

## DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on April 19, 2023, 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 Eric Vacek, Department of Planning and Zoning.

The following members were in attendance:

Moe Davenport	Planning and Zoning
Cari Biscoe	Health Department
Kaliel Barmer	Planner, Development Review
Bill Snyder	Volunteer Fire & EMS
Robert Anderson	DPW Engineering
Clarence Cullum	Soil Conservation
Crysta Draayer	Planning and Zoning
Darryl Ivins	Water and Sewer

Also in attendance:

Alex Smith	Arthur Benser
Will Harrop	Shaun & Tres Riley
Christian Bowie	Jeff Ott
James DeAngelis	Ed and Bev Webster
Cathy Grossarth	Dennis & Lorenza Bunker
Marguerite Anderson	Craig Falanga
Tom Vaughan	Jon Sabatino
Robert Brittain	Brian Runge

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. Mr. Davenport explained that a brief presentation will be given by the consultant for the 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.

### **Exeter Green – Lots 36 & 42**

Located at the terminus of Fawn Court, west of Old Joppa Road.

Tax Map 55; Parcel 839. Third Election District. Council District B. Planner Kaliel.

Plan No. P130-2023 Subdivide Lot 36 to create new Lot 42 / 5.738 acres / RR

Received 3/17/2023 STH Land Services, LLC / Christopher Elwood / Pinnacle Design & Development

### **Chris McCord – STH Land Services, LLC**

We are proposing to create Lot 42 from existing Lot 36. Based on the original zoning for Rural

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Residential in 1984, I believe. That is basically it. Here is the cul de sac. Here is the driveway coming in. The proposed house. All the new septic for the existing dwelling. The septic area for the proposed dwelling. Basically, our engineer plan works and it will benefit the subdivision.

**Bill Snyder – Volunteer Fire & EMS**

No Comments

**Emergency Services – Read by Bill Snyder**

The proposed dwelling located on proposed lot 42, as indicated on the plan, shall be addressed 913 Fawn Court. The proposed dwelling must display the house number where it is clearly visible from Fawn Court.

**Clarence Cullum – Harford Soil Conservation District**

First, construction will require an adequate sediment and erosion control plan. The erosion control plan must meet the minimum standards per the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control. The sediment and erosion control plan must be integrated with the SWM strategy during the design phases. Prior to “Final Plan” submission for erosion and sediment control review, please provide our office with the plan review fee and voucher. The site appears to be located within a Maryland Tier II High Quality Watershed. Tier II buffers should be noted and shown on the plans. Sites located within a Tier II High Quality Watershed may need an additional level of controls. Please contact Angel Valdez of the Maryland Department of the Environment for more information and recommendations. Please note in the event the total disturbed acreage exceeds 1 acre or more an NOI permit is required from MDE. Please contact MDE for more information about the NOI permit process.

**Health Department – Cari Biscoe**

The Health Department has reviewed the preliminary plan. The site is located at the terminus of Fawn Court, west of Old Joppa Road. This plan proposes to subdivide Lot 36 to create Lot 42. Lot 36 is improved with an individual well and onsite sewage disposal system. Proposed Lot 42 is unimproved and will be serviced with an individual well and OSDS. Soil tests were conducted on February 25, 1999, April 14, 1999, and September 15, 2022. In order for the Health Department to continue the review of this plan, the items listed below must be submitted on a revised plan:

- File records indicate three geothermal drilled wells are located on this site. Their locations must be indicated on the print.
- Under Notes, indicate the exact square footage for each septic reserve area, 14,000sf/10,000sf.

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

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plan must meet all the requirements of COMAR 26.04.03 (Subdivision Regulations), COMAR 26.04.04 (Well Construction Regulations), and all local codes and regulations. The final plat must bear the well, septic reserve area, and plat plan notes. The square footage amount of septic reserve area must be clearly labeled on the final plat.

**Robert Anderson – 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 standard sediment control plan shall be required for land-disturbing activities exceeding 5,000 square feet.

**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)**

- All standard SWM Plans must be submitted for over 5,000 square feet.

**Required Permits**

- Stormwater Management permit
- Note: Building permits require SWM permits before issuance
- Note: Use & Occupancy permits require SWM facilities to be constructed and inspected.

**Maintenance**

- Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner (s) and shall be stipulated in the association documents.

**SWM Design Comments**

- Stormwater management practices designed for and located on individual lots shall be constructed and inspected before the issuance of use and occupancy permits.
- Please submit a Standard SWM Plan application to Valerie Foster in the Bonding & Permit Office. Applications can be found online.

**Highway Engineering**

**Required Design Standards**

- Harford County Road Code

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

**Required Permits**

- Access permits required for the proposed driveway.

**Design Comments**

- The driveways must be paved within the County right-of-way before issuance of any use and occupancy permits.
- Monumental masonry mailboxes or structures shall not be constructed within the County’s right-of-way.

**Kaliel Barmer – Planner**

- This plan proposes to subdivide existing Lot 36 to create one (1) residential lot, Lot 42. The tract of land consists of 5.738 +/- acres and is in the RR (Rural Residential) zoning district.
- The plan is subject to the Harford County Forest Conservation Regulations. A Forest Conservation and Forest Stand Delineation combination plan (FSCP102-2023-2) has been submitted to the Department of Planning and Zoning and is currently under review.
- Any activity that may result in the disturbance of wetlands, their associated buffer, or streams shall require permits from the US Army Corps of Engineers and/or the Maryland Department of the Environment.

**Public Comments:**

No Comments

**Popeyes Louisiana Kitchen - East Property Lot 2**

Located on the east side of James Way, north of Philadelphia Road (MD Rte. 7).

Tax Map 57; Parcel 344. First Election District. Council District F. Planner Crysta.

Plan No. S132-2023 Construct a 2,300 S.F. restaurant / 1.04 acres / B3

Received 3/21/2023 Greenman Pedersen, Inc. / Riverside Dev LLC / PN Restaurants

**Jon Sabatino – Greenman Pedersen, Inc.**

I am representing Riverside Dev and the owner and developer of this property. So, they are proposing a Popeyes restaurant. It is right off Route 7. It is along the bottom of the page here. This is surrounded by several other internal streets, James Way, Demetrius Way, and Belcamp

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Road. We have two 2-way entrances proposed. One off of James Way on the corner there. And one off of Demetrius Way up on the north side. Then the circulation throughout the site is one way around for the parking and for the drive-through. We are proposing parking on this west side and on the east side. And we are proposing stormwater management down on the low side of the site which is down on the east side near Belcamp Road. The site does fall off pretty significantly from the west side to the east side. So, we are showing a retaining wall along the lower east side. This is a by right zone. So, this fast food restaurant use is permitted by the current zoning.

**Bill Snyder – Volunteer Fire & EMS**

They will require a Knox key box and I will have the contact information on the sheet. They also recommend the use of noncombustible landscaping directly next to the building. With this dry weather, I highly recommend using stone or things like that. With cigarettes in the mulch, something that small can lose this building. We have been getting a rash of them. It is a simple switch. Just right up against the building using something that won't start a fire from just a dropped cigarette.

**Emergency Services – Read by Bill Snyder**

The address will remain 1340 James Way. House numbers must be displayed where they are clearly visible from James Way.

**Clarence Cullum – Harford Soil Conservation District**

An adequate sediment and erosion control plan is required for this site. The erosion control plan must meet the minimum standards per the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control. The sediment and erosion control plan must be integrated with the SWM strategy during the design phases. Prior to “Final Plan” submission for erosion and sediment control review, please provide our office with the plan review fee and voucher. Please note in the event the total disturbed acreage exceeds 1 acre or more an NOI permit is required from MDE. Please contact MDE for more information about the NOI permit process.

