AGENDA

CITY OF WESTMINSTER
Mayor and Common Council Meeting
Monday, March 23, 2026, at 7:00 pm
City Hall, 1838 Emerald Hill Lane, Westminster, MD 21157
City YouTube Channel Link

1. **CALL TO ORDER**

2. **PUBLIC HEARING**
   A) Public Hearing, Wakefield Valley General Development Plan Amendment DP 24-01, Parcel W and Parcel X. – Director of Community Planning and Development Depo

3. **APPROVAL OF MINUTES**
   A) Mayor and Common Council Meeting Minutes of March 9, 2026

4. **CONSENT CALENDAR**
   A) Approval of Departmental Reports – February 2026

   B) Approval of Change Order # 2 with Herman Restoration LLC, to Cover the Final Project Cost associated with the Durbin House Renovation Project in the Amount of $27,107.00

5. **REPORT FROM THE MAYOR**

6. **REPORTS FROM COMMITTEES**
   A) Arts Council

   B) Economic and Community Development Committee

   C) Finance Committee

   D) Personnel Committee

   E) Public Safety Committee

   F) Public Works Committee

   G) Recreation and Parks Committee

   H) Technology Committee

   I) Intergovernmental Relations Committee

7. **COUNCIL COMMENTS AND DISCUSSION**

8. **ORDINANCE AND RESOLUTIONS**
   A) Adoption of Resolution 26-10, a Resolution of the Mayor and Common Council of the City of Westminster Approving Wakefield Valley Development Plan Amendment DP 24-01. – Director of Community Planning and Development Depo

   B) Adoption of Resolution 26-11, a Resolution of the Mayor and Common Council of the City of Westminster in Support of HB 1142, Establishing the Task Force to Modernize County and Municipal Revenue Sources – Mayor Becker

9. UNFINISHED BUSINESS

10. NEW BUSINESS

11. DEPARTMENTAL REPORTS

12. CITIZEN COMMENTS

13. ADJOURNMENT

DP-24-01, Wakefield Valley
Public Hearing

To: Mayor and Common Council

From: Mark A. Depo, Director Community Planning and Development
Andrea Gerhard, Senior Planner

Meeting Date: March 23, 2026

Re: Public Hearing, Wakefield Valley General Development Plan Amendment DP 24-01, Parcel W and Parcel X

PROPOSAL

Kelly S. Miller, with Shaffer and Shaffer, LLP, on behalf of Richard Kress and WV Westminster LLC, ("the Applicant) applied to amend the Wakefield Valley Development Plan (the "DP 24-01") to initially add 25 new density rights to Parcel W to construct 25 single-family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space. **[Attachments 1 - 4]**

The Applicant subsequently amended the application to add 35 new density rights to Parcel W to construct 35 single-family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space.

Parcel W and Parcel X Location Map



The Parcel W, also identified as State Department of Assessments and Taxation (SDAT) #07-093136, is approximately 38.2934 acres and Parcel X, also identified as SDAT #07-431793, is approximately 16.0695 acres. Parcel W and Parcel X (collectively the "Property") are owned by WV Westminster LLC and zoned C Conservation Zone and subject to the City of Westminster Zoning Ordinance (the "Zoning Ordinance").

Initially Proposed Development Plan DP 24-01

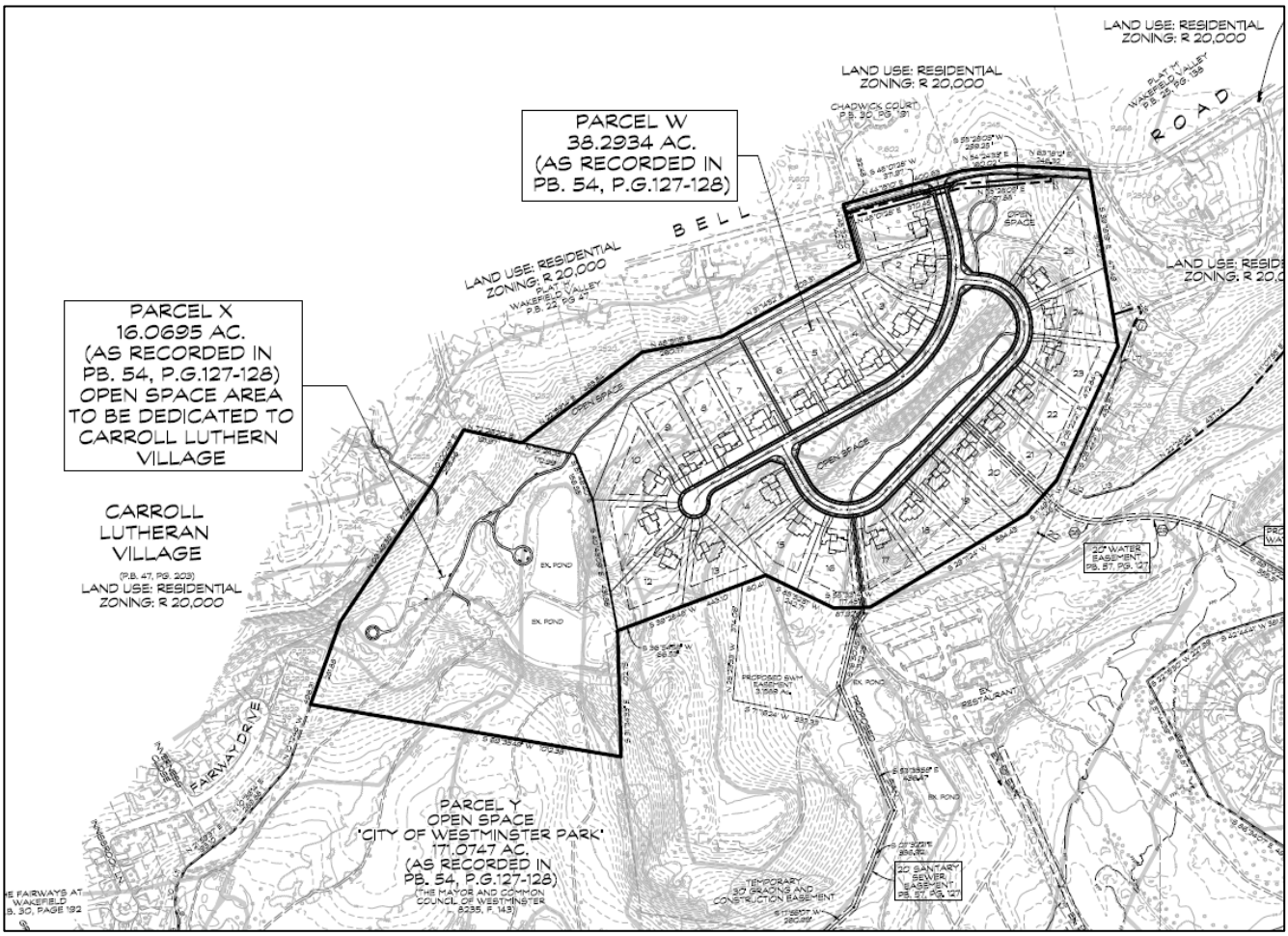


Image 1: Initial Development Plan – 25 SFDU

PROCESS

Zoning Ordinance Section 164-188 contains the City's three-step formal review process for an amendment to a planned development. The application to amend the Wakefield Valley Development Plan to add 25 to 35 new density rights to Parcel W to construct 25 to 35 single family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space is the first step.

Following acceptance of the planned development application, the Zoning Administrator shall forward the application to be introduced to the Planning and Zoning Commission (the "Commission") for informational purposes. On July 18, 2024, DP 24-01was introduced to the Commission to add 25 new

density rights to Parcel W to construct 25 single family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space. On May 15, 2025, DP 24-01 was amended and reintroduced to the Commission to add 35 new density rights to Parcel W to construct 35 single family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space. Subsequently, the Commission requested that DP 24-01 be scheduled for a Public Hearing.

Following introduction, the Zoning Administrator will notify the Commission of its public hearing date for the application. The Zoning Administrator shall set the application for hearing at a specified date, time and place and shall cause to be published in at least one newspaper of general circulation in the county, once each week for two successive weeks, notice of the public hearing on such application, stating the application number, date, time and place of hearing and the summary of the amendment and the location of the property, its area, name of owner, and change of classification. The Zoning Administrator scheduled the DP 24-01 Public Hearing for September 18, 2025, following a request from the Applicant to postpone the hearing for an earlier date. The Commission's Notice of Public Hearing for DP 24-01 was advertised on September 2, 2025 (16 days prior to the hearing) and September 9, 2025, in the Carroll County Times. [Zoning Ordinance Section 164-185 A.]

The Public Hearing advertisement stated the application number, date, time and place of hearing and the summary of the amendment and the location of the property, its area, name of owner, and change of classification. However, the advertisement incorrectly refers to the Property (Parcel W and X) being zoned PD-4 Planned Development-4 Zone, when the Property is zoned C Conservation Zone. The amendment to the Wakefield Development Plan is not proposing or intending to rezone the C Conservation Zone Property to the PD-4 Zone. The original Wakefield Development Plan was approved in 1978. Zoning Ordinance Section 164-133 B. refers to development plans approved "prior to November 5, 1979 shall continue to be approved and valid after said date, regardless of the zonal classification of the real property as to which such plans pertain, and said real property shall be developed in accordance with the provisions of such plans" and "Such plans may be amended in accordance with the procedures provided for the amendment of development plans contained in § 164-188 J. of this chapter." As such, the underlining zoning is not relevant, and the proposed development may occur on the C Conservation Zone properties without rezoning the properties. Although zoning is not relevant, it should be noted that the PD-4 Zone, which is not being sought but was referenced, allows a density of four dwelling units per net acre. The net acres of Parcel W, where development is proposed, is 25.6682 acres which would allow 102 dwelling units. The proposed amendment to the Wakefield Development Plan is proposing 35 dwelling units, which is stated in the advertisement and is significantly less than the 102 dwelling units allowed in the PD-4 Zone. The Zoning Administrator believes that referencing the PD-4 Zone was simply an oversight and is not substantive to the requested DP 24-01 application and does not impact the advertisement of the DP 24-01 Public Hearing and that the September 18, 2025 Public Hearing may occur. The Commission agreed with the Zoning Administrator and held the public hearing on September 18, 2025.

Following the public hearing, the Commission shall submit a report and recommendation to the Zoning Administrator as to whether the Commission favorably or unfavorably forwards the planned development application to the Mayor and Common Council.

Relevant Zoning Ordinance References

Pursuant to Zoning Ordinance Article XVIII, Regulations Applicable in All Districts, Section 164-133, Effect of prior approval:

"**B.** All preliminary plans, final plans, revised preliminary or final plans and all development plans of any type which have been approved by the Mayor and Common Council and/or the Commission prior to November 5, 1979, shall continue to be approved and valid after said date, regardless of the zonal classification of the real property as to which such plans pertain, and said real property shall be developed in accordance with the provisions of such plans. Such plans may be amended in accordance with the procedures provided for the amendment of development plans contained in § **164-188J** of this chapter. Additionally, the Common Council may amend any such plans approved prior to November 5, 1979, to permit residential single-family attached dwellings in lieu of any commercial or business use, provided that it determines, after an opportunity for public comment, that there will be no increase in the gross allowable residential density beyond that originally approved and that such development will not have an adverse impact upon the adjacent properties or the general character of the approved development plan."

Pursuant to Zoning Ordinance Article XXIII, Amendments, Section 164-188, Planned Development:

"**C.** The application process for all planned developments shall follow the same process, whether they are divided into multiple phases or not. The process will consist of three stages: rezoning (development plan approval), subdivision (culminating with the final plat) and building permit (site plan approval). In the event that the development includes multiple phases, separate applications for subdivision and building permit will be required for each separate development phase."

"**H.** All development plans and proposed amendments to development plans shall be subjected to review and recommendation comments by the Commission of the City…" [excerpted]

"**J.** In considering a rezoning application which includes a development plan, the Common Council shall consider whether the application and the development plan fulfill the purposes and requirements set forth in this chapter. In so doing, the Common Council shall make the following specific findings, in addition to any other findings which may be found to be necessary and appropriate to the evaluation of the proposed reclassification…" [excerpted]

"**K.** An approved development plan may be amended, upon the application by the developer of a planned development, by the Council. Any application for an amendment to an approved development plan shall be filed with the Commission and shall be subject to all the procedures, hearings and requirements contained in this chapter which pertain to development plans. An amendment to an approved development plan shall not involve a change in zoning or the area zoned. The Common Council shall approve or disapprove the application for amendment of an approved development plan."

PLANNING AND ZONING COMMISSION REVIEW

The Commission is directed to make recommendations to the Common Council including those matters which the Common Council must consider in acting on a proposed development plan amendment.

Pursuant to Zoning Ordinance Section 164-188 E., "A development plan [amendment] shall be prepared, taking into consideration the following standards and design criteria, and shall reflect compliance with the standards and criteria:

(1) In residential areas of planned developments, units shall be arranged and distributed so that higher densities are not unreasonably and disproportionately concentrated in areas of open space, single-family and semidetached dwellings or so located as to concentrate traffic on minor residential streets.
(2) Interior and exterior roads shall provide safe and adequate links among areas in the development and to areas outside of the development. Sufficient ingress and egress shall be provided to accommodate the projected traffic flow.
(3) All planned developments shall be provided with water and sewage facilities sufficient to meet project needs for the development.
(4) All planned developments shall comply with the landscape manual of the City of Westminster adopted pursuant to § **164-131.1**."

Pursuant to Zoning Ordinance Section 164-188 H.(2), in reviewing the development plan amendment, the Commission shall give consideration to:

"**(a)** The purpose and objectives of the requested zonal district and the planned development.
(b) Compliance with the standards and design criteria for a planned development.
(c) Any other considerations relating to the location, size and specific character of the site deemed appropriate by the Commission having a substantial bearing on achieving maximum safety, convenience and environmental and amenity qualities for the development and its residents or users.
(d) The Comprehensive Development Plan."

Pursuant to Zoning Ordinance Section 164-188 J., in considering a development plan amendment the Commission shall give consideration to the following specific findings, in addition to any other findings which may be found to be necessary and appropriate to the evaluation of the proposed development plan amendment:

"**(1)** That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or sector plan and that it does not conflict with the general plan, the City's capital improvements program or other applicable City plans and policies.
(2) That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in Articles **II** through **XV**, would provide for the maximum safety, convenience and amenity of the residents of the development and would be compatible with adjacent development.
(3) That the proposed vehicular and pedestrian circulation systems are adequate and efficient.

(4) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site.

(5) That any proposals, including restrictions, agreements or other documents, which show the ownership and method of assuring perpetual maintenance of those areas, if any, that are intended to be used for recreational or other common or quasi-public purposes, are adequate and sufficient.

(6) That the submitted development plan is in accord with all pertinent statutory requirements and is or is not approved. Disapproval of a development plan by the Common Council shall result in a denial of the rezoning application of which the development plan is a part."

WAKEFIELD VALLEY DEVELOPMENT PLAN OVERVIEW

In 1977, the Tahoma-Hannon annexation (R77- 6) of several parcels of land containing a total of 734.56 acres was approved by the Mayor and Common Council, and in 1978 the General Development Plan for Wakefield Valley-Fenby Farm consisting of 731.41 acres of the annexed 734.56 acres was approved, prior to City zoning. The Tahoma portion of the annexation is Wakefield Valley, and the Hannon portion of the annexation is Fenby Farm. The subdivision known as Fenby Farm is built on land from both Wakefield Valley (Parcel H) and Fenby Farm (Parcel R). The following outlines the approved development for the Wakefield Valley-Fenby Farm General Development Plan **[Attachment 5]**:

- Wakefield Valley (490.54 acres): 670 to 768 residential units with an average density of 2.39 to 2.74 on 280.4 acres (57%), commercial development on 10 acres (2%), open space on 200.14 acres (41%), and an overall gross density of 1.37 to 1.57 units/acre.

- Fenby Farm (240.87 acres): 389 to 491 residential units with an average density of 1.92 to 2.42 on 202.7 acres (84%), commercial development on 10 acres (4%), open space on 28.17 acres (12%), and an overall gross density of 1.61 to 2.04 units/acre.

- Wakefield Valley and Fenby Farm combined (731.41 acres): 1059 to 1259 residential units with an average density of 2.19 to 2.60 on 483.1 acres (66%), commercial development on 20 acres (3%), open space on 228.17 acres (31%), and an overall gross density of 1.45 to 1.72 units/acre.

1st Amendment Proposed

In 1987, the Mayor and Common Council approved an amendment to the Wakefield Valley portion of the Wakefield Valley-Fenby Farm General Development Plan allowing 716 to 768 residential units with an average density of 2.7 to 2.89 units/acre on 265.31 acres, commercial development on 10 acres, and open space on 241.57 acres, for a total area of 516.88 acres and an overall gross density of 1.39 to 1.49 units/acre. **[Attachment 6]** The total area of Wakefield Valley increased by 26.34 acres from 490.54 to 516.88 acres. The residential unit range was amended but the maximum of 768 residential units was retained. The area of residential development decreased by 15.09 acres from 280.4 to 265.31 acres. The maximum average density increased from 2.74 to 2.89 units/acre. The 10 acres for commercial development was retained. The area of open space was increased by 41.43 acres from 200.14 to 241.57 acres, making up 47% of the total area.

2nd Amendment Proposed

In 1989, the Mayor and Common Council approved an amendment to the Wakefield Valley portion of the Wakefield Valley-Fenby Farm General Development Plan allowing 603 to 608 residential units with an average density of 2.19 to 2.21 units/acre on 275.31 acres and open space on 241.57 acres for a total area of 516.88 acres, and an overall gross density of 1.17 to 1.18 units/acre. **[Attachment 7]**. The 10 acres for commercial development was eliminated and absorbed into the area of residential development. The area of residential development increased 10 acres from 265.31 to 275.31 acres. The residential unit range was amended, and the maximum number of residential units decreased by 168 residential units. The maximum average density decreased from 2.89 to 2.21 units/acre. The area of open space was retained, making up 47% of the total area.

3rd Amendment Proposed

In 2006, a third amendment was submitted and proposed to develop 320 senior cottages on parcels "M1" and M2", developed with nine holes of the existing 27-hole golf course. The Mayor and Common Council disapproved the proposed amendment. **[Attachment 8]**

4th Amendment Proposed

In 2016, a fourth amendment was submitted and proposed to develop 53 single family detached dwelling units on Parcel W. The Mayor and Common Council disapproved the proposed amendment. **[Attachment 9]**

WAKEFIELD VALLEY DEVELOPMENT PLAN DP 24-01 (5th AMENDMENT)

5th Amendment Proposed

The fifth and current amendment, Wakefield Valley Development Plan DP 24-01, was submitted and initially proposed to add 25 new density rights to Parcel W to construct 25 single family detached dwelling units and dedicate Parcel X to Carroll Lutheran Village for open space. [Attachments 2 and 3]

On October 10, 2022, Carroll Lutheran Village provided a letter regarding its support of the proposed amendment and the preservation and dedication to Carroll Lutheran Village of Parcel X, approximately 16.0695 acres, for open space. Carroll Lutheran Village also expressed its desire to deed or lease Parcel X to the City as a part of the approval of DP 24-01. **[Attachment 10]**

On September 19, 2023, the Wakefield Valley Development Plan DP 24-01 application was accepted for processing.

On December 4, 2023, the Department of Community Planning and Development (DCPD) provided initial or 1st Submission comments for DP 24-01. **[Attachment 11]** Due to the nature and history of Wakefield Valley Development Plans, the review of DP 24-01 took longer than expected.

On January 30, 2024, DCPD met with the Applicant to discuss the 1st Submission comments for DP 24-01.

On April 2, 2024, the Applicant emailed DCPD the resubmission on DP 24-01, addressing the 1st Submission comments.

On July 18, 2024, DP 24-01, proposing 25 SFDU, was introduced to the Commission.

On September 5, 2024, at the request of the Applicant, DCPD met with the Applicant and was provided an update on DP 24-01. The Applicant discussed with DCPD the possibility of increasing the density. DCPD recommended that the Applicant provide a concept plan for the increased density for internal review.

On October 30, 2024, at the request of the Applicant, DCPD met with the Applicant and was provided an update on and proposed revision to DP 24-01 and a 1st amended development plan rendering. The revisions primarily involved an increase in density from 25 new density rights to 32 new density rights to construct 32 single-family detached dwelling units and a reduction in road width to 22 feet on Parcel W with Parcel X proposed to still be dedicated to Carroll Lutheran Village (see Image 2: 1st Amended Development Plan Rendering – 32 SFDU, below). **[Attachment 12]**

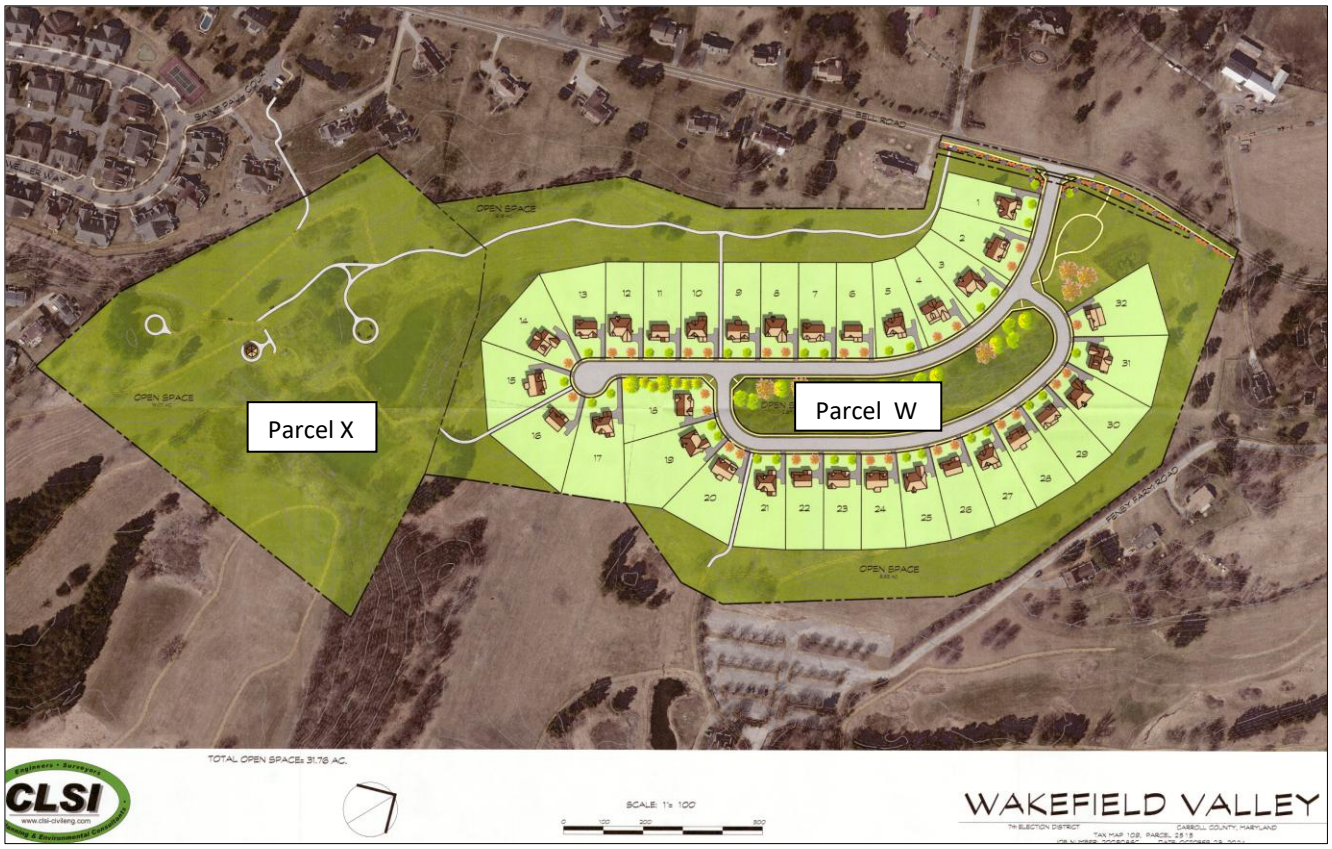


Image 2: 1st Amended Development Plan Rendering – 32 SFDU

DCPD discussed the reduction in road width to 22 feet with the Department of Public Works and informed the Applicant that, as the roadway will be dedicated to and maintained by the City, a 22 feet road width was not acceptable.

