

December 2025

Mr. Mark Keeley
Traffic Concepts, Inc.
7525 Connelley Drive, Suite B
Hanover, MD 21076

RE: Costco Wholesale at Bel Air Village
Discount Club and Pad Sites
TIA 315-2020 V2 Update 4

Dear Mr. Keeley:

The Department of Planning and Zoning and the Department of Public Works received the TIA for Costco Wholesale at Bel Air Village, a 162,068 sq. ft. discount club with fuel pumps and five commercial pad sites consisting of 8,000 sq. ft. of fast-food restaurant space with drive through, 29,000 sq. ft. of high turnover sit-down restaurant space, and 5,106 sq. ft. car wash. Costco Wholesale at Bel Air Village is located on Plumtree Road between MD 24 and MD 924. Access is proposed along Plumtree Road and MD 924. The following improvements are required and all MDOT SHA access permits must be issued, and any Harford County Public Works Agreements must be fully executed by the developer for road improvements prior to issuance of any building permits. Improvements specified below must be constructed prior to issuance of any certificate of occupancy. A certificate of occupancy will not be issued until all work has been constructed and documented by MDOT SHA and Harford County DPW:

- MD 924 @ Bright Oaks Drive/Site Access (TIA Improvement #1): Harford County concurs with the developer's proposed mitigation and requires the developer to install a traffic signal at this intersection. In addition, the developer is required to construct a northbound MD 924 left turn lane with 200-feet of storage that ties into the existing two-way center turn lane and construct a southbound MD 924 shared through/right turn lane (in addition to the existing southbound through lane) that will be extended to a right turn lane drop at Bel Air South Parkway. The developer is also required to construct an exclusive left turn lane, a through lane, and an exclusive right turn lane from the site access. The developer is required to reconfigure the Bright Oaks Drive approach to an exclusive left turn lane and a shared through/right turn lane. These improvements must be done in accordance with MDOT SHA and Harford County DPW standards.
- Plumtree Road from MD 24 to MD 924 (TIA Improvement #2): Harford County concurs with the developer's proposed mitigation and requires the developer to widen Plumtree Road to a minimum 36-feet to provide a two-way left turn lane that extends along the site's frontage. The two-way left turn lane connects into the left turn lanes at MD 24 and MD 924. The developer is required to widen eastbound Plumtree Road to provide a

bypass area for vehicles turning left into Bel Air Professional Center. A sidewalk shall be constructed across the entire frontage and connected to sidewalks that extend into the site.

- **Plumtree Road @ West Site Access (TIA Improvement #2 - modified):** The developer is required to construct a roundabout at this intersection as the main access into the site. This access shall be constructed as the main ingress/egress onto Plumtree Road. It shall have an eastbound right turn/deceleration lane in accordance with the Harford County Road Code and shall be designed and constructed to meet Harford County DPW standards.
- Plumtree Road @ East Site Access (TIA Improvement #2): Harford County concurs with the developer's proposed mitigation and requires the developer to construct a deceleration lane in accordance with the Harford County Road Code. The access must be constructed as a channelized right-in/right-out access. The exiting lane from the right out shall be continued to MD 924 as a minimum 12-foot wide dedicated right turn lane. These improvements must be done in accordance with Harford County DPW and MDOT SHA standards.
- MD 24 @ Plumtree Road (TIA Improvement #2): Harford County concurs with the developer's proposed mitigation and requires the developer to widen and extend the westbound Plumtree Road right turn lane to provide additional storage and tie into the existing driveway for 208 Plumtree Road. Improvements must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 @ Plumtree (TIA Improvement #2): Harford County concurs with the developer's proposed mitigation and requires the developer to widen eastbound Plumtree Road and construct an exclusive right turn lane that extends back to the proposed Plumtree Road right-in/right-out site access. The developer is required to extend the eastbound left turn lane to the proposed right-in/right-out site access and tie into the proposed two-way left turn lane. In addition, the developer is required to convert the existing southbound MD 924 right turn lane into a shared right/through lane. The second southbound lane will continue along the frontage of the site past the south site access and Bright Oaks Drive and tie into the southbound right turn lane at the Bel Air South Parkway intersection. These improvements must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 (TIA Improvement #3): The developer is also required to construct a shared use path along the frontage of the property as identified in the TIA Concept Plan Improvement #2 and #3. This improvement must be done in accordance with Harford County standards.
- MD 924 @ North Site Access (TIA Improvement #3): The developer is required to construct a channelized right-in/right-out only access as identified in the TIA Concept Plan Improvement #3. This improvement must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 @ Bright Oaks Drive/Proposed Site Access (TIA Improvement #3): Harford County concurs with the developer's proposed mitigation and requires the developer to construct a shared southbound through/right turn lane along MD 924 to provide a second southbound travel lane that will drop as a right turn lane at Bel Air South Parkway.
- MD 924 @ Bel Air South Parkway/Laurel Bush Road (TIA Improvement #4): Harford County concurs with the developer's proposed mitigation and requires the developer to reconfigure the intersection to provide a second northbound through lane along MD 924