**Health Department – Cari Biscoe**

The Health Department has approved the above referenced site plan. The site is located on the east side of James Way, north of Philadelphia Road. This plan proposes to develop an existing vacant parcel for commercial retail restaurant space. The parcel will be serviced by the Harford County public water and sewer. This office has the following comments regarding this proposal.

1. Food service operations 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 the Permits and Plan Review office. If the plan is recognized as a prototype plan, review will also be required by the Maryland Department

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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. 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.

**Darryl Ivins - Water and Sewer**

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

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

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

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. The Commercial Service Application Number 20266 must be added to the title block of the site plan submitted with the Application for approval. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

**Robert Anderson – DPW Engineering**

**Sediment Control**

**Required Design Standards**

- 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)**

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- SWM Concept Plan
- SWM Site Development Plan
- 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 any stormwater management facility for maintenance purposes.

**Outfall Investigation**

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

**Maintenance**

- Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner (s) and shall be stipulated in the association documents.

**SWM Design Comments**

- A Stormwater Management Concept Plan must be 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 the stormwater management facilities must be shown on the plan.
- The need for an Industrial Stormwater NPDES (National Pollutant Discharge Elimination System) Permit through the Maryland Department of Environment shall be investigated by the engineer.
- Show flow direction arrows on storm drain plans.
- Add pipe sizes.
- Show how quantity management will be addressed.

**Highway Engineering**

**Required Plan Approvals**

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

**Required Design Standards**

- Harford County Road Code

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

**Required Permits**

- Commercial Access Permit
- A utility permit will be required for the construction of the sewer main within Belcamp Road.

**Sidewalks**

- Sidewalks shall be constructed along the property frontage along James Way and Demetrius Way.
- Sidewalk handicap ramps shall be constructed at the entrances and intersecting roads. A handicap ramp crossing shall be constructed at the intersection of Demetrius Way and Belcamp Road with ramps constructed on both sides of Belcamp Road.

**Drainage**

- Computations are required to ensure the existing storm drain system is adequate to handle the additional runoff from the site.

**Design Comments**

- The entrance widths/radius shall be modified to be in accordance with County standards for commercial entrances.
- Proposed entrances should be designed to line up opposite existing entrances onto James Way and Demetrius Way.
- Site entrance curb cuts shall be located at a minimum distance of 5 feet from the existing inlet.

**Crysta Draayer – Planner**

1. This plan proposes to construct a 2,300 square foot restaurant.
2. A Community Input Meeting (CIM) was held on August 9, 2021.
3. A new version of the Site Plan is required to address the following:
  - a. The proposed use under the Site Data should state “restaurant”.
  - b. Due to the site fronting public roads on all sides, all setbacks should be labeled as front yard setbacks and measure 25’, per the Harford County Zoning Code Design Requirements for Retail Trade/Service Uses in the B3 General Business Zoning District.
  - c. The proposed dumpster must meet the setback.
4. A Landscape and Lighting Plan (L133-2023) has been submitted to the Department of



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Planning and Zoning but cannot be approved. A new version of the Landscape Plan must address the following:

- a. Foundation plantings must be shown around the building foundation. These plantings should also be included in the planting schedule and cost estimate.
  - b. A 5' landscape strip should be shown abutting the Belcamp Road public right-of-way.
  - c. Any plantings being proposed in association with stormwater management facilities should be removed from the landscape plan and cost estimate.
5. Harford County Historic Preservation Commission review is not required for this plan. There are no standing buildings or structures on the parcel. This plan was not reviewed for archeological potential.
  6. Lighting shall be designed and controlled so that any light shall be shaded, shielded, or directed so that the light intensity or brightness does not adversely affect the adjacent properties or roadways.
  7. All proposed signage shall conform to the Sign Code. Permits shall be obtained from the Department of Planning and Zoning.

**Public Comments:**

No Comments

**Ravens Woods**

Located on the east side of Van Bibber Road, north of Philadelphia Road (MD Rte. 7).

Tax Map 61; Parcel 185. First Election District. Council District A. Planner Kaliel.

Plan No. P134-2023 Create 27 single family townhouse lots / 6.468 acres / R2 COS

Received 3/22/2023 Frederick Ward Associates / Glenn & Lynne Wittstadt / Job, LLC

**Robert Brittain – Frederick Ward Associates**

This plan was originally approved in 2015. It is essentially the same exact layout of 27 units. It is located off of Van Bibber Road, which is near the intersection of Route 24 and Route 7. Stormwater is provided for the project by multiple ESDs. They will be planting vegetation. A public road will be constructed as sort of a loop around the townhouses to provide public access as well as public utilities to the townhouses. A landscape plan has been provided. We are proposing many buffer plantings along both sides of the road and also decorate fencing and screening plantings. Open space for the project is provided by a trail through the existing forest

and also an active open space that is on the opposite side of a stream.

**Bill Snyder – Volunteer Fire & EMS**

The proposed trail system on the property should allow access for a pickup size vehicle to be able to access. The access points can limit citizen vehicle access but still allow emergency units to access.

**Emergency Services – Read by Bill Snyder**

Addressing must follow address markup provided by DES. Proposed dwellings must display house numbers where they are clearly visible from “Championship Way.” Road signs must be installed at both intersections.

**Clarence Cullum – Harford Soil Conservation District**

The proposed construction will require an adequate sediment and erosion control plan. The erosion control plan must meet the minimum standards per the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control. The sediment and erosion control plan must be integrated with the SWM strategy during the design phases. Prior to “final plan” submission for erosion and sediment control review, please provide our office with the plan review fee and voucher. The site appears to be located within a Maryland Tier II High Quality Watershed. Tier II buffers should be noted and shown on the plans. Sites located within a Tier II High Quality Watershed may need an additional level of controls. Please contact Angel Valdez of the Maryland Department of the Environment for more information and recommendations. When the total disturbed acreage exceeds 1 acre or more an NOI permit is required from MDE. Please contact MDE for more information about the NOI permit process.

**Health Department – Cari Biscoe**

The Health Department has extended its approval for the above referenced preliminary plan. The site is located on the east side of Van Bibber Road, north of Philadelphia Road (Route 7). The plan proposes to create 27 single townhouse units on the existing parcel. The site is presently improved with a dwelling that will be razed. The property is serviced by Harford County public water and sewer. Prior to final plan approval the following are required.

- The documentation in our files indicate that the well is present on this property. The consultant needs to provide a print with the following indicating its location, type of well construction and well tag that is present. This needs to be completed prior to razing the building. I don't think we had any existing septic on there. But if you do find them, obviously we need to get those documentations.
- The existing building to be razed would 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 not limited to, the abandonment of any wells and septic, the management of

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asbestos, hazardous materials, soil waste and removal of underground storage tanks. All documentations concerning the demolition work must be forwarded to this office. If the owner and developer have any questions concerning the demolition work, they may contact permits and plan review division at our office.

This office has the following general requirements.

- 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.
- This plan must meet all the requirements of COMAR 26.04.03 (Subdivision Regulations), COMAR 26.04.04 (Well Construction 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 the community and water sewage system will be available to all lots for sale.

**Darryl Ivins - Water and Sewer**

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

The layout of the water and sewer services shall comply with Standard Detail G-3a. Individual water services must be used. The sewer services shall be located inside the driveway, 3½ feet from the edge of the paving. The easement behind the sidewalk must be wide enough so that there is a 3' wide grass strip behind the sidewalk that is either easement or right of way. The meter vaults shall be located within this grass strip as shown on Standard Detail G-3a.

There are a total of three existing sewer services and one water service that must be abandoned. This work shall be completed as part of the utility work and shown on the construction drawings.

