

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

DEVELOPMENT PLAN CONFERENCE

TO: Timothy Kotroco, Director - Department of Permits & Development Management

FROM: Arnold F. 'Pat' Keller, III, Director - Office of Planning

DATE: November 17, 2010

PROJECT NAME: The Ridge At Old Court

PROJECT NUMBER: III-490

PROJECT PLANNER: Curtis Murray

GENERAL INFORMATION:

Applicant Name: Five M LLC
Attn: Giti Dingle
7541 Bellona Avenue
Baltimore, MD 21204

Location: 2801 Old Court Road

Councilmanic District: 2nd

Growth Management Area: Community Conservation Area

Zoning: DR 1

Acres: 8.09± acres

Surrounding Zoning and Land Use:

North:	DR 1	Single Family Detached
South:	DR 1, DR 2	Single Family Detached
East:	DR 1	Single Family Detached
West:	DR 1	Single Family Detached

Project Proposal:

The applicant is proposing to develop 6 single-family detached dwelling units on 8.09± acres of land zoned DR 1. The land is currently wooded and improved with 1 dwelling. Access to the site is gained via the existing Old Court Road.

Other Anticipated Actions and Additional Review Items:

- | | | |
|--|---|--|
| <input type="checkbox"/> Special Exception | <input type="checkbox"/> Special Hearing | <input type="checkbox"/> PUD |
| <input type="checkbox"/> Variance | <input type="checkbox"/> Compatibility | <input type="checkbox"/> Design Review Panel |
| <input checked="" type="checkbox"/> Waiver | <input checked="" type="checkbox"/> Scenic Route | <input type="checkbox"/> Other |
| <input type="checkbox"/> RTA Modification | <input type="checkbox"/> Referral to Planning Board | |

MEETINGS:

Concept Plan Conference	<u>10/06/09</u>	Community Input Meeting	<u>11/09/09</u>
Development Plan Conference	<u>11/17/10</u>	Hearing Officer's Hearing	<u>12/16/10</u>
Planning Board			

MASTER PLAN:

The *Master Plan 2010* Land Management Area Plan designation for the subject area is "Community Conservation Area." The proposed use as indicated on the Proposed Land Use Map of Baltimore County is "Single Family Detached."

As stated in the concept plan comments dated 10/6/2009, the subject proposal also falls within the boundaries of the Greenspring East Pikesville Community Action Plan, adopted by the Baltimore County Council August 7, 2007. The following comments are relevant to the subject proposal with respect to the parameters and guidelines set forth in the referenced community plan:

Page 12 Conclusion:

Care should be taken so that any infill properties are developed on lot sizes compatible with existing developments with adequate open space. Crowding into developed areas would reduce the existing areas' attractiveness and desirability. Any infill allowed should be carefully scrutinized; design and architectural standards should be compatible with surrounding structures, and should contain adequate amounts of open space areas.

Page 16:

Old Court Road (State 133) is a Baltimore County designated scenic road of historic interest, which has a high volume of traffic especially when there is congestion on I-695.

Streams: There are 4 environmentally sensitive streams located within the study area: Moore's Branch being one of them.

Page 19:

Historical perspectives: A Baltimore County Court Order named Joppa Road as the Old Court Road in 1733 because it went directly to the court in Joppatown. . . Parts of the trail can still be seen, though most of it has been lost to the development of homes, fields and roads.

Page 30:

Environmental Overview: 1) Stream Corridors, Ponds & Wetlands:

While storm water ponds . . . have been somewhat effective in reducing water surges during severe storm events, BMP are noticeably better at reducing the level of pollutants

entering the stream, take up less space, and have a more attractive appearance during dry spells.

Page 32:

Preserve attractive environmentally sensitive areas while providing more Public Open Space for our residents.

Working within the guidelines of the Baltimore County Local Open Space Manual, insure that developers provide open space for parks and playgrounds, as is required.

Page 34:

Control the density, intensity, and quality of new development and redevelopment in older urbanized communities.