On December 19, 2024, at the request of the Applicant and due to the 22 feet road width not being acceptable, DCPD met with the Applicant and was provided an update on and proposed revision to DP 24-01 and a 2nd amended development plan rendering. The revisions primarily involved an increase in density from 32 new density rights to 35 new density rights to construct 35 single-family detached dwelling units on Parcel W with Parcel X proposed to still be dedicated to Carroll Lutheran Village (see Image 3: 2nd Amended Development Plan Rendering – 35 SFDU, below). **[Attachment 13]**



Image 3: 2nd Amended Development Plan Rendering – 35 SFDU

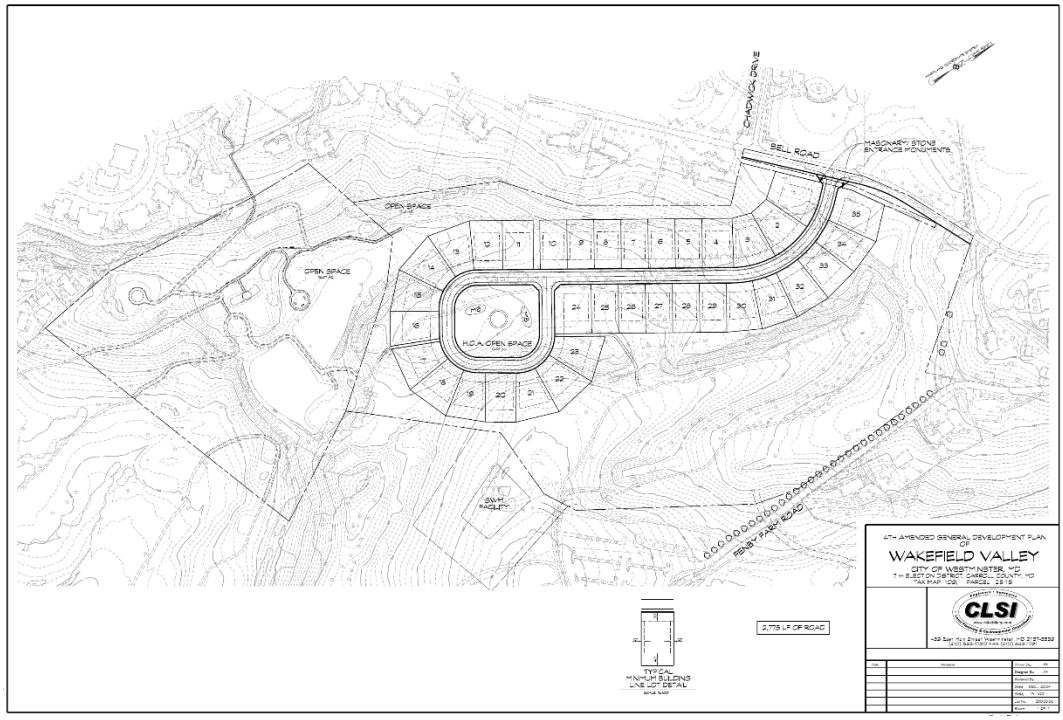
The Applicant stated that due to rising costs of development, additional dwelling units are needed to successfully develop Parcel W, while dedicating Parcel X (16.0695 acres) to Carroll Lutheran Village. DCPD shared its concerns with the location of houses along the southern property line and the close proximity of the Wakefield Clubhouse, which at the time was being restored by the City as an event facility. DCPC also commented on the possibility of locating lots along Bell Road to develop single-family detached dwelling units similar to the existing development along Bell Road.

On March 13, 2025, at the request of the Applicant due to DCPD's comments at the December 19, 2024 meeting, DCPD spoke with the Applicant regarding an update on and proposed revision to DP 24-01.

On April 1, 2025, the Applicant emailed DCPD a 3rd amended development plan for DP 24-01, based on December 19, 2024 meeting and subsequent March 13, 2025 discussion. This amended development plan maintained the requested increase to 35 new density rights to construct 35 single-family detached dwelling units on Parcel W with Parcel X proposed to still be dedicated to Carroll Lutheran Village. However, the roadway and lots were shifted to the north of Parcel W while providing lots along Bell

Road, addressing DCPD's concerns (see Image 4: 3rd Amended Development Plan – 35 SFDU, below). **[Attachment 14]**

Image 4: 3rd Amended Development Plan – 35 SFDU



On April 25, 2025, the Applicant emailed DCPD a rendering of the 3rd amended development plan for DP 24-01 provided on April 1, 2025. (see Image 5: 3rd Amended Development Plan Rendering – 35 SFDU, below). **[Attachment 15]**



Image 5: 3rd Amended Development Plan Rendering – 35 SFDU

On May 15, 2025, the Commission held a work session for the 3rd amended development plan for DP 24-01 provided on April 1, 2025 and April 25, 2025 proposing 35 SFDU. (see Image 4 and Image 5 above). The Commission discussed the design and layout of the 35 SFDU lots and questioned why more lots did not front on Bell Road, which would allow for the lots fronting the internal roadway of the development to be wider, which would allow for larger lots and would further separate the driveways accessing these lots from the internal roadway.

On June 9, 2025, the Applicant emailed DCPD a 4th amended development plan rendering for DP 24-01 addressing the Commission's May 15, 2025 work session comments. Three lots in addition to the two lots previously depicted are now proposed to be located along Bell Road. This reduces the number of lots from 33 to 30 fronting the internal roadway of the development, allowing for larger lots and further separating the driveways that access the 30 lots from the internal roadway. (see Image 6: 4th Amended Development Plan Rendering – 35 SFDU, below). **[Attachment 16]**



Image 6: 4th Amended Development Plan Rendering – 35 SFDU

On August 1, 2025, the Applicant emailed DCPD a 4th amended development plan for DP 24-01, consistent with the 4th amended development plan rendering provided on June 9, 2025. (see Images 7, 8 and Image 9: 4th Amended Development Plan – 35 SFDU, below) **[Attachment 17]**

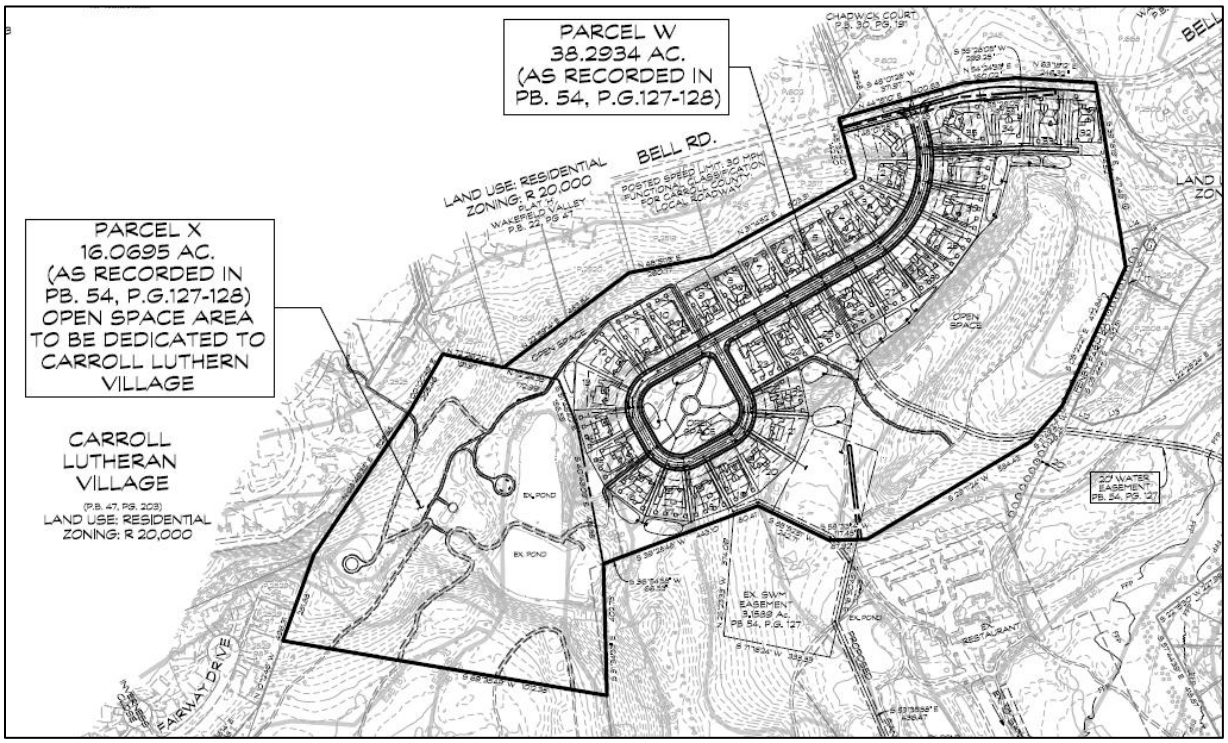


Image 7: 4th Amended Development Plan, Sheet 1 – 35 SFDU

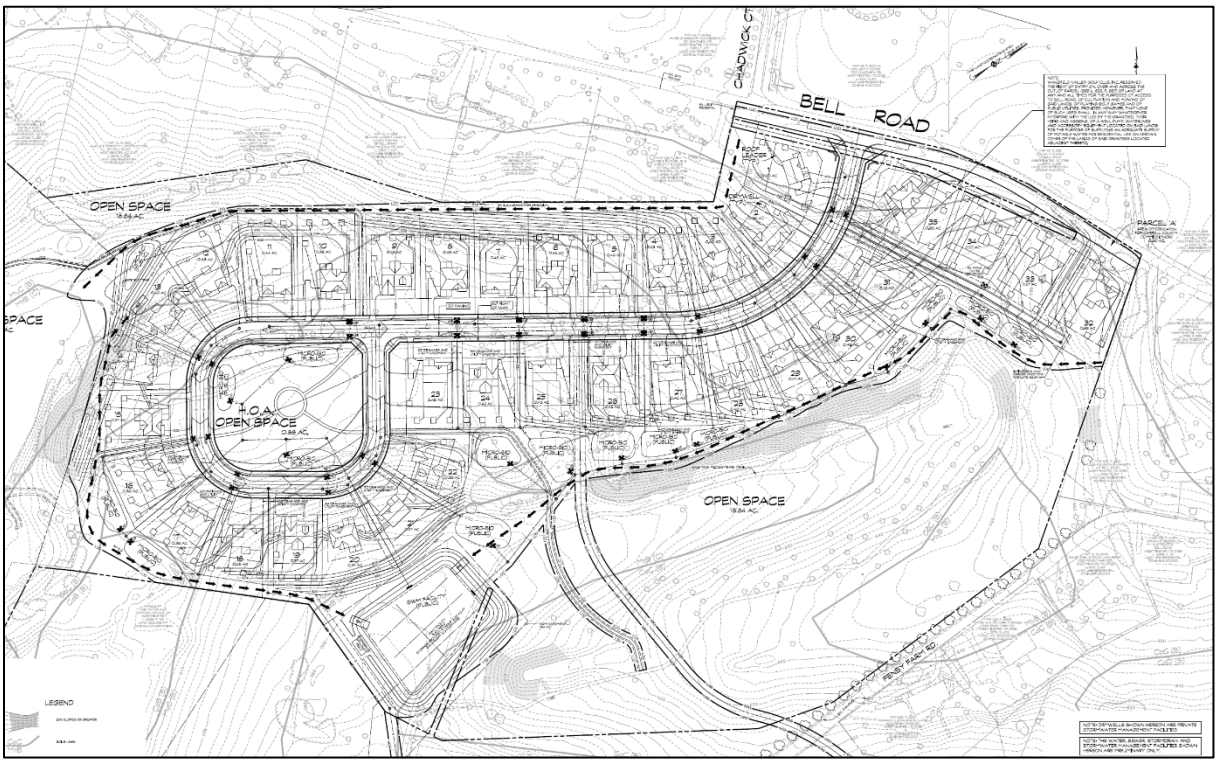


Image 8: 4th Amended Development Plan, Sheet 2 – Parcel W, 35 SFDU

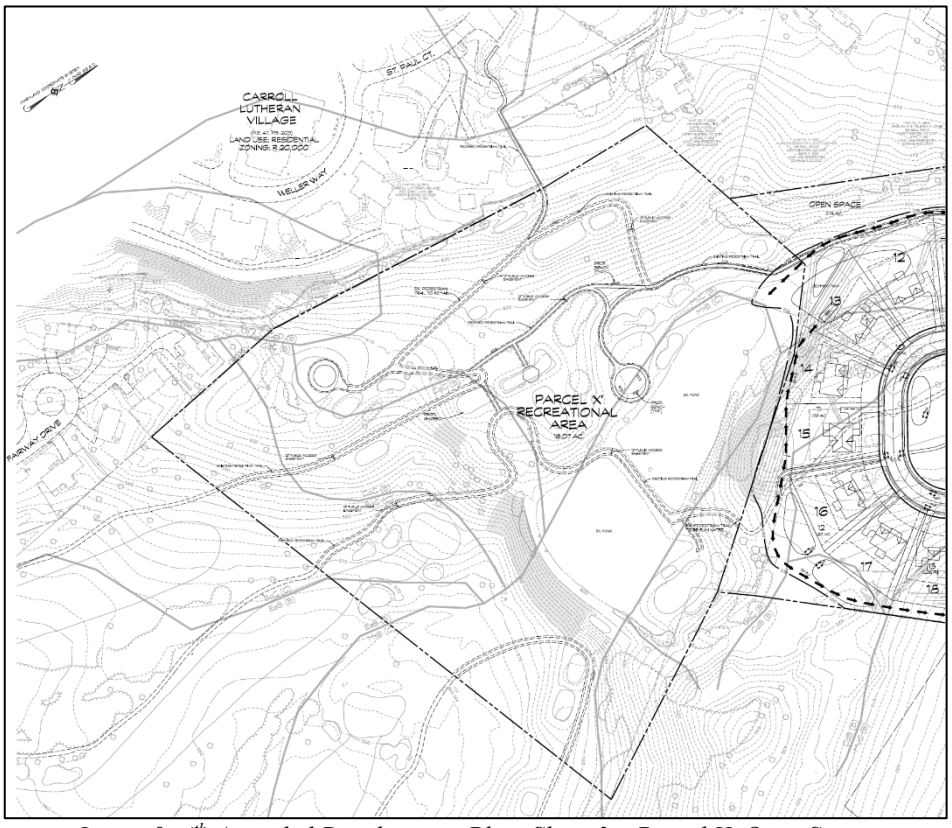


Image 9: 4th Amended Development Plan, Sheet 3 – Parcel X, Open Space

On September 18, the Commission held a public hearing on Wakefield Valley Development Plan Amendment DP-24-01, Parcel W (38.2934 acres) and Parcel X (16.0695 acres), more specifically the 4th amended development plan and 4th amended development plan rendering. (see Images 7, 8 and 9 above) The amendment proposes to add 35 new density rights to Parcel W to construct 35 single-family detached dwelling units, to dedicate approximately 18.84 acres from Parcel W for open space, and to dedicate Parcel X to Carroll Lutheran Village, or other entity, for open space. The initial and subsequent 1st, 2nd, and 3rd amended development plans and renderings were also presented to the Commission and were part of the public record and hearing. The Commission continued the Public Hearing to its October 21, 2025 meeting.

On October 21, 2025, the Commission closed the public hearing and recommended that they forwarded the 4th amended development plan and rendering for Wakefield Valley Development Plan Amendment DP 24-01, Parcel W and Parcel X, to the Mayor and Common Council with a favorable recommendation, subject to the following conditions:

1. Provide the amount of open space for the Wakefield Valley portion of the General Development Plan on DP 24-01.
2. Compliance with the Landscape Manual of the City of Westminster. Additional landscaping may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.
3. Compliance with the 2016 Development Design Preferences and architectural standards outlined in the DP 24-01 Public Hearing staff report. Additional design preferences and architectural

standards may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.
4. Demonstrate that water remains available per the Memorandum of Understanding between the City and Richard Kress, dated June 2, 2014, and amended May 1, 2015, and August 15, 2017 for the development of DP 24-01.
5. No additional water shall be provided by the City of Westminster for DP 24-01.
6. Address all remaining City of Westminster comments.
7. The stormwater management easement on Parcel Y that is unused will be abandoned by the developer.
8. All new trails and all existing trails will be constructed and improved, per the City, on Parcels W and X, by the developer and open to the public.
9. Installation of sidewalk along Bell Road, a County roadway, by the developer.

On December 17, 2025, the Commission reviewed and forwarded the Commission's report and recommendation of conditional approval of the Wakefield Valley Development Plan Amendment DP 24-01, Parcel W and Parcel X, to the Mayor and Common Council, specifically to add 35 new density rights to Parcel W to construct 35 single-family detached dwelling units; to dedicate approximately 18.84 acres of Parcel W for open space; and to dedicate Parcel X to Carroll Lutheran Village, or other entity, for open space as depicted on the 4th Amended Development Plan. **[Attachment 18]**

Comprehensive Plan

DP 24-01, as proposed, is not consistent with the 2009 Comprehensive Plan, as presented. The 2009 Comprehensive Plan, as further amended in 2017, Land Use Plan designates the Property as "Conservation". Comprehensive Plan, Part 5: 2009 Land Use Map, Section 6: Conservation, states, "The 1978 Development Plan for the Wakefield Valley restricted the development of housing within the parcel where Wakefield Valley Golf Course and Conference Center exists today. However, the current land use is Low Density Residential even though the development plan will not allow any residential homes to be built in this area. The Commission recommended a land use change from Low Density Residential to Conservation to reflect the development plan and the existing land use. The existing land use for this parcel is the Wakefield Valley Golf Course and Conference Center surrounded by forest land and natural landscapes as well as a stream that runs from the southwest corner to the eastern portion of the parcel. This change reflects how the land is currently used; however, this change does not change the approved Development Plan for Wakefield Valley. The 2009 Comprehensive Land Use Map has re-designated the land use of this 240-acre parcel from Low Density Residential to Conservation." Parcel W and Parcel X are part of the Wakefield Valley Golf Course in which the land use was designated Conservation to reflect the development plan, support conservation of open space, and maintain the existing land use and are zoned C Conservation Zone.

Density

As originally approved, the Wakefield Valley portion of the General Development Plan allowed for 670 to 768 residential units on 280.4 acres (57%) with an average density of 2.39 to 2.74 units/acre; commercial development on 10 acres (2%); and open space on 200.14 acres (41%), for a total area of 490.54 acres and an overall gross density of 1.37 to 1.57 units/acre. (See table below)

Currently, the Wakefield Valley portion of the General Development Plan is approved for 603 to 608 residential units on 275.31 acres (53%) with an average density of 2.19 to 2.21 units/acre and open space on 241.57 acres (47%) for a total area of 516.88 acres and an overall gross density of 1.17 to 1.18 units/acre. (See table below)

DP 24-01, as initially proposed, adding 25 new density rights on Parcel W, which is approximately 38.2934 acres, increases the maximum number of residential units from 608 to 633 and the total area of residential development from 275.31 acres to approximately 313.6 acres and decreases the open space from 241.57 acres to approximately 203.28 acres. Therefore, the Wakefield Valley portion of the General Development Plan as amended by DP 24-01 as initially proposed would allow for 603 to 633 residential units on 313.6 acres (61%) with an average density of 1.92 to 2.02 units/acre and open space on 203.28 acres (39%) for a total area of 516.88 acres and an overall gross density of 1.17 to 1.22 units/acre. (See table below)

DP 24-01, as amended, adding 35 new density rights on 19.4534 acres of Parcel W, which is approximately 38.2934 acres, increases the maximum number of residential units from 608 to 643 and the total area of residential development from 275.31 acres to approximately 294.76 acres and decreases the open space from 241.57 acres to approximately 222.11 acres. Therefore, the Wakefield Valley portion of the General Development Plan as amended by DP 24-01 as amended would allow for 603 to 643 residential units on 294.76 acres (57%) with an average density of 2.05 to 2.18 units/acre and open space on 222.11 acres (43%) for a total area of 516.88 acres and an overall gross density of 1.18 to 1.24 units/acre. (See table below)

Wakefield Valley Portion of the General Development Plan				
Development	**Original**	**Current**	**DP 24-01 (25 units)**	**DP 24-01 (35 units)**
Residential Area (%)	280.4 ac. (57%)	275.31 ac. (53%)	313.6 ac. (61%)	294.76 ac. (57%)
Residential Units	670 to 768	603 to 608	608 to 633	603 to 643
Average Density	2.39 to 2.74 du/ac	2.19 to 2.21 du/ac	1.92 to 2.02 du/ac	2.05 to 2.18 du/ac
Overall Density	1.37 to 1.57 du/ac	1.17 to 1.18 du/ac	1.17 to 1.22 du/ac	1.18 to 1.24 du/ac
Commercial Area (%)	10 ac. (2%)	0	0	0
Open Space Area (%)	200.14 ac. (41%)	241.57 ac. (47%)	203.28 ac. (39%)	222.11 ac. (43%)
Total Area	490.54 ac.	516.88 ac.	516.88 ac.	516.88 ac.

Open Space

With the original Wakefield Valley-Fenby Farm General Development Plan and throughout the approved amendments, it is clear that open space was an important element. Over the course of the amendments, the residential density decreased while the open space increased, which stands at 47% for the Wakefield Valley portion of the General Development Plan.

DP 24-01, as initially proposed, decreases the open space from the current 241.57 acres (47%) to approximately 203.28 acres (39%), which is below the original 41% open space of the 1978 Wakefield Valley portion of the General Development Plan.

DP 24-01, as amended, decreases the open space from the current 241.57 acres (47%) to approximately 222.11 acres (43%), which is above the original 41% open space of the 1978 Wakefield Valley portion of the General Development Plan.

DP 24-01 must be amended to demonstrate the amount of open space for the Wakefield Valley portion of the General Development Plan.