The existing contract number and the material type of the existing water main in Van Bibber Road shall be shown on the construction drawings. The existing contract number is shown incorrectly. The correct number on Philadelphia Road and Van Bibber Road is 5010A. The type of pipe material may be obtained by contacting the Division of Water and Sewer Maintenance Section.

It is the responsibility of the developer to coordinate with the home builder to ensure that all sewer cleanouts that are located within driveways have a lamp hole frame and cover installed over them.

The contract numbers for this project are 19806 for water and 19807 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

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When the water and sewer construction drawings are approved for the townhomes in this subdivision, they will be approved for only the building footprint and driveway locations shown on this plan. The architectural drawings and driveway layout shall be provided to the Division of Water and Sewer if requested. Any revisions to the shape of the building footprint will require that the utility drawings be revised to show the new configuration of the unit. Additionally, if a group or block of buildings is shifted, revised construction drawings must be approved for the change. The Developer hereby agrees to relocate at his expense any services that are incorrectly placed within a driveway or sidewalks.

**Robert Anderson – 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 Plan
- 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 any stormwater management facility for maintenance purposes.

**Outfall Investigation**

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- A suitable outfall must be provided for any stormwater management facility and shall be approved at the time of the 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 facilities are the responsibility of the lot owner (s) 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 shall be submitted for review and must be approved before preliminary plan approval.
- Stormwater quantity management must be provided.
- 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 the stormwater management facilities must be shown on the plan.
- Show stormwater flow directions as well as stream flow. Pipe size?
- Show L.O.D.
- Add site analysis.

**Highway Engineering**

**Required Plan Approvals**

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

**Required Design Standards**

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

**Required Permits**

- Utility permit will be required for the construction of the water and sewer connections within Van Bibber Road.

**Right-of-Way/Easement Required**

- Drainage and utility easements are required along all storm drains from the edge of the right-of-way to the end of the outfall treatment.
- A 30' right-of-way dedication is required along Van Bibber Road.

**Sidewalks**

- Sidewalk handicap ramps shall be constructed at the entrances.

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- Sidewalks and/or pedestrian path shall be constructed along the property frontage.

**Drainage**

- Suitable outfalls must be provided for the proposed storm drain systems and shall be approved at the time of final design.
- Proposed County maintained storm drain systems shall be placed outside of the proposed Stormwater Management facilities.

**Design Comments**

- Van Bibber Road shall be widened to 26 feet in width from MD Route 7 to the limits shown on the preliminary plan just south of Roth Road.
- Road names shall include no more than 12 letters and spaces excluding the suffix.
- Relocation of existing mailboxes along Van Bibber Road to be coordinated with United States Postal Service prior to construction activity.
- Monumental masonry mailboxes or structures shall be constructed within the County's right-of-way.

**Kaliel Barmer – Planner**

- The plan proposes to create twenty-seven (27) townhomes from the existing parcel. The property is utilizing the Conventional with Open Space standards and the Natural Resource District (NRD) development adjustments. Conventional Open Space standards permit a maximum of 4.5 dwelling units per gross acre.

The plan must be revised so that project is directly accessible from the arterial road in accordance with the Special Development Regulations. The project must also demonstrate how the buildings near the periphery shall be harmonious with the existing neighborhood or an appropriate buffer or buffers shall be provided.

- All existing structures shall be removed as part of this development.
- A Landscape Plan (L136-2023) has been submitted to the Department of Planning and Zoning and is currently under review. A Type 'B' buffer yard is proposed along the adjacent B1 zoned property.
- A Forest Stand Delineation plan (FSD105-2023) was approved by the Department of Planning and Zoning.
- A Forest Conservation Plan (FCP135-2023) has been submitted and is currently under review.
- Any activity that may result in the disturbance of wetlands, their associated buffer, or streams shall require permits from the US Army Corps of Engineers and/or the Maryland Department of the Environment.

**Public Comments:**

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Ms. Grossarth said I live at 2408 Roth Road, on the corner of Van Bibber, adjacent to the proposed development we are here to discuss. While discussing this meeting with a fellow community member, it was mentioned that another neighbor who lives on Philadelphia Road and who, if this development is approved, will have backyards of the proposed townhomes and the proposed roadway and parking within mere feet of their property line and their home. When this neighbor called the county office regarding the notice for this meeting, he was told and I'm paraphrasing, it's a done deal. It's approved. Don't waste your time. So, my question to you if I may, is the approval of the Ravenswood development a forth drawn conclusion, a done deal? Are those of us who are attending this meeting, who have taken time off of work, changed plans and rescheduled appointments to have our voices heard, only to not be given consideration?

Mr. Davenport said we are not approving the plan as it is proposed. The Department of Planning and Zoning has asked for revisions to the plan to meet the current zoning code. Those plans will be put on our website if they are submitted. They will be available to review and comment.

Ms. Grossarth asked if the development as a whole then is already a done deal.

Mr. Davenport said here is the done deal. It is six acres zoned R2 and they have 4.5 dwelling uses per acre permitted. So that is 29 units permitted on the six acres. That is what the property owner is entitled to. They must demonstrate to the department how they are complying with the zoning code and development regulations. They are not necessarily going to get 29 units.

Ms. Grossarth said they bumped it down to 27 because they knew there were other requirements that needed to be met. So, they bumped it down to 27 in 2015 when this was first presented.

Mr. Davenport said just because you are permitted so many units and you have so many wetlands and so many encumberments then the property is only going to yield how much it is going to yield. They haven't demonstrated that to our satisfaction at this point in time.

Ms. Grossarth said okay. I just have a few more comments. The aesthetic of Van Bibber Manor community is small family homes, mainly ranchers and capes. Narrow, quiet streets where people feel safe to walk for exercise, to walk their dogs, and children can play safely outside. 27 townhomes do not fit the aesthetic or are harmonious with our neighborhood. It will add 50 to 70 additional vehicles to our narrow streets. And you just mentioned they are only going to widen on Van Bibber from the corner of Philadelphia to Roth. Then this is going to go back to our narrow little streets. I don't know if any of you know our area and our community. I was going to bring pictures. I got busy. I am sorry. But I wish each of you would drive out to our quiet little neighborhood and look at what you are going to affect. Because you are now talking 27 homes on 6 acres. You are only talking an 1/8 of a mile, maybe, at the most. A development could put 6 to 8 modest single family detached homes on the property, work with the aesthetics of the neighborhood and still make a reasonable profit. It is not necessary to shove townhomes on every parcel of land. This also impacts the freshwater stream and old growth trees that exist on the property. We continually keep filling in wetlands with sprawling developments and

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businesses. Not to mention the deer and the fox and other animals that call it home. The family that owned the property for years enjoyed the quiet, family oriented, and quaint community that is Van Bibber Manor. All we ask is that the families living there now are allowed the same. Please consider the impact your decision will have on our homes, our lives, and our community. Thank you.

Mr. Davenport said Thank you.