Page 40 :

The rural conservation zoning on the northern edge of our community has added to the rural character of the area. It has also, however, greatly intensified the pressure for development that would be out of character with our neighborhoods on the remaining open space areas.

Page 52:

The section of Old Court Road between Greenspring Avenue and Falls Road, a collector road running along the eastern boundary of the plan area, is the most affected by this Beltway overflow...It is not the wish of the community that Old Court Road become a viable alternative to the Baltimore Beltway. Improvements to the road ...will only be followed by more traffic and will negatively impact the scenic quality of Old Court Road and adversely affect our community. Maintain Old Court Road in its present historic configuration...

Page 55:

Goal 7: Reinforce the aesthetic coherence of neighborhoods within the plan area

Action 7: Reverse the deterioration of Old Court Road's status as a scenic route

Page 57:

Maintain and Upgrade the Old Court Road Scenic Corridor by using a variety of trees and shrubs to avoid disease and deal with the problem of overhead power lines and above ground installations serving underground utilities. (See plan for specific planting recommendations.)

Page 62:

Storm Water Drainage: There is a continued loss of trees and open space due to development, and the construction of homes, Attention is also given to developments with SWM ponds.

Page 63:

Action 1b: Make sure that developers prepare land in such a way that they meet State and Environmental requirements for controlling the flow of run-off, the loss of topsoil into streams Stream restoration of impacted waterways should be given a high priority (see also section on Moore's Branch).

Page 64:

Action 1c: In those areas with SWM ponds, attention needs to be paid to their maintenance. However, it is preferable to use Best Management Practice wherever possible.

The following are relevant to the subject proposal with respect to the parameters and guidelines set forth in the updated Greenspring East Pikesville Community Action Plan, 2010 Update (said plan has not been adopted by the Baltimore County Council) but has been adopted by the Baltimore County

Planning Board on October 21, 2010. The following is advisory but are likely to be adopted by the County Council:

Page viii:

...the communities will focus their attention on the following: Ensuring all new development in the plan area is compatible with existing community.

Page 4:

Protect housing stock

Action 1a: Assure that infill properties are developed only on lots where the resulting lot sizes are comparable with existing development with adequate open space.

Action 1b: Resist the temptation to re-subdivide older estate type lots, as this would reduce the existing area's attractiveness and desirability.

Action 1c: Scrutinize any infill to insure that design and architectural standards are compatible with surrounding structures and contain adequate amounts of open space areas.

Page 30:

Goal 1: Protect the health of our streams, ponds and wildlife

Action 1b: Amend the "Greenways Map" in the proposed Master Plan 2020 to include the plan area's streams as environmental and recreational greenways.

Page 36:

Goal 1: Maintain our Community Conservation area, which is largely built out and has a well established physical and social structure

Action 1c: Discourage the utilization of undeveloped land in favor of redevelopment in Community Conservation Areas and new development in Urban Centers.

Page 38:

II.B. LAND USE AND ZONING

2nd paragraph 9th line: It is particularly important than an appropriate zone be given serious consideration to be placed along Old Court Road to maintain the rural character of that road which has been designated a "Scenic Road" and is in danger of losing that quality.

Page 40:

4. The East Old Court Road Neighborhood ... Mostly single-family homes on large lots, built along a Scenic Byway.

Page 43:

Goal 2... A second recurring theme is that these goals must be supplemented with the need to retain the "green" character of our community and reach out to retain existing open space – always recognizing that the serious deficit of public open space must be met. This means that not only should there be opportunities for lower to medium priced housing which we have been successful in achieving, but the "estate character" of Old Court Road that offers an alternative close to the city for those not wishing to live far out in the suburbs must also be preserved.

Action 2a: Rezone the Old Court Road Corridor ... to an appropriate zone that will protect the character of the area.

Action 2c: Add a requirement in all residential zones that lot sizes in a proposed new development should be compatible with lot sizes in the surrounding neighborhood.

