to ensure the safety of Strasburgh Drive downstream of the facility.

10. It is recommended that concrete culverts be constructed under Strasbaugh Drive downstream of the existing pond and at the stormwater management pond outfall between lots 2 and 8.

11. All pavement striping and traffic control signs shall confirm to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

12. A traffic impact analysis was submitted. Comments are being forwarded to Planning and Zoning.

Paul Magness – Parks & Recreation

These plans propose a mixed office center, including residential, service, and retail uses on a 111.1 acre parcel. Proposed commercial uses include a convenience store, restaurants, retail stores, a 125 room hotel, and office space. Proposed residential uses include 300 midrise apartments, a 100 bed assisted living facility and 273 townhouses. The open space required for the project is 27.78 acres. The plan proposed 44.95 acres of open space. Proposed open space amenities include a clubhouse with a pool, a community center with a pool, as well as,
a park and trail system on the property. The trail system for the property should be asphalt or concrete and a minimum of 6’ wide. In the residential areas of the property, it is recommended the areas identified as parks or village green be a minimum of 10,000 square feet.

Rich Zeller – State Highway Administration

The MDOT SHA has no objection to approval of the preliminary plan as it appears that adequate right-of-way exists along MD 543 to accomplish any necessary widening for turn lanes into the proposed site accesses.

Site Plan

As stated in our previous correspondence dated 1/11/19 an access permit will be required for entrance and road improvements to this site on MD 543. The MDOT SHA is currently reviewing the traffic impact study (TIS) submitted for this development, when comments become available, they will be forwarded to all interested parties. We will defer comments regarding the required entrance and road improvements on MD 543 until our review of the TIS is complete. All other comments contained in the 1/11/19 letter regarding the construction of sewer and water lines in the MDOT SHA right-of-way, entrance to the proposed sewage pumping station building on MD 7, and necessary easements associated with that construction, remain valid.

Eric Vacek – Planner

My comments will be for both the Preliminary and Site Plans. These are my general comments.

The site is zoned (MO), Mixed Office and totals as noted approximately 111 acres. This plan is to developed mixed office project with residential institutional service and retail uses spread throughout the community.

The Preliminary Plan proposes to reconfigure existing lots and parcels of record. All proposed lots should be recorded in the Harford County Land Records prior to building permit application for any of the proposed buildings.

Concept Plan for the development as noted, was approved in April 2019.

The project in its entirety and the lots will be reviewed in accordance with the Mixed Office section of the Harford County code in conjunction with the design manual for mixed office.
Phasing diagram was submitted as part of the Preliminary Plan submission. The phasing plan establishes comprehensive approach to maintain the mixture of office retail services and residential uses throughout the development and the overall site.

The project will be developed in 4 phases. Modifications to the implementation of this phasing plan would require additional review by the Department of Planning & Zoning and may require revised Preliminary and/or Site Plans.

A portion of the sewer alignment traverses county and privately owned lands within the Chesapeake Bay Critical Area.

The off-site utility plan proposes that sewage pumping station water service extending east along Philadelphia Road and then north through parcels 7235 and 207. The developer shall demonstrate the right to extend the service across those properties.

This plan is subject to the Harford County Forest Conservation regulations a revised Forest Conservation plan was submitted to the Department of Planning & Zoning. The applicant shall include waivers for disturbing specimen trees identified on the plans.

The project is located within a Tier II Watershed and shall follow Maryland Department of the Environment checklist as noted.

Prior, a portion of the project is located within the Chesapeake Bay Critical Area and subject to those CBCA requirements.

The proposed disturbances within the 50’ flood protection setback for stormwater management is not permitted.

Impacts to the Natural Resource District should be minimized.

Specific CBCA comments will be forwarded to the consultant by our Critical Area Planner, Brittany Long.

Landscape and Lighting Plans were submitted to the Department of Planning & Zoning.

A total of 27.78 acres of open space was required. The Landscaping Plan needs to clearly delineate the areas of public and passive open space. Note them as well as clearly show buffers, foundation plantings, amenities and the allotted square footage and the acreage of those.