Landscape Review

The 4th Amended Concept Development Plan Rendering depicts landscaping for Parcel W but not for Parcel X. DP 24-01 must include a concept landscaping plan sheet for Parcel W. Additional landscaping may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.

Pursuant to Zoning Ordinance Section 164-188 E.(4), DP 24-01 must be amended to demonstrate compliance with the landscape manual of the City of Westminster.

Parking

DP 24-01 does not provide parking calculations. Pursuant to Zoning Ordinance Article III, C Conservation Zone, Section 164-16 and Zoning Ordinance Article XVI, Off-Street Parking and Loading, Section 164-111, single-family detached dwelling units require 2 parking spaces per dwelling unit. The initially proposed 25 single-family detached dwelling units require 50 off-street parking spaces and the currently proposed 35 single-family detached dwelling units require 70 off-street parking spaces.

Water

The water allocation for a single-family detached dwelling unit is 235 gallons of water per day (gpd). Initially, DP 24-01 proposed 25 new density rights for 25 single-family detached dwelling units which requires a water allocation of 5,875 gpd (25 units @ 235 gpd). Currently, DP 24-01 proposes 35 new density rights for 35 single-family detached dwelling units which requires a water allocation of 8,225 gpd (35 units @ 235 gpd).

The Applicant has stated that water and sewer allocations for DP 24-01 are provided per a Memorandum of Understanding between the City and Richard Kress, dated June 2, 2014, and amended May 1, 2015, and August 15, 2017. **[Attachment 19]** DCPD is still researching the availability of water per the Memorandum of Understanding and will be able to address prior to any final action of DP 24-01. However, no additional water shall be provided by the City of Westminster for DP 24-01.

Continue to work with staff to demonstrate water remains available per the Memorandum of Understanding between the City and Richard Kress, dated June 2, 2014, and amended May 1, 2015, and August 15, 2017 for the development of DP 24-01.

Development Design

The proposed 35 single-family detached dwelling unit development is subject to the 2016 Development Design Preferences. 2016 Development Design Preferences Section III., Residential Development

provides preferences that are applicable to single-family, multifamily, apartment, condominium and townhome residential developments, regardless of ownership. These guidelines apply to both smaller infill developments and larger master planned communities. These preferences are intended to encourage the highest level of design quality and creativity. **[Attachment 20]** The following are DCPD suggested architectural standards:

Variety

1. Each consecutive group of three (3) adjacent single family detached houses shall have distinct and different elevations with varied architectural projections, roof lines, and/or color. In addition, single family detached houses immediately adjacent to one another or directly across a public street from one another shall have distinct and different elevations.
2. No identical color schemes for single family detached houses shall be repeated within three consecutive lots.

Material Treatments

1. Architectural design and exterior materials should be applied consistently on all sides of the structure. When using wood siding or masonry as a primary or accent material in the front, extend it down the sides, at least to an inside corner. Do not stop at an outside corner.

Utilities and Mechanical Equipment

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment shall be reasonably minimized by use of the following design and installation principles:

1. Install all permanent utility lines underground.
2. Utility locations shall be generally located to the rear of lots, except when situation dictates otherwise.
3. Locate transformers away from pedestrian routes and active/passive open space, where possible.
4. Buffer all transformers, telecommunications devices, equipment switching boxes and other utility cabinets from street and pedestrian areas with landscaping or architectural screens, where possible.
5. Mechanical, electrical or other equipment, whether located thru-wall units or ground mounted shall be located away from public view and/or screened from view in an attractive yet unobtrusive manner.
6. Screening or buffering of any equipment shall be by one or a combination of the following: berms, depressions, walls, fences and/or landscaping and/or integration with the architecture of the adjacent building(s).
7. Transformers, CATV, and Telephone Distribution, etc. to be located in side yards and rear yards. HVAC equipment shall be located in rear yards or side yards. If such equipment is located in the side yards within 15 feet of the front facade of the building, adequate screening measures should be taken to ensure they are not visible from the street.

Material Standards

Building walls shall be constructed of the following materials. When walls are constructed of more than one material, changes in material could be permitted along a horizontal or vertical line, and should reinforce a Base, Middle and Top for the building.

Brick

1. The brick could be coursed in common bond, Flemish Bond, herringbone, basket weave, or other decorative bond, or horizontal running bond. Bonding variations are encouraged.
2. A variety of traditional brick colors and modules are encouraged and painted brick is permitted

Siding

1. Cementitious or fiber board siding or its equivalent is the prescribed siding material where brick and stone are not required.
2. Aluminum or Vinyl siding is not permitted. Smooth cut cedar shingles, wood clapboard siding and wood beaded siding products are permitted.
3. Siding joints will be caulked, painted, or per manufacturers installation instructions.
4. Siding could be lapped or Dutch-lapped. Exterior wood or other compatible material shingles are encouraged where appropriate.
5. There will be an appropriate-scaled size trim used with siding, depending on the building design.
6. Corners to terminate at corner boards.

Stone

1. Stone shall be laid with predominantly rectilinear stones in a horizontal pattern.
2. Cast stone shall be permitted as sills, headers and accents.
3. Stone shall return a minimum of 12" at all outside corners, and at no time expose a thickness of the veneer.
4. Portions of stone walls shall terminate with appropriate sills, caps, or intersections with other building elements.

Stucco

1. All stucco is to be smooth texture and uniform paint color.
2. Sonoborn shall be an acceptable alternative to authentic stucco.
3. EIFS is permitted for architectural elements as long as it meets code requirements and is located a minimum of 4 feet from the ground.
4. EIFS is prohibited as an alternative to stucco for a full or substantial coverage of the façade.

<u>Energy</u>

1. Roof mounted solar panels are permitted but must not be visible on the home's front façade.
2. Freestanding solar panels are prohibited.
3. Wind turbines are prohibited.

<u>Roof</u>

1. There are two residential roof types - facades with sloped flat roofs and facades with pitched roofs (mansard, hip, or gable).
2. A parapet built per code will be used to edge any flat roof when used as an exterior deck and accessed from the interior of the building.
3. Pitched roof construction materials must be slate (black or dark gray), cedar shingles, asphalt shingles, dimensional composite shingles, non-reflective standing seam metal (green, brown, or black in color). Non-dimensional shingles are prohibited.

4. There must be simple roof configurations for units with pitched roofs. They will be in a gable, gambrel, mansard, or hip arrangement.
5. When used as a secondary roof set against the wall of the main building, shed roofs (roofs which pitch in one direction) are permissible.
6. Brackets, spandrels, finials, and other ornamentation are permitted.
7. Roof penetrations (vents, attic ventilators, turbines, flues etc.) shall be painted to match the color of the roof or flat black except those made of metal which could be left natural.

Garages and Doors

2. Garage faced must be set back a minimum 15 feet from the house facade.
3. Garage doors must be made of wood, embossed hardwood, fiberglass, or wood veneer. Fenestration is permitted. Paneled doors and windows are recommended.
4. Garages facing the street: Two-car garages are permitted to have a single door in addition to individual paired garage doors. No steel garage doors.
5. All garage doors shall be recessed from the exterior trim surrounding the garage opening.

Gutter and Downspouts

1. Gutters will be constructed of aluminum, galvanized metal, steel, or copper.
2. Copper gutters are permitted to retain their copper color, or weathered patina. Other materials must be pre-baked or powdered coated finished, color to be approved.
3. Downspouts encouraged to be at the rear of the building, unless required under special condition.

RECOMMENDATION

DCPD recommends the Mayor and Common Council review Wakefield Valley Development Plan Amendment DP 24-01, Parcel W and Parcel X, and the Planning and Zoning Commissions favorable report and recommendation to the Mayor and Common Council to approve DP 24-01, specifically to add 35 new density rights to Parcel W to construct 35 single-family detached dwelling units; to dedicate approximately 18.84 acres from Parcel W for open space; and to dedicate Parcel X for open space as depicted on the 4th Amended Development Plan as provided and discussed in this report.

Furthermore, DCPD recommends the Mayor and Common Council approve Wakefield Valley Development Plan Amendment DP 24-01, Parcel W and Parcel X, specifically to add 35 new density rights to Parcel W to construct 35 single-family detached dwelling units; to dedicate approximately 18.84 acres of Parcel W to the City for open space; and to dedicate Parcel X to Carroll Lutheran Village, or the City, for open space as depicted on the 4th Amended Development Plan as recommended by the Planning and Zoning Commissions and as provided and discussed in the March 23, 2026 public hearing report, subject to:

1. The Applicant shall provide the required amount of open space for the Wakefield Valley portion of the General Development Plan as depicted on DP 24-01.
2. The development shall comply with the Landscape Manual of the City of Westminster, and the Applicant shall provide additional landscaping as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or as required by the Commission.
3. The development shall comply with the 2016 Development Design Preferences and architectural standards identified in the DP 24-01 staff report, and the Applicant shall comply with additional

design preferences and architectural standards as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or as required by the Commission.

4. The Applicant shall demonstrate that water remains available in accordance with the Memorandum of Understanding between the City of Westminster and Richard Kress dated June 2, 2014, as amended May 1, 2015, and August 15, 2017 for the development of DP 24-01, prior to submission of a preliminary subdivision application.
5. The City of Westminster shall not provide additional water allocation for DP 24-01.
6. The Applicant shall address all remaining comments of the City of Westminster prior to final signature approval of DP 24-01.
7. The Applicant shall abandon the unused stormwater management easement on Parcel Y prior to or concurrent with the recordation of the first record plat associated with DP 24-01.
8. The Applicant shall construct all new trails and improve existing trails on Parcels W and X, as required by the City, and such trails shall be open to the public.
9. The Applicant shall install a sidewalk along Bell Road, a County roadway, in accordance with applicable City and County standards.
10. The Applicant shall dedicate Parcel X to Carroll Lutheran Village and/or the City and approximately 18.84 acres of Parcel W to the City for permanent open space.
11. The Applicant shall obtain all applicable final signature approvals of DP 24-01 prior to submission of a preliminary subdivision application.

ATTACHMENTS

1. Wakefield Valley Development Plan Amendment Request letter dated November 16, 2022
2. Development Plan DP 24-01, Parcels W and X, as Introduced (25 SFDU)
3. 2016 Special Purpose Plat, Parcels W and X
4. Development Plan Traffic Impact Analysis (25 SFDU), dated September 7, 2022
5. 1978 General Development Plan for Wakefield Valley-Fenby Farm Information
6. 1987 General Development Plan Wakefield Valley Amendment Information
7. 1989 General Development Plan Wakefield Valley Amendment Information
8. 2006 General Development Plan Wakefield Valley Amendment Decision
9. 2016 General Development Plan Wakefield Valley Amendment Plan
10. Carroll Lutheran Village letter dated October 10, 2022
11. DCPC 1st Submission DP 24-01 Review Comments
12. 1st Amended Development Plan Rendering (32 SFDU), received October 30, 2024
13. 2nd Amended Development Plan Rendering (35 SFDU), received December 19, 2024
14. 3rd Amended Development Plan (35 SFDU), received April 1, 2025
15. 3rd Amended Development Plan Rendering (35 SFDU), received April 25, 2025
16. 4th Amended Development Plan Rendering (35 SFDU), received June 9, 2025
17. 4th Amended Development Plan (35 SFDU), received August 1, 2025
18. Planning and Zoning Commission Report and Recommendation, dated December 20, 2025
19. Water Allocation Memorandum of Understandings dated June 2, 2014, May 1, 2015, and August 15, 2017
20. 2016 Development Design Preferences Section III., Residential Development
21. Development Plan Traffic Impact Analysis (25 SFDU), dated July 8, 2025

ATTACHMENT 1
DP 24-01

SHAFFER AND SHAFFER, LLP
ATTORNEYS AT LAW
73 EAST MAIN STREET
WESTMINSTER, MARYLAND 21157

410/848-3737
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STACY P. SHAFFER
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November 16, 2022

Mr. Mark Depo
Director of Community Planning & Development
Winchester West
45 West Main Street
Westminster, Maryland 21157
BY HAND DELIVERY

Dear Mark,

On behalf of our client, Richard Kress and WV Westminster LLC, enclosed please find a proposed amendment to the Wakefield Valley General Development Plan prepared by CLSI, Inc.. To accompany the request, please find an updated Traffic Impact Analysis, prepared by Lenhart Traffic Consulting, Inc.. Also enclosed, please find a check for the filing fee in the amount of Two Thousand Five Hundred Dollars ($2,500.00).

According to the City's Code, this Amended Development Plan is covered by Section 164-133B, which specifically provides that it be processed in accordance with the procedures contained in Section 164-188J. Section 164-133B further provides that such plans are reviewed without regard to the zonal classification of the property.

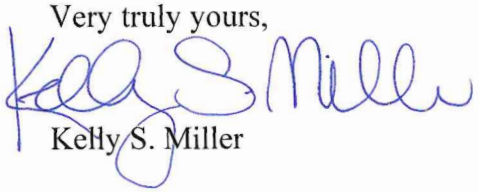
We are pleased to note that Carroll Lutheran Village joins in, and supports, this application as evidenced by the enclosed letter dated October 10, 2022.

Additionally, we provide the following documents that may provide helpful in your review (an electronic copy of all is also included by USB for your convenience):

1. The 2017 Mayor & Council Decision on the Amended Development Plan;
2. The original Memorandum of Understanding, dated June 2, 2014;
3. The First Amended Memorandum of Understanding, dated May 1, 2015;
4. The Second Amended Memorandum of Understanding, dated August 15, 2017;
5. The 1978 General Development Plan;
6. The 1989 General Development Plan; and
7. The 2001 Carroll Lutheran Village Development Plan.

Thank you in advance for your consideration. Please do not hesitate to contact our office with any questions, comments, or concerns.

Very truly yours,



Kelly S. Miller

Enclosures

CC: FILE COPY
Richard Kress (via email only, without attachments)
CLSI, Inc. c/o Marty Hackett (via email only, without attachments)
Carroll Lutheran Village c/o Steve Powell (via email only, without attachments)

Wakefield Valley Amended Development Plan DP-24-01
Applicant's Exhibits

#	Description
1	Aerial from GIS City Map
2	Joe Rutter Resume
3	Mike Lenhart Resume
4	Copy of 1978 Wakefield Development Plan
5	Density Calculation Chart
6	Open Space Calculation Chart
7	Water related Docs (Water Chart & MOU)

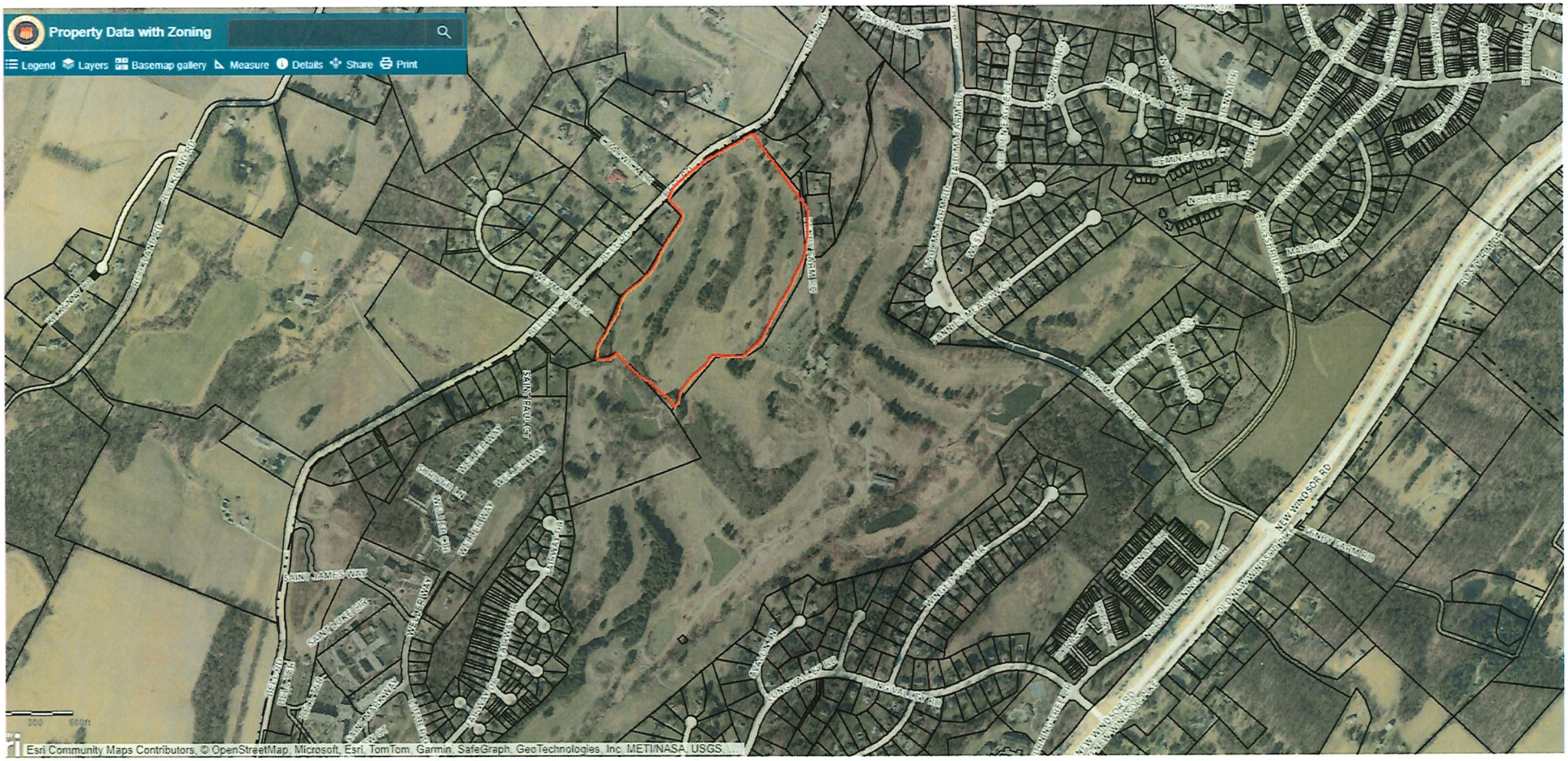


EXHIBIT
Applicant's
1

CURRICULUM VITAE

Joseph W. Rutter, Jr. AICP
3435 Jennings Chapel Road
Woodbine, Maryland 21797
Cell 410-977-1327
Email JRUTTER_1@LIVE.COM

CURRENT POSITION

Managing Member, JWR, LLC and Howard AA Utility Works, LLC
Partner in several development companies including Double R Ventures, LLC, Greenstone Ventures II, LLC and Masters Ridge, LLC July 2014 to present

- I own and operate a consulting firm, JWR, LLC. The firm provides planning and zoning consulting services to clients in Howard, Anne Arundel and Carroll County. Work has focused on assisting clients with the processing of applications for re-zoning and conditional use approvals and expert witness testimony.

- I work as an advisor to landowners on development projects and work with local jurisdictions in code updates.

- Double R Ventures, LLC as a partner, investor and project manager on development projects.

PREVIOUS POSITIONS

Principal, Land Design and Development, Inc. December 2006 to July 2014

- Land Design and Development provides oversight and direction in the full scope of land development.

- Directs clients in obtaining approvals for rezoning, special exceptions (conditional uses) , subdivision approvals from concept master planning through recordation of plats, site development plans, public works agreement and building permit and construction management

- Conducts feasibility studies to assist clients in evaluating potential development projects

- Provides expert testimony in land use case hearings.



Planning and Zoning Officer, Anne Arundel County, Maryland
January 2003 to December 2006

- Directed the Office of Planning and Zoning
- Administered the subdivision and land development process
- Prepared several Master Plans, including: update of the Master Plan for Water and Sewer, Small Area Plans for several areas of the County, Comprehensive Zoning for many areas of the County
- Directed a comprehensive rewrite of the County Code Articles for subdivision and zoning

Director of Department of Planning and Zoning, Howard County, Maryland
December 1990 to January 2003

- Directed the Department of Planning and Zoning
- Administered the subdivision and land development process
- Prepared the 1992 and 1993 Comprehensive Zoning plans for the County
- Prepared the 1992 Adequate Public Facilities Ordinance
- Prepared the 2000 General Plan for Howard County

Deputy Director of Department of Planning and Zoning, Howard County, Maryland October 1987 to December 1990

- Assisted in the administration of all Divisions the Department.

Chief, Research Division, Department of Planning and Zoning, Howard County, Maryland
1978 to October 1987

- Directed the preparation of research reports on land use , zoning, census and other demographic data
- Developed the first comprehensive Howard County land use data base
- Prepared several elements of the 1982 General Plan

Department of Planning and Zoning, Howard County, Maryland
1966 to 1978

- Served in several planning positions in the department overseeing preparation of zoning staff reports, project manager for 1977 Comprehensive Zoning, preparation of 1971General Plan elements , directed the comprehensive assignment of house numbers for the county, participated in land development project review

Maryland State Highway Administration
1965 to 1966

- Served as an Engineering Technician in the Highway Design Division working on several Interstate Highway projects

PUBLICATIONS

Howard County General Plan 1971, 1982 and 1990 (drafted land use and other elements)
Howard County General Plan 2000 (Director - set policy)
Anne Arundel County Small Area Plans 2003 - 2006 (Director - set policy)
Anne Arundel County Subdivision regulations 2005 (Director - set policy and drafted sections)
Anne Arundel County Zoning regulations 2005 (Director - set policy and drafted sections)
Frederick City Unified Development Code 2016 (JWR, consultant with ERP on redrafting several sections of the code)

PROFESSIONAL ORGANIZATIONS

- American Planning Association
- American Institute of Certified Planners

VOLUNTEER ORGANIZATIONS

- Boy Scouts - past advancement chairman
- PTA Carroll County- past elementary school president
  past PTA Council treasurer and president
- Linwood Center - past Vice President, Board of Directors
- Howard County Soil Conservation District Supervisor - 2011 to 2021

EXPERT TESTIMONY

- Testimony in land use cases - Board of Appeals, Zoning Board, District Court and Circuit Court.
- Qualified as expert witness in Prince Georges County Hearing Examiner
- Qualified as expert witness in Anne Arundel County Hearing Examiner and Board of Appeals
- Qualified as expert witness Howard County Hearing Examiner, Zoning Board and Board of Appeals
- Qualified as expert witness Carroll County Board of Appeals
- Qualified as expert witness Maryland Office of Administrative Hearings

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 28 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present
President – Lenhart Traffic Consulting, Inc.

2002 - 2005
Senior Project Manager - The Traffic Group, Inc.

2000 – 2002
Independent Consultant - The Traffic Group, Inc.

1999 - 2000
Senior Associate - The Traffic Group, Inc.