Page 47:

OPEN SPACE IN THE COMMUNITY ACTION PLAN (CAP) AREA

Third paragraph: The Community wants to see the scenic and historic Old Court Road corridor retain its rural character as a designated Scenic Byway, and receive the maximum amount of protection both from zoning, and to the extent there is any, the development process. (see Goal 2).

Page 63:

Goal 6: Reinforce the aesthetic coherence of neighborhoods within the plan area

Action 6a: Reverse the deterioration of Old Court Road's status as a scenic route.

Page 65:

Goal 1: Maintain and Upgrade the Old Court Road scenic corridor.

Action 1c: Encourage community residents along Old Court Road to consider similar plantings near driveways and road edges to unify the area.

RESIDENTIAL PERFORMANCE STANDARDS:

Be advised that this development is subject to Bill 58-01 titled "Residential Performance Standards." Section 260 of the Baltimore County Zoning Regulations requires the Director of the Office of Planning to make a finding to the Hearing Officer for all residential development of four lots or more in Baltimore County that is located within the Urban/Rural Demarcation Line.

The Hearing Officer or the Director of Permits and Development Management, as applicable, shall consider the findings presented by the Director of the Office of Planning or the Director's designee before a development plan is approved.

The Office of Planning has reviewed a pattern book submitted by the applicant dated 10/11/2010. While this pattern book includes significant information about the proposed project, it is insufficient in some areas. At this time the Office of Planning cannot make a positive finding on the Residential Performance Standards. Following the submission and review of the additional information requested and listed below, the office will re-evaluate for conformance with Section 260 of the BCZR.

SCHOOL IMPACT ANALYSIS:

This development is subject to section 32-6-103 of the Baltimore County Code, Adequate Public Facilities. A school impact analysis was submitted to the Office of Planning. It appears that adequate public facilities can be provided to support the 6 proposed lots in the subject subdivision.

However there are several errors in the report provided by the applicant. Revise the School Impact Analysis submitted on 10/11/2010. The following errors should be corrected:

- On Form 2, the pupil yield for High School is 1.
- On Form 3, pupil yields from approved development in the past years ought to be calculated against the filing date, October 12, 2010. Any pupil yields before or after the said date shall not be included in the calculations on Form 3.
- On Form 4, the mathematics ought to be refigured, because the projected number of students as a percentage of SRC ought to be similar to or more than those on Form 1.

The proposal is within the boundaries of the following schools:

Fort Garrison & Summit Park
Pikesville
Pikesville

Elementary School
Middle School
High School

SCENIC ROUTE:

Old Court Road is a Baltimore County designated Scenic Route. The proposed development may compromise the scenic character of Old Court Road. All provisions must be made to comply with the guidelines pertaining to any development within or adjacent to a designated scenic route as outlined in the Baltimore County Master Plan 2010 and the Baltimore County Comprehensive Manual of Development Policies. In addition, the road is also a state designated scenic byway under the regulation of the Maryland State Highways Administration's State Scenic Byways Program.

Refer to the Comprehensive Manual of Development Policies (CMDP, Amended version dated September 2006) for all design guidelines and requirements for scenic route development.

Submission of public and private development plans for plan review shall contain a note referencing designated scenic routes and significant views as part of the requirements of Section 32-4-224.(d), Baltimore County Development Regulations.

The following shall be shown on the plan and/or made part of the proposed pattern book. This effort will ensure proper mitigation and protection of the scenic views and corridor:

1. Location of all views and viewsheds from the road, indicated on the plan with arrows and verbal descriptions.
2. Photographs, perspective sketches, and/or elevations of the property as necessary to adequately portray the visual quality of the existing site as viewed from the road. For sites within or adjacent to residential or historic development, provide illustrations of the adjacent properties as necessary to portray the community's scenic character.
3. Perspective sketches, elevations and/or cross-sections of the proposed development as viewed from the road which demonstrate:
 - a. In areas of existing development, compatibility of project design with the community.
 - b. In undeveloped areas, the conservation of the existing scenic quality.
4. The location and size of minor deciduous trees over 4 inches in caliper, major deciduous over 12 inches in caliper and conifer trees over 25 feet in height within the net buildable area unless waived by the Hearing Officer.
5. Schematic planting plan.
6. Proposed permanent sign location and elevations, including size, material, color and lighting.
7. Any planned CIP improvements for the scenic route shall be noted on the plan.

