

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on June 15, 2022, at 9:00 a.m. in the County Council Chambers, 212 South Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Moe Davenport	Chairman, DAC
Robert Anderson	DPW Engineering
Bill Snyder	Volunteer Fire & EMS
Cari Biscoe	Health Department
Paul Magness	Parks and Recreation
Daryl Ivins	Water and Sewer
Quintin Cornwell	Soil Conservation
Eric Vacek	Planner, Development Review
Jenni Daniels	Planner, Development Review
Jennifer Freeman	Planning and Zoning

Also in attendance:

Amy DiPietro	Debbie Button
Michael Charlton	Bill Wehland
Daniel Spiker	Ron Wilhelm
Albert Young	
Councilman Robert Wagner	

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. Mr. Davenport explained that a brief presentation will be given by the consultant for each project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. There is an attendance sheet on the back table. If a correct email address is given, a copy of the minutes will be e-mailed to you. The minutes are recorded and will also be published to the Department of Planning and Zoning's website.

Development Advisory Committee Minutes
June 15, 2022
Page 2 of 18

Creekside

Located on the north side of Moores Road, east side of Southampton Road, across from Southampton Middle School. Tax Map 41; Parcel 200. Third Election District. Council District E. Planner Jenni.

Plan No.	P226-2022	Create 124 townhouse units, "Housing for the Elderly" / 58.607 acres / R2
Received	05/18/2022	Harford Agrarian, LLC / ESC Creekside, LC / Morris & Ritchie Associates

Dan Spiker – Morris & Ritchie Associates

We had a Community Input Meeting on April 25th at St. Matthews Lutheran Church. We had a good turnout. We appreciate everyone coming out and expressing their interest about it. A copy of the minutes has been provided to the committee. A traffic impact study has also been prepared and sent to Harford County for your review. The proposed plan property is located at the intersection of Moore Mill Road and Southampton Road, across from Southampton Middle School. It is zoned R2. It is approximately 57 acres. A little bit different from the boundary survey, which is 58.607 acres. The properties plan to be a Housing for the Elderly development, designed under those standards for the county, which limits the age of the residents to 55 and above with conventional open space standards. The site has approximately 40 acres of Natural Resource District on it. The plan utilized the NRD development adjustment for the lots standards to the R4 zone based on the amount of natural resource district on the site. The plans propose 124 single family attached villas as shown. The permitted density is 407 units, and we are proposing 124. Of those 124, 73 will be 28-foot-wide units and the other 51 units will be 24-foot-wide villas. And all the units will have a two-car garage. We plan to keep the existing home on the property and convert that into a Community Center or an amenity center. It is a nice piece that will be updated and brought in the standards. It is a good focal point for the middle of the community, a good gathering point, kind of behind the community. Additionally, the plan proposes approximately 4800 linear feet of trails around the property that will connect to the sidewalk along Southampton Road and Moores Mill Road. Following the development, approximately 72% of the site will remain in open space. It is retaining a lot of the site as green space, as open space, as amenity space. The requirement is 10 acres, and we are leaving 42 acres for open space. Existing forest onsite is 20.63 acres. Our anticipated clearing of the forest is less than an acre and the majority of the existing forest will be placed in a conservation easement behind Bynum Road. We propose 2 connections, a right in/right out on Cardinal Flower Lane. And a full access turn from Moores Mill on Rosemallow Way. So those are the 2 access points into the site. Water and sewer connections, there is a water main within Moores Mill Road that we will connect to. There is a sewer main also in Moores Mill. There is one that runs along Bynum Run that has a possibility to be connected to if so, requested by the County. Stormwater management will be managed in the ponds and ESD facilities as shown for quantitative and qualitative management. Water and sewer services will be provided to each unit out there.

Bill Snyder – Volunteer Fire & EMS

We request the proposed trail system be designed that allows for a pickup sized vehicle to be able to access the trails for emergency purposes. The entry points can have barriers to keep citizen vehicle traffic off the trails.

Emergency Services – Read by Bill Snyder

Addressing for proposed structures must follow the address layout provided by DES (Uploaded to Energov). This includes readdressing the existing dwelling identified to be a community center. Proposed structures must display house numbers where they are clearly visible from their road of access. Addressing must be coordinated and reviewed by DES again if there are any future changes to the provided plan. Road signs must be installed at all roadway intersections.