1998 – 1999
Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998
Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering*
  -1990 (U of MD @ College Park)
- *Masters of Science in Traffic Engineering& Transportation Planning*
  -1998 (U of MD @ College Park)

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission, Town of LaPlata Planning Commission, Town Council, Board of Appeals
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner
Queen Anne's County – Planning Commission
St. Mary's County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5
High Accident Sections
Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

EXHIBIT
Applicant's
3

RECEIVED
AUG 25 1978
DEPT. of PLANNING & PUBLIC WORKS

GENERAL DEVELOPMENT PLAN DESCRIPTION

Wakefield Valley/Fenby Farm 1/12/78

The Wakefield Valley/Fenby Farm General Development Plan includes 734.56± acres of land which lies between MD Route 31, Bell Road and Old New Windsor Road on the western edge of the City of Westminster. Exisitng access to the property is provided at two predetermined points on MD 31, at the intersection of Old New Windsor Road and Long Valley Road, near the lift station on the north side of Old New Windsor Road, more or less continuously along Bell Road, and several points along the proposed extension of Royer Road which will pass through the site and connect Union Town Road with MD Route 31.

The combined properties range in elevation from a low of approximately 528 feet to high of 693 feet. The land has slopes from 0 to 25% with the majority being in the 0-15% range. The main portion of the property orients to the main valley within which Copps Branch Creek lies, with the remainder orienting to Bell Road to the southwest and MD 31 to the southeast.

The Central spine of the combined properties is formed by a flood plain area and a new nine hole golf course which will be completed in the early summer of 1978. The majority of the site is open with substantial portion of the remaining areas covered with mixed hardwoods. Most of the significant tree cover exists on parcels A, B,J, and R.

The general development plan consists of three broad categories of land use; residential, commercial, and open space. Approximately 483 ± acres or 66% of the site is devoted to residential, 20± acres or 3% to commercial, and 228± or 31% to open space use. All parcels within the general development plan

EXHIBIT Applicant's 4

have been identified with a parcel letter and acreage designation. On the attached summary sheet, densities have been identified for each residential parcel. These figures were established to portray the range of density which would occur in each of the parcels. It is assumed that within this framework some minor shifting of density may occur, to account for changes in the market,,or other conditions which could not be anticipated at the time the General Development Plan was prepared.

With the notion that the combined properties represent an emerging new community, twenty acres of commercial land have been identified. The intent of this designation is to provide the opportunity for future neighborhood commercial services to be established. Both of the ten acre commercial parcels are located on the projects major internal road system (Royer Road extended). This was to allow convenient access to the facilities from within the community, and at the same time, eliminating the potential for strip commercial development to occur.

The major open space use within the community is a championship golf course. The first nine holes are scheduled to be in play early in the summer of 1978. Plans are presently underway for the completion of the remaining nine holes. The construction of the second nine will be based on increased demand and continued development of the residential component of the project.

Existing development consists mainly of the first phase of single family houses on Parcel I on the southern part of the site. Other existing development consists of the Griswold home and farm buildings on Parcel F, the"1767 farm house", barn, two residences and associated farm buildings on Parcel L, a new

residence adjacent to Bell road in Parcel B, and miscellaneous other residences and outbuildings located on the southern portion of Parcel S, the north eastern edge of Parcel K, and the south eastern portion of Parcel C.

The developers of the combined properties of Wakefield Valley and Fenby Farm, will over the coming months be refining the development plans and programs for their properties. During this process it is anticipated that changes in the market may create demands for uses which were not anticipated at the time of the preparation of the General Development Plan. The developers seek the cooperation of the City of Westminster in adopting and modifying their plans to accommodate such changes. The assumption is that such changes would be in keeping with the General Development Plan in terms of overall density, land use relationships and circulation.

It is assumed that information will be developed by the city in the near future that will establish guidelines for such issues as the plan review process and development standards.

LAND DESIGN/RESEARCH, INC.
September 15, 1977

WAKEFIELD VALLEY

Parcel	Acreage	Residential Unit Range	Commercial	Open Space	Avg. Density Unit/Acre Range
A	15.5 Ac	16			1
B	69.	175-200			2.5 - 2.8
C	51.9 Ac	150-175			2.8 - 3.3
D	3.2 Ac	3			1
E	16.2 Ac	125-150			7.7 - 9.3
F	17.0 Ac	10			.5
G	10.0 Ac	76-94			7.6 - 9.4
H	7.6 Ac	15-20			2 - 2.6
I	36.4 Ac	40			1.1
J	30.1 Ac	33			1
K	23.3 Ac	27			1.2
L			10 Ac		
M_1				89.9 Ac	
M2				105.9 Ac	
Misc				4.44 Ac	
Totals	280.4	670-768	10	200.14 Ac	2.3 - 2.7

Total Site Area = 490.54Ac ±

FENBY FARM"

N	66.3 Ac	100=133			1.5 - 2
O	45 Ac	45			2
P	15.6 Ac	93-124			6 - 8
Q			10		
R	23.6 Ac	47-59			2 - 2.5
S	52.2 Ac	104-130			2 - 2.5
T				11.5	
U				6.4	
Misc				10.27	
Totals	202.7	389-491	10	28.17	1.9 - 2.4

Total Site Area = 240.87 Ac ±

WAKEFIELD VALLEY AND FENBY FARM COMBINED TOTALS

483.1	1059-1259	20	228.17	2.2 - 2.6

Other Area Statistics

Overall gross area total[1] = 734.56 ±
Overall gross density = 1.6 unit/acre
Percentage of total area in open space = 31%

[1] This total includes three parcels which belong to neither Wakefield Valley or the Fenby Farm tracts. The parcels are Porter Mason Lee 1.938 acres, Mayor and Common Council .16 acres, and Robert A. Fawble 1.052 acres.

WAKEFIELD VALLEY
General Plan Revisions
Land Design/Research, Inc.
Preliminary Project Summary
January, 1978

LAND USE	ACRES	UNITS/LOTS
Single Family D @ 1A ±	-	23
1. Single Family D @ 20,000 ±		198
Single Family Cluster @ 2.4/A gross		40
2. Single Family Attached @ 8/A gross		340
Lutheran Home Complex (300 units) @ 1/2 unit ea. credit		165
*TOTAL RESIDENTIAL		766
Commercial Opportunity	5.9A	
Opportunity Site Inst./Office	7.6A	
Opportunity Site Gen. Commercial Office Residential	7.0A	

1. Includes 10 unit residential reserve

2. Includes 7A opportunity site

* Approved range 670-768

Density Calculations

	Original Dev. Plan 1978	Amended Proposal 2025
Total Acreage	490.34 acres	517.3372
Accounted Density Units (DU)	768 DU	
Proposed Density Units	--	35 DU
TOTAL Density Units	768 DU	643 DU
Average Density Unites per Acre = total DU/total acreage	1.57 DU/acre	1.24 DU/acre



Open Space Calculations

	Original Dev. Plan 1978	Our Proposal 2025
Residential/Commercial Acreage	290.2 acres	293.8834 acres
Open Space Acreage	200.14 acres	223.4538*
TOTAL acreage	490.34 acres	517.3372
Percentage of Open Space = open space acreage/total acreage	40.8%	43.2%

*Calculated by adding Parcel Y (City Park) = 171.0747 acres, Parcel Z (City Park) = 16.5896 acres, Parcel X (CLV dedication) = 16.0695 acres, Parcel W (Applicant) = 19.72 acres



Purpose	Gallons Per Day (GPD)	Deductions (GPD)	Authority	Notes
Stonegate	52,875		MOU allocates water for 225 single family units at Stonegate	MOU obligates RK to obtain 85,000 minimum gallons potable permittable water, from that amount, he will reserve enough for 295 single family units - 225 units set aside for Stonegate, 70 units set aside for Wakefield (calculated at 235 GPD)
Wakefield	16,450		MOU allocates water for 70 single family units at Wakefield	See note above
Industrial Development Authority (IDA)		(1410)	Agreement of Transfer from RK to IDA	IDA obtained 6 residential allocations for the development of Fairlawn Tool & Dye
Target Community and Educational Services		(470)	Agreement of Transfer from RK to Target (Tom Zirpoli)	
Triple M (CJ Miller) for Lot 7		(117.5)	Agreement of Transfer from RK to Triple M	Self Storage (G&F Self Storage Inc) needed 0.5 residential units
Triple M (CJ Miller) for Lot 5A		(352.5)	Agreement of Transfer from RK to Triple M	Marta Coursey (My K9 Buddy) needed 1.5 residential units
Total		2,350		
Total Remaining GPD	66,975			
LESS Amt Allocated for Stonegate family units remaining for eld)	**14,100 (60 single family units)**			

ard Kress

EXHIBIT Applicant's 7

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) made this 2nd day of June 2014 by and between the Mayor and Council of Westminster, a municipal corporation of the State of Maryland and WV DIA LLC, a Maryland Limited Liability Company and Naganwest, LLC, a Maryland Limited Liability Company.

Whereas, the parties have discussed an agreement relating to the future processing and development of certain properties as hereinafter delineated; and

Whereas, the parties believe it in their best interest to enter into this MOU to memorialize their mutual obligations and describe the contingencies related thereto.

Whereas, this Agreement primarily deals with, and relates to, those certain properties known as the Naganna property located in the City of Westminster, Carroll County, Maryland and believed to be identified by property tax id numbers 016654 and 016646 (sometimes hereinafter referred to as the Naganna Property) and the Wakefield Valley Golf Course property located in the City of Westminster, Carroll County, Maryland and believed to be identified by property tax id numbers 079605, 098340, 098359, 098375, 093136, 093144, and 080492 (hereinafter sometimes referred to as the Wakefield Valley Property).

Now therefore, in consideration of mutual covenants and promises, the receipt and adequacy of which is acknowledged, the parties agree as follows:

I. WV DIA LLC will do the following:

1. Procure, or cause the procurement of, in reasonable cooperation with the City, an increase in the Groundwater Appropriation Permit(s) held by the City for withdrawals made from groundwater in the Wakefield Valley. The overall groundwater appropriation allocated by MDE to the City will be increased by a sum not less than 85,000 gallons per day (gpd) on an annualized, average basis. Cooperation by the City shall include but is not necessarily to be restricted to being designated the permit applicant in agency correspondence and to timely reviewing and approving related correspondence generated in its name. The parties agree that WV DIA LLC's obligation shall be limited to obtaining said 85,000 gallon per day or more increase by means of forfeiting the Wakefield Valley Golf Course's water appropriation in favor of the City. It is understood and agreed that, in the event that City desires to pursue a ground water appropriation in excess of 85,000 gpd or desires to use the existing Wakefield Valley Golf Course irrigation well as a municipal water source, then City shall be responsible for additional costs related to, or arising from, the

studies, efforts, or actions necessary to seek said additional appropriation increase over and above the 85,000 gpd threshold.

2. Make a charitable donation to City of all of the Wakefield Valley property shown on the attached Exhibit A, save and except therefrom, the area shown as Potential Residential Lots and Related Infrastructure and the area shown as being donated to Carroll Lutheran Village (CLV) as a charitable contribution; said land to be donated free and clear of liens and encumbrances but subject to easements and restrictions of record and to include, in the case of the City, the improvements located thereon and especially the existing Club House and Banquet facility and the old Durbin House. The buildings and improvements will be conveyed "as is, where is" without warranty. The CLV land shall be restricted to open space use and passive recreation. In connection with said property transfers, City will cooperate with WV DIA LLC, at no out of pocket cost to City, in structuring said transactions so as to avoid or minimize any transfer taxes or property taxes. It is understood and agreed that WV DIA LLC will retain any residential density units attributable to, or associated with, the land contributed to City or CLV.

3. Submit an application for the appropriate zoning approvals to allow up to 70 single family residential lots on the Wakefield Valley property in a location and configuration substantially similar to that shown on Exhibit A and process appropriate development plans, drawings, documents etc. as are normal and customary for such developments in the City of Westminster. It is understood that, should said development be finally approved, WV DIA LLC will be responsible for the normal and customary infrastructure costs (e.g. roads, sewer and water lines, impact fees, area connection charges), and other normal and customary charges and processes associated with such a development. It is further understood that WV DIA LLC may submit, at its option, an initial application for fewer than 70 lots and, if it does so, that it reserves the right, in the future, to submit another application for additional lots not to exceed, when combined with its initial application, a total of 70 lots, which second application, if any, shall be considered under and according to applicable governmental laws and regulations in effect at the time it is submitted. It is further understood that this MOU is not intended to limit or restrict the ordinary review authority of the City (or any governmental agency) to impose conditions upon, or deny, the proposed development.

II. Naganwest, LLC shall do the following:

1. Pay to City a Three Thousand Dollar ($3,000.00) per lot fee for each and every lot created from the Naganna property (a/k/a Stonegate) to be treated as a "fee in lieu of" for the sewer pumping station described in paragraph 8 of the Annexation Agreement; said fee to be due and payable on the date that a building permit for a residential dwelling is issued for any such lot.

III. The City of Westminster will do the following:

1. Amend that certain Annexation Agreement dated November 7, 2005 (Annexation Agreement) applicable to the Naganna property as follows:

   A. Delete paragraph 11 of the Annexation Agreement, which means that Naganwest LLC $1.5 million water contribution for the Naganna property would be deemed satisfied and the request for contribution eliminated.

   B. Delete the requirement in paragraph 8 of the Annexation Agreement that "developers [Naganwest LLC] will fund the design and construction of the off-site sewerage, pumping, collecting and conveyance system based upon the recommendations to the City by the Stearns & Wheeler Report".

   C. Reserve sufficient water from the 85,000 gallons per day (or more) of permitted water which derives from the Wakefield Valley property for 225 single family lots on the Naganna property and up to 70 single family lots on the Wakefield Valley property; said water to be reserved under the City's allocation laws, policies and procedures and permanently reserved for the said lots and/or for the use of WV DIA LLC and/or Naganwest, LLC, the holder of a contract to purchase the Naganna (a.k.a. Stonegate) property.

   D. The City shall consider, in good faith, and in accordance with applicable laws and regulations, WV DIA LLC's application for zoning approvals necessary to allow construction of up to 70 single family lots on the Wakefield Valley property. All parties understand that this process involves various proceedings, including public hearings, before various agencies and Commissions and that that plan will be reviewed based on applicable legal principles after all interested parties have an opportunity to present the matter to said agencies, Commissions and bodies. City agrees to in good faith and with due diligence to process and review WV DIA LLC' plans in a timely and expeditious manner.

   E. To consider in good faith the adoption of an ordinance allowing the City to enter into developer rights and responsibilities agreements under appropriate circumstances and pursuant to State law.

F. To the extent permitted by law, abate any and all recapture or penalty property taxes due City from the Wakefield Valley Property and which recapture or penalty taxes are due as a result of the termination of the golf course use on the Wakefield Valley Property.

IV. Mutual Understanding:

Both parties understand that any potential agreement between the parties will be premised and conditioned explicitly on WV DIA LLC's procurement of the increased MDE groundwater appropriation not less than 85,000 gpd on an annualized basis and on the City's ultimate approval of the up to 70 lot subdivision or such lesser number of lots as may be sought. In the event that either of those events do not occur, then no party would have any obligation toward the other under any agreement; provided however that in any event, if WV DIA LLC and City obtain a MDE groundwater appropriation permit from MDE for at least 85,000 gallons per day, then WV DIA LLC and Naganwest, LLC, or their assigns, shall be entitled to receive water allocations for 225 single family lots in the Stonegate project whether or not the up to 70 lot development is approved and the $1.5 million contribution referred to in IIIA shall be eliminated and the pumping station requirement referred to in paragraph IIIB shall be eliminated and WV DIA LLC shall donate the Wakefield land to the City as described in Section I.2, above and Naganwest LLC shall pay the $3,000 fee in lieu as described in paragraph II 1.

This Memorandum of Understanding is intended to benefit and burden the parties and their respective successors and assigns.

Witness

Witness

Witness

The City of Westminster
By: Kevin R. Utz, Mayor

WV DIA LLC
By: Richard H. Kress
Its: Manager

Naganwest, LLC
By: Richard H. Kress
Its: Manager

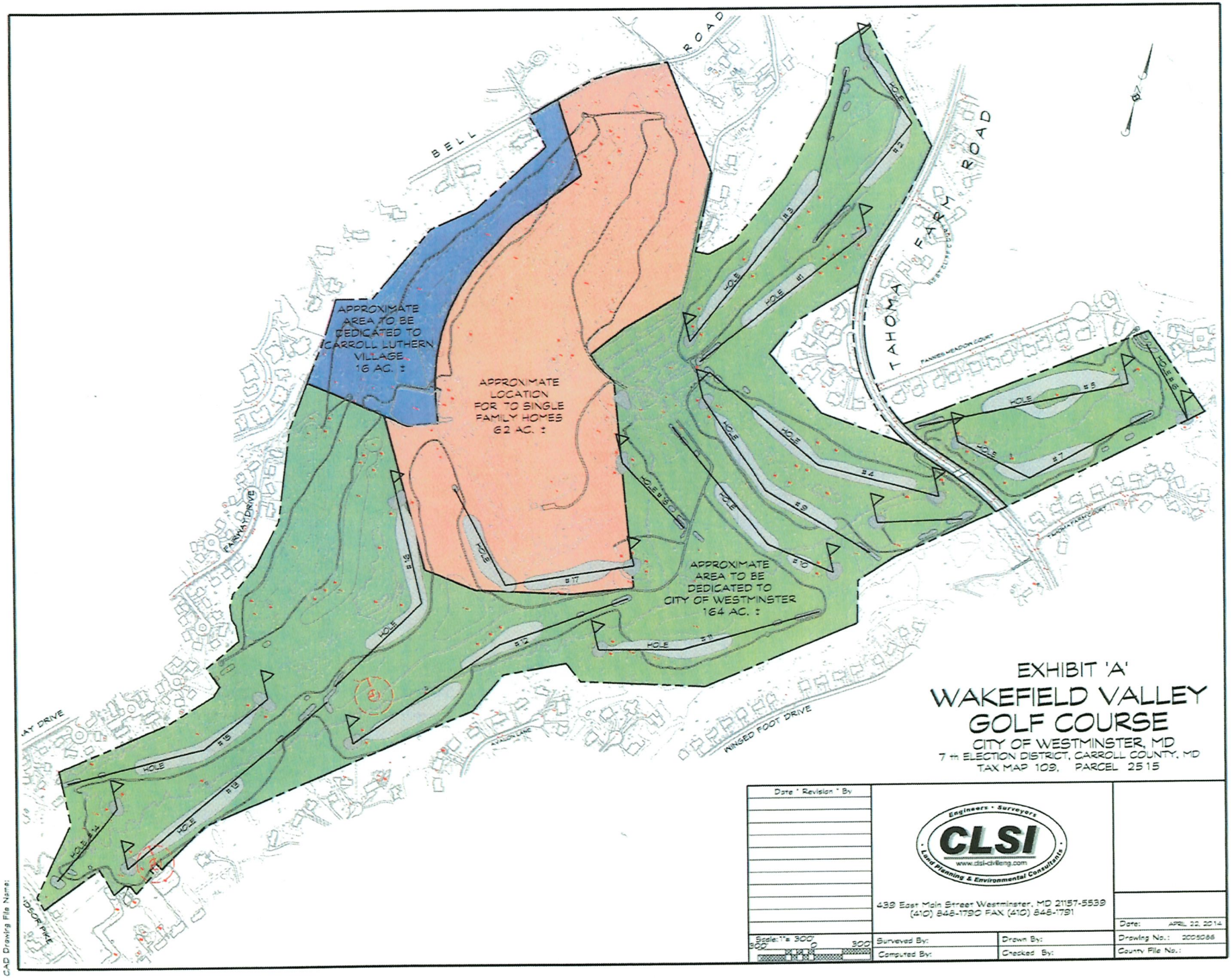


EXHIBIT 'A'

WAKEFIELD VALLEY GOLF COURSE

CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515

Date * Revision * By		
	Engineers • Surveyors • CLSI • Land Planning & Environmental Consultants • www.clsi-civileng.com	
	439 East Main Street Westminster, MD 21157-5539 (410) 848-1790 FAX (410) 848-1791	
Scale: 1"= 300'	Surveyed By:	Drawn By:
	Computed By:	Checked By:
		Date: APRIL 22, 2014
		Drawing No.: 2005086
		County File No.:

CAD Drawing File Name:

c:\4225_2005\4-1-14\55 PM-G\2005\2005086\sketch\exhibit_a.dgn

ATTACHMENT 2
DP 24-01

ABUTTING PROPERTY OWNERS

TAX MAP #45

245	CHANG, BEULAH C & CHANG, ANDREW, 116 BELL RD, / L. 8342, F. 329
602	SIDH, SURESH M & SIDH, SUSHMA, 1211 CHADWICK DR, / L. 5981, F. 125
602- 1A	COCKER, PAULINE M, 1210 CHADWICK DR, / L. 4221, F. 347
688	WAMINAL, MICHIKO, 80 BELL RD, / L. 4452, F. 738
602- 1D	KEREN, KEDZIERSKI, 1215 CHADWICK DR. / L. 5205, F. 001
602- 1B	STOLZ, PHILLIP M. & STOLZ, SUZANNE, 1216 CHADWICK DR. / L. 10483, F. 498
602- 1C	ALBERS, ROSS & ALBERS, EMILY, 1220 CHADWICK DR. / L. 9821, F. 191

TAX MAP # 109

2507	CURTIS WARREN C, CURTIS PAULINE B, 1042 FENBY FARM RD, / L. ___, F. ___
2508	REESE DAVID W, REESE VICTORIA M, 1046 FENBY FARM RD, / L. 2878, F. 404
2509	GRISWOLD LEONARD EARL, GRISWOLD LURA CRARY, 105 BELL RD, / L. 0792, F. 593
2510	LAWSON ELLIS H, LAWSON LINDA G, 107 BELL RD, / L. 784, F. 180
2515	MAYOR AND COMMON COUNCIL OF WESTMINSTER, 45 WEST MAIN STREET, L. 8235 F. 143
2517	RUCKER, JAMES B. JR. & RUCKER, SHIRLEY T., 187 BELL RD, / L. 9458, F. 284
2525	MAYOR AND COMMON COUNCIL OF WESTMINSTER, 45 WEST MAIN STREET, L. 8235 F. 143

TAX MAP # 110

2506	BERRY DAVID EARL, BERRY DIANE LYNN, 1050 FENBY FARM RD, / L. 2418, F. 621
2518	MARQUES, MICHAEL J. & MARQUES, KELLY E., 189 BELL RD, / L. 8324, F. 040
2519	LUSBY RICHARD JOSEPH, FURMAN LANDA, 191 BELL RD, / L. 7353,F . 104
2520	LEWIS, GAELAN O. & LEWIS, MELISSA N., 193 BELL RD, / L. 8747, F. 381
2521	STOTTLEMYER ALAN R, STOTTLEMYER DOROTHY L, 195 BELL RD, / L. 3673, F. 329
2524	BRILL, KENNETH III & SHELL, CAMELA, 203 BELL RD, / L. 8426, F. 239
2525	D'ANTHONY BRUCE F, D'ANTHONY MATTIE K, 205 BELL RD, / L. 0884, F. 370
2544	CARROLL LUTHERAN VILLAGE, 200 SAINT LUKE CIR, / L. 0808, F. 732

TAX MAP # 111

2528-96	TOUSE, MATTHEW ROBERT, 1205 FAIRWAY DR, / L. 8441, F. 426
2529-97	WEAVER DAVID, WEAVER DANA, 1207 FAIRWAY DR, / L. 1453, F. 235
2528-98	COLON, WADE A. & COLON, JENNIFER, 1209 FAIRWAY DR, / L. 10913, F. 456