RECOMMENDATIONS:

The Office of Planning has reviewed the Development Plan for conformance with Concept Plan comments of October 6, 2009. The following comments shall be addressed before any approval of the proposed development plan can be made:

1. This development plan is subject to Section VI Scenic Views in the CMDP (pages 173-185) since Old Court Road is a scenic route. Maintaining the park like setting along Old Court is

essential to the character of the property. The proposed dwellings on lots 1 and 6 are sited closer to Old Court Road than what was shown on the concept plan. Cross sections from Old Court Road were requested in the concept plan comments and have not been provided. Existing trees to remain are not shown.

2. A freestanding sign is not usually necessary for a subdivision of this size on a scenic route. It is the understanding of this office that a sign is not proposed. Revise the site plan to remove the sign reservation and note. Should a sign be proposed, provide a sign detail. A note stating signage will comply with Section 450 of the BCZR is insufficient.
3. The siting of four of the proposed dwellings is in conflict with Section 260 Performance Standards, which states "Co-ordinate building design, site layout and grading so that grade transitions are gradual and respect the existing topography." Section 260 also states, "Provide for smooth transitions between neighborhoods by arranging and orienting the proposed buildings and site improvements to complement those in the surrounding neighborhood." There is approximately 12.5 feet difference in first floor elevation on the dwellings on Lots 1 and 6. There is approximately 11 feet difference in elevation between the proposed dwellings on lots 2 and 5.

It appears that the proposed grading does not work with the units provided. The applicant should consider revisiting the proposed grading of the site to achieve a better design that would work with building units that would be attractive to buyers.

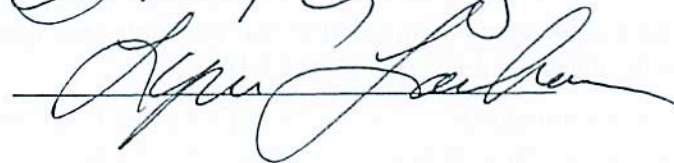
4. While the adjacent dwellings are oriented to Old Court Road, the dwellings on Lots 1 and 6 do not front on Old Court Road. Concept plan comments requested orienting the dwellings to the street to comply with Section 260.6A.2.
5. Elevations of all four sides for each house type must be provided in the pattern book. Only one side elevation is provided for some of the house types. None of the architectural plans and elevations appear to be to scale nor are the elements thereof dimensioned. It appears that the most of the proposed dwellings are much larger than the 50' x 60' building footprints shown on each lot. The grading and the limit of disturbance area will need to be changed on the development plan unless floor plans and architectural elevation drawings are modified. This will increase the amount of site area disturbed. The following inconsistencies we noticed:
 - Unit A first floor plan is dimensioned 67'4" x 66.' (Page 21)
 - Unit B architectural plans were not provided for the 3-car side enter garage. Materials aren't labeled in the elevation drawings. (Page 23-4)
 - Unit C is dimensioned as being 87'6"" x 74'5" (page 25.) Unit C has mislabeled the side elevation as rear elevation. Materials aren't labeled in the elevation drawings. (Page 26.)
 - Label all materials on Unit D elevations. (Page 27-8)
 - Label all materials on Unit E elevations. One side elevation is missing. The garage doors and the single door on the side may need to be redesigned. Also, the three single doors on the rear elevation of unit E have an awkward appearance and may need to be redesigned. (Page 29-30)
 - Unit F is dimensioned 69' x 78' on the first level floor plan. Materials aren't labeled in the elevation drawings. (Page 31-2)
6. The dwellings on lots 1, 2, 5 and 6 do not appear to work with the house types provided. As previously stated the grading and house type should be coordinated.