Mr. Harrop said the biggest problem that I see with it is every single containment pond that they have goes right over and connects right into my property into this little stream right here. And when it rains, it's about a four-foot ditch and it literally has water in it for a day after. And it is fast moving, and I constantly have to tell kids not to play in it. Because they are going after frogs and stuff like that. And I am just terrified one day I won't be home and they will get caught in it when it is raining out and get washed away. So, I can't imagine. We are not collecting any of this water where the townhomes are right now. It is just coming from this stream in the upward homes. So, by them now adding all of this water. Because I think it adds up to like 1.3 acres of impervious area. They are adding all of that to go right into that stream. And it can't hold it. And it is going to just, everybody that is on or off road further down and behind, I know their houses get flooded every time it goes through there. So, I just can't. They would have to do something with that stream if they are going to do it. Or else it is going to flood out everybody's house. And it is also going to be dangerous for any kid to try to go in there when I am not home to tell them that you can't go in there. And the second thing is these roads aren't wide enough, and I know there is not enough parking in here. Because there is only one car parking per driveway plus 11. So that is not even two cars worth per townhome. And if they start parking on any of these streets. I have a big truck that I drive and anytime somebody else comes by me, I have to pull over about a foot over onto the grass where I'm driving to get another car through. So these people, I am guessing who live here, they are going to start parking on the side of the roads here. And God forbid somebody's house catches on fire. They are not going to be able to get a fire truck through. There is no way. Honestly, they might not be able to get around these corners as it is right now as small as these roads are. At least I guess if they are to build them, they are going to have to put some type of signs up that you cannot park on these streets or else you will get towed. Because God forbid there is an emergency or something, somebody, the ambulance or fire truck guys get through. There is no way that they get through if somebody is parked, you know. That is pretty much all that I got.

Mr. Davenport said Thank you.

Mr. DeAngelis said I am on the corner, right behind Edgewood Liquors, right next to the BGE substation. I am literally at the bottom of the hill. And we all know what rolls downhill. I already suffer significant stormwater issues. In fact, I would like to talk to you afterwards about the culvert in front of the houses. Because they need maintenance.

Mr. Anderson said in response to that, I would talk to Highways. They will take care of it.



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Mr. DeAngelis said perfect. That is all I wanted to know. Because my neighbor up here said, you know, anytime it rains, we have got tremendous amount of water. I am at the bottom of the hill. I get all of that water and all that debris. Okay. I knew that buying the house. I have been there since 2009. But the last thing I want is for this to get worse. And looking at that. Exactly what you are, going off what he said. With the additional impervious surface, there is insufficient stormwater management with this. As I said in 2015, I have no objection to individual family homes with sufficient stormwater management, but this proposal is ridiculous. It is absurd. It will not be tolerated. To traffic, I grew up on Route 7 in Baltimore County, White Marsh, Campbell Boulevard. Campbell Boulevard was an access road for Campbells Quarry Genstar. That was my backyard. We fought tooth and nail to prevent all that crap from being put in right behind our houses. I grew up in Nottingham, Nottingham. I had to leave there because I could not tolerate the amount of traffic, the amount of crime, everything else that came along with that additional development. I came to Van Bibber because it was what I lost in White Marsh. I am not going to stop fighting against developments like this. In order to try and save Van Bibber unlike we were able to save Nottingham. I have to agree with the traffic. I did not see any traffic study, by the way, for this. It was done in 2015 and the persons who did the traffic study were accused of falsifying traffic study. I have seen no evidence in one way or the other. But I can tell you from personal experience, I come home from work and the hoses would be across the road, across Route 7. I would go to work the next morning and they are coiled up on the side of Route 7. We would make phone calls, they would be stretched back out. Later that day, they are all put off back to the side of Route 7. I don't think a lot of the folks here may have a good grasp of exactly the traffic issues we suffer on 7 because of 24 and 152. Any time there is an issue with Route 40 or I-95, Route 7 is a parking lot. Route 7 is a parking lot in the morning, and it is a parking lot in the afternoon. So, access to and from this proposed community from Route 7. I work with automotive. I work closely with ASSED and MDOT. The average Maryland home has 2-3 vehicles per family. There is insufficient parking for two to three vehicles per family with this proposal. Where are they going to park? They are going to park on the streets in Van Bibber, block up already narrow roadways. So, I think all of this needs to be reconsidered. That is all I have. Thank you.

Mr. Davenport said Thank you.

Mr. Wampler said he is a 65-year resident of Roth Road. I would just like to make a few comments. We have been involved with this since its conception. I am a retired environmental protection specialist with the United States government. And I know the requirements that we had to comply with when we built a federal facility. And they were exhaustive. Number one, I would like to say I am not against individual property owner rights. I think that is a right that everyone should have. I think it should be done correctly. As we know there are many things going on in the county and Perryman and other places. I am sure you have been to a few of those meetings. Wonderful family. I grew up with these people. We went to school together. They are wanting to sell the land. I have numerous issues. I definitely think, as he said, a traffic study needs to be completed. Since probably '15, when we looked at this the first time, the new development has been built down here between the railroad tracks and Route 7. Extensive development. What we thought was going to happen did happen. Most of that traffic can't get

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out on Edgewood Road. In the mornings Route 7 is terrible. So, what they are doing, they are coming up Van Bibber. They are cutting out Roth. They are cutting out Snow. This is a 25 mile in our neighborhood. They are doing 45 miles an hour through our neighborhoods. This is only going to increase that traffic. Can I propose questions to the members?

Mr. Davenport said yes.

Mr. Wampler said Fire and EMS. We respect you guys greatly. You do a great service. I am great friends with the chief of this coverage area. Thank goodness, to my knowledge, we have never had a house fire in this community.

An audience member said just one.

Mr. Wampler said you are right. On the corner.

Mr. DeAngelis said right across from my house because I thought my house was on fire.

Mr. Wampler said the widening of Van Bibber Road. Very important. The widening of the additional roads where we are going to get cut through traffic. It is a guarantee. If 95 is a slowdown, not a stop, just a slowdown, we get all the traffic on Philadelphia Road that backs up from the red light at 24 almost down to the Edgewood Liquor store.

Mr. DeAngelis said easily. This morning 7 was backed up from 152 all the way up to Edgewood Road.

Mr. Runge said Amazon trucks come up there and they line all the way and go all the way down.

Ms. Grossarth said there was a bad accident on 152 and 95 this morning. You know where all that traffic went to.

Mr. Runge said if there is a bad accident, traffic has turned horribly on Philadelphia Road.

Mr. DeAngelis said and the number of accidents at 24 and 7 has just been absurd.

Mr. Davenport said understood.

Mr. Wampler said looking again at individual homeowners rights. These people are going to be trying to get to work. Probably one or two cars per household is what I would guess. They are going to attempt to get out here on Philadelphia Road. That is the closest exit point, probably to get up here to 24/95. This is going to back up for a month and these people are going to say we have got to find an alternative route. They are going to come out of Roth Road like they are currently doing. This neighborhood is currently doing already. And this, like I said, is a 25 mile an hour neighborhood. And they are coming through at 40 to 45 miles per hour. These roads

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are 1965 roads. They are extremely narrow. To Fire and EMS, I would assume these are going to be 3-story.

Mr. Davenport said that is the max that they can do.

Mr. Brittain said yes.

Mr. Wampler said in the event of a fire in this area. If you want to make access with a ladder trucks, engines and other vehicles it is going to be extremely tough. If you stack up this road, let's say just with the ladder truck trying to get in. He is going to have to try to fight out Roth Road or he is going to have to fight on Snow Road to get to the scene. It is going to be extremely difficult. The other thing is I have numerous questions. But I don't want to take a lot of time. This shows on the map as an intermittent stream. Having been a 65-year resident of this neighborhood. When I was a kid, this was called Frog Pond. That was where we went to play and catch some frogs. This is a full-time stream. It runs year-round. I don't know if it is spring fed or if it is feeding from this nontidal wetland. But it is certainly a year-round spring. The gentleman that just spoke, he hasn't lived in our neighborhood that long, but I appreciate his comments. Because the water velocities, if you are familiar with the topo of this whole community, it starts up at the motel on 24 and it runs downhill all the way to Edgewood Liquor. And I won't even call it a 10-year range. I would call it a heavy, heavy thunderstorm. Route 7 is flooded with water 6, 7, or 8 inches deep. The sheet flows across his backyard and fills up a six-foot culvert adjacent to Route 7 and floods onto Route 7. It even floods underneath the red light where traffic virtually cannot even get by during a heavy significant rainstorm. Was this approved in '15?