Quintin Cornwell – Harford Soil Conservation District

An adequate sediment and erosion control plan needs to be approved prior to issuing a grading permit. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized. Concept SWM plans have been received and reviewed. In the event that Storm Water Management Facilities must comply with Small Pond Standard (practice 378), design must be approved by the Harford SCD. Also, the pond design technical compliance must be approved by Harford County Department of Public Works prior to the sediment control plan being signed. Outfall location will be reviewed and approved by HCDPW 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 for more information about the NOI permit process.

Health Department – Cari Biscoe

The Harford County Health Department has extended its approval for the above referenced preliminary plan. This plan proposes to create 124 townhouse units, “Housing for the Elderly” on Parcel 200. The site is presently improved with two dwellings, garage, barn, and several accessory structures. Existing dwelling are serviced by an individual well and onsite sewage disposal systems. One existing dwelling is becoming a community center while the other structures will be razed. The property will be serviced by Harford County public water and sewer.

Prior to the Final Plat approval, the following are required:

- The existing house to remain must be connected to the Harford County public sewer system and the existing OSDS system must be properly abandoned. As part of this process, the tank must be pumped by a licensed liquid waste hauler and the pump receipt submitted to this office. The tank may then be abandoned onsite by collapsing

Development Advisory Committee Minutes
June 15, 2022
Page 4 of 18

the lid, filling the void space with clean fill, and submitting a report to this office detailing the abandonment procedure.

- In addition, the well servicing the house must be properly abandoned by a Maryland licensed well driller and an abandonment report submitted to this office. The house must then be connected to the Harford County public water system. This office will require documentation that the house has completed connection to the Harford County public water sewer system.
- The location of the well and OSDS must be shown on a print to this office.
- The existing 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 Permits and Plan Review Division.

This office has the following general comments regarding this proposal:

- 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 requirements of COMAR 26.04.03 (Subdivision Regulations), COMAR 26.04.04 and all local codes and regulations.

The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must appear on the final plat declaring that a community water supply and a community sewerage system will be available to all lots offered for sale.

Darryl Ivins – Water and Sewer

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

The contract number for the existing 20” water main along Moore’s Mill Road is incorrect. It must be changed to 6091. The existing Bynum Run Interceptor Sewer contract number is also incorrect. It must be changed to 6025.

Based upon the proposed contours shown on the preliminary plan, the sewer mains at the intersection of Little Bluestem Grove and Cardinal Flower Lane will be excessively deep. To correct this condition, the sewer mains that will serve lots 94 through 107 must connect to the existing sewer main to the north of the Little Bluestem Grove cul de sac.

A twenty-foot-wide sewer drainage and utility and access easement shall be provided from the

Development Advisory Committee Minutes
June 15, 2022
Page 5 of 18

cul de sac at the end of Little Bluestem Grove to the existing Bynum Run Interceptor easement. These easements shall also be shown on water and sewer construction drawings. The easements shall meet all of the criteria of Section 5.4E. of the Design Guidelines.

The 20-foot-wide utility easement for the existing 24" diameter interceptor sewer shall be widened to 40-feet. The increase in width shall be granted on the side of the sewer away from the stream. Additional easements are also required along the alignment of the Amyclae Collector Sewer and the C. Milton Wright Collector Sewer. The easement will be required along Southampton Road at the northern corner of the tract. It shall be 30-feet wide at its widest point. Some of these proposed easements are shown on the approved preliminary plan for the Paca Meadows subdivision. All of the easements for the Bynum Run Interceptor Sewer and the Amyclae Collector Sewer shall be identified as easements for the exclusive use of Harford County Government. Specific granting statements must be added to the plats to accomplish this task.

The easements obtained for the replacement of a portion of the Amyclae Collector sewer must also be shown on this plan.

The typical lot layout showing the water and sewer services must be revised. Since the layout is not drawn to scale, all dimensions locating the driveways, sidewalks and water and sewer services must be shown on the detail. If double water house connections are planned, the driveways must be configured as shown in Harford County Standard Detail G-3 and G-3a. The sidewalk location in relation to the curb must also be clearly identified. If the driveway location with respect to the side lot lines does not permit double water house connections, individual water services must be provided. If an additional utility easement is necessary on the lots parallel to front property lines, then it must also be shown and dimensioned on the typical layout. The 28' wide townhouses do not require the sewer cleanouts to be located in the driveways. Move them into the grassed area in accordance with the Standard Detail. Depending on the driveway locations for the 28' wide lots, double water house connections may not be feasible. In this case, single house connections should be provided.