that will drop as a right turn lane at Bright Oaks Drive. Northbound MD 924 will be remarked with an exclusive left turn lane, a through lane and a shared through/right turn lane. In addition, the developer is required to modify the existing westbound Laurel Bush Road approach to eliminate a portion of the existing center median, which will allow for a dedicated left turn bay. The lane use for this approach will include an exclusive left turn lane, two through lanes, and an exclusive right turn lane. With this change, the signal timing will be modified to eliminate the existing side street split phasing. These improvements must be done in accordance with MDOT SHA and Harford County DPW standards.

- MD 24 @ Singer Road (TIA Improvement #5): Harford County concurs with the developer's proposed mitigation and requires the developer to extend the eastbound Singer Road left turn lane to provide 75-feet of additional storage plus taper. This improvement must be done in accordance with MDOT SHA and Harford County DPW standards.
- **MD 924 @ Wheel Road (TIA Improvement #6 – modified):** Harford County concurs with the developer's proposed mitigation and requires the developer to construct an additional westbound Wheel Road through lane. The westbound Wheel Road approach will be marked as an exclusive left turn lane, a through lane, and a shared through/right turn lane. The second westbound Wheel Road through lane will drop as a right turn at the Festival at Bel Air Access. **The developer is required to construct an exclusive eastbound Wheel Road right turn lane. The eastbound approach will be marked as an exclusive left turn lane, a through lane, and an exclusive right turn lane.** Widening will be provided on the south side of Wheel Road. The improvement will maintain the proper road alignment along Wheel Road through the MD 924 intersection. These improvements must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 @ Singer Road/Abingdon Road (TIA Improvement #7): Harford County concurs with the developer's proposed mitigation and requires the developer to restripe the Singer Road approach to provide an exclusive left turn lane, a through lane, and an exclusive right turn lane. In addition, the developer is required to widen along the north side of Abingdon Road leg to provide a left turn lane that extends along Abingdon Road to Blue Silver Road. Restripe the existing short eastbound left turn lane to Blue Silver Road. These improvements must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 @ MacPhail Road (TIA Improvement #8): Harford County concurs with the developer's proposed mitigation and requires the developer to extend the westbound MacPhail Road left turn lane to provide 75-feet of additional storage plus taper. This improvement must be done in accordance with MDOT SHA and Harford County DPW standards.
- MD 924 @ Ring Factory Road (TIA Improvement #9): Harford County concurs with the developer's proposed mitigation and requires the developer to extend the existing eastbound Ring Factory Road left turn lane to provide 50-feet of additional storage plus taper. This improvement must be done in accordance with MDOT SHA and Harford County DPW standards.
- **MD 24 @ Bel Air South Parkway (TIA Improvement #10 - modified):** The developer is required to **extend the westbound Bel Air South Parkway left turn lane to provide 200-feet of additional storage plus taper.** In addition, Harford County concurs with the

developer's proposed mitigation and requires the developer to remark the existing eastbound Bel Air South Parkway right turn lane to a shared through/right turn. This improvement must be done in accordance with MDOT SHA and Harford County DPW standards.

All signal modifications/installations must be included in bonding and be made prior to issuance of certificate of occupancy permits. If you have any questions regarding our comments please contact me at 410-638-3136.

Sincerely,

Alex Rawls
Chief of Long Range Planning

AR/jef

cc: Joe Cluster, Chief of Staff, County Executive's Office
Matt Kropp, Director, Department of Planning and Zoning
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