Mr. Davenport said it was approved.

Mr. Wampler said it was approved.

Mr. Davenport said yes.

Mr. Wampler said so we can still call it approved with additional comments.

Mr. Davenport said it expired.

Mr. Wampler said I will appeal to you sir. The Forest Conservation Act. This is huge mature timber. I don't know if anybody has done a site walk. I am sure somebody from Conservation service or someone has done a site walk.

Mr. Davenport said it is our job.

Mr. Wampler said where is the replanting under the Forest Conservation Act going to occur.

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Mr. Davenport said the current Forest Conservation plan I don't believe has any because they have so much retention onsite. Half the site is retained.

Mr. Brittain said we are proposing onsite reforestation.

Mr. Wampler said onsite.

Mr. Brittain said yes.

Mr. Wampler said street trees.

Mr. Brittain said and street trees as well.

Mr. Wampler said where. Could you show me where?

Mr. Brittain said if I had the forest conservation plan I could show you exactly. Street trees will be between the driveways. But then also reforestation in this area along the stream. We are doing some grading over here.

Mr. Wampler said but this is already forested.

Mr. Brittain said what I mean is right here along the slope.

Mr. Davenport said we are also requiring that the bamboo be eradicated and reforested.

Mr. Wampler said some of that bamboo is mine. I just visited this gentleman's house. He lives right beside My Three Sons. He was going to have a contractor come in and remove his bamboo. But he has since decided not to do that at this moment. Of course, he got to have some screening. The property is butting up to his backyard. We just don't feel that this fits, as Ms. Grossarth just said, with the look of our neighborhood. I know what the zoning is. I totally agree with individual property rights. But this zoning is totally inconsistent with the neighborhood. I spoke to the County Council. I talked to them. And they said they couldn't talk to me at this point in the event that there was a zoning appeal. So, we are going to leave it at that for right now. I will continue to be in touch with the President of the County Council and our representative. I think he is finally seated now after the lawsuit. Hopefully, I can have a chance to talk to him. And we can see where we go with this. Once I am not a "not in my backyard guy." I am not. These people have owned this land as long as I can remember. They have property rights. I fully believe in property rights. I believe in consistency with construction and the neighborhood. And just to add to the highways. Are you with Highways?

Mr. Anderson said stormwater management.

Mr. Wampler said with the county.

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Mr. Anderson said yes.

Mr. Wampler said I guess Highways is not represented.

Mr. Anderson said I read their comments for them. They are a part of us.

Mr. Wampler said a couple of years ago, probably two years ago, they milled in front of my house. They were attempting to resurface the road. Not widen just resurface. They got down an inch deep and hit dirt. And they had to pull out and black top overtop of that patch. And walked away from it. There is no base under these roads whatsoever. They have been tar and chipped for as long as I have been in the neighborhood since 1957. We are just appealing to you all as professionals that you would work with us. Talk with us. We want something that is consistent. And we want what I believe everybody in Harford County wants. Which is infrastructure that can handle new construction. And once again to Fire and EMS. I don't know what company you are with. Who you ride with. Have you ever served in this area in the fire service?

Mr. Snyder said about the access.

Mr. Wampler said access.

Mr. Snyder said I have to admit that the equipment from that development is coming from three different directions. Abingdon, Joppa, Aberdeen Proving Ground and probably Bel Air are coming in there. So, if something is bad one way, there are other options. I will say that as far back as I can remember that triangle, 24, Route 7 and Edgewood Road, is just jammed up. There is just no hiding the fact that at certain times there is an impact there.

Mr. Wampler said at certain times of day, you are going to have to fight just to get your equipment into that triangle. It is going to be a nightmare.

Mr. Snyder said 24 northbound coming out of Edgewood or Aberdeen Proving Grounds. That new 95 interchange there really backs that all the way up. That is a fact in rush hour.

Mr. Wampler said right now, as I said, to make sure everyone is clear, I certainly believe a valid traffic study needs to be done. Because this has changed the dynamic. This is going to change the dynamic. Edgewood Road, which I live pretty much adjacent to, it doesn't even have to be a car accident. It could be a holiday weekend. It could be heavy flow on 95. This traffic backs up from the red light at the Denny's almost down to Shannon Road, the road that he lives on. It is impossible for me to get out of my neighborhood. I can't go to 7. It is backed up out of sight. I can't go to Edgewood Road. It is backed up. And for the record, I know you are taking notes. We have an Amazon Service Center. Every truck in that service center, in morning and evening rush hour, they go to Royal Farms to gas up every truck they have. And the evening they will refuel their trucks at the same location for the next day's work. I am not talking one or two trucks. I am talking 30 maybe or 40. They completely surround Royal Farms. We as a

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community are gracefully asking you all to help us. Work with us. We believe you have heard it here. I think everybody would be in agreement that we do believe in the property rights of these folks. Let's just build it right.

Mr. Runge said I had a question first. I was wondering how anybody can consider dropping 27 2-story rowhomes in a community for single family homes. How is that harmonious?

Mr. Davenport said they haven't demonstrated to our satisfaction at this point in time.

Mr. Runge said my comments would be everything these people said so far is 100% true. Philadelphia Road floods down there. Traffic is backed up. The noise has gotten unbelievable. I moved in seven years ago. You could pretty much walk across the street with almost probably not even looking, to get my mail. Now you are going to get run over. The traffic is backed up on 24 all the way to 7 at times. It is more during rush hour but there are rush hours now. There is no such thing as rush hour. So, the traffic is horrible. The noise is horrible. I can't even open my windows because it is so loud out. With my windows closed if I am watching TV, sometimes I have to pause it and let the crap go by so I can hear what is going on. I am just telling you. Seven years it has gone from pretty quaint, nice place. It still is a nice community, but this is going to add to that. It is just going to make it worse. And I think enough is enough. You have the Amazon crap. That stuff coming off at 95. Even though the majority of this new traffic is not from 95. It is just Amazon and everybody else is coming up like they are saying, taking short cuts and everything else. It has gotten crazy.

Mr. Webster said I live right across the street from the proposed construction. I agree with every issue that has been brought up to this point. One thing about the traffic, in the past year at the intersection of Van Bibber and Route 7 there have been 5 major accidents. I had a car fire in my front yard. This has been increasing over the years with the traffic. And if you put 27 townhome sin there and it is going to go from extremely bad to just outrageous on that road. Getting in and out of my driveway I am thoroughly dependent on the courtesy of others. When my house was built in 2008, I have a 300-foot driveway off Route 7. I got lectured about access to Route 7 for my home. And I can see all the way up past the light all the way down to the intersection. Because of the traffic and my personal access. Of course, I got permitted, my house got built, I live there. The traffic here is crazy. It is going to affect lives. There are people dying in front of my house now. And it is going to get worse. So that is a heavy consideration. I know it has been brought up, Roth Road and Snow Road. If you are going to widen, then do the whole neighborhood. You can't get 2 large cars. A lot of us have trucks. You can't get 2 trucks past each other. It is going to become a highway. The other point I have, and I don't know in the planning process at this point. Is there a price point on these townhomes?

Mr. Brittain said the market will sort of drive that price.

Mr. Webster said there isn't one yet.

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Mr. Brittain said if it goes through like before or it is totally different.

Ms. Grossarth said in 2015, I think it was proposed, that they would be 235,000 each.

Mr. Webster said is there going to be an application in for subsidized housing.

Mr. Brittain said no. These are fee simple.

Mr. Webster said I hope and pray that you guys take all of these points into consideration. They are all very important. They all affect a lot of people who don't even live in the neighborhood. I appreciate your time. Thank you.