7. There are significant differences between the grade and the front of the dwellings on lots 1 and 6. This leaves a massive amount of foundation/concrete wall exposed. This condition will definitely be visible from Old Court Road. Revision should be made in response to this condition.
8. Lot 2 appears to be very constrained by a very small building envelope and steep slopes. As proposed this lot would not be very feasible for a builder nor attractive to a perspective buyer. The house types shown do not fit in the envelope.
9. A panhandle package has not been received for review and comment.
10. There is an existing stream located very close to the east property line of the subject site. It is a tributary to the Moore's Branch. The applicant shall work with the Department of Recreation and Parks and the Department of Environmental Protection and Resource Management for the limits of and designation of an environmental greenway. Appropriate notes regarding greenway access should be added to the plan.
11. A building restriction line/scenic view shed should be noted on lots 1 and 6 so that no grading and/or building occurs within that area.
12. Has SHA approved improvements along Old Court Road? Label improvements, curb and gutter etc...
13. The Office of Planning supports the request to waive the requirement of sidewalks.

Prepared By:



Division Chief:



CM:kma

BALTIMORE COUNTY, MARYLAND

SUBJECT: Development Plan Review Comments
For DPC November 17, 2010

DATE: November 10, 2010

FROM: ^{DAC}
Dennis A. Kennedy, Supervisor
Bureau of Development Plans Review
Dept. of Permits and Development Mgmt.

PROJECT NAME: THE RIDGE AT OLD COURT

P.D.M. NO.: 03-490

LOCATION: 2801 OLD COURT ROAD

DISTRICT: 3C2

We reviewed the subject plan dated October 12, 2010 and have the following comments.

GENERAL COMMENTS:

All construction will be accomplished in accordance with Baltimore County Standard Specifications and Details for Construction (February, 2000, as amended) and Baltimore City Standard Details.

Security shall be posted prior to the issuance of building permits unless the posting of said security is deferred. The security shall be posted prior to the recording of the plat.

A *Public Works Agreement* must be executed by the owner and Baltimore County for the required public improvements.

In accordance with *Baltimore County Code, Section 32-4-414*, dredging, filling or construction in any wetland is prohibited.

Any manmade embankment over 10-feet vertically shall be designed and/or approved by a soils engineer. The following note is to be placed on the sediment control plans and grading plans before approval will be given:

➤ *"All manmade embankments have been designed and/or certified for stability by a soils engineer".*

The Developer shall be responsible for damages to the County's facilities, such as water meters, manholes, curbs and gutters and inlets within his subdivision and for any

damages caused by his construction equipment outside of his subdivision. Occupancy permits will be withheld until such damages have been corrected.

Offsite rights-of-way are necessary for roads, storm drains or other utilities. The Developer is hereby advised that the final plat and/or building permits will not be approved until the offsite right-of-way is acquired.

The Department of Permits and Development Management requires that a Dedication Table appear on all construction drawings (unless a record plat is being prepared), development plans and record plats. This table is to be used to identify the various rights of way that are to be dedicated to Baltimore County as shown on those plans and record plats.

The Developer and his engineer shall be responsible for investigating the need for and obtaining the necessary permits for the facilities serving this site that may require a "Corps of Engineer's Permit", a "Water Resources Permit", a "Water Quality Certification", and any other federal or state permits.

When an *Irrevocable Letter of Credit* is posted as security and the County's ability to draw on or otherwise call the *Letter of Credit* is negatively impacted for any reason (*bank default, receivership, etc.*), it shall be the sole responsibility of the Developer to obtain a replacement *Letter of Credit* under the same terms and conditions.