The westernmost connection to the existing water main shall occur near Lot 80 by extending the main in Little Bluestem Grove towards Moore's Mill Road. The proposed water main connection directly in front of the school is not required. The proposed water connection at Cardinal Flower Lane must not contain any bends prior to connecting into the existing main. The traffic island may need to be adjusted slightly to prevent the future valve box at the connection to the existing main from being placed in the curb or gutter pan.

As a result of the above required revisions to the Plan, a revised Landscaping Plan will be necessary to relocate several trees and shrubs that will interfere with the utilities.

After the above comments have been addressed on another version of this plan, the following comments shall be issued as conditions of Preliminary Plan approval:

Manhole 5A of Contract No. 6025 must be abandoned when the sewer construction is being

Development Advisory Committee Minutes
June 15, 2022
Page 6 of 18

performed. The manhole must be removed down to the base, the line plugged and then sealed with some concrete, and the remainder of the base filled with stone before backfilling. The 8” sewer connection into Manhole 5 must also be permanently plugged as part of the work. The work must be described on the water and sewer construction drawings for the project.

When the record plats are being prepared for the subdivision, they must include either right of way or easement area for a distance of fifteen feet from the centerline of the 24” water main in Moore’s Mill Road. This will provide for the future maintenance of the main.

The property on which this project is proposed is currently in the W-5/S-5 category in the Water and Sewer Master Plan. It is the property owner/developer’s responsibility to request in writing to the Division of Water and Sewer to have the category designation revised to the W-3/S-3 category. The category designation may not be revised until the Preliminary Plan has been approved by the Department of Planning and Zoning. To effect this change, a public hearing must be held in front of the Harford County Council, and the council must decide to approve this request. The water and sewer category designation must be revised to W-3/S-3 before water and sewer construction drawings for the project may be approved. The water and sewer construction drawings must be approved before a subdivision plat may be recorded for the project.

The contract numbers for this project are 20215 for water and 20216 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

It is the responsibility of the developer to coordinate with the town house builder to ensure that all sewer cleanouts that are located within driveways have a lamphole frame and cover installed over them as identified in the water and sewer construction drawings.

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 with the water and sewer contract drawings. 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 sidewalk.

A Commercial Service Application will be required for the proposed community center. It must be completed by the owner and approved by Harford County before a building permit will be issued for this project. A Commercial Service Application Number will be assigned at the time of application. It must be added to the title block of the site plan. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information concerning the completion of this document.

A Public Works Utility Agreement (PWUA) is required for the construction of the public

Development Advisory Committee Minutes
June 15, 2022
Page 7 of 18

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

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

Stormwater Management (SWM)

Required Design Standards

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

Required Plan Approvals

(All comments must be addressed to subsequent submittals)

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

Required Permits

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

Required Easements

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

Outfall Investigation

- Suitable outfalls must be provided for the stormwater management facility and shall be approved at the time of final design.

Development Advisory Committee Minutes
June 15, 2022
Page 8 of 18

- Additional topo shall be shown for the outfall to ensure that the adjacent property owner will not be adversely affected by runoff from the site.

Maintenance

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

SWM Design Comments

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

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 (MdMUTCD) 2011 or latest edition (for the pavement striping and traffic control signs).

Required Permits

- Access permits are required for the proposed driveways.

Rights-of-Way/Easements 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 Moores Mill Road and Southampton Road. Identify it on the plan.
- Identify the existing pavement and right-of-way widths along Moores Mill Road and Southampton Road.

Sidewalks

- Sidewalk handicap ramps (ADA compliance) shall be constructed at the PC/PT of the curb returns of the proposed accesses off Moores Mill Road.
- Sidewalks shall be constructed along Moores Mill Road from Cardinal Flower Lane to the roundabout at the intersection with Southampton Road. The roundabout's splitter islands will need to be modified to provide handicapped accessible crossing locations to both the west side of Moores Mill Road and the north side of Southampton Road

Drainage

- Grading for all the ESD/BMP facilities shall be located outside of the county's right-of-way, except for grass swales that can be graded as roadside ditches to safely convey the 10-Yr flow with a maximum flow depth of 12" and a minimum freeboard to the edge of pavement of 6".
- Show the outfalls for all the proposed ESD/BMP facilities.
- Suitable outfalls must be provided for the proposed storm drain systems and shall be approved at the time of final design.