Mr. Davenport said Thank you.

Mr. Wampler said can I ask you one further question.

Mr. Davenport said yes.

Mr. Wampler said where do we go from here as far as meeting with the DAC.

Mr. Davenport said Kaliel Barmer is with my department. He is the project planner. He is the contact person. Call or email him at any time and ask him questions about where the project is. The project will also, any subsequent plans will be posted on our webpage. If you haven't had an opportunity to go to the webpage, on the Track it app. There is an application there. We also have applications there where you can receive emails about updates. It is a new function. I can't promise it is going to work. But it is an attempt to allow you to connect easily to the process. And if you have a problem, just contact me.

Mr. Wampler said is your office is in this building.

Mr. Davenport said yes.

Mr. Wampler said do you have a card.

Mr. Barmer said he has one upstairs.

Mr. Benser said I have lived on Van Bibber Road since 1976. I can't follow all these great comments. I can only reiterate a lot of the stuff. It took a lot of my thunder away. But one of the things from here to here if cars are trying come out. This little space here, I kind of scaled out to about 120 feet or so. And if you think of the average length of a car, you might fit 6 or 7 cars in here with a little bit of space in between them. They are going to be backed up. And then people are going to start pulling out. Like it has been said, if I come out of my part of Van Bibber Road, a lot of times I have to depend on somebody letting me in or out. And it is especially dangerous if I want to turn left. Because then I can't see if the road is all backed up

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here. I can't see unless I kind of ease on out and hope maybe I am not going to get killed. So that is one thing and again the runoff from up here about the stormwater management on Route 7. It's terrible and they close the intersection down there by Jones' a lot. And then the underpass by the railroad bridge. You are not getting through there.

Mr. DeAngelis said that is closed 2 or 3 times a year for water.

Mr. Benser said let's not forget that. So the other thing I am also thinking about, that has been said, about fire trucks getting in there. You can't do that. You are not going to be able to make this real sharp turn to get a hook and ladder in there if you need something like that. So, it is just a lot of things like that. I don't know what the parking is going to be here these homes. How many parking lots are they going to have?

Mr. Brittain said well just for the on-street ones. And also at least 2 in the driveway.

Mr. Benser said you should know this is your project.

Mr. Davenport said the plan shows 2 in the driveway. They have to have 2 off-street parking per unit. The plan currently shows 54 spaces. So, it is 11 over the 2 required.

Mr. Benser said that is good. I kind of did my own little traffic estimation. I figured at 27 homes, 2 cars each and 2 round trips for work. So, it is 108 movements a day. Just for people going out for work. And then if you are making other runs for groceries or whatever, that might be another 50 or so. Then you have UPS, FedEx, Amazon, and mail. And they are always circulating through there everyday. And trash trucks. We have 4 trash services in Harford County and they all come around, some twice a week. Harford trash only comes around once a week. But it's just another 14, 15, or 16 trips a day. You know, that is a lot of traffic. In a day I figure about 175 car movements a day. That is conservative. I am trying to be objective.

Mr. Davenport said that is about right.

Mr. Benser said that is about right. So that is just kind of what I figured. All I can asked is that you think about our county and our neighborhood. And again, you know, if they want to develop it that is fine. This is overkill. Single family homes, no problem. But to do that, it is just not right.

Ms. Bowie said I live at the corner of Van Bibber and Philadelphia Road. I have only been here for 2 years. But since then we have spent at least \$20,000 to install a driveway and a sidewalk completely around the house because of the amount of water that we got coming to the house. The seller had to install a new sump pump before we closed. And we have already replaced the sump pump which made us decide what did we need to do on the front of the home to prevent all of that water from running not to the basement. So, we did that. This area here, directly in front of our home is terribly maintained. It is not cleaned out regularly by the county at all. I believe that my neighbors Lorenza and Dennis have complained often about the maintenance



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of that particular area. Being on Philadelphia Road, I get every ounce of traffic and noise every day. I have so far installed 5 dwarf trees in the front of the house and probably 50 different shrub hedges to create a living fence around the house to try to buffer the traffic from Philadelphia Road to my house. We have 8 grandchildren and quite honestly in the backyard I was so scared to death that if a ball ran into the street one of them would be killed. I came home one night from work, 6:30 in the evening, and literally was stuck at the driveway of the house behind me. I could throw a rock at my house but I couldn't get home for 45 minutes because I couldn't get up Philadelphia Road to be able to turn on to Van Bibber just to get home. My driveway is on Van Bibber. So, I couldn't get home. I concur with all of the comments that all of these wonderful neighbors have mentioned. Throughout their years and the traffic is increasingly just ridiculous. All of the traffic coming from Aberdeen Proving Grounds to get to 95 is impossible. Even if you are driving correctly, you are trying to get to 95N everyone circumvents that one lane to try to cut you off to get over because there is just so much traffic. You could literally sit at that light for 10 minutes and still not make the light to get to the next light so you can access 95 South and North. So, it is already an incredible amount of traffic to get home. And the same applies if I try to get home from Roth or Snow. The traffic in that area is just ridiculous. So, I would hope that you take that into consideration. I definitely believe that traffic needs to survey this area. In addition to that, I am a condo HOA manager. I work for Residential realty Group in Towson, Maryland. And I have experience with HOAs. And regardless of how much you write into their declaration to stipulate that you should park in your garage and your driveway, I know people don't. Every one house I potentially going to have 4 cars because a husband and wife are going to have potentially 2 children. Who will grow up and will have a car. So, 4 cars per home. There will be potentially 100 vehicles in this development. There are 11 overflow parking spaces. So, you will have street parking. In addition to that one person who is not going to want to park in their driveway because they don't want to block their garage. They don't feel like pulling their car out while the other has to go to work early or come home late. So that is going to be an issue. It is already impossible, as one of the owners said, there is no ingress or egress for 2 vehicles at the same time. Everybody nowadays owns a pickup truck. It has been my experience that pickup trucks don't even fit in most of these garages. So, they are always parked in the driveway or on the street. I think that this community. I am not opposed to anytime of development other than this. There are too many homes that are bunched into this development. I would agree that if this were a single-family home project that was conducive to what was already existing, most of us would probably be fine with that. But that is not the case. There are too many homes in one small area. And lastly, I want to point out that I have read the purpose on the website for Ward Communities. It is as follows.

Mr. Brittain said Bob Ward is not, that was the old plan.

Ms. Bowie said okay. I was going to say their purpose is not at all fluid with what is going on here. So again, I hope you take all of these comments into consideration, and we are opposed to this type of community in our neighborhood.

Mr. Davenport said Thank you.

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Mr. Riley said I am just at the top of the property. Actually, it is attached to this property. So, my line pretty much goes through here. I would like to ask really quick, you just said this is not a Bob Ward development.

Mr. Brittain said I work for Frederick Ward.

Mr. Riley said but it is the same plans that were shown before. So, you are using Bob Wards plans.

Mr. Brittain said yes.

The audience talked about the companies.

Mr. Davenport said you asked whether or not it is a Bob Ward community.

Mr. Riley said right. These were initially in 2015 as a Bob Ward community.

Mr. Davenport said I understand that it was a Bob Ward development that was approved in 2015. And it is no longer a Bob Ward community.

Mr. Riley said okay.

Mr. Brittain said this is a completely different developer than Bob Ward.