The Developer shall be responsible for having all proposed street names in any new development approved by the *Street Name and Address Section* of the *Department of Permits and Development Management* prior to his engineer placing these names on the final record plat and/or construction drawings. All street name changes made after plat recordation must be approved by the *Street Name and Address Section* and the record plat and construction drawings revised accordingly. The method for changing street names after a plat has been recorded will vary by project, and guidance will be provided by the *Street Name and Address Section*.

Test pits within County roads require a utility cut permit obtained from the *Bureau of Highways and Equipment Maintenance*.

All drawings must be based on the Maryland Coordinate System (MCS) and North American Vertical Datum of 1988 (NAVD88) and must have the readjustment date shown in parenthesis. ie. – NAD 83 (2007).

All drainage and utility easements containing a sewer or storm drain shall be a minimum of twenty (20) feet wide.

HIGHWAY COMMENTS:

All streets in this subdivision shall be improved with a/an 28-foot paving cross section with mountable concrete curb and gutter on a/an 50-foot right-of-way and shall be the Developer's full responsibility.

The interior roads of the site shall be public curb and gutter roads and shall be the Developer's full responsibility. The paving thickness for the traveled way shall conform to Baltimore County standards and requirements.

The paving thickness shall conform to Baltimore County standards and requirements.

Old Court Road, Maryland Route 133, is a state road. All improvements, intersections, entrances, drainage requirements and construction affecting a state road right-of-way are subject to the standards, specifications and approval of the *Maryland State Highway Administration* in addition to those of Baltimore County.

It shall be the responsibility of the Developer's engineer to clarify all rights-of-way within the property and to initiate such action that may be necessary to abandon, widen or extend said rights-of-way. The Developer shall be responsible for the submission of all necessary plats and for all costs of acquisition and/or abandonment of these rights-of-way.

The contours on the plan reveal rather excessive grades. The Developer's engineer is cautioned not to exceed the maximum set by Baltimore County standards in the establishment of street grades.

The Developer shall provide an in-fee right-of-way at no cost to Baltimore County to permit County maintenance forces to perform any necessary work in the storm drain reservation. This right-of-way shall be a minimum of 20 feet wide and shall have a grade less than 10% from the roadway to the reservation.

Driveways shall be constructed in accordance with Baltimore County standards with depressed curb and 7-inch concrete aprons within the right-of-way.

Panhandles shall be a minimum of 20 feet in width to serve one lot and a minimum of 24 feet in width to serve two lots. For three or more lots in the rural area, 10 feet in width per lot is required; and in the urban area, 12 feet per lot is required. The Developer shall be required to provide a paved panhandle drive where more than one lot is to be served prior to occupancy. Where the panhandle driveway is more than 300 feet long, a 30-foot by 70-foot tee-turnaround, a dead-end loop or a standard-sized cul-de-sac is required.

The panhandle driveway shall conform to Standard Plate R-P, R-Q, or R-R.

Covenants must be recorded prior to, or along with the recording of the plat, establishing a cross easement over the panhandles for access over and maintenance of the common

panhandle driveway, and for installation and maintenance of the private water and/or sewer connections where applicable.

All driveway entrances shall conform to Standard Plate R-15, R-15A or R-15B.

In accordance with *Baltimore County Code, Section 32-4-408*, streetlights are required along all road frontages of subdivisions. The Developer will be responsible for the full cost of installation of the cable, poles and fixtures. Along new roads, the County will assume the cost of the power when the roads have been accepted for County maintenance. Along existing roads, the County will assume the cost of power after installation.

Ramps shall be provided for physically handicapped persons at all street intersections. The ramps shall have detectable warning areas and shall be constructed in accordance with Standard Details R-36A or R-36B.

Sidewalks are required on both sides of the streets within this subdivision and/or along the frontage of all existing streets including state roads. The walks shall be a minimum of 4-feet wide and shall be installed to conform to Baltimore County standards.