Design Comments

- Moores Mill Road shall be widened to one-half of a 30' wide closed section roadway. COG/COS inlet opening may be permitted with a waiver from the Road Code, if swale is to be used behind curb for stormwater management.
- The lane configuration (18' wide inbound, 8' wide median and 24' outbound) along the monumental entrance on Rosemallow Way shall be extended for a minimum of 100' with a minimum right-of-way width of 72'. After that the road shall taper at fifteen to one minimum ratio to a 40' wide paved section in a 60' wide right-of-way.
- Site entrances shall have adequate sight distance for a 40-mph design speed. Sight line profiles will be required for Cardinal Flower Lane and Rosemallow Way.
- The entrance width for Cardinal Flower Lane shall be 25' wide with 25' minimum curb radii and for Rosemallow Way shall be 35' wide with 35' minimum curb radii.
- Parking will only be allowed in the parallel/perpendicular parking pads identified on the plans.
- Road names shall include no more than 12 letters and spaces excluding the suffix.
- A traffic impact analysis was submitted with comments to be forwarded to Planning and Zoning.

Paul Magness – Parks and Recreation

This plan proposed 124 Housing for the Elderly townhouse lots on a 58.6-acre parcel. The open space required for the project is 5.86 acres, with 2.93 acres of active open space. The plan proposes 42.15 acres of open space with 3.01 acres of active open space. Proposed active open space amenities include 2 park areas and a trail system on the property. The trail system for the property should be asphalt or concrete and a minimum of 6' wide. When any portion of the trail crosses a stream, wetlands buffer, flood protection setback, or other environmental features, the trail connection must be maintained over these environmental features for this section of trail to count towards the active open space requirement. This could be achieved with a walking bridge, raised boardwalk, or similar structure. The contractor should work with the appropriate permitting agencies to determine the most appropriate structure that can be permitted to maintain the connection. The proposed park areas shall be a minimum of 10,000 square feet in size, no more than a 2.5% grade, and be clearly marked with signage identifying them as community active open space. Future plans should identify amenities that will be included in the areas. The park area between lot 113 and

Development Advisory Committee Minutes
June 15, 2022
Page 10 of 18

114 needs to clearly identify the active open space area boundaries on the plan. The park area to the east of lot 124 needs to clarify the active open space boundaries, so the stormwater management area, including the ESDs, are outside of the active open space area. In addition to a less than 2.5% overall slope, any open lawn recreation area needs to be mowed every 7-10 days in season to qualify as active open space.

Jenni Daniels – Planner

- The purpose of this plan is to create 124 townhouse units as Housing for the Elderly special development on 58.607+/- acres in the R2 zoning district.
- The Forest Stand Delineation (FSD198-2022) and Forest Conservation Plan (FCP227-2022) have been submitted and are currently under review, however the clearing area CL-5 shall not be permitted to be counted as a cleared area and shall be placed in forest retention.
- There is a 50' flood protection setback to Bynum Run which is a non-disturbance area. Stormwater management and associated grading is occurring within the setback in front of lots 15 through 22.
- There shall be no grading or fill in the 100-year floodplain. The limit of disturbance and the floodplain appear to overlap in a few areas. If there is any part of the LOD within the 100-year floodplain, if permitted per our Floodplain Management Program, it would require a Letter of Map Revision through FEMA.
- A trail is proposed along the floodplain in a few areas, and within the flood protection setback. Since this trail is not crossing a stream, it needs to be reconfigured to stay out of the flood protection setback to Bynum Run and out of the 100-year floodplain.
- Part of the site is within a Sensitive Species Project Review Area (SSPRA). An e-mail has been sent to the Department of Natural Resources for review and comment.
- There is a note on the plan about “approximate location of palustrine forested wetland.” The location of this wetland shall be delineated with specific boundaries.
- HarfordNEXT, the county master plan, seeks to make rehabilitation and adaptive reuse a priority. For 1112 Moores Mill Road, the identified historic buildings/structures recommended for preservation are the National Register-eligible ca. 1790 Southampton Farm Farmhouse (HA-933), its associated Smokehouse (HA-934), and the mid-to-late 19th century Granary. The barns, which date to ca. 1938-1955, and ca. 1966 Ranch-style house are of lesser historical importance and are not recommended for preservation. Please contact Historic Preservation Staff at historic@harfordcountymd.gov or 410-638-3103 ext. 1385 for information on programs available to assist with preservation activities.