Mr. Riley said everyone has kind of said their peace and we are all on the same page, I think, here. I want to add some things to this. My property is located towards the top of what I would call the hill under this. Most of my property is sediment of clay. Which means that all of the water sits on top of this. Even the lightest storms, my driveway becomes a pool. And all that water flows down into this creek, right near this proposed playing field where you want to have more children playing. That doesn't sound very nice to the kids or anything of that nature. On top of that all that water already flowing down in here has a place to go right now. When it no longer has a place to go, every house underneath of this is going to flood real bad. I am not opposed to having 4 to 6 homes inside of here. Something obviously needs to be done, grown. There are a lot of things going on. But 27 townhomes. The traffic is unreal. A couple of years ago all of the neighborhood was repaved. And they redid the grass out front of my house. Since then, the grass has hardly regrown because there are so many cars that drive through my grass just to make the turn on to Snow Road. That is how heavy the traffic is. 24 backs up because 95 is backed up and they come right off Route 7, up Van Bibber to cut over to Edgewood and make their way around 24 where it is all stopped. That is where all the traffic is hardly moving. This size of it does not fit at all, 27 homes. The flooding would be ridiculous to all of our neighbors.

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Ms. Webster said we already have a horrific problem getting in and out of the community. That has been said before. But we also have people that get tired of sitting at the lights, so they decide to come into our driveway. It is 300 feet. And we are back in the woods. They turn around in our driveway. And many times, they get stuck in that area of grass. And it is all torn up all the time, year-round. I don't even know what we can do about it. It is a problem. But people get sick of sitting at the light because they are not moving fast enough. So, they try to turn around and come out. That has been a problem since we moved there. The trash is horrific. A long time ago, one way for the county to make money, we used to have signs. I will be 69 in May. I grew up here. And that is the way this whole development is. Once you come you stay. My mom gave us almost 4 acres of land behind her house for us to build a rancher. And that is what we did. Because that is kind of what everybody had in the whole Van Bibber neighborhood. Our basement was so underwater on that side of the road. It was so underwater. I asked them three times to put a second sump pump in. And they kept telling me over and over and over no. You don't need that. No, you don't need it. Finally, they put a second sump pump in. So, we have 2 sump pumps to pump the water off. We get the water from the house that is on the corner. And they get the water from Royal Farms and everything runs downhill. All of our neighbors on Van Bibber, they get it. It's eroded their properties. Their fences. It's moved everything. And then on top of all that we are getting brand new neighbors behind us. There is going to be how many houses.

Mr. Webster said 9.

Ms. Webster said 9 houses built behind us. It will back up to us off of Van Bibber Road at the bottom. And again, that is wet. Behind My Three Sons, there is an area that we used to ice skate on as kids. It was so wet and it froze over in the winter. And it was big enough back then that all of us would go and ice skate. It doesn't go away. I looked the other day as we were driving by and it was still wet. You know, I think everybody agrees, regular homes there will be consistent with the neighborhood. It would make it a lot more livable. The people that have moved into this community, I mean, they are so proud of their property. These people here. What they have put. Your house is gorgeous. It is just absolutely gorgeous from the outside. What they have painted. The shrubbery they put in. The lights. It is gorgeous. Nobody has put that kind of work like that before. Maybe they have but we haven't been able to see it from the road. So, everybody is so proud of their property. And they have done all of these improvements. And these guys, I heard. I tried to knock on your door and give you a paper the other night. That you guys have been doing an incredible job fixing up the inside of the house. We have heard that you have been doing a really remarkable job.

Mr. Riley said trying to manage the water too.

Ms. Webster said see that is everybody. And I know you are tired of us talking and everything. But the thing is, we all came to Harford County originally. My grandmother bought the property and she had 3 brick houses right there. And I mean, we could have gone there. And she said, well it is going to rain. And I said the weather man didn't say it is going to rain. The cows are laying down. Well, it rained. That was what I grew up with. There were cows everywhere.

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Cows, horses. When you used to go up Van Bibber Road, that was a short cut to go to Bel Air for us. Because otherwise you had to go up and go up Emmorton Road. That was concrete. And they may be why that road is just crumbling away. Because that is a concrete road, and it was always concrete. Until one day somebody decided to pave it. Of course, we worry about the crime. And down at the bottom of the hill, the Jones.' We tried to get a hold of them several times. Allison's getting married. So, I would imagine she has been pretty busy. So, we haven't been able to get a hold of them because they usually come to these meetings too. Because it floods out their property and they do tours in the fall for all the kindergartens and all of the daycare centers around. And just show them where food comes from. And they try to do tractor tours. The litter is just unbelievable. Again, if you want to make money through the county, easiest way. We used to have signs all over Harford County, No Littering. Fine \$10 to \$50.

Ms. Grossarth said but it has got to be enforced.

Ms. Webster said it could be \$100. You want money? Sit in front of my house. Sit over at the store across the street at My Three Sons. When people are sitting in traffic, they clean out their cars. They are looking for a bag. They are looking for something. And in that bag, any food, they have doughnut bags. They have coffee cups. Kids, I guess, are cleaning out their cars before they go home because we have all the whiskey and the beer bottles and all of those things. And some prophylactics. We always have those come Monday morning. They are laying all over the road. All over. And I have grandkids too. And it's, you know, it is horrible. We used to have people that would come, I saw them the other day for the first time. We had a street sweeper at one time when we were little. But then they always had the guys that came with the big blades. And they sent their blades down till they came to a sign and then they lifted up and you know. And then they put it back down again. And it would trim all of that. Those ditches for the drainage, need to be maintained. They are all blocked completely up. I have dug. I have RSD. I can't even drive. I have pulled out so much stuff from those ditches trying to get junk that people have thrown out. And grass that has grown on top of it. And the water can't flow. Those things plug up. On down Route 7, they are paved. You know the little gullies are paved. And it is really nice for them. But for us, it is a mess. And, you know, that is just another thing that we have a horrendous problem with, you know, all of that. If you put up the do not litter signs and charge people \$100, you could make so much money. It's unbelievable. Just right there. Because it is every day. I had a broken arm in two places. I decided to go out and clean out the front yard with one of those picker uppers. They said don't do it. I can't stand looking at it. And it reflects on you. I went out and I am picking everything up with the flippers. And I went over to the 95 sign and I am holding onto that. The next thing you know I feel myself start to slip. And I am falling, and I am thinking my head is going to hit this road. Everybody had their windows down. I fall down and somehow I manage with my left arm to wing myself around the 95 sign. When I did I ended up in the ditch. People with their windows down, do you think one of those people would say, hey lady, are you okay. I mean I am an old lady. You would think there is an old lady in the ditch. Are you all right. I there anything I can do for you, get an ambulance. I mean, it took me a minute to even figure out what had happened. And he was mowing so he had no idea what had even happened to me. And I shouldn't have been doing what I was doing in the first place. But another thing, we had a car

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explode. It caught on fire and exploded. And it caught our grass on fire, right out there on the end. And all kinds of stuff is going up in the air, pieces of everything that the guy had in the car. He had to leave and go stand on the other side of the road. We had so, and still have, so much junk from where that car blew up. And they have never repaired the road. The heat from that made a big, huge dent in the road. The traffic, again, is horrendous. One night we came home, we were coming the other way. That was the night that, unfortunately, the tractor and trailer decided to run the light and he ran over a car and killed a man. Right there at 24 and 7. We have those kind of incidents all the time and that keeps us from getting home. We couldn't even get, the roads blocked each way. I mean, we finally went down and came in the back way to the development behind the end of the road. He walks with a cane. And I probably could have gotten over to our property. But, you know, there was just no way. So, we sat in the car with all the other traffic. I know there is a man named Chris. He was supposed to be here. He lives in the white house, there on the corner. Look for his comments to come because he has had a lot of issues also. More new stuff that goes on. The more break ins. And things that we have. And when you guys start to put construction around. And you put all that stuff around. Hopefully they won't. Let's go that route. There are just a lot of people that, they don't belong in this area. But they see it going by. They just do. And that is a known fact. As far as the houses go, Bob Ward builds a beautiful home. We had a how many year rating on our roof.