STORM DRAINS AND SEDIMENT CONTROL COMMENTS:

The Developer is responsible for the total actual cost of drainage facilities required to carry the storm water runoff through the property to be developed to a suitable outfall. The Developer's cost responsibilities include the acquiring of easements and right-of-way both onsite and offsite and the deeding in-fee of said right-of-way at no cost to the County. Preparation of all construction, right-of-way and easement drawings, engineering and surveys, and payment of all actual construction costs including the County overhead both within and outside the development are also the responsibilities of the Developer.

Onsite drainage facilities serving only areas within the site are considered private. Therefore, construction and maintenance shall be the Developer's responsibility. However, a drainage area map, scale 1"=200', including all facilities and drainage areas involved, shall be shown on a plan and submitted to Baltimore County for review.

The Developer must provide necessary drainage facilities (*temporary or permanent*) to prevent creating any nuisances or damages to adjacent properties, especially by the concentration of surface waters. Correction of any problem that may result due to improper grading or improper installation of drainage facilities will be the full responsibility of the Developer.

Development of this property through stripping, grading and stabilization could result in a sediment pollution problem, damaging private and public holdings downstream of the property. A grading permit is, therefore, necessary for all grading, including the stripping of topsoil.

In accordance with *Baltimore County Code, Section 33-5*, a grading plan shall be approved and a *Performance Bond* posted prior to issuance of a grading permit. A sediment control plan is required. The number of square feet of land disturbed shall be indicated on the sediment control drawing.

The Developer is responsible for the cost of temporary structures and measures required in the event of sectional development.

The Developer shall provide a minimum 10-foot drainage and utility easement along all bordering property lines which are not adjacent to road right-of-way or storm drain reservations.

Sediment control provisions will be required for the building permit application and for any grading involved.

WATER AND SANITARY SEWER COMMENTS:

A preliminary print of this property has been referred to the *Baltimore City Water Division* for review and comment in regard to adequacy of water pressure in this development. If Baltimore City has any comment, it will be forwarded.

The Developer is responsible for any public water main extension and/or public sanitary sewer required to serve this property. He is responsible for the preparation and the cost of construction drawings and right-of-way plats required. He is further responsible for conveying any required right-of-way to Baltimore County at no cost to the County.

The Developer is responsible for the entire cost of any relocation of the existing public water main and/or sanitary sewer, including the preparation and the cost of construction drawings and right-of-way plats required, all right-of-way acquisition and/or release costs and recordation charges.

Permission to obtain a metered connection from the existing main may be obtained from the *Department of Permits and Development Management*.

The Developer is responsible for the cost of capping or plugging any existing house connections not used to serve the proposed site.

The Developer will be given credit for one system connection charge for each existing house that is now connected into the public services.

Permission to connect to (*or to connect additional sanitary fixtures to*) the existing public sanitary sewer may be obtained from the *Department of Permits and Development Management*.

Water and sanitary sewer service connections shall be installed by a utility contractor prior to the road improvements and shall be included in the *Public Works Agreement*.

The total water and/or sanitary sewer system connection charge is determined, and payable, upon application for the plumbing permit, or prior to the execution of a utility or right-of-way agreement.

The determination of the water system connection charges will be predicated on the established relationship using a 5/8-inch water meter at a cost of \$575.00 per living unit. The sewer system connection charge, likewise, is based on a 5/8-inch water meter at a cost of \$875.00 per living unit.

The determination of the water and/or sewer system connection charges will be based on the size of water meters utilized in accordance with current County policy.

Water mains outside of public right-of-way serving a proposed site improvement are considered private and shall be the Developer's full responsibility for construction and maintenance.

Fire hydrant spacing and location are subject to review and approval by the *Fire Protection Section* of the *Fire Department*.

Public sanitary sewers serving the individual lots/properties within the subdivision shall be located within the public roads serving those lots/properties, where practicable.

The Developer shall contact the *Department of Permits and Development Management* at 410-887-3321 for information on obtaining water service where the meter required is less than 3", or the *Bureau of Development Plans Review* at 410-887-3751 for water service requiring meters 3" or larger.