BOUNDARY CURVE DATA

NUMBER	RADIUS	ARC	DELTA	TAN	CHORD BRG.	DIST
C1	139.00	45.65	18°48'58"	23.03	S 01°20'45" W	45.44
C2	2720.00	564.02	11°52'51"	283.02	S 11°34'08" W	563.01
C3	830.00	271.39	18°44'04"	136.92	S 08°08'30" W	270.18
C4	830.00	86.74	05°59'17"	43.41	S 69°42'15" E	86.71
C5	1460.00	328.76	12°54'24"	164.68	S 66°17'12" E	328.08
C6	1520.00	358.87	13°31'39"	180.27	N 65°58'05" W	358.04
C7	770.00	174.25	12°57'57"	87.50	N 66°12'58" W	173.88
C8	210.00	199.91	54°32'38"	108.26	N 72°54'00" E	192.45
C9	500.00	395.60	45°19'56"	208.81	N 68°11'40" E	385.36

CURVES ARE DESIGNATED AS THUS: (C1)

BOUNDARY LINE TABLE

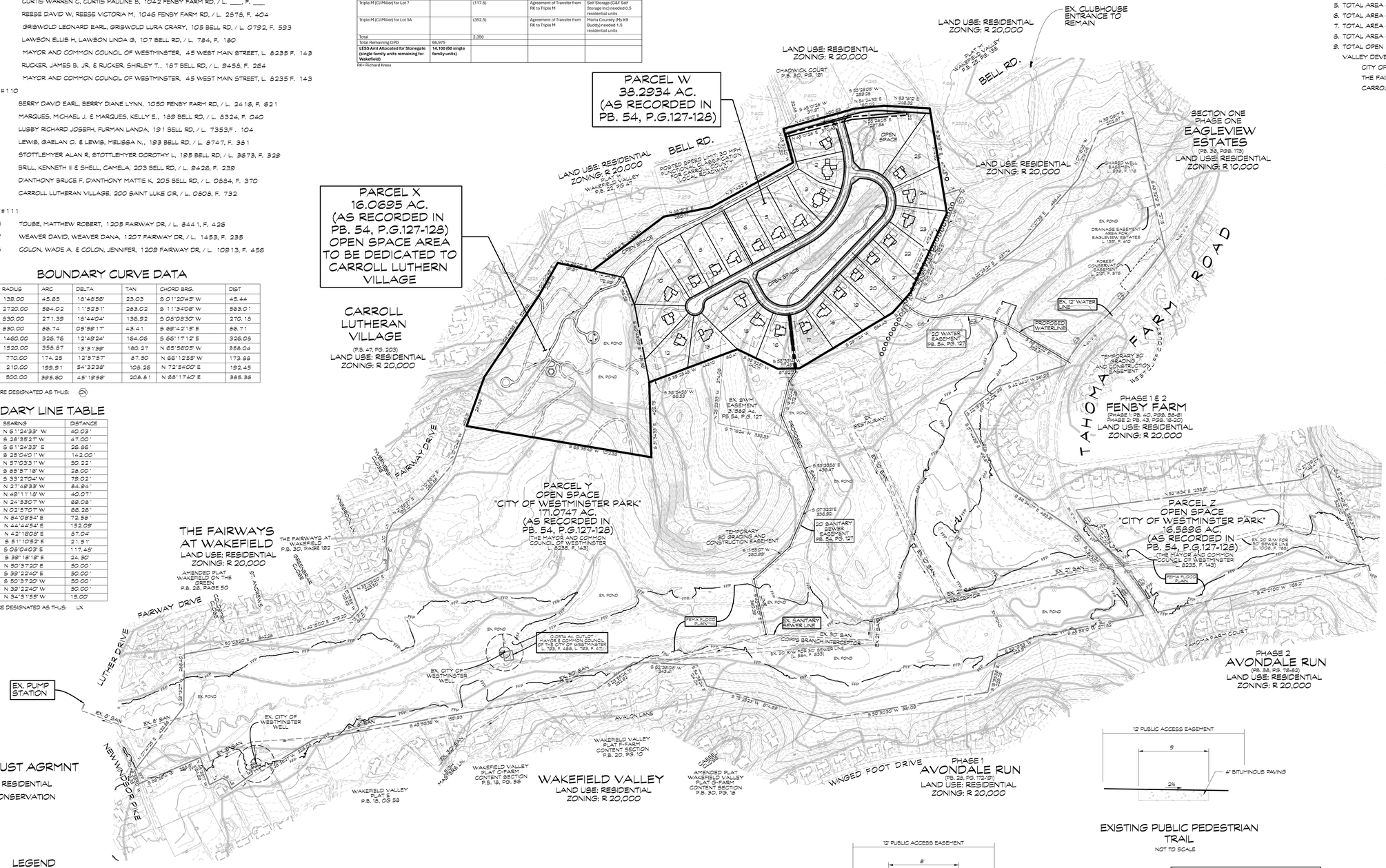
NUMBER	BEARING	DISTANCE
L1	N 61°24'33" W	40.03'
L2	S 28°35'27" W	47.00'
L3	S 61°24'33" E	26.86'
L4	S 25°04'01" W	142.00'
L5	N 57°03'11" W	50.22'
L6	S 65°57'16" W	28.00'
L7	S 33°27'04" W	78.02'
L8	N 27°49'33" W	84.94'
L9	N 48°11'15" W	40.07'
L10	N 24°53'07" W	68.08'
L11	N 02°57'07" W	66.26'
L12	N 84°08'54" E	72.58'
L13	N 44°44'54" E	152.08'
L14	N 42°18'08" E	87.04'
L15	S 51°10'52" E	21.51'
L16	S 08°04'03" E	117.48'
L17	S 38°18'18" E	24.30'
L18	N 50°37'20" E	50.00'
L19	S 39°22'40" E	50.00'
L20	S 50°37'20" W	50.00'
L21	N 39°22'40" W	50.00'
L22	N 34°31'55" W	15.00'

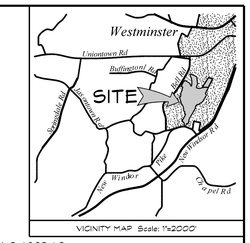
LINES ARE DESIGNATED AS THUS: L1

WATER ALLOCATION

Purpose	Gallons Per Day (GPD)	Deductions (GPD)	Authority	Notes
Stonegate	52,875		MOU allocates water for 225 single family units at Stonegate	MOU obligates RK to obtain 85,000 minimum gallons potable permittable water, from that amount, he will reserve enough for 295 single family units - 225 units set aside for Stonegate, 70 units set aside for Wakefield (calculated at 235 GPD)
Wakefield	16,450		MOU allocates water for 70 single family units at Wakefield	See note above
Industrial Development Authority (IDA)		(1410)	Agreement of Transfer from RK to IDA	IDA obtained 6 residential allocations for the development of Fairawn Tool & Dye
Target Community and Educational Services		(470)	Agreement of Transfer from RK to Target (Tom Zirpoli)	
Triple M (CJ Miller) for Lot 7		(117.5)	Agreement of Transfer from RK to Triple M	Self Storage (G&F Self Storage Inc) needed 0.5 residential units
Triple M (CJ Miller) for Lot 5A		(352.5)	Agreement of Transfer from RK to Triple M	Marta Coursey (My K9 Buddy) needed 1.5 residential units
Total		2,350		
Total Remaining GPD	66,975			
LESS Amt Allocated for Stonegate (single family units remaining for Wakefield)	**14,100 (60 single family units)**			

RK= Richard Kress





DATA TABULATIONS

1. ZONING: CONSERVATION
2. SOIL CLASSIFICATION MAP: USGS SOIL DATA
3. NUMBER OF UNITS: 25 SINGLE FAMILY HOMES
4. TOTAL AREA OF SITE: 38.2934 AC.
5. TOTAL AREA OF LOTS: 25.6882 AC.
6. TOTAL AREA OF RIGHT-OF-WAY ON PARCEL W: 3.4863 AC.
7. TOTAL AREA OF DEDICATION (FOR BELL ROAD): 0.4991 AC.
8. TOTAL AREA OF OPEN SPACE: 24.8295 AC.
9. TOTAL OPEN SPACE FOR OVERALL WAKEFIELD VALLEY DEVELOPMENT PLAN:
   - CITY OF WESTMINSTER PARK= 176 AC. ±
   - THE FAIRWAYS AT WAKEFIELD= 5 AC. ±
   - CARROLL LUTHERAN VILLAGE= 45 AC. ±
   - TOTAL= 226 AC. ±

GENERAL NOTES

1. PARCEL W & PARCEL X: OWNER: WV WESTMINSTER, LLC.
   DEED REFERENCE: L. 8235, F. 136
   DATED: FEB. 26, 2016
   GRANTOR: RICHARD H. KRESS, SUB. TRUSTEE, ET. AL.
2. THE TOPOGRAPHY SHOWN HEREON IS AERIAL PHOTOGRAMMETRY FLOWN BY WINGS AERIAL MAPPING, INC. APRIL, 2005
3. THE BOUNDARY OF PARCELS 'W', 'X', 'Y' AND 'Z' SHOWN HEREON IS FROM A PLAT KNOWN AS THE "SPECIAL PURPOSE PLAT, RESUBDIVISION OF AMENDED PLATS 'F & G', WAKEFIELD VALLEY" RECORDED IN PLATBOOK 54, PAGES 127- 128
4. THE STORMWATER MANAGEMENT SHOWN SHALL CONFORM TO THE CITY OF WESTMINSTER STORMWATER MANAGEMENT ORDINANCE- CHAPTER NO. 136. CARROLL COUNTY IS RESPONSIBLE FOR REVIEWING AND APPROVING THE STORMWATER MANAGEMENT DESIGN FOR THE CITY OF WESTMINSTER.
5. THE CONSTRUCTION OF ROADWAYS, WATER & SEWER SHALL CONFORM TO THE CITY OF WESTMINSTER DESIGN STANDARDS EXCEPT FOR BELL ROAD IMPROVEMENTS. BELL ROAD IS OWNED AND MAINTAINED BY CARROLL COUNTY COMMISSIONERS. ANY IMPROVEMENTS OR ACCESS TO BELL ROAD WILL REQUIRE CARROLL COUNTY REVIEW AND APPROVAL.
6. THE 100 YEAR FEMA FLOODPLAIN SHOWN IS TAKEN FROM FEMA MAP No 24001B 0002 C
7. ALL PROPOSED ROADWAYS & STORM DRAINAGE TO BE PUBLICLY MAINTAINED.
8. PROPOSED FIRE HYDRANTS TO BE PLACED IN ACCORDANCE TO CITY OF WESTMINSTER CRITERIA.
9. ALL LANDSCAPING TO MEET THE REQUIREMENTS OF THE CITY OF WESTMINSTER.
10. CROSS WALKS WILL BE PROVIDED AT ALL NEW INTERSECTIONS. (SEE DETAIL THIS SHEET)
11. THE OPEN SPACE WILL BE OWNED BY THE HOMEOWNERS ASSOCIATION.
12. THE WATERLINES, SEWERLINES, STORMDRAINS AND STORMWATER MANAGEMENT FACILITIES SHOWN HEREON ARE PRELIMINARY ONLY.
13. THERE ARE NO EXISTING STRUCTURES ON PARCELS W AND X.
14. WATER ALLOCATIONS WERE APPROVED IN THE MEMORANDUM OF UNDERSTANDING DATED JUNE 2, 2014 AND AMENDED MAY 1, 2015, AND AUGUST 15, 2017.
15. PEDESTRIAN TRAILS WILL BE PUBLIC.
16. THE STORMWATER MANAGEMENT FACILITIES SHOWN HEREON AS PUBLIC WILL BE MAINTAINED BY THE CITY OF WESTMINSTER. THE THE STORMWATER MANAGEMENT FACILITIES SHOWN HEREON AS PRIVATE WILL BE MAINTAINED BY THE HOA AND/OR PRIVATE HOMEOWNER

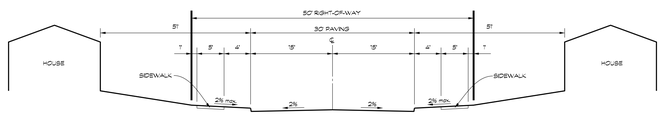
MASTER RETREAT AT
FURNACE HILLS
CONDOMINIUM
(PHASE 1: PB. 42, PGS. 37-44)
LAND USE: RESIDENTIAL
ZONING: PD-4

PURPOSE NOTE

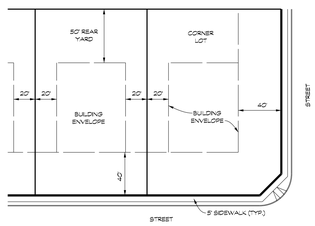
TO DEVELOP PARCEL W TO ACCOMMODATE 25 RESIDENTIAL LOTS AND PARCEL X TO CREATE AN OPEN SPACE / PARK.

LEGEND

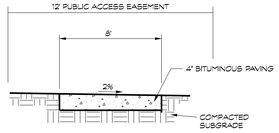
- 25% SLOPES OR GREATER
- SOILS LINES
- 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EX. 30" SAN. — EXISTING SEWER LINE
- EX. 8" W. — EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- PROPOSED SEWER LINE
- PROPOSED STORMDRAIN
- PROPOSED WATER LINE



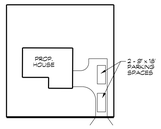
TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION
NOT TO SCALE



TYPICAL LOT DETAIL
NOT TO SCALE



PROPOSED PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE



PARKING SPACE DETAIL
NOT TO SCALE

EXISTING PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

NOTE: SEE SHEET 2 OF 4 FOR UTILITY LAYOUT

NOTE: PARCELS Y AND Z HAVE BEEN DEEDED TO THE CITY OF WESTMINSTER BY DEED DATED FEBRUARY 26,2016 AND RECORDED AMONG THE LAND RECORDS OF CARROLL COUNTY IN LIBER 8235, FOLIO 143.

SHEET INDEX

1. OVERALL PLAN
2. GRADING AND UTILITY PLAN
3. PARCEL 'X' RECREATIONAL AREA PLAN
4. LANDSCAPE PLAN

CITY OF WESTMINSTER, MAYOR	MAYOR: _____ DATE: _____
CITY OF WESTMINSTER, PLANNING AND ZONING COMMISSION	APPROVED: _____ DATE: _____
CITY OF WESTMINSTER, DIRECTOR OF PLANNING, ZONING & DEVELOPMENT	APPROVED: _____ DATE: _____
CITY OF WESTMINSTER, DIRECTOR OF PUBLIC WORKS	APPROVED: _____ DATE: _____

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER L.L.C.
15 WEST AYLESBURY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1402

OVERALL PLAN
4TH AMENDED GENERAL DEVELOPMENT
PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

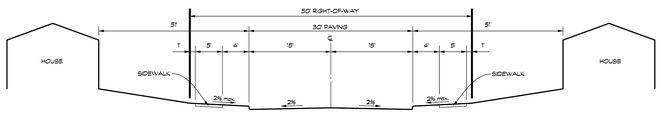
Engineers • Surveyors
CLSI
Land Planning & Environmental Consultants
www.clsi-civil.com
439 East Main Street Westminster, MD 21157-5539
(410) 848-1780 FAX (410) 848-1781
Bruce D. Moore, P.E.

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21265, EXPIRATION DATE: DECEMBER 7, 2025.

Date	Revisions	
		Drawn By: JW/LDA
		Designed By:
		Reviewed By:
		Date: MARCH 17, 2020
		Scale: 1" = 200'
		Job No.: 2005086
		Sheet: 1 OF 4

CAD Drawing File Name: b-4/2/2024-11:32:36 AM-G:\2005\2005086\DEV\SHEET\01development plan.dgn--Default

County File No.



TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION

NOT TO SCALE

NOTE:
WAKEFIELD VALLEY GOLF CLUB, INC. RESERVED THE RIGHT OF ENTRY ON, OVER AND ACROSS THE OUTLOT PARCEL (SEE L. 822, F. 887) OF LAND AT ANY AND ALL TIMES FOR THE PURPOSES OF ACCESS TO BELL ROAD, OF CULTIVATION AND MOWING OF SAID LANDS, OF PLAYING GOLF GAMES AND OF PUBLIC UTILITIES, PROVIDED, HOWEVER, THAT NONE OF SUCH USES SHALL IN ANY WAY WHATSOEVER INTERFERE WITH THE USE BY THE GRANTEES, THEIR HEIRS AND ASSIGNS, OF A WELL PUMP, WATERLINES AND ACCESSORY EQUIPMENT LOCATED ON SAID LANDS FOR THE PURPOSE OF SUPPLYING AN ADEQUATE SUPPLY OF POTABLE WATER FOR RESIDENTIAL USE ON CERTAIN OTHER OF THE LANDS OF SAID GRANTEES LOCATED ADJACENT THERETO.

CHADWICK CT.

BELL ROAD

MARYLAND COORDINATE SYSTEM NAD 83/91

EX. 30" SAN.

EX. UTILITY PEDESTAL

12' PUBLIC ACCESS EASEMENT

PROPOSED PEDESTRIAN TRAIL

EX. 8" CLEANWATER ON BRIDGE

SWM BIO-SWALE

SWM BIO-SWALE

SEDIMENT TRAP

20' DRAINAGE AND UTILITY EASEMENT

PARCEL 'A'
AREA OF DEDICATON FOR CARROLL COUNTY COMMISSIONERS
0.50 AC

PARCEL 'B'
OPEN SPACE
2.15 AC
EX. POND

PROP. PATHWAY

1 1.00 AC
2 0.83 AC
3 0.96 AC
4 1.04 AC
5 0.88 AC
6 1.01 AC
7 0.98 AC
8 0.88 AC
9 0.89 AC
10 1.15 AC
11 1.09 AC
12 2.20 AC
13 0.88 AC
14 1.08 AC
15 1.02 AC
16 0.87 AC
17 0.87 AC
18 1.01 AC
19 1.00 AC
20 1.03 AC
21 1.02 AC
22 1.01 AC
23 1.00 AC
24 1.04 AC
25 1.40 AC

ROOF LEADER (TYP.)

DRYWELL (TYP.)

MICRO-BIO (PUBLIC)

MICRO-BIO (PUBLIC)

MICRO-BIO (PUBLIC)

MICRO-BIO (PUBLIC)

50' RIGHT OF WAY

EXISTING PEDESTRIAN TRAIL

DRYWELL (TYPICAL) PRIVATE

SWM FACILITY (PUBLIC)

EX. SWM EASEMENT PB. 34 P.S. 57

FENBY FARM RD.

EX. PAVING

EX. 8" W

PARCEL 'A' THE MAYOR AND COMMON COUNCIL OF WESTMINSTER L. 6235, F. 143 LAND USE: EASEMENT ZONING: CONSERVATION

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES (CaC MtB)
- 100 YEAR FEMA FLOODPLAIN (FFP)
- EXISTING TREES
- EX. 30" SAN. — EXISTING SEWER LINE
- EX. 8" W — EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- S — PROPOSED SEWER LINE
- S / D — PROPOSED STORMDRAIN
- W — PROPOSED WATER LINE

NOTE: DRYWELLS SHOWN HEREON ARE PRIVATE STORMWATER MANAGEMENT FACILITIES

NOTE: THE WATER, SEWER, STORMDRAIN AND STORMWATER MANAGEMENT FACILITIES SHOWN HEREON ARE PRELIMINARY ONLY.

FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE SHEET 1

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER L.L.C.
15 WEST AYLESBURY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1402

GRADING AND UTILITY PLAN
4th AMENDED GENERAL DEVELOPMENT PLAN OF

WAKEFIELD VALLEY

CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

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(410) 848-1720 FAX (410) 848-1721
Brian D. Moore, P.E.

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Date	Revisions	
		Drawn By: JW
		Designed By:
		Reviewed By:
		Date: MARCH 17, 2020
		Scale: 1"= 50'
		Job No.: 2005086
		Sheet: 2 OF 4

County File No.

CAD Drawing File Name:
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MARYLAND COORDINATE SYSTEM NAD 83/91

CARROLL LUTHERAN VILLAGE
(P.B. 47, PG. 203)
LAND USE: RESIDENTIAL
ZONING: R-20,000

ST. PAUL CT.

WELLER WAY

FAIRWAY DRIVE

PROPOSED PEDESTRIAN TRAIL

EXISTING PEDESTRIAN TRAIL

EX. PEDESTRIAN TRAIL TO REMAIN

EX. PEDESTRIAN TRAIL TO BE ELIMINATED

12' PUBLIC ACCESS EASEMENT

PROP. BENCH (TYP.)

PROP. GAZEBO

OPEN SPACE
2.74 AC.

PARCEL 'X' RECREATIONAL AREA
16.07 AC.

SEDIMENT TRAP

EX. POND

EX. POND

10
1.9 AC

11
1.09 AC

12
1.20 AC

13
0.96 AC

MAP 110, P. 2525
BRUCE & MATTIE ZANTHONY
205 BELL ROAD
WESTMINSTER, MD 21158
L. 0984, F. 372

MAP 110, P. 2526
KENNETH BELL III &
CAMILA BELL
203 BELL ROAD
WESTMINSTER, MD 21157
L. 8628, F. 239

MAP 110, P. 2521
ALAN & DOROTHY SCHWEITZER
195 BELL ROAD
WESTMINSTER, MD 21157
L. 5873, F. 329

MAP 110, P. 2520
GARLAND & MELISSA LEWIS
183 BELL ROAD
WESTMINSTER, MD 21157
L. 8747, F. 347

MAP 110, P. 2544
CARROLL LUTHERAN VILLAGE
202 SAINT LUKE DR
WESTMINSTER, MD 21158
L. 3829, F. 132

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES (CaC, MtB)
- FFP — 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EXISTING PATHWAY TO REMAIN
- PROPOSED PATHWAY
- PARK BENCH

12' PUBLIC ACCESS EASEMENT
5'
4" BITUMINOUS PAVING
2%
COMPACTED SUBGRADE

PROPOSED PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

12' PUBLIC ACCESS EASEMENT
5'
4" BITUMINOUS PAVING
2%

EXISTING PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

OWNER
CARROLL LUTHERAN VILLAGE
202 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W.V. WESTMINSTER LLC
15 WEST AYLESBURY ROAD
SUITE 700
TIMONIUM, MD 21093
(410)560-1402

PARCEL 'X' RECREATIONAL AREA PLAN
4TH AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

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Brandon D. Moore, P.E.

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21265, EXPIRATION DATE DECEMBER 7, 2022.

Date	Revisions	
		Drawn By: BM
		Designed By:
		Reviewed By:
		Date: MARCH 17, 2020
		Scale: 1"= 80'
		Job No.: 2005086
		Sheet: 3 OF 4

County File No.