Development Advisory Committee Minutes
June 15, 2022
Page 11 of 18

- There are no known archeological sites on the parcel. A Phase IA assessment was conducted on the western-most part of the parcel in 1995 for a road project. It determined that there was high probability of historic archeological resources and moderate probability of prehistoric resources. Further testing was not conducted because an alternative route was chosen. After reviewing the area of disturbance for this undertaking, the Historic Preservation Staff believes there is moderate to high potential for prehistoric archeological resources. Much of the area to be disturbed exhibits favorable characteristics for prehistoric sites: a nearby water source, well-drained soils, and less than 15% slope. The potential for historic archeological resources is also high, specifically around the Southampton Farmhouse and the area adjacent. A Phase I archeological investigation is recommended prior to development of the parcel. Archeological resources are finite and fragile, and such a study can help prevent adverse impacts to any site. A professional survey was conducted in four locations of highest potential for a historic cemetery in 2007. The consultant did not recover any evidence of a cemetery within the surveyed area. Historic Preservation staff has reviewed the report and concurs with its conclusions. Prior to initiating excavation activities, the Department of Planning & Zoning will be notified by the developer when the areas that were surveyed in the June 12, 2007, investigation will be disturbed, as per the Court Order dated September 19, 2007. Historic Preservation Staff requests that the developer allow monitoring of these areas by staff during earthmoving. If, during construction on property, human remains are uncovered, Maryland law requires that work stop immediately, and the proper authorities notified.
- Deeds of Covenants and Restrictions shall be recorded with the final plat to restrict the age of occupants within the Housing for the Elderly development.
- An architectural rendering of the building façade shall be submitted to the Department of Planning and Zoning as part of the approval process. The renderings shall demonstrate how the project will meet the standards outlined in the zoning code. Architecturally harmonious materials, colors, textures, and treatments shall be used for all exterior walls. Contrasting colors that accent architectural details and entrances are encouraged. Preference shall be given to brick or frame buildings. Rear facades shall be of finished quality and shall be consistent in color with the rest of the building.

Mr. Davenport said I would add that we encountered a number of invasive, exotic species, namely Callery pear, in the lower flood plain areas of site. They could be identified as a restoration area for other project, development projects for others. To eliminate that and reforest and rehabilitate the native system there. Whether it is your project, or Elm Street's project, or some other type of project. We would like to work with you with regards to the restoration of those habitats.

Public Comments:

Development Advisory Committee Minutes
June 15, 2022
Page 12 of 18

Bill Wehland said I don't like in the area of the site, but I am a member of St. Matthew Lutheran Church, which is at Brier Hill and 22. I also have a son that live in Amyclae. I think one of the areas that the TIA does not cover, that should cover by the county, is at Econ and Moores Mill Road. When you are coming out of there onto Moores Mill Road, making that left turn is pretty bad. You got traffic from the right, and you got traffic from the left. I don't know what can be done at that intersection. But the queuing really will end up doing back so that you are at the mercy of the driver making a left. I don't know what the solution is, but I just recommend that the county look at that intersection. It is not part of the TIA. When I look at the TIA, I am always skeptical. It is theory. It is not actuality. And this is proven out over the years that the traffic is not what the numbers say it could be. Having said that, I looked at how they came up with the number of ins and outs for AM trips. The had 8 in and 16 out during AM peak. And 14 and 17 in the evening. Seniors do come out. I mean 8 trips in the morning for 124 homes during the peak hour just doesn't sound right. So having said that, that's why I believe that if I read this whole TIA and the conclusions that were reached, they are saying there is no impact on traffic. It is negligible. That is what is happening here. So, there is no road improvements. That is what this gentlemen said leading into the development. I always want to know, is there any traffic engineer here.

Mr. Davenport said not at the DAC meeting, no.

Mr. Wehland said where do I go with my traffic questions. Do I go to Alex Rawls?