Mr. Webster said 30 year.

Ms. Webster said 30 year guaranteed roof. So, we have a leak and we have water running down the side of the inside of our house. It is a cathedral kind of add on. And so we called Bob Ward and they said roofs aren't guaranteed. But I says so right here in the paper. But look at the fine print. We don't include fixing roofs. Why would you put that in there in big bold letters and then in the fine print you say you don't fix the roof. It is not Bob Ward but it is his father's company. And it is passed down to the family. His son, Bob's son, is now supposedly taking it over.

Mr. Brittain said we are just the engineers.

Ms. Webster said all I know is what I have heard from issues that we have had. So, you guys could consider making them single family homes. It would fit with the neighborhood. I would make it better for all of us. I can't imagine looking at the backs of the properties over there. And trash piled up along the road because it piles up on both sides. I know, he is gone, but he gets a lot of the trash too. You know, everybody, they clean out their cars and then if they are not sitting there and cleaning out their cars, they still throw trash. I have 2 trash cans sitting at the end of the road that are open because the trash man never close them. He can't walk them down. I can't. So, we leave them down there. He takes the trash down in the truck. They are right there. Somebody can put the trash in there. But nobody does. Consider that. You guys could make a lot of money, if there are fines on people littering. People throw cigarettes at the lights. Alright, I am done.

Mr. Davenport said okay.

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Ms. Webster said one last thing. We usually always have good notice for these meetings. And we usually have 3 meetings. When those red signs go up, we have 3 meetings. And they are spread out over a good amount of time. And most of them are at night. So, people don't have to take off of work to come to the meeting. Because most of the people here had to leave work for the day. We would have filled this place with standing room only but for the people who had to work could not come today. And I don't understand why Easter Sunday it went up Wednesday 6 six days later. We usually have 3 months.

Mr. Davenport said it is 30 days.

Ms. Webster said it was not 30 days.

Mr. Davenport said they submit 30 days. It is a two week notice when we put in the papers. And we advertise onsite.

Ms. Webster said we didn't get. I went Easter Sunday.

Mr. Davenport said we replaced the signs because we were notified they weren't there.

Ms. Webster said I didn't see them until Easter Sunday.

Mr. Davenport said we do our best.

Ms. Webster said we appreciate that. We have seen all the other signs.

Ms. Bowie said where can I find on your website the details for today's meeting.

Mr. Davenport said under Planning and Zoning. And we can help you afterwards.

Mr. Runge said I was just wondering if there were going to be anymore open dialogue like this and the next steps or whatever.

Mr. Davenport said only if they were proposing more units. So, I doubt it.

Mr. Ort said hopefully nobody is carrying tomatoes and daggers. I am the developer. I just want to introduce myself to the neighbors and say that our goal is a really beautiful community that enhances the neighborhood. We can certainly sympathize with the challenges that you guys have with traffic and so forth. And we will listen to what you guys have to say and do what we can to accommodate those issues. And that is all I had to say.

Mr. Davenport said Thank you.

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Ms. Bunker said I have lived here for many years. When we moved in there, our creek, there were bubbles. And even my children play in that creek. And they used to ask me, what are the bubbles. I had to go ask somebody because I am a beach person. I grew up next to the beach. And I didn't know what a creek was. Then somebody told me there is a spring coming out. When we moved in that house, we had a close space. We did not have a basement. And we only went there just periodically to check the water heater we had downstairs. And one day we went and that thing was completely flooded. And prior to this, the county bought some property and they built something next to Route 24 and that creek from that time, another job had been done. I don't know what. Our house is completely flooded downstairs. So, we had to dig it out. We had to dig out. We have to build a basement with just a laundry mat. That is all we have in there. Because it is very damp. But anyway, what I want to say, I am right in the middle. Right now, we have to constantly fix our yard because trucks when they go, they don't fit in there. They go in my yard and it is so wet in there. I don't know how many times we have fixed it this winter. And they keep doing it. And how with all these houses and 2 entrances it is going to be right in there. How am I going to get anywhere? And the water streaming, we have asked the County to fix this right there in front of me. In my right side, there is a ditch. That ditch used to come from Route 7 to Roth Road to the creek. That thing is completely clogged. I have asked I don't know how many times. They don't fix it. They don't. Not only that, some of the spring is coming. There is water not from the drain because it is draining the flow over my property, over Ms. Bowie's property. We don't have anything to do with building. Please fix the drainage. Because this is an issue. As soon as it starts raining, our side is just a spring of water. We don't want no problems from anybody. We just want to work together.

Ms. Donnelly said I was 3 years old when my father built it and I currently own. This whole development would be great if it was single family homes. But other than that, I just think this is going to be a real shit show. I thank my neighbors for showing up and doing their paperwork and being all prepared. But I wasn't but I am here and I am grateful to be here. And my father would be really proud of me that I showed up and represented my property. Thank you.

Mr. Harrop said I have a video of how full our stream gets during just a typical rain. I don't know if you guys would like to see it. I would be glad to look at it when we conclude.

Ms. Grossarth said I want to respectfully say, there is nothing you are going to do here that is going to prevent the cause and effect on the rest of our homes. As this young man bought the house across from me four years ago. The owners before him dug the drench that goes through his backyard and has a little walking bridge. Cute, yes, but he hand dug that. So, it all ends up in his place. So, as he stated and I mean but the ditch runs along Van Bibber along my house too. And there have been times it is a river. Which I know flows right to him. And it goes right down and everything that flows by my house goes to his yard. There is nothing that you can do here that is going to better the situation we deal with on a regular basis now. Absolutely nothing. Because you are putting in pavement and you are taking away permeable surfaces. So, I respect your occupation. I understand everyone has an occupation. But there is no way you are going to put 27 townhomes and be harmonious with what exists. It is not going to be possible.

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Mr. Benser said has there been any consideration for the capacity of the schools in the district?

Mr. Davenport said we have an adequate public facilities ordinance. We cannot approve a plan if the schools reach over 105% capacity serving this facility. Our job is to ensure that they are not.

Mr. Benser said what is Old Post and William Paca.

Mr. Davenport said I don't have that information in front of me right now. But we have that information available.

Mr. Benser said because 27 homes is going to be a lot of kids.

Mr. Davenport said understood. Yes.

Mr. Runge said I have another question. Did you say at the beginning of this the zoning has changed since the previous approval.

Mr. Davenport said no.

Ms. Grossarth said can I ask one thing off, not this subject. If you are familiar with our area, Van Bibber dead ends at the intersection at Snow. And beyond there used to, from what I have been told, there used to be a fence that ran all the way from Philadelphia Road, down behind the houses, because you have a hotel, the six or whatever it is there, and all that business down through there and the day care center. The fence used to run down through there. We all know the clientele, unfortunately that that hotel is the majority of. And there is a lot more crime and drug activity coming into our area unfortunately. We get people walking through our community all the time. I literally was standing at the front window of my house with my car in our parking lot. And this guy walks across my front yard. And I am like hey, what are you doing? And without even looking and flinching he tries to open my car door just to see what he can steal. He made it all the way down every street of our neighborhood. The police, we called the sheriff's department. They didn't show up for two hours because they are already overburdened. My question is, who do I contact about getting something back there again to at least try to protect some of our privacy in the neighborhood.

Mr. Davenport said I would be glad to talk to you and give you information about property owners and so forth.

Ms. Grossarth said that is not a county requirement that some buffer be there or anything.

Mr. Davenport said no.

Ms. Grossarth said that really stinks.



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Mr. Davenport said thank you.

**Meeting adjourned at 10:47 am.**