AD Drawing File Name:

b-4/2/2024 11:35:00 AM-G:\2005\2005086\DEV\SHEET\03]DEVELOPMENT PLAN 3.dgn--Default



Wakefield Valley - 4th Amended Plan — 3/29/16

PLANT LIST

ID	QUANT	BOTANIC NAME	COMMON NAME	minimum SIZE	ROOT	SPACING	Planting Units	Cost Estimate UNIT COST	TOTAL COST	cost per unit
74	**Major deciduous trees**									
A	23	Acer rubrum 'October Glory'	'October Glory Maple	2" cal.	B&B	random (see plan)	23		$0	$0
As	18	Acer saccharum 'Green Mountain'	'Green Mountain Sugar Maple	2" cal.	B&B	random (see plan)	18		$0	$0
B	4	Betula nigra 'Heritage'	Heritage Birch (multi-stem)	8'	B&B	random (see plan)	4		$0	$0
G	18	Gleditsia triacanthos 'Shademaster'	Shademaster Locust	2" cal.	B&B	random (see plan)	18		$0	$0
Mg	3	Metasequoia glyptostroboides	Dawn Redwood	1.5" cal.	B&B	random (see plan)	3		$0	$0
PB	8	Platanus 'x acerifolia 'Bloodgood'	London Plane Tree	1.5" cal.	B&B	random (see plan)	8		$0	$0
102	**Evergreen Trees**									
Ab	20	Abies concolor	White Fir	5'	B&B	random (see plan)	10		$0	$0
INS	17	Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly	5'	B&B	8' o/c	8.5		$0	$0
Pa	24	Picea abies	Norway Spruce	5'	B&B	8' o/c	12		$0	$0
To	50	Thuja occidentalis 'Nigra'	Dark Green Arborvitae	5'	B&B	8' o/c	25		$0	$0
68	**Minor Deciduous Trees**									
Cc	9	Cercis canadensis 'Forest Pansy'	'Forest Pansy Redbud	1" cal	B&B	random (see plan)	4.5		$0	$0
Cx	14	Cornus x 'Rutban	Aurora White Flowering Dogwood	1" cal.	B&B	random (see plan)	7		$0	$0
CW	11	Crataegus viridis 'Winter King'	'Winter King Hawthorn	1" cal.	B&B	random (see plan)	5.5		$0	$0
Ms	15	Magnolia stellata	Star Magnolia	6'	B&B	random (see plan)	7.5		$0	$0
Py	19	Prunus x yedoensis	Yoshino Cherry	1" cal	B&B	random (see plan)	9.5		$0	$0
134	**Shrubs**									
Cb	21	Callicarpa bodinieri 'Profusion'	"Profusion" Beautyberry	30"	#5 container	5' o/c	4.2		$0	$0
Ig	30	Ilex glabra 'Shamrock'	Shamrock Holly	30"	#5 container	4' o/c	6		$0	$0
Tm	29	Taxus x media "Densiformis"	Densiformis Yew	30"	B&B	5' o/c	5.8		$0	$0
Sp	22	Syringa patula 'Miss Kim'	Miss Kim Lilac	30"	B&B	5' o/c	4.4		$0	$0
Vr	32	Viburnum rytidophyllum	Leatherleaf Viburnum	30"	B&B	5' o/c	6.4		$0	$0
total =						total planting units =	160.3	total =	$0	

SIDEYARD-BACKYARD Class A SCREEN

ID	length	plant units required @ 1/ 15 LF	Plant Units provided MDT	mdt	EGT	shrubs	Plant Unit Total
S-1	286	19.0	1	2	14	27	15.4
S-2	288	19.0		2	14	15	11.9
	910		TOTALS =	1	4	30	42	28.4

Major deciduous trees (MGT)
Minor deciduous trees (mdt)
Evergreen trees (EGT)

Landscape Required

2 plant units per lot (28 Lots) =	80
Class A Screening, 1 PUSF/ 2.135 LF) =	28.4
total Plant units required =	74.4

THE SPECIES OF TREE IS FOR INFORMATIONAL PURPOSES ONLY AND MAY CHANGE TO EQUIVALENT EQUAL BASED ON AVAILABILITY AT TIME OF CONSTRUCTION

FOR CONTINUATION SEE SHEET 1

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER L.L.C.
13 WEST AYLESBURY ROAD
SUITE 700
TIMONIUM, MD 21093
(410)560-7402

LANDSCAPE PLAN
4th AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

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Brenton D. Moore, P.E.

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Date	Revisions	
		Drawn By: JW
		Designed By:
		Reviewed By:
		Date: MARCH 17, 2020
		Scale: 1"= 50'
		Job No.: 2005086
		Sheet: 4 OF 4

County File No.

CAD Drawing File Name:
b:4/2/2024 11:35:37 AM-G:\2005\2005086\DEV\SHEET\04LANDSCAPE.dgn--Default

FEB 29 '16 at 10:48 RCVD

COORDINATE TABLE		
Point No.	Northing	Easting
LC1	691679.4883	1302213.5358
LC2	691711.2098	1302252.1848
LC3	691672.5609	1302283.9063
LC4	691640.8393	1302245.2574
LC10	694853.2160	1302145.2510
LC11	695115.0519	1302407.3104
LC12	695283.9098	1302652.7070
LC13	695296.2670	1302644.2041
LC14	695126.6320	1302397.6781
LC15	694863.7218	1302134.5435
LC16	694932.6688	1303105.0492
LC17	694461.9073	1303149.3214
LC18	694318.6034	1303119.3061
LC19	693808.3880	1302834.2733
LC20	693747.1126	1302734.0695
LC21	693729.6786	1302491.9894
LC22	693387.6700	1302210.2592
LC23	693334.4819	1302170.3011
LC24	693661.8080	1301888.5658
LC25	693758.6704	1301765.5738
LC27	692991.3590	1302381.1919
LCF1	694646.3341	1305487.6958
LCF13	693794.5945	1304571.2161
LCF23	691753.1829	1302749.3536
LCF25	691984.3728	1302851.9159
LCF30	694151.5385	1301789.5101
LCF32	692915.8334	1301382.3435
LCF34	692638.4214	1301432.3215
LCF35	692427.3894	1301470.3406
LCF38	692162.1137	1301420.6771
LCF40	691916.8985	1301351.7726
LCF42	691854.2334	1301380.8410
LCF43	691828.0456	1301411.1672
LCF44	691752.9233	1301450.8179
LCF48	694047.7061	1303723.9665
LCF51	695885.3630	1303719.8478
LCF53	694972.0728	1303533.0007
LCF54	694567.5724	1303365.6715
LCF55	693824.1564	1304078.1925
LCF58	694258.7082	1303810.3250
LCF60	694539.2122	1304069.5722
LCF62	695728.1649	1303591.9226
LCF64	694459.5571	1303258.6008
LCF65	690366.2865	1301081.6927
LCF70	690558.9503	1300867.6653
LCF73	690808.8938	1300727.8388
LCF79	691221.2663	1301220.2547
LCF80	691427.9315	1301407.9770
LCF81	691490.1692	1301422.9468
LCF85	693706.3917	1301600.6738
LCF87	692142.4017	1303156.8069
LCF94	692240.4233	1303910.9337
LCF97	692800.7685	1304590.8899
LCF98	693198.3247	1304673.1043
OL1	690754.4439	1301561.5001
OL2	690468.1262	1301405.4541
OL3	690487.2827	1301370.3054
OL4	690446.0139	1301347.8135
OL5	690433.1600	1301371.3982
OL6	690304.5345	1301311.2360
OL7	690331.8431	1301269.0900
OL8	690329.8677	1301241.1598
OL9	690263.9359	1301197.6015
OL10	690079.5890	1300866.2728
OL11	690130.0664	1300808.9897
OL12	691565.5868	1301328.9273
OL13	691983.0664	1301348.3606
OL14	693443.0056	1301417.6021
OL15	693648.4700	1301417.6504
OL16	694323.1194	1301985.8796
OL17	694753.4153	1302246.9666
OL18	694886.4688	1302111.3600
OL19	695173.4274	1302390.9297
OL20	695266.5579	1302521.0570
OL21	695377.2214	1302741.1186
OL22	695012.3910	1303039.7851
OL23	695076.8003	1303098.3291
OL24	695063.3166	1303115.0882
OL25	695017.8874	1303114.0210
OL26	694901.5700	1303130.5081
OL27	694882.7671	1303145.9010
OL28	694452.1571	1303186.3972
OL29	695451.3279	1303627.2565
OL30	695358.2448	1304220.7409
OL31	694806.6721	1304107.8359
OL32	693764.5195	1304652.5382
OL33	693713.9610	1304814.8461
OL34	693582.8259	1305113.3924
OL35	693578.2783	1305108.4382
OL36	693021.2183	1304527.9817
OL37	692070.6182	1303257.9655
OL40	693891.9293	1304511.2726
OL41	694778.4446	1305555.4477
OL42	694413.2033	1306018.0041
OL43	693625.2462	1305159.6070
OL44	693771.2462	1304832.6903
OL45	693821.8046	1304670.3824

BOUNDARY CURVE DATA						
NUMBER	RADIUS	ARC	DELTA	TAN	CHORD BRG.	DIST
C1	139.00	45.65	18°48'56"	23.03	S 01°20'45" W	45.44
C2	2720.00	564.02	11°52'51"	283.02	S 11°34'06" W	563.01
C3	830.00	271.39	18°44'04"	136.92	S 08°08'30" W	270.18
C4	830.00	86.74	05°59'17"	43.41	S 69°42'15" E	86.71
C5	1460.00	326.76	12°49'24"	164.06	S 66°17'12" E	326.08
C6	1520.00	358.87	13°31'39"	180.27	N 65°56'05" W	358.04
C7	770.00	174.25	12°57'57"	87.50	N 66°12'55" W	173.88

CURVES DESIGNATED THUS: (Cx)

GENERAL NOTES:

1. DEED REFERENCE:
   OWNER: WV WESTMINSTER LLC
   DEED REFERENCE: L. 8235, F. 136
   DATE: FEB. 26, 2016
   GRANTOR: RICHARD H. KRESS, SUB. TRUSTEE, ET. AL.
2. NO GRADING, FILLING OR CONSTRUCTION SHALL BE PERMITTED WHICH OBSTRUCTS OR INHIBITS THE SURFACE FLOW OF WATER WITHIN DRAINAGE AND UTILITY EASEMENTS AS SHOWN HEREON.
3. ANY MODIFICATION OR PLAT REASSEMBLY SHALL BE SUBJECT TO APPROVAL BY THE CITY OF WESTMINSTER PLANNING AND ZONING COMMISSION.
4. NOTHING SHOWN OR STATED ON THIS PLAT SHALL CREATE A COVENANT OR RESTRICTION OF TITLE.
5. COUNTY MASTER PLAN FOR WATER AND SEWERAGE:
   WATER-PRIORITY SERVICE AREA
   WHEN PUBLIC WATER FACILITIES BECOME AVAILABLE TO THIS LOT, THE LOT OWNER SHALL BE REQUIRED TO CONNECT TO THE SYSTEM IN ACCORDANCE WITH APPLICABLE LAW.
   SEWER-PRIORITY SERVICE AREA
   WHEN PUBLIC SEWER FACILITIES BECOME AVAILABLE TO THIS LOT, THE LOT OWNER SHALL BE REQUIRED TO CONNECT TO THE SYSTEM IN ACCORDANCE WITH APPLICABLE LAW.
6. THE AREAS SHOWN HEREON AS PARCELS "W" & "X" ARE INTENDED TO BE RETAINED BY THE CURRENT OWNER.
7. THE PROPOSED SWM EASEMENT, TEMPORARY GRADING AND CONSTRUCTION EASEMENTS, 20' SANITARY SEWER AND 20' WATER EASEMENT SHOWN HEREON ARE INTENDED TO BE RESERVED IN THE ORIGINAL DEED OF CONVEYANCE.

BOUNDARY DATA TABULATIONS:

AMENDED PLAT 'Q':
P.B. 29, PG. 63
PARCEL ONE: 58.3071 AC.
L. 939, F. 165
PARCEL TWO: 16.4820 AC.
L. 939, F. 165
PARCEL FOUR: 0.4403 AC.
L. 1148, F. 394
PARCEL FIVE: 0.2200 AC.
L. 1148, F. 394
PARCEL SEVEN: 0.7048 AC.
L. 1148, F. 394

P.B. 43, PAGE 20 (FENBY FARM, PH. 2)
PARCEL 'A' (L.2235, F. 934): 0.1076 AC.

L. 2295, F. 703: 0.1589 AC.

AMENDED PLAT 'P':
P.B. 33, PG. 87: 165.6065 AC.

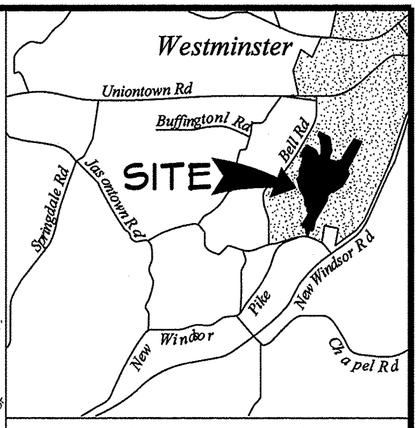
TOTAL AREA OF BOUNDARY: 242.0272 AC.

RESUBDIVISION DATA TABULATIONS:

PARCEL W: 38.2934 Ac.
PARCEL X: 16.0695 Ac.
PARCEL Y: 171.0747 Ac.
PARCEL Z: 16.5896 Ac.

TOTAL AREA OF PLAT: 242.0272 Ac.

NOTE:
WAKEFIELD VALLEY GOLF CLUB, INC. RESERVED THE RIGHT OF ENTRY ON, OVER AND ACROSS THE OUTLOT PARCEL (SEE L. 822, F. 987) OF LAND AT ANY AND ALL TIMES FOR THE PURPOSES OF ACCESS TO BELL ROAD, OF CULTIVATION AND MOWING OF SAID LANDS, OF PLAYING GOLF GAMES AND OF PUBLIC UTILITIES, PROVIDED, HOWEVER, THAT NONE OF SUCH USES SHALL IN ANY WAY WHATSOEVER INTERFERE WITH THE USE BY THE GRANTEES, THEIR HEIRS AND ASSIGNS, OF A WELL PUMP, WATERLINES AND ACCESSORY EQUIPMENT LOCATED ON SAID LANDS FOR THE PURPOSE OF SUPPLYING AN ADEQUATE SUPPLY OF POTABLE WATER FOR RESIDENTIAL USE ON CERTAIN OTHER OF THE LANDS OF SAID GRANTEES LOCATED ADJACENT THERETO.



VICINITY MAP Scale: 1"=2000'

BOUNDARY LINE TABLE		
NUMBER	BEARING	DISTANCE
L1	N 61°24'33" W	40.03 '
L2	S 28°35'27" W	47.00 '
L3	S 61°24'33" E	26.86 '
L4	S 25°04'01" W	142.00 '
L5	N 57°03'31" W	50.22 '
L6	S 85°57'16" W	28.00 '
L7	S 33°27'04" W	79.02 '
L8	N 27°49'33" W	84.94 '
L9	N 49°11'18" W	40.07 '
L10	N 24°53'07" W	69.08 '
L11	N 02°57'07" W	66.26 '
L12	N 84°08'54" E	72.58 '
L13	N 44°44'54" E	152.09'
L14	N 42°16'08" E	87.04'
L15	S 51°10'52" E	21.51'
L16	S 08°04'03" E	117.48'
L17	S 39°18'19" E	24.30'
L18	N 50°37'20" E	50.00 '
L19	S 39°22'40" E	50.00 '
L20	S 50°37'20" W	50.00 '
L21	N 39°22'40" W	50.00 '
L22	N 34°31'55" W	15.00'

WAKEFIELD VALLEY PLAT SPECIAL PURPOSE NOTE
The purpose of this Plat is to reconfigure the previously recorded lots, tracts or parcels as shown on amended plats "P" & "Q" Wakefield Valley, recorded in Plat Book 33, Page 87 and Plat Book 29, Page 63 for the purpose of effectuating obligations and agreements contained in a Memorandum of Understanding dated June 2, 2014 between the Mayor and Council of Westminster, WV DIA LLC and Naganwest LLC, as amended.

SHEET 1 OF 2

SPECIAL PURPOSE PLAT
RESUBDIVISION OF
AMENDED PLATS "P" & "Q"

WAKEFIELD VALLEY

CITY OF WESTMINSTER • CARROLL COUNTY, MARYLAND
PREVIOUSLY RECORDED IN PLAT BOOK 33, PAGE 87 AND PLAT BOOK 29, PAGE 63

OWNER / DEVELOPER:

WV WESTMINSTER LLC
C/O DIVERSIFIED INVESTMENT ASSOCIATES
15 W. AYLESBURY ROAD, SUITE 700
TIMONIUM, MD 21093-4169

CITY OF WESTMINSTER
Acknowledged
MAYOR: _____ DATE: 2/25/16

WESTMINSTER PLANNING AND ZONING COMMISSION
APPROVED: _____ DATE: 2/25/16

DIRECTOR OF COMMUNITY PLANNING & DEVELOPMENT
APPROVED: _____ DATE: 2/24/2016

DIRECTOR OF PUBLIC WORKS
APPROVED: _____ DATE: 2-25-16

PLATBOOK D.B.S. NO. 54 PAGE 127
DATE 2/29/16

CARROLL COUNTY HEALTH DEPARTMENT
APPROVED: _____ DATE: 2/25/16
Community sewerage systems are in conformance with the Carroll County Master Plan for water and sewer.

SURVEYOR'S CERTIFICATE
I, DENNIS E. MECKLEY, A REGISTERED PROPERTY LINE SURVEYOR OF THE STATE OF MARYLAND, DO HEREBY CERTIFY THAT THE LAND SHOWN HEREON HAS BEEN LAID OUT AND THE PLAT PREPARED IN COMPLIANCE WITH SECTION 3 108 OF THE REAL PROPERTY ARTICLE OF THE ANNOTATED CODE OF MARYLAND (1974) AS AMENDED, PERTAINING TO THE PREPARATION OF RECORD PLATS.
_____ 2/29/16
DENNIS E. MECKLEY PROP. L.S. 10844. DATE

CERTIFICATION
WE, OWNERS OF THE PROPERTY SHOWN HEREON, AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE, HEREBY ADOPT THIS PLAN OF THE SUBDIVISION, ESTABLISH THE BUILDING LINES AS SHOWN, AND CERTIFY THAT THE REQUIREMENTS OF SECTION 3-108 OF THE REAL PROPERTY ARTICLE OF THE ANNOTATED CODE TO MARYLAND (1974) AS AMENDED PERTAINING TO THE PREPARATION OF RECORD PLATS, AND SUBSEQUENT ACTS, IF ANY, AMENDATORY THERETO AS FAR AS THEY RELATE TO THE PREPARATION OF THIS PLAT AND THE SETTING OF MARKERS HAVE BEEN COMPLIED WITH. NEW STREETS, ROADS, OPEN SPACES AND THE MENTION THEREOF IN DEEDS, ARE FOR THE PURPOSE OF DESCRIPTION ONLY AND THE LAND SO SHOWN IS EXPRESSLY RESERVED IN THE PRESENT OWNER(S) SHOWN ON THIS PLAT, THEIR SUCCESSORS, HEIRS AND ASSIGNS. NO MORE THAN ONE PRINCIPAL BUILDING SHALL BE PERMITTED ON ANY RESIDENTIAL LOT, AND NO SUCH LOT MAY EVER BE RESUBDIVIDED SO AS TO PRODUCE A BUILDING SITE OF LESS AREA OR WIDTH THAN THE MINIMUM REQUIRED BY APPLICABLE HEALTH, ZONING, OR OTHER REGULATIONS. COMMUNITY WATER AND SEWERAGE FACILITIES WILL BE AVAILABLE TO ALL LOTS OFFERED FOR SALE.

OWNERS _____ 2/24/2016 DATE
RICHARD KRESS, MANAGER
WV WESTMINSTER LLC

WITNESS _____ 2/24/16 DATE

Date • Revision • By

Scale: 1" = 400
400 0 200 400

Engineers • Surveyors
CLSI
Land Planning & Environmental Consultants
www.clsi-civileng.com
439 East Main Street Westminster, MD 21157-5539
(410) 848-1790 FAX (410) 848-1791

STATE OF MARYLAND
EUGENE DENNIS MECKLEY
No. 10844
PROPERTY LINE SURVEYOR

Dennis E. Meckley
Property Line Surveyor Reg No. 10844
My License Expires March 29, 2016

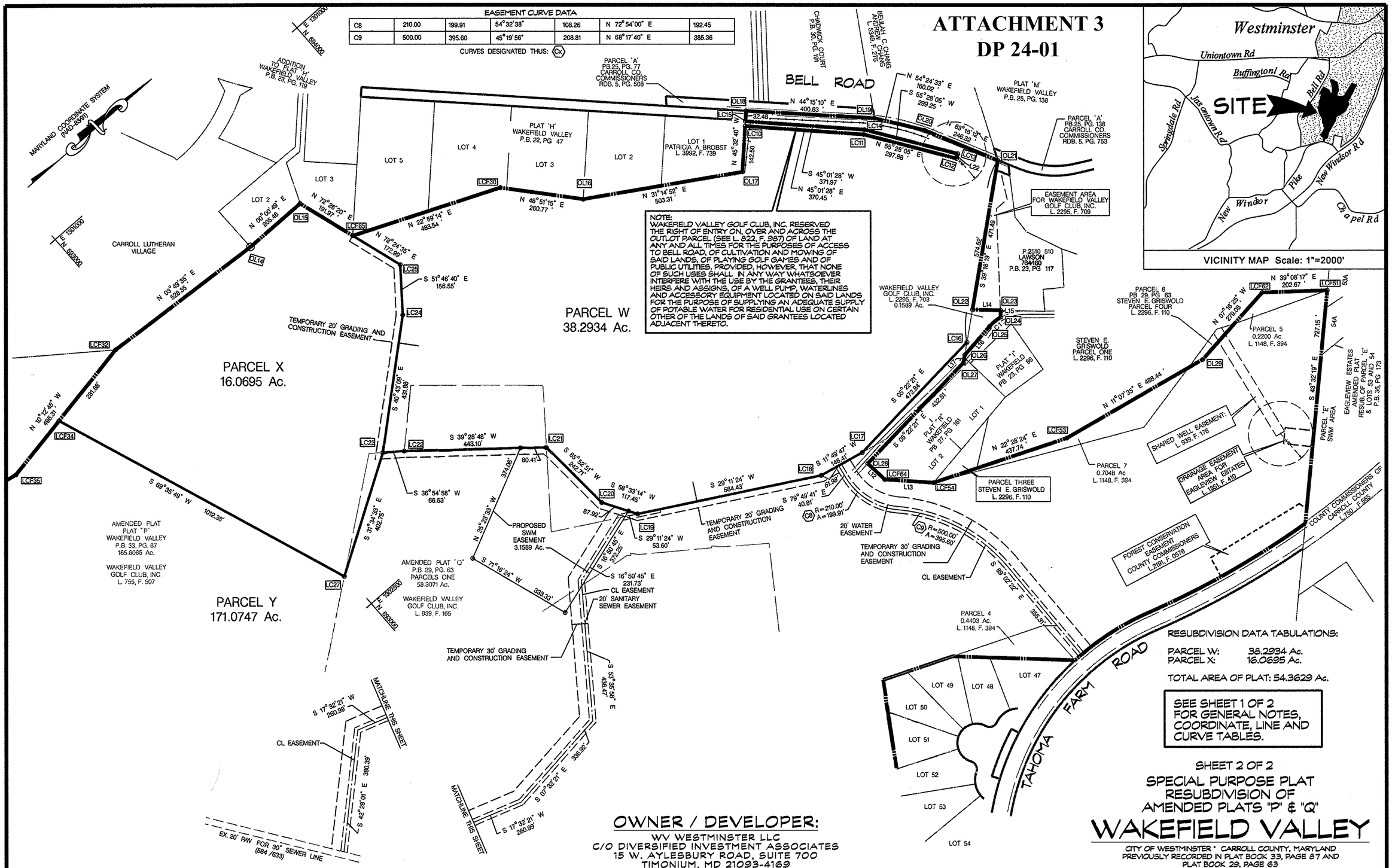
Surveyed By: CLSI	Drawn By: KMB
Computed By: KMB	Checked By: DEM
Date: FEB., 2016	
Drawing No.: 2005086	
County File No.:	

FEB29'16 AM10:51 RCVD

ATTACHMENT 3
DP 24-01

EASEMENT CURVE DATA						
C8	210.00	199.91	54°32'38"	108.26	N 72°54'00" E	192.45
C9	500.00	395.60	45°19'56"	208.81	N 68°17'40" E	385.36

CURVES DESIGNATED THUS: (Cx)



VICINITY MAP Scale: 1"=2000'

RESUBDIVISION DATA TABULATIONS:

PARCEL W: 38.2934 Ac.
PARCEL X: 16.0695 Ac.