Traffic Impact Analysis was submitted to the County and is under review. Specific questions may be directed to Mr. Alex Rawls of the Department of Planning & Zoning.
Sidewalks shall be provided along the property frontages.

Signage must meet the Harford County code. That would also include the monumental entrance features.

The plans specifically the landscaping plan and submitted plans need additional detail and some clarification to allow the department to determine performance with the specific mixed office requirements.

Public Comments –

Peg Trimble – I live just up 543. Presently, there is about 6 hours of the day that I can hardly get out of Nova Scotia Road out onto 543. The present amount of traffic with 7 and 95 and some of the smaller roads are really creating some high risk behaviors of drivers. That I see almost every day. So, I am very interested in seeing the results of the traffic study and managing not only what you will be adding but what already presently is creating some significant issues. My primary question relates to the EMS egress again considering the craziness already on 543. What safeguards for egress are you planning to assure that the EMS response does not have to wind around through congested areas on the plan and also get out to 543 easily and safely? That is my number one question.

Jeff Matthai – I’m not sure how this is going to operate. I don’t know if anyone from the county knows. It is my understanding it is just a garage to store ambulances. I don’t know if it is actually going to be responding from there.

Moe Davenport – Bill?

Bill Snyder – A lot of time at the intersections like that the fire and EMS would work with State Highways to control that traffic light.

Peg Trimble – Oh, there will be a traffic light? That would be a good solution.

Moe Davenport – Most likely there will be a traffic signal at Creswell Road. Is that correct?

Jeff Matthai – It has to be approved by SHA. That is currently the proposal for that intersection.

Bill Snyder - If there is a traffic light the stations usually have switches right at the bay doors we just flick it up and it takes 30 seconds to cycle through and it gives the emergency apparatus the green.
Peg Trimble — I was a State EMS Director for Pennsylvania and I’m familiar with Maryland’s EMS and trauma and that’s why I’m such a crazy person about it. I understand that but it just looks like it is somewhat buried. It would be wonderful if it is a manned station. I think that would be a great asset.

Paul Muddiman — For the record, Paul Muddiman, Morris and Ritchie. To clarify with the EMS building is all about. It is my understanding that it is not going to be operated by the typical fire and EMS group of Harford County. It is going to be operated by Harford County to store an ambulance or two as part of the County’s EMS system.

Moe Davenport — At this time.

Paul Muddiman — At this time.

Bill Brown — I live on Gladstone Court. I’d like to know why the road that we live off of wasn’t included in the original traffic study. Goat Hill Road.

Moe Davenport — I don’t know, you can contact Alex Rawls our Transportation Planner in our office to determine how the traffic scoping meeting was established.

Bill Pate — I live in the same area right off of Goat Hill Road and we asked for that in the January meeting and we also requested that with no results. We also found out that the study that was done on Goat Hill Road years ago in preparation for the original plan for this was based on current traffic. Well, if you look at the work you just did you have a disruption on that road for about 10 hours or less just recently and, the alternate traffic which we were told does not exist on Goat Hill Road in fact went across Goat Hill Road. We had school busses lined up trying to get out onto 136 because of the fact that they could not make that turn. We have requested that work be done on that road especially at the intersection of 136 and Goat Hill Road because, school busses in fact, do drop their tires in that culvert there trying to make that turn. You tell me to go contact someone else believe me there is no one paying any attention to the true traffic change that is being affected by this. I don’t know what to say. If you are really interested in these changes realize where the real egress is here. If anything happens on 543 everything goes on 136 and Goat Hill Road. Everything. And, we have had multiple accidents at the inter-change of 136 and 543 and that shuts down the entire area when that happens. I submit that your traffic study in incomplete and not thoroughly done.

Barbara Pate — About 543. Right now, if you are coming up 543 from 95 and you want to turn into Goat Hill Road you have a shoulder. I have been passed by tractor trailers and busses. You just pray that they are not going to hit you and push you into on-coming traffic. That’s where the light needs to be. Not down at the EMS because, the people coming from Bel Air, coming down 543 and, flying down that hill, the people coming up from 95, they are
anxious, they want to get home and, they don’t really care. I put my signal on a mile before I’m going to make that turn because I’m so scared they are going to ignore me or not see me. So, you need a light there to slow down everything on 543. I also want to comment that you want to have access to this area around the perimeter of the area. What other than those three, what other perimeter do you need access from?