Mr. Davenport said Alex Rawls. And DPW, they review the traffic study as well.

Mr. Wehland said the reason I am bring this general for the public. When you look at a car it is 15 foot in length. And when you start backing up at a traffic light, which you are going to back up because there you only got 30 seconds if I recall for them coming from Moores Mill at the light to either go left, straight or right and the numbers are in there. You have got 411 cars in one hour coming towards that direction and then they divide it. I don't have the exact numbers. So many right and so many left. And then you got the traffic coming from the shopping center and there is no green arrows there. So, people are reluctant. Is that person going to go straight or are they going to make a right? Or are they going to make a left out of the shopping center. So that becomes a dangerous zone in my opinion. That I was getting at is the fact of, these again are comments. They are not questions. When you have a 215-foot car and people can always stay when they are waiting for traffic like 5 feet back. Sometimes they wait longer, so that queuing can add un considerably. So, my question for a traffic engineer is, when you do your queuing analysis, what do you figure on? How much length do you go back for 10 cars? Do you go back 150 feet?

Mr. Davenport said they should be able to answer that.

Mr. Wehland said I would make a suggestion, in future meetings, why don't you have Traffic Concepts here? Whoever does the traffic study. I know these questions have got to be put in writing again, and you know I have them for the other project at Plumtree and whatnot. But I just believe that if the public is going to come to these meetings, these questions could be

Development Advisory Committee Minutes
June 15, 2022
Page 13 of 18

answered by a traffic engineer. Mr. Wilhelm is from St. Matthew Lutheran church, and I think he and I have talked about this situation.

Ron Wilhelm said I also live in Amyclae, not just a member of St. Matthew. The traffic study I believe is actually pretty close. However, the 20 minutes prior to Southampton opening up school and the 20 minutes after, I can't begin to tell you how many times people have to travel over the double line to get around the cars or the buses. Every other portion that has been modified on Moores Mill Road between Route 22 and Vale Road has now got a center left turn lane. Why would Southampton never have it? I always assumed and this was my assumption that when that development was going to be put in there, because this has been in the works now by one firm or another for over 20 years, that they would cover a portion of adding a centerline from Broadway to Bynum Run. If that were in place, buses that have to wait to turn into Southampton coming from Route 22. There is over 40 buses. I think it is 43 buses that go in there. They are talking about the length of a vehicle. You got to put 4 or 5 buses from the light at 22 back not counting cars. I mean, yes, it is only 20 minutes. But a safety thing. What is more important? The children's lives are important. But I am surprised that there has never been any major accidents. I know the county, the Sheriff's Office, is giving out a lot of tickets because of people in cars waiting to come from Broadway to turn into the school. Who don't want their children to walk, especially when it is raining. There is not even a shoulder to pull off to go into the school. There is a 3-foot part, I guess for a walkway or bike path, and the other half of the vehicle is in the lane of traffic. You have to cross the lines to get past. Now granted it is only 20 minutes. But what is somebody is pulling around and a school bus is coming the other way. They don't realize it is there and then they hit. We have to think about the children. If that is a school that has all these children going to it, and that is far more than Harford Day school. I don't know how many go to Harford Day School, but Southampton has over 2000 some odd students. And the vast majority are on buses. And another thing to alleviate the traffic that Mr. Wehland was talking about. Granted, this is not the session for it. It is with the State, possibly, because of Route 22. The light at 22 and Moores Mill needs to give more time to just Moores Mill and then the shopping center. It needs to be one go and then the other. Because the buses move slow and as the people are coming out of that shopping center and not just the shopping center. There is 2 townhome communities that also come through there. And I did look at the study also along with Mr. Wehland yesterday for 4 hours I sat there and look at it. And I really want to get back up there just to see how many cars come out of the shopping center area. It is an awful lot. It truly is. I mean, we have $\frac{3}{4}$ of a shopping center that is already built and that still has more to go. So why are we just enhancing the problem by not modifying road construction now? Because it is going to get much worse and things are going to cost a lot more. I don't think that left turn lane needs to go beyond Bynum Run. Not is the light changes off of Moores Mill and 22. Going the other way, once you get past Broadway and you get to the circle, that is fine. You have to have the egress and lanes to move people back and forth. And God forbid you ever have to have a fire engine go up there during that time period. I know this isn't necessarily the group that tackle those issues. But it is food for thought since this it in in early stages.