TOTAL AREA OF PLAT: 54.3629 Ac.

SEE SHEET 1 OF 2 FOR GENERAL NOTES, COORDINATE, LINE AND CURVE TABLES.

SHEET 2 OF 2

SPECIAL PURPOSE PLAT
RESUBDIVISION OF
AMENDED PLATS "P" & "Q"

WAKEFIELD VALLEY

CITY OF WESTMINSTER * CARROLL COUNTY, MARYLAND
PREVIOUSLY RECORDED IN PLAT BOOK 33, PAGE 87 AND PLAT BOOK 29, PAGE 63

OWNER / DEVELOPER:

WV WESTMINSTER LLC
C/O DIVERSIFIED INVESTMENT ASSOCIATES
15 W. AYLESBURY ROAD, SUITE 700
TIMONIUM, MD 21093-4169

CITY OF WESTMINSTER

Acknowledged
MAYOR: _____ DATE 2/25/16

WESTMINSTER PLANNING AND ZONING COMMISSION

APPROVED: _____ DATE: 2/25/2016

DIRECTOR OF COMMUNITY PLANNING & DEVELOPMENT

APPROVED: _____ DATE: 2/24/2016

DIRECTOR OF PUBLIC WORKS

APPROVED: _____ DATE: 2-25-16

PLATBOOK D.B.S. NO. 54 PAGE 128
DATE 2/29/16

CARROLL COUNTY HEALTH DEPARTMENT

APPROVED: _____ DATE: 2/25/16

Community sewerage systems are in conformance with the Carroll County Master Plan for water and sewer.

SURVEYOR'S CERTIFICATE

I, DENNIS E. MECKLEY, A REGISTERED PROPERTY LINE SURVEYOR OF THE STATE OF MARYLAND, DO HEREBY CERTIFY THAT THE LAND SHOWN HEREON HAS BEEN LAID OUT AND THE PLAT PREPARED IN COMPLIANCE WITH SECTION 3 108 OF THE REAL PROPERTY ARTICLE OF THE ANNOTATED CODE OF MARYLAND (1974) AS AMENDED, PERTAINING TO THE PREPARATION OF RECORD PLATS.

_____ 2/24/16
DENNIS E. MECKLEY PROP. L.S. #10844. DATE

CERTIFICATION

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OWNERS _____ 2/24/2016 DATE
RICHARD KRESS, MANAGER
WV WESTMINSTER LLC

WITNESS _____ 2/24/16 DATE

Date * Revision * By

Scale: 1" = 200 (200 0 100 200)

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439 East Main Street Westminster, MD 21157-5539
(410) 848-1790 FAX (410) 848-1791

STATE OF MARYLAND · DENNIS EUGENE MECKLEY · 10844 · PROPERTY LINE SURVEYOR

Dennis E. Meckley
Property Line Surveyor Reg No. 10844
My License Expires March 29, 2016

Surveyed By: CLSI	Drawn By: KMB	Date: FEB., 2016
Computed By: KMB	Checked By: DEM	Drawing No.: 2005086
		County File No.:

ATTACHMENT 4
DP 24-01

TRAFFIC IMPACT ANALYSIS

FOR

WAKEFIELD VALLEY

Prepared for:

WV Westminster LLC

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



September 7, 2022

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1.2 Scope of Study

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B Background Developments
C Level of Service (CLV & HCS) Worksheets

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Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the re-development of a portion of the Wakefield Valley Golf Course located to the west of Maryland Route 31 with access via a new roadway off of Bell Road as shown on **Exhibit 1**.

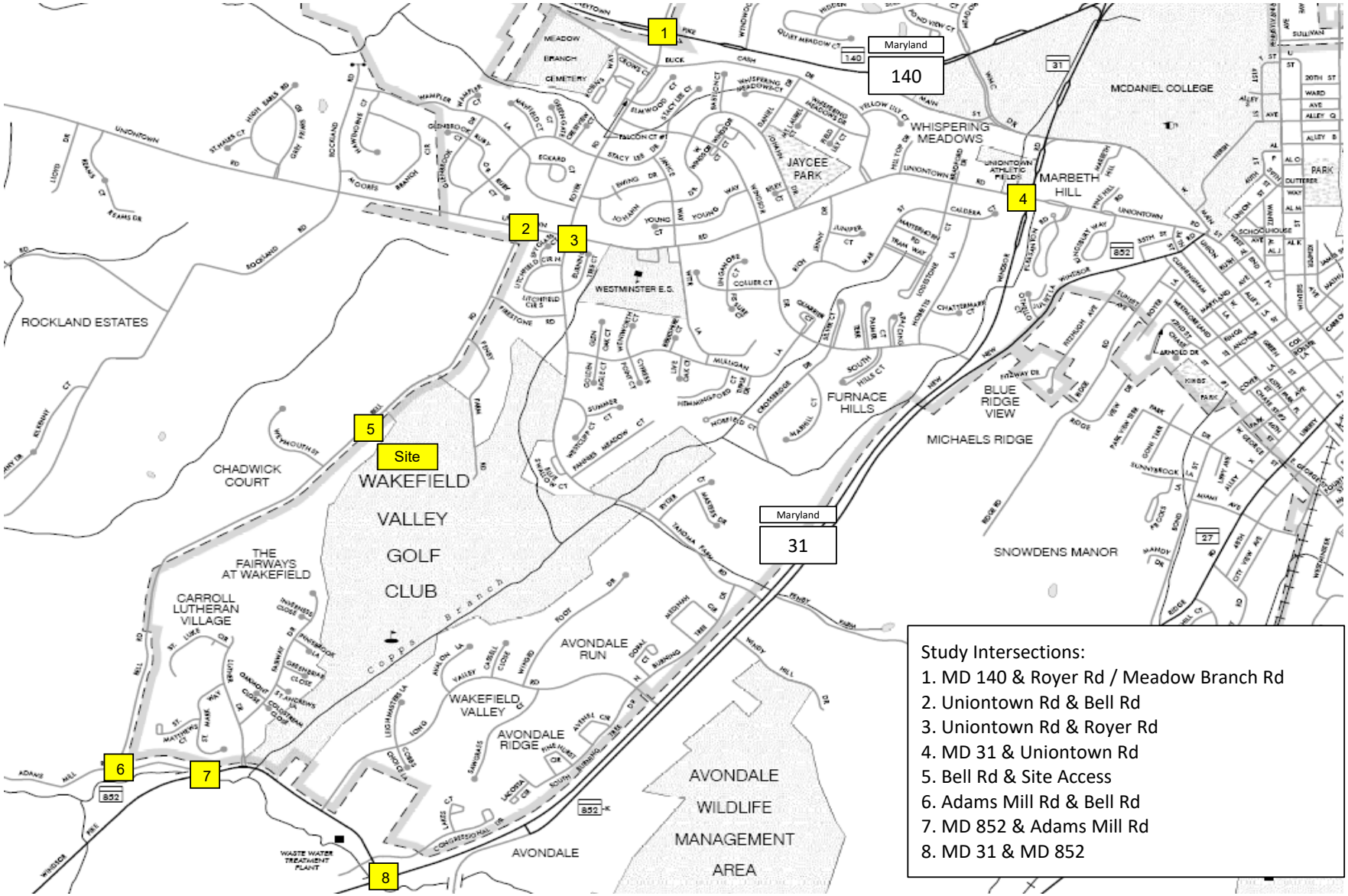
The property is currently developed with the Wakefield Valley Golf Course, a 27-hole course, however, the golf course is no longer in operation and a portion is proposed to be re-developed with 25 single family homes.

1.2 Scope of Study

The scope of this study is consistent with Carroll County Zoning Code and SHA Guidelines. It also conforms to the same scope of work that was used for the purposes of the TIA for the subject project that was previously submitted.

As detailed in the County Zoning Code Section 71-5.D.(1)&(2) (b), "The projected level of service for intersections within the traffic impact study area for the proposed project is adequate if the rated Level of Service for the intersection is rated at a Level of Service "D" or better according to the (regulating agency) Department of Public Works or by the State of Maryland, as applicable".

Chapter 5 of the Carroll County Design Manual contains the County's Traffic Impact Study Guidelines. Chapter 5.1.10 specifies that all intersections shall be analyzed using the Critical Lane Volume (CLV) technique and that a Level of Service "D" (measured as a CLV of 1,450) or better is considered adequate. The County also requires the use of the Highway Capacity Software (HCS) methodology which was also included in this analysis. This methodology also complies with the Maryland State Highway Administration's (SHA) Guidelines.



Traffic Impact Analysis	Site Location Map	**Exhibit 1**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Section 2 Existing Conditions

2.1 Description of Roadway Network

The property is located on Bell Road, a two-lane road with a posted speed limit of 30 MPH and a north-south orientation between Uniontown Road and Adams Hill Road.

2.2 Lane Configurations

The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

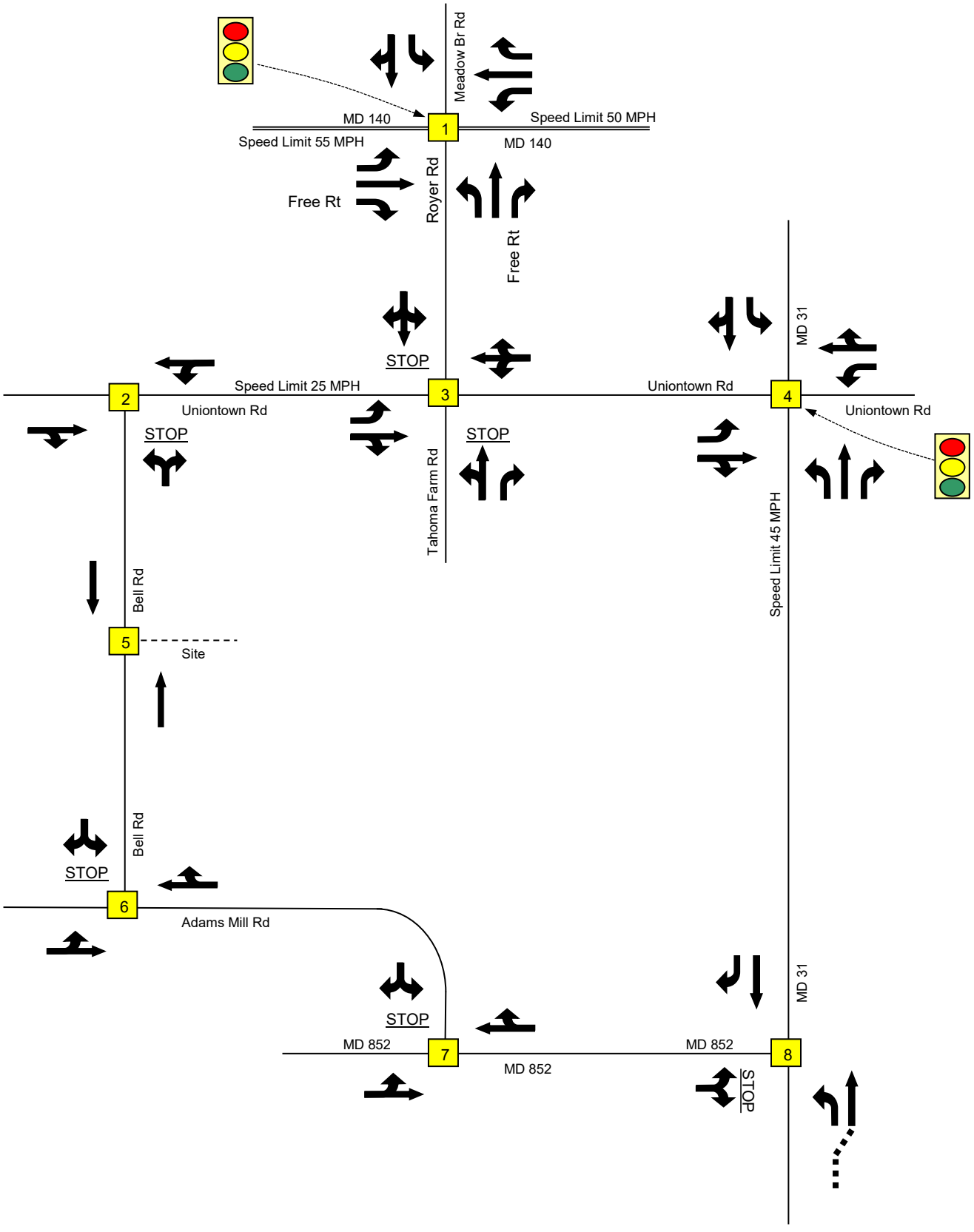
2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted on Tuesday, September 21, 2021, and the results are shown on **Exhibit 3**. The volumes shown on Exhibit 3 represent the existing volumes for the purposes of this study.

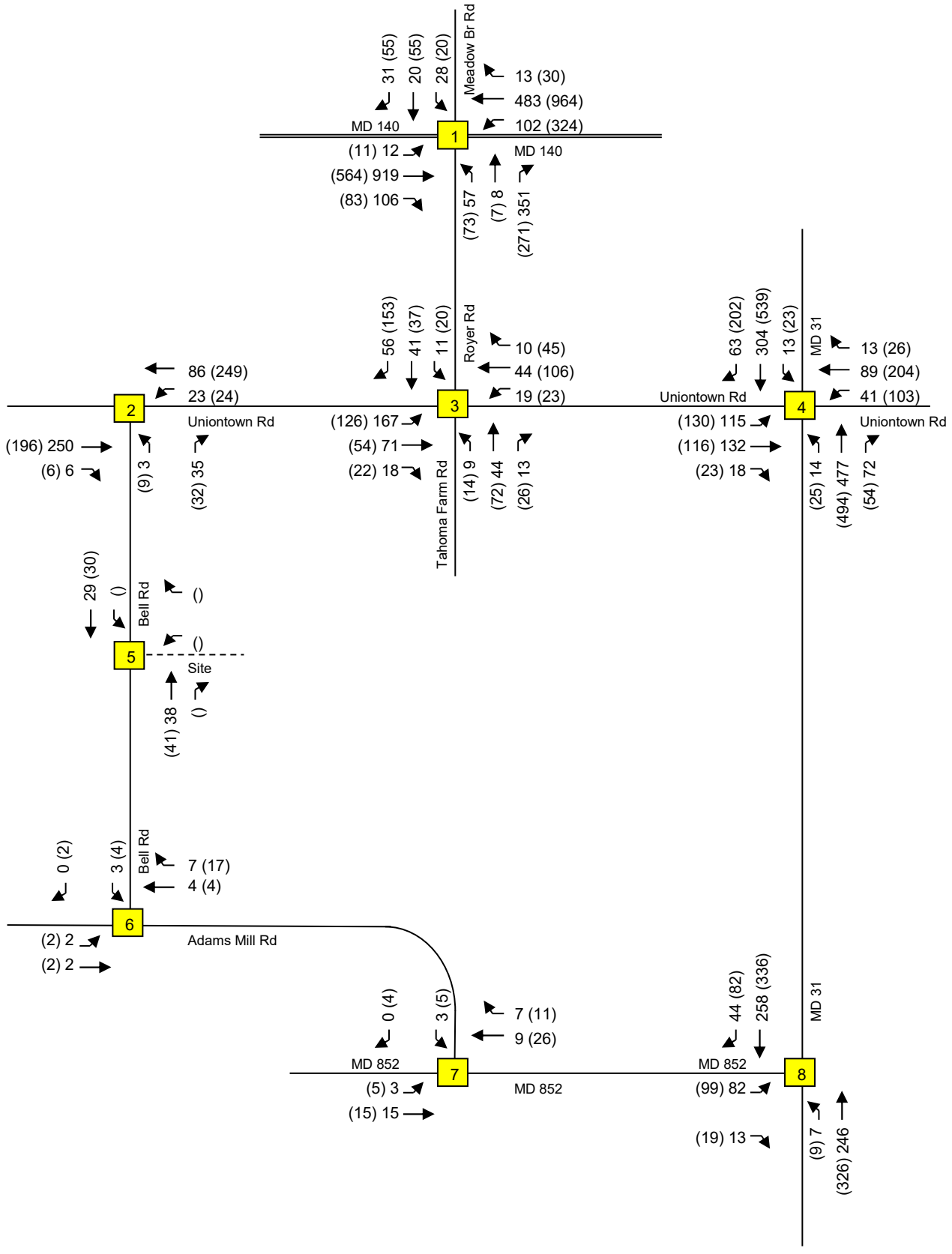
2.4 Results of Existing Level of Service Analysis

The intersections were analyzed using the Critical Lane Volume (CLV) methodology as required by the SHA and the County. The CLV methodology is a planning analyses that projects the overall intersection level of service.

The Critical Lane Volume (CLV) worksheets are contained in Appendix C and summarized on Exhibit 10. The intersections currently operate at a level of service "C" or better. Highway Capacity Software (HCS) analyses were conducted for the total traffic conditions as discussed in Section 4.



Traffic Impact Analysis	Lane Use & Traffic Control Devices	**Exhibit 2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Existing Peak Hour Volumes	**Exhibit 3**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 3 Background Conditions

3.1 Annual Growth

The growth in annual traffic volumes were evaluated using the State Highway Administration's Annual Daily Traffic Volume (ADT) maps and the 10 year historical growth on MD 140 and MD 31 is less than 1.5 percent per year at both locations.

In order to provide a conservative analysis, a three percent (3%) annual growth rate was applied in this report for a four (4) year study period and the resulting Base Peak Hour Volumes are shown on **Exhibit 4**.

3.2 Background Developments

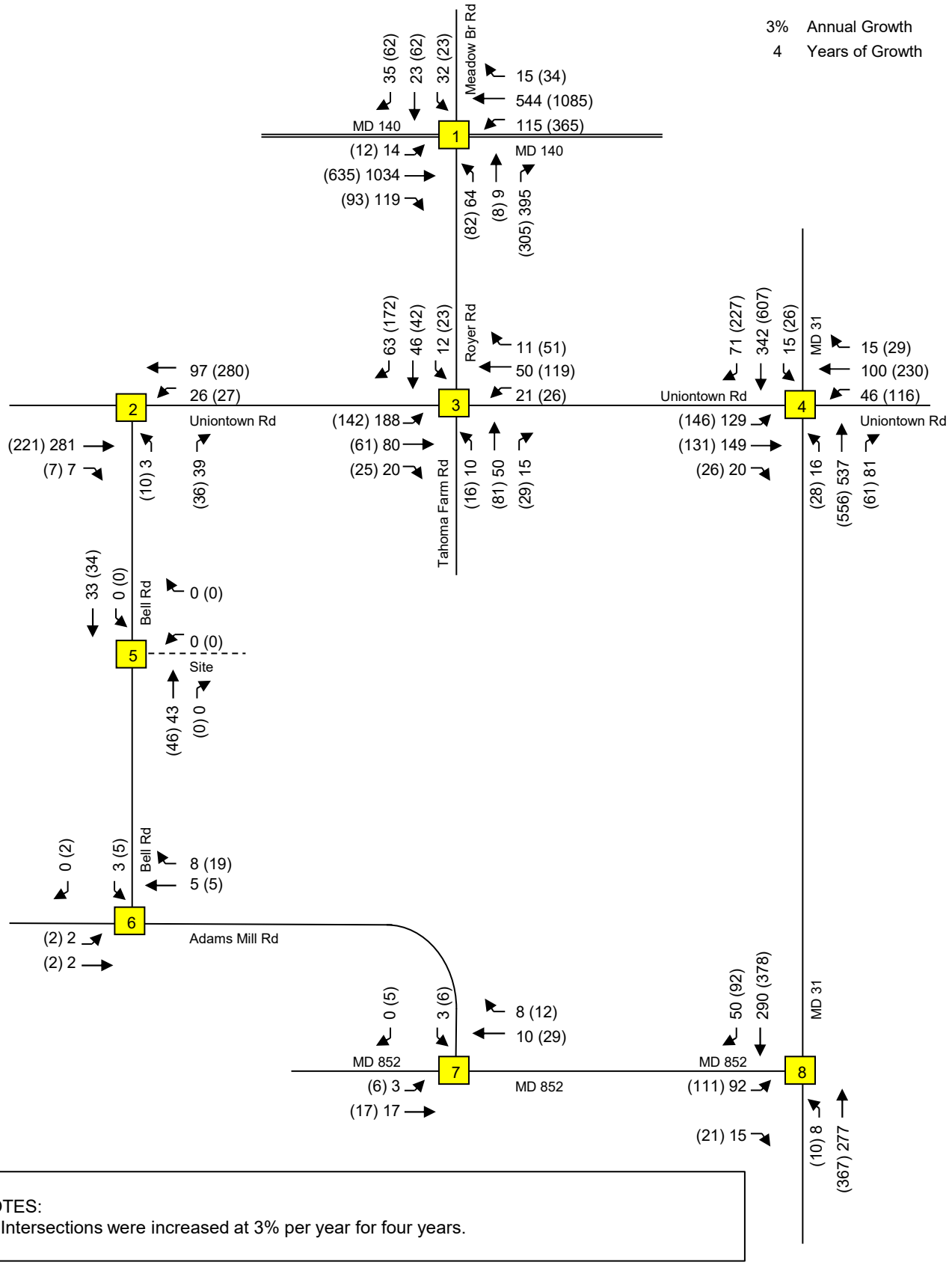
The background developments were identified in the initial scoping process for this development. The location of each background development is shown in Appendix C (Exhibit B-1), along with background trip generation (Exhibit B-2) and assignment (Exhibits B-3 through B-4). **Exhibit 5** shows the combined trip assignment due to the background developments.