Moe Davenport – EMS was looking for access around the perimeter of the building, the apartment buildings.

Barbara Pate – Not the perimeter of the development?

Moe Davenport – No.

Barbara Pate – I just thought you were going to take someone’s property to do it.

Moe Davenport – No.

Bill Brown - I was almost killed on that same corner in 2014.

Barbara Pate – So, the light needs to go at Goat Hill and 543 because people are impatient. They want to get home. Use that as a short cut. They don’t have to go up 543 they can just cut through that road and they can get out but, there is a huge ditch there. When we make our turn from Goat Hill to 136 to make a right, there is a huge ditch there. You need to make sure you are out far enough so you are not going to get your tires stuck in the ditch.

Bill Pate – The other thing is the park there just south of the interchange at 136 and 543. When they have a tournament, Goat Hill Road is the alternate road to come in from the south to get into that park. All of that stuff is no, where in the study.

Barbara Pate – Another thing is when you are coming out of 136 to go on Route 7 there is a bar down there at the end. The problem there is that at the busiest time of the day instead of a traffic light there is a blinking light. So, people are trying to take their life into their hands to try and make a left or a right hand turn. It is just backed up with traffic everywhere. I think no one is paying attention. We count too.

Moe Davenport – I agree.

Lou Kosydar – Goat Hill Road as well. My concern is the two proposed access points for left turns and that will mean two lights right next to each other on 543. Can that be included in the traffic concerns?
Moe Davenport – It will be one signal at Creswell. There would only be one signal. The left turns would be in only northbound. No left hand turns out.

Lou Kosydar – It is still going to be interesting I think. Because, like other people have said people go flying down that road. Eventually, you may need two lights there and if you put one at Goat Hill that would be three lights.

Moe Davenport – The State would never permit lights that close in proximity to one another.

Bill Pate – They could certainly put in a turn lane there at Goat Hill Road so, that the traffic could get around the cars instead of going onto the shoulder.

Moe Davenport – A turn lane or a by-pass lane or something?

Bill Pate – Yes.

Moe Davenport – We will take a look at that.

Bill Brown – How about speed bumps on Goat Hill Road?

Moe Davenport – There is a process for speed bumps. I don’t know if that has been looked at before. Mike?

Mike Rist – I’m not familiar with that. We have a process in Public Works to analyze that. I would contact Cheryl Banigan who is our traffic engineer and she could take a look at that to see if it would qualify.

Bill Pate – I have a question are the traffic studies that were done based on the projected load or based on what’s happening now?

Moe Davenport – The counts have to be within a year. And, there are specific times they must be during school session. They have to be so far from a holiday and so far from a weekend. There is certain criteria for those counts.

Barbara Pate – I haven’t seen any of those little rubber hoses across the road or anybody checking anything.

Moe Davenport – A lot of the counts now are done by video.

Bill Pate – I haven’t seen one of those either.

Barbara Pate – No, nothing. I mean it’s been six months and you have no results yet?
Moe Davenport – Well, we have the traffic impact analysis. We are reviewing it and we have asked for some revisions to it.

Barbara Pate – Well, how will you know if it is current? Projected?

Moe Davenport – The dates and times of the exact counts are in the study itself.

Barbara Pate – Well, how do we get a copy of that or find out what is going on?

Moe Davenport - We can make them available on our webpage or you can get a copy from our office. They are public record and you are certainly welcome to see them and examine them for yourself.

Meg Trimble - Does that traffic study take into account crashed along there?

Moe Davenport – Not to my knowledge. Rich?

Rich Zeller – I know that the State has that information as far as crashes at intersections. I don’t believe that the traffic study take that into account necessarily but, I know that they do separate studies for...

Meg Trimble – That’s too bad. I think when you are considering the risk issue which I seen almost every day with my own eyes. Having that kind of information factored in would be helpful because there are likely preventable deaths and injuries there.