Mr. Davenport said we are well aware of the situation in the AM, PM and the school letting

Development Advisory Committee Minutes
June 15, 2022
Page 14 of 18

out and the issues there. Us and Public Works, we are very well aware of it. We are working with the engineers and the consultants to come up with the best and alternative design there. It is a concern of ours as well.

Councilman Robert Wagner said is there going to be a period left open for written comments after this meeting?

Mr. Davenport said we accept written comments at any time. This is not an approval authority or agency.

Councilman Wagner said I guess from the Planning and Zoning standpoint, I've got documentation here talking about the gravesites. So, I guess today I am here to represent the living and the dead. I know some of the ancestors have concerns about the remains that they say are there. And it is funny how, you know, there were gravesites on that place that we are talking about in the 70s, 80s, 90s, and 2000s. And in 2007 they magically disappear. There was the roundabout that was place in there. The Southampton extension put through, and they were very mindful back in the day to make sure that that knoll, which I think is Lots 80 thru 86 or something like that, seems to be about the locale of where those gravesites were. There are plenty of pictures and documentation, some of which I just got this morning before coming here that I was unaware of. That came through some family members that were descendants of the McComas family. So, there is a concern that there are certainly grave sites or remains on the property. And I know that Joe Cassilly back in the 2000s or so indicated that if anything was found you had to stop and reconfigure or do what you want. It would be nice to try to make 100% sure that there are no gravesites on that and at least reference if some kind of semblance to the family and the remains that seem to be there. I mean gravestones, the pictures, all we have seen. There has got to be some evidence of something there from that McComas family back in the day. And also, the period of slavery that they had farm help on the spot. And also, there was a grave plot for them as well. Transparency for this whole process. You will keep something up on the website to keep the public informed as we move ahead?

Mr. Davenport said the plans submitted to us will be put on the website and under the Track-It.

Councilman Wagner said and your comments tracked as well.

Mr. Davenport said eventually. When they are available.

Councilman Wagner said that's all I have got for that. I appreciate it. You guys got a real job ahead of you to try to keep Moore Mill safe. Because it is not safe as of today as we all know. Especially at peak times and then adding another 300 or 400 cars on a daily trip out of 125 townhome semblance. It is going to add substantially more traffic to what is already unsafe. So, you got a job cut out for you.

Mr. Wehland said you are calling this Housing for the Elderly. I am an elderly. I am a real

Development Advisory Committee Minutes
June 15, 2022
Page 15 of 18

old senior. Why don't you call it 55+? That is really what this is.

Mr. Davenport said that is the county. It is not Mr. Spiker. I agree totally since I am 55 and older. That is what the code calls it. It is very archaic. Yes. We need to call it active adult or something else.

Mr. Wehland said Fallston Commons, they called it 55+ where the Walmart was.

Mr. Davenport said I think active adult.

Mr. Wehland said I think of a nursing home or community care retirement center. That is the condemnation that I hear when I hear Housing for the Elderly. That could be changed couldn't it.

Mr. Davenport said you have to change the code. I agree. It is one of many things that might need to be changed in the code.

Scott Evans said can you clarify what 55 and over means.

Mr. Davenport said it means at least one resident has to be 55 or older. And there are limits on the people under 18 or under 19 that can't live there and the time that they can live there. So really you can't have families with young children there.

Mr. Evans said I was trying to understand it from the standpoint of potentially families moving in there, you have 2, 3 or maybe 4 cars in these homes. That is the way it is where we live. I live in Amyclae by the way. Which leads me to the other one. I am in Amyclae. I am actually one of the few that are right off of Moores Mill Road. I have a buffer there of trees and whatnot. But that has been slowly going away. Noise levels are getting very high due to traffic. I know there is nothing you can do about that. But along with what these gentlemen were saying about the traffic, we would like your engineers, if they could, to look further into this. My biggest concern is all the traffic that comes off of Moores Mill Road through Amyclae because there is too much traffic to wait to get to where they want to go. So, in other words in the morning, when the school buses are backed up. And I have watched these people and there are lines of cars going through up Econ through Amyclae. So, the concern there is they are going to through there and maybe some will do 25 miles an hour. But most are doing approximately 40 miles per hour. And there are children on that road. So, one day this will happen. Somebody will get hit. It is just a matter of time. I wanted to make those points.