TRAFFIC ENGINEERING COMMENTS:

Confirm and then add this note to the development plan:

- *"Bureau of Traffic Engineering and Transportation Planning" has confirmed that the subject site is/is not within a traffic deficient area.*

Sight lines are to be drawn from the centerline of the proposed access at a point 10 feet behind the extension of the main road curb line to the centerline of the nearest approach lane on the main road.

All subsequent plans, including record plats, must note that the areas between the sight line and the curb line must be cleared, graded, and kept free of any obstructions.

LANDSCAPE COMMENTS:

There are no landscaping comments at this time. Landscape plan approval will be subject to the landscape plan submission and review process.

SITE-SPECIFIC COMMENTS:

1. Provide sidewalks and pedestrian ramps along the Old Court Road frontage and a sidewalk on both sides of the entire proposed road and cul-de-sac. Be advised that a waiver from the hearing officer will be required to eliminate the sidewalks from the streets. Note the waiver request on the plan.
2. Extend the proposed sewer and a drainage and utility easement through Lot 3 to provide for future development of the Leand property.
3. Provide a profile of the panhandle driveway.
4. A record plat is required.
5. The developer shall investigate for availability of adequate fire flow at the site.
6. Show proposed streetlights spaced per standard on the interior street.
7. Show existing and proposed street lights along the entire Old Court Road frontage.
8. Label the Highway Widening as "Proposed."
9. Check with the State Highway Administration for impacts to Old Court Road (MD 133).
10. Show the maintenance access and revise the grading to the SWM facility riser.
11. The owner must sign the delinquent account certification on the plan.
12. Label the existing well to be removed by a licensed professional.
13. Provide documentation that there are or are not any wetlands adjacent to the existing storm drain outfall.
14. Label Old Court Road as MD 133 on the plan views.
15. Move the inlets from the curb returns to a tangent part of the curb.
16. Note and show the individual trees to be removed along Old Court Road for adequate sight distance.
17. Remove the grinder pump from Lot 6 and provide a gravity SHC by raising the house or lowering the sewer main.
18. Label the cul-de-sac island as HOA area.

19. In the cul-de-sac, change the dimension of the travel way to 28-feet and the island radius to 14-feet.
20. Change the storm drain and sewer drainage and utility easement from 20-feet to 30-feet in the FCE.
21. Verify and show the existing easement deed reference on Lot 13 (Stream Crossing Road).
22. Sprinklers must be provided for all houses for which building permits are issued after January 1, 2011.

* * * * *

DAK:mlv
cc:file

BALTIMORE COUNTY, MARYLAND

Inter-Office Correspondence

TO: Timothy Kotroco, Director
Department of Permits and
Development Management
Attn: Colleen Kelly

DATE 11/17/10

FROM: Brad Knatz
PDM. Bureau of Land Acquisition

SUBJECT: 2801 Old Court Road
PDM# 03-490

A review of the development plan for the above referenced project results in the following comments. These comments are advisory in nature.

1. Offsite rights of way must be acquired prior to record plat approval.
2. Access easements, approved by DEPRM, should be shown for storm water management facilities, forest buffers, etc.
3. If offsite sight line easements are necessary per Development Plan Review's comments, the developer will be required to obtain these easements prior to record plat approval.
4. Please identify and label all existing and proposed drainage and utility easements, highway widenings and slope easements, stormwater management facilities, forest buffers, flood plains, greenways and open space areas. Please clearly indicate whether or not the above are to be dedicated to Baltimore County. Please delineate and label required dedications to Baltimore County. Please delineate and label required dedications for highway purposes as "Highway Widening Area", "Not Future", "Proposed" or "Ultimate" regardless of whether or not highway improvements will actually be required as part of the development.
5. Please label with deed references and provide dimensions for any private easement and/or right of ways that exist on the property. In addition, please provide the Bureau of Land Acquisition with a copy of the deed that created the private right of way or easement. Such information should be provided along with the next revision to the plan.