Rich Zeller – I think the State and the County’s review of the traffic study will determine some improvements that will need to be made to the road and the plan itself shows an extension or improvement at the intersections that are being proposed. Now, I don’t know if Goat Hill Road is involved in that. I believe that it is close enough that the traffic study would have studied that.

Bill Pate - They did not.

Rich Zeller – Well, have you seen the traffic study?

Bill Pate – I saw the points that were studied and Goat Hill Road was not on there and we asked in January that it be included.

Rich Zeller – The scoping is established by the adequate public facilities ordinance. I know that we had a meeting and discussed but, I don’t recall all of the intersections that were studied but, I would have thought that that would have been one of them.
Bill Pate – I’m afraid of what happens is that they go out there at 2 o’clock in the afternoon when all of the kids are in school and they see that there is not much going on, on this road so, they don’t worry about it but, they don’t see it when the tournaments are on up there or anything at all happens on 543.

Rich Zeller – Well, they are required to study the peak hour.

Bill Pate – Well, they haven’t seen it. They aren’t riding the school bus and trying to make that turn up there going north on 136. You find out that the best driver makes the turn and backs up and has to do a two part turn just to get around the corner. Then you have north bound traffic on 136. That is not a safe picture.

Barbara Pate – When you are going out to 136 like to school. If you look down to your left and you want to make a right hand turn, there is a crest of a hill so, you really can’t see what is coming. You really have to sit and look and pay attention and assuming there is nothing on that crest that you can’t see and, a school bus I can’t even imagine what they must do.

Bill Brown – Especially when those people are doing 60-65 mph coming over that hill. You also have the 95 public works access at that one point right there too. When those trucks come out of there, they have to cross 543 to go east bound.

Moe Davenport – Down near the inter-change. Ok.

Bill Pate – The apartments, will they have elevators? Are they two or three story?

Jeff Matthai – They will be four stories with elevators.

Bill Pate – There is a proposed plan that is on your website for this group that is date June 5, 2019 that shows a much greater density of residential properties on this plat.

Moe Davenport – That is the plan we are looking at.

Bill Pate – It does not match that plan.

Moe Davenport – Well, the plan that they have submitted to us is June 5, 2019.

Jeff Matthai – This is the only plan. 273 residential units.

Bill Pate – Well, then I don’t know where this came from because, there is actually 373.

Paul Muddiman – I think the additional 100 is in the assisted living building.
Bill Pate – No, I’m sorry you have a plat here with building lots numbered up to 373.

Eric Vacek – It is 273 units Mr. Pate. But, the lot numbering start at 101. So it’s not 373 it is 273 individual in-fee lots but, they start at the numbering for those lots at 101.

Jeff Matthai – That is correct. We did that because we also have 1-9 commercial so, we didn’t want to start at the end so, we just started at 101. There are actually 273 units.

Bill Pate – Alright, if you say so. I can’t pull it up here to say.

Conor Gilligan – Bill, we talked on the phone. From the plan that you saw at the Community Input Meeting, the plan that I sent you via email we are actually down 5 units from that plan. The reason why we can’t have a lot 1 townhome or a lot 1 villa is because we already have a lot 1 commercial.

Bill Pate – Ok.

Conor Gilligan – So, when we are referencing lot 1 we wouldn’t have known if we were talking about the commercial lot or the first house.

Bill Pate – So, are we still talking about villas and townhouses?

Conor Gilligan – Yes.

Bill Pate – Even though the terms on there are all townhouses?

Conor Gilligan – It’s just the definition that is provided by Harford County. Yes, they are age targeted villas which are ground floor masters.

Bill Pate - Are they three bedrooms?

Conor Gilligan – Usually, there is a master bedroom on the ground floor and then you will have two bedrooms upstairs.

Bill Pate – That is in keeping with that drawing?

Conor Gilligan – Correct.

Bill Brown – Well, a school bus driver will be finding it awfully interesting trying to get out of there in the morning.

Jeff Matthai – There is going to be a light.
Bill Brown – Well, that will make things really nice.

Moe Davenport – Are there any additional comments on this plan? This is our last plan on the agenda for today so, if you have additional questions I’ll be here for a bit. Thank you for your attendance.

Meeting adjourned at 10:05 am.