Deborah Edwards said I agree that the intersection of Moores Mill and 22 with the additional timing and time adjustments. It would probably be helpful. I have a question about the parking in the development. I see there is parallel parking. I am assuming they need a waiver for that parallel parking according to the note. I am assuming that parallel parking is in front of each townhome. Where is there parallel parking.

Development Advisory Committee Minutes
June 15, 2022
Page 16 of 18

Mr. Striker said each unit has a 2-car garage. And the driveway in front of that with addition access to parking. And there is 65 overflow spaces. And you are right.

Ms. Edwards said where are those. I didn't see. That is what I was looking for. Visitor parking?

Mr. Striker said so parallel parking is just on this portion. And then there are parallel parking spots proposed here. There is regular pull straight in parking proposed in front of the open space and the community center. I think that is it. It is a total of 65 additional spaces beyond.

Ms. Edwards said and that is all along the roadways basically. There is no designated visitor parking area.

Mr. Striker said no, not at this point. We try to space it out amongst the community. So, it is not all off to one side.

Ms. Edwards said I think this man said there wouldn't be any other additional parking other than the parallel. I didn't know if that was prohibited or was possible.

Mr. Anderson said I can only go by what comments were given to me by our highway design section. I just read them. I am a stormwater engineer. I am reading for them. You would have to submit question regarding that to our highway section. It says, Parking will only be allowed in the parallel and perpendicular parking pads identified on the plan. So, you can't park anywhere else beside what is identified on this.

Ms. Edwards said so there is no separate visitor parking set aside.

Mr. Anderson said no.

Ms. DiPietro said I believe what that comment is addressing is that you won't be able to park just along the side of the road in the subdivision. You have to be in a designated parking space.

Mr. Davenport said as shown on the plans. So, they designated parking spots on the plans. And what DPW said is that other roads will restrict parallel parking. You won't be able to park in any of the other areas on the public roads unless it is designated for parking on the plan.

Ms. Edwards said so in front of my house, let's say, nobody can park in front of my house. They have to go straight over where they are running parallel. Is parking in front of every townhome allowed?

Ms. DiPietro said in the driveways.

Mr. Charlton said are you talking about this specific development.

Development Advisory Committee Minutes
June 15, 2022
Page 17 of 18

Ms. Edwards said this development.

Mr. Charlton said beside the driveways and the garages, there are 65 designated parking spots. Anywhere else on the road you are not supposed to park.

Ms. Edwards said so somebody can't park in front of their own property along the road.

Mr. Charlton said correct. The driveways are close enough together, you would be blocking a driveway.

Ms. Edwards said I have a townhome, 2 car garage, and there is a driveway leading up to that 2-car garage. That is what you are saying. But if I had a couple of teenagers living in my house. Or children that have come back to live. My additional guests can't park in front of my townhome. They will have to go back along other streets.

Mr. Davenport said to one of the designated parking areas.

Ms. Edwards said that seems a little inconvenient. Especially for the people who live in the townhomes. So, the streets are not wide enough to accommodate cars on both sides.

Mr. Davenport said in most townhome communities, if there is a garage unit, there will be no on street parking because each garage has 18 feet of driveway. And there is like 6 feet between the driveways. Everybody would have to pull into the driveway or not. In a conventional townhouse that there is not a garage, there is a curb on the sidewalk and there are parking spaces that would be designated for the units.

Mr. Charlton said with the width of the units if you tried to parallel park in front you would be blocking your driveway or your neighbor's driveway. It is not like a single-family home where there is room in between driveways for parking.

Mr. Wilhelm said in theory you still could put 4 vehicles on your property, 2 in the garage and 2 on the parking pad going up to it.

Mr. Charlton said if you leave your garage open enough to put cars. Some people don't and some people do. There are technically 4 parking spots on each individual's property.

Mr. Wilhelm said is there going to be a community association for this development.

Mr. Charlton said yes.

Mr. Wilhelm said if we have problems, we know who to contact.

Mr. Evans said I have one more too. What is the average cost of these townhomes?

Development Advisory Committee Minutes
June 15, 2022
Page 18 of 18

Mr. Charlton said I don't know.

Meeting adjourned at 9:52 am.