3.2 Background Peak Hour Volumes

Background peak hour volumes, including regional growth and trips from approved developments, are shown on **Exhibit 6**.

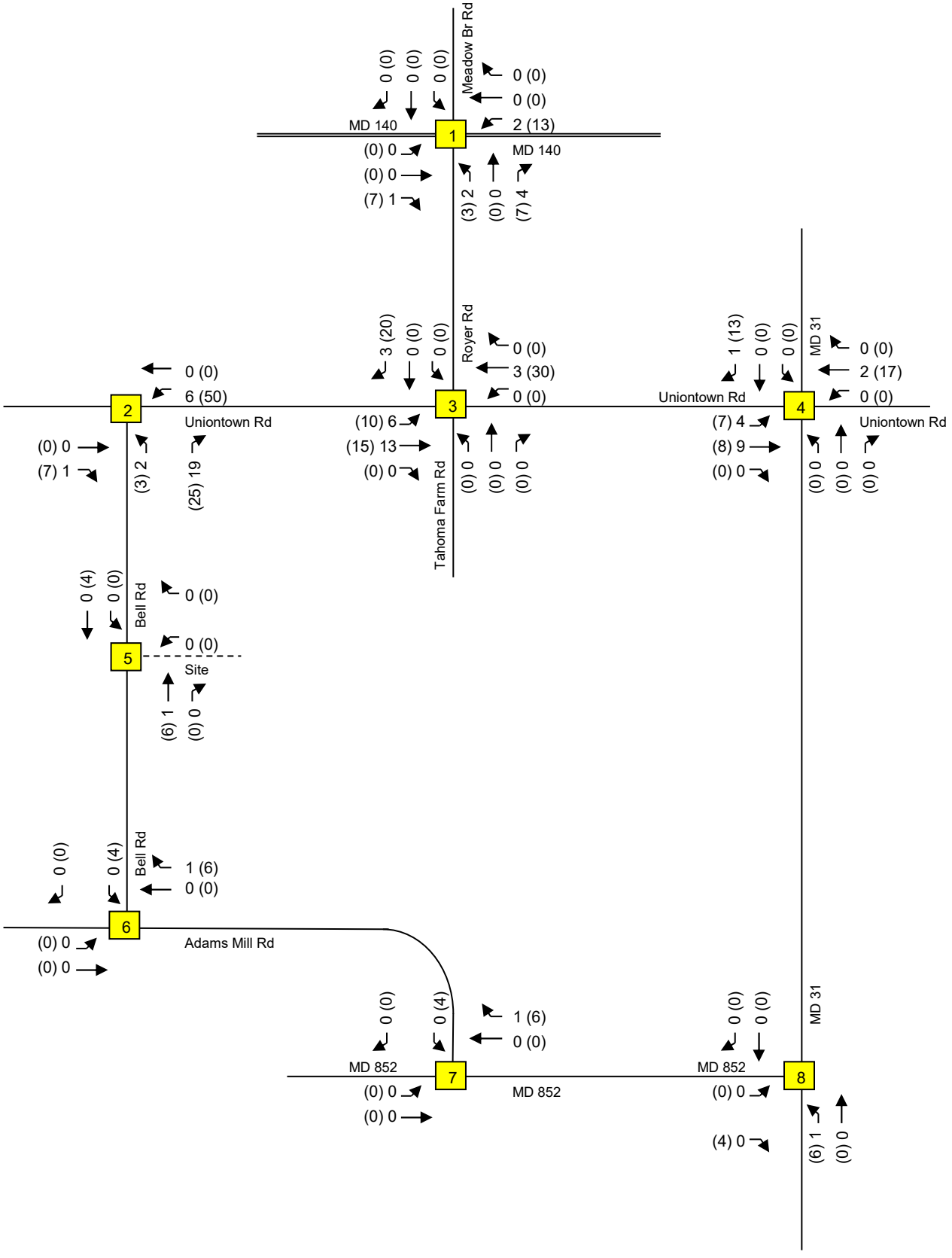
3.3 Results of Background Level of Service Analysis

The results of the CLV analyses are summarized on Exhibit 10 which reveals that all study intersections are projected to operate at a LOS "D" or better in the background traffic conditions.

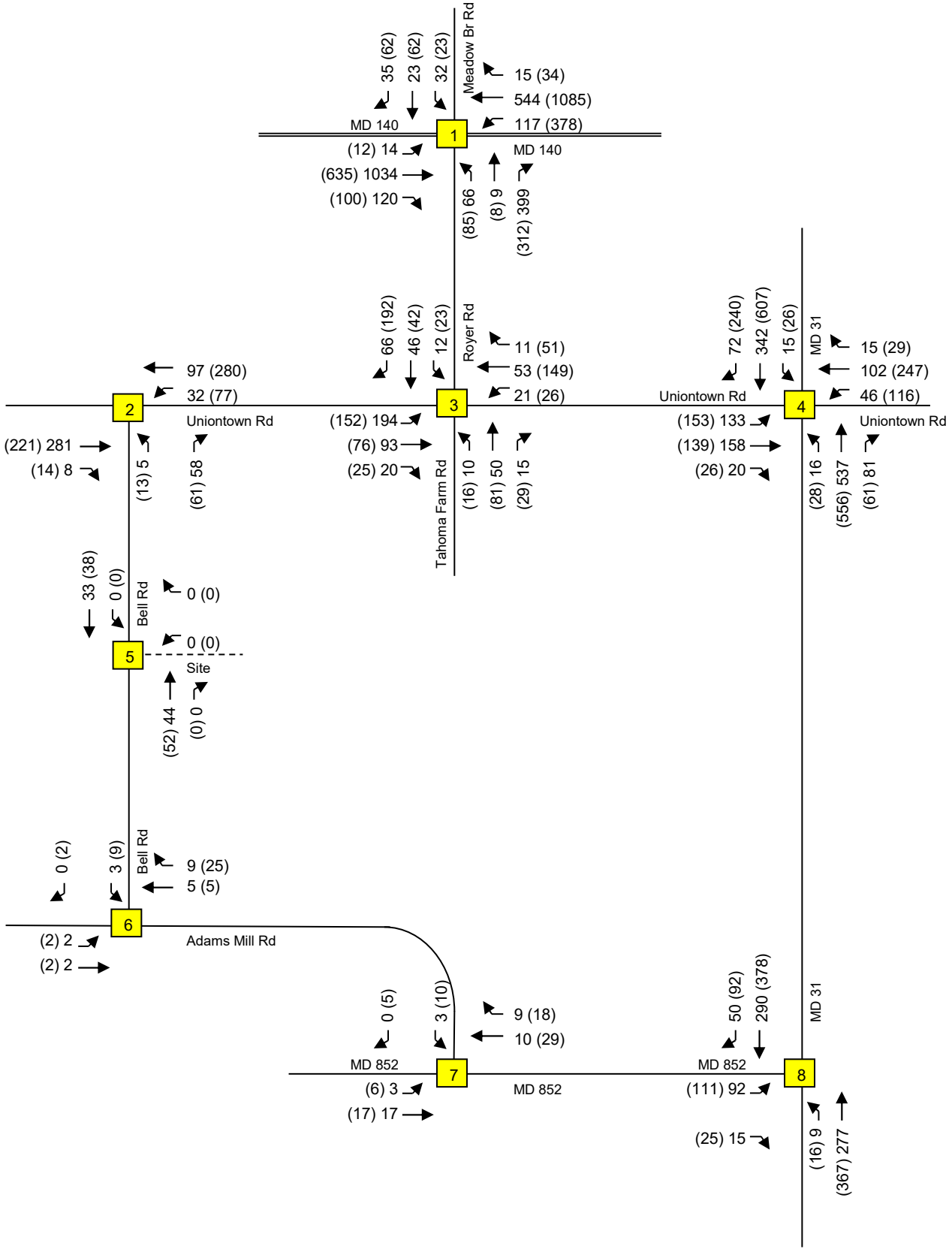


NOTES:
1. Intersections were increased at 3% per year for four years.

Traffic Impact Analysis	Base Peak Hour Volumes	**Exhibit 4**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Combined Trips from Background Developments	**Exhibit 5**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Background Peak Hour Volumes	**Exhibit 6**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 4 Projected Conditions with Proposed Development

4.1 Site Trip Generation

The property is currently developed with the Wakefield Valley Golf Course, a 27-hole course, however, the golf course is no longer in operation and a portion is proposed to be re-developed with 25 single family homes.

Exhibit 7 shows the trip generation for the site. The trip generation rates were obtained from the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

It should be noted that a 27-hole golf course is projected to generate a total of 48 AM peak hour trips and 79 PM peak hour trips, according to the ITE Trip Generation Manual, whereas Exhibit 7 shows that the proposed development generates a total of 23 AM peak hour trips and 27 PM peak hour trips. As such, the proposed use generates substantially fewer trips than the existing golf course, approximately 1/2 of the amount of AM peak hour trips and 1/3 of the amount of PM peak hour trips.

4.2 Site Trip Distribution & Trip Assignment

Exhibit 8 shows the trip assignment for the site.

4.3 Total Traffic Volumes

Exhibit 9 shows the total peak hour traffic volumes.

4.4 Projected Level of Service

The intersections were evaluated using the CLV and HCS analyses. The results of the CLV and HCS analyses are summarized on **Exhibit 10** which reveals that all study intersections are projected to operate at a LOS "D" or better, with or without the proposed re-development.

Trip Generation Rates

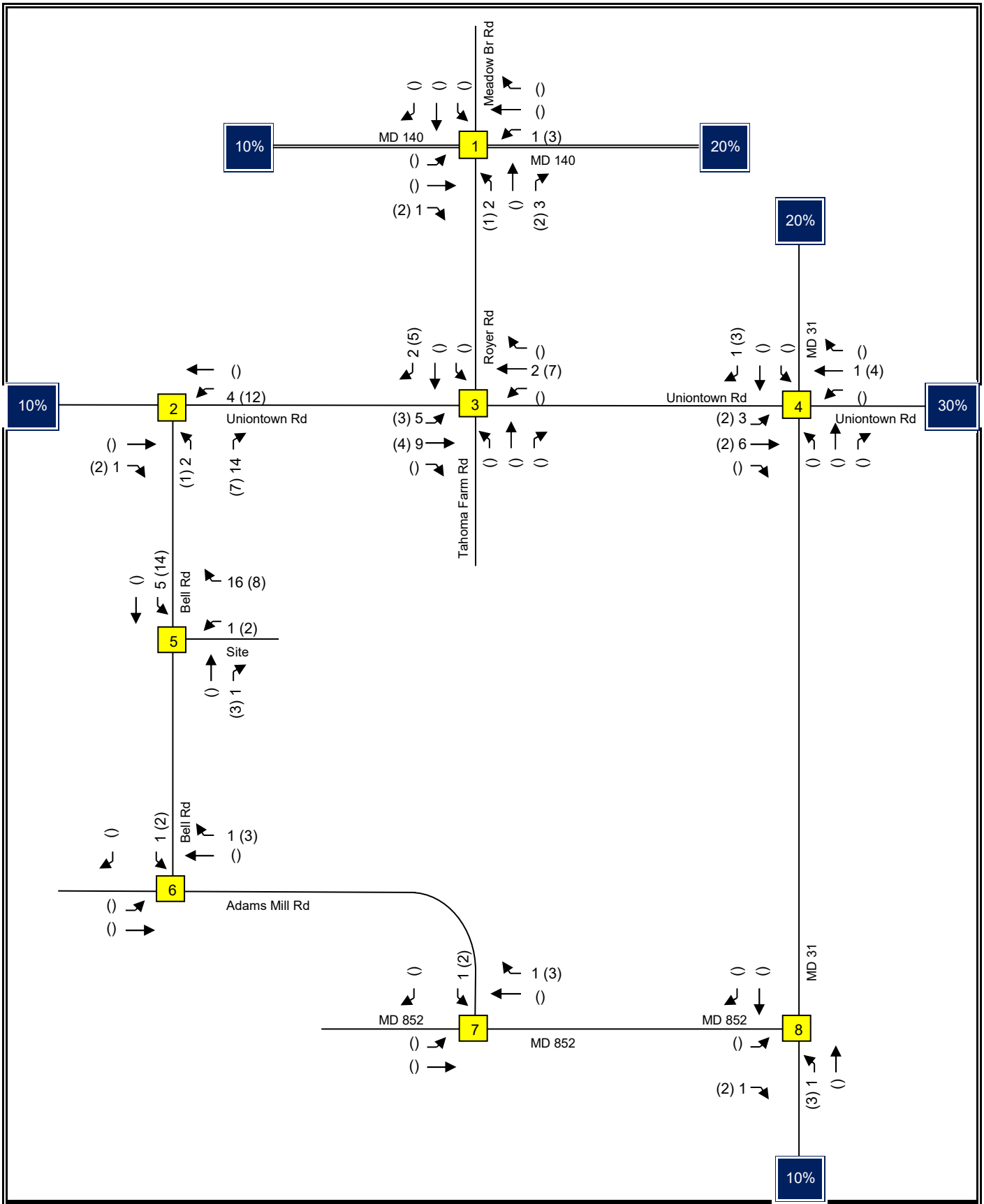
Single-Family Detached (ITE-210, Units)	Trip Distribution (In/Out)
Morning Trips = 0.71 x (Units) + 4.80	25/75
Ln(Evening Trips) = 0.96 x Ln(Units) + 0.20	63/37

Trip Generation Totals

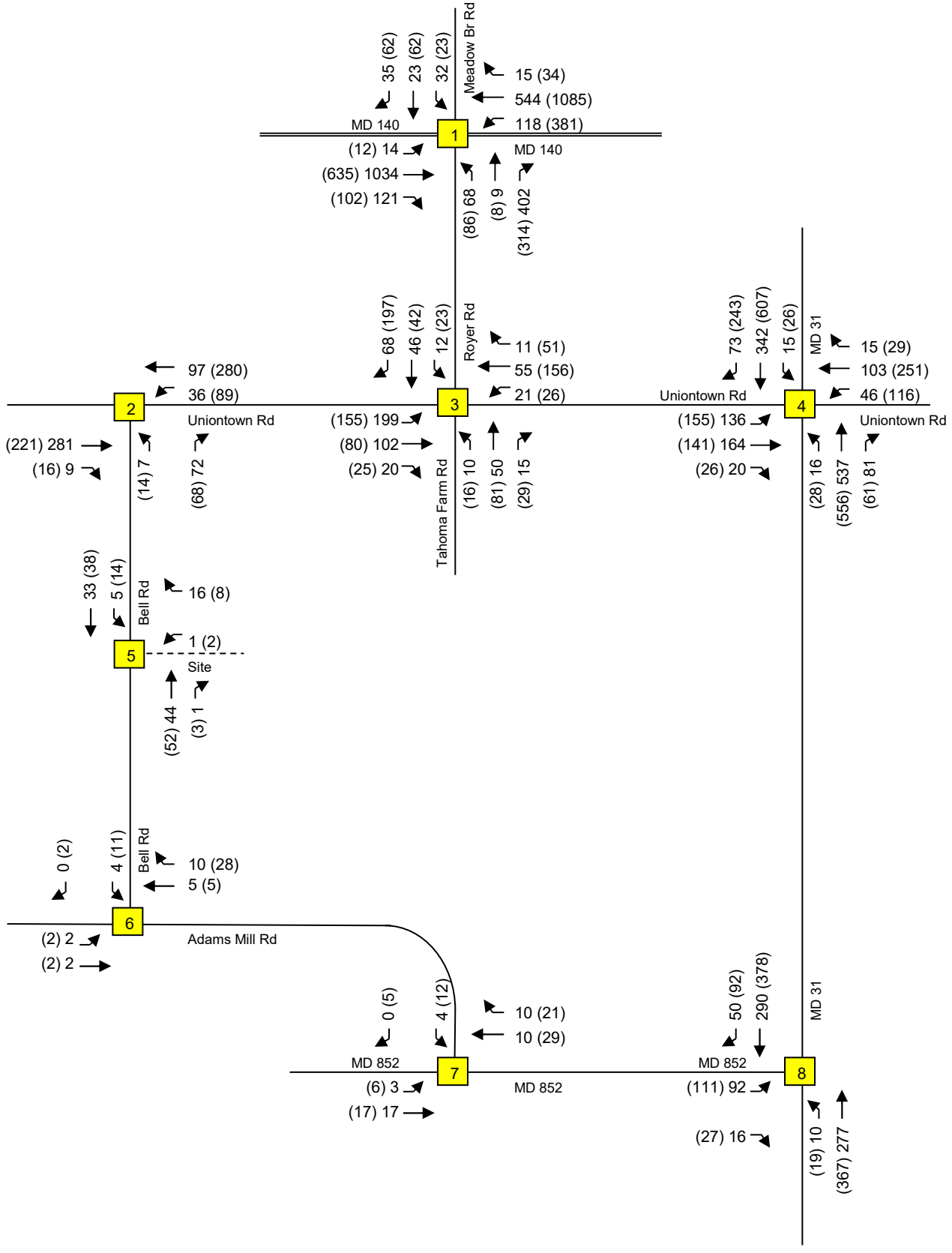
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached (ITE-210, Units)	25 units	6	17	23	17	10	27
		Total:	**6**	**17**	**23**	**17**	**10**	**27**

Note: Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition.

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 7**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		



Traffic Impact Analysis	Trip Assignment for Site	**Exhibit 8**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Total Peak Hour Volumes	**Exhibit 9**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Level-of-Service Results

Morning Peak Hour	Critical Lane Volume (CLV)			Highway Capacity Software (HCS)
	Existing	Background	Total	Total
1). MD 140 & Royer Rd / Meadow Branch Rd	B / 1129	C / 1275	C / 1278	B / 17.8
2). Uniontown Rd & Bell Rd	A / 317	A / 384	A / 405	B / 10.8
3). Uniontown Rd & Royer Rd	A / 392	A / 462	A / 479	C / 17.9
4). MD 31 & Uniontown Rd	A / 707	A / 802	A / 806	B / 19.3
5). Bell Rd & Site Access	--	--	A / 67	A / 8.6
6). Adams Mill Rd & Bell Rd	A / 16	A / 19	A / 21	A / 8.6
7). MD 852 & Adams Mill Rd	A / 22	A / 25	A / 27	A / 8.7
8). MD 31 & MD 852	A / 360	A / 406	A / 408	C / 15.4

Evening Peak Hour	Critical Lane Volume (CLV)			Highway Capacity Software (HCS)
	Existing	Background	Total	Total
1). MD 140 & Royer Rd / Meadow Branch Rd	C / 1158	D / 1306	D / 1307	C / 28.1
2). Uniontown Rd & Bell Rd	A / 338	A / 508	A / 540	B / 11.5
3). Uniontown Rd & Royer Rd	A / 528	A / 681	A / 696	C / 22.7
4). MD 31 & Uniontown Rd	B / 1126	D / 1304	D / 1313	C / 31.0
5). Bell Rd & Site Access	--	--	A / 79	A / 8.8
6). Adams Mill Rd & Bell Rd	A / 29	A / 43	A / 48	A / 8.7
7). MD 852 & Adams Mill Rd	A / 51	A / 68	A / 73	A / 8.9
8). MD 31 & MD 852	A / 463	A / 530	A / 535	C / 22.2

Notes:

1. All intersections evaluated using MD SHA's Critical Lane Volume (CLV) methodology.
2. Intersection #1 and #4 are signalized intersections and were also analyzed using the Highway Capacity Software (HCS) signalized analysis. Results reported for overall intersection level of service.
3. Intersection #2, 3, 5, 6, 7, & 8 are unsignalized intersections and were also analyzed using the Highway Capacity Software (HCS) unsignalized analysis. Results reported for stop controlled street approach.

Traffic Impact Analysis	Results of Level of Service Analyses	**Exhibit 10**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis was prepared for the re-development of a portion of the Wakefield Valley Golf Course located to the west of Maryland Route 31 with access via a new roadway off of Bell Road.

The property is currently developed with the Wakefield Valley Golf Course, however, the golf course is no longer in operation and a portion is proposed to be re-developed with 25 single family homes.

The results of this study are as follows:

- As required by Chapter 5 of the Carroll County's Design Manual and the Maryland State Highway Administration's (SHA) Guidelines, all of the study intersections will operate at a LOS "D" or better in existing, background, and total traffic conditions using the Critical Lane Volume methodology with no improvements.

- The Highway Capacity Methodology (HCS Software) was utilized to evaluate the detailed operations of each intersection. The HCS methodology further confirmed that the intersections will operate at a LOS "C" or better.

- The proposed use generates substantially fewer trips than the existing golf course, approximately 1/2 of the amount of AM peak hour trips and 1/3 of the amount of PM peak hour trips.

In conclusion, this report shows that the proposed vehicular circulation systems in the vicinity of the site are adequate and will operate efficiently; the proposed re-development would have a minimal impact on the resulting levels of service and the road network will continue to satisfy both Carroll County Adequate Public Facilities and SHA requirements.

Apppendix A

Supplemental Information
Aerial Photos
Turning Movement Counts

ABUTTING PROPERTY OWNERS

TAX MAP #65

249	CHANG BELLAH C; CHANG ANDREW; 1118 BELL RD, 21244- 2718
378	FARM CONTENT LLC, 1302 BOYCE AVE TOWSON MD 21204-0000, / 6518/ 38
489	FARM CONTENT LLC, 1302 BOYCE AVE TOWSON MD 21204-0000, / 6518/ 38
602	SOH SURESH H; SOH SUSHMA, 1311 CHADWICK DR, / 5581/ 125
602-1A	COOSER PAULINE M, 1310 CHADWICK DR, / 4221/ 347
668	WARTHAL MICHAEL, 80 BELL RD, / 4452/ 738

TAX MAP #109

250-P-H-1	JABA WAYNE; JABA ROSA, 712 NORFELD CT, / 1951/ 86,
250-P-M-C	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710, WESTMINSTER MD 21158-0710, / 1108/ 734
250-P-M-D	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710, WESTMINSTER MD 21158-0710, / 1108/ 734
2507	CURTIS WARREN C; CURTIS PAULINE B, 1042 PENNY FARM RD, WESTMINSTER MD 21158-4178
2508	REESE DAVID N; REESE VICTORIA H, 1048 PENNY FARM RD, / 2878/ 404
2509	BRISWOLD LEONARD EARL; BRISWOLD LUKA CRARY, 105 BELL RD, / 792/ 583
2510	LAWSON ELLIS H; LAWSON LINDA G, 107 BELL RD, / 784/ 180
2511	BROBST PATRICIA A, 187 BELL RD, / 3992/ 739
2511-272	DONNELLY DAVID A; DONNELLY JOAN H, 600 RYDER CT, / 3091/ 348
2511-273	DIVELY ALAN A; DIVELY KATHERINE C, 602 RYDER CT, / 5843/ 32
2511-27	BAILEY THEODORE R; DONAHUE NORMA, 604 RYDER CT, / 2228/ 317
2511-275	BROWN ROBERT C; BROWN ANNE C, 606 RYDER CT, / 1718/ 624
2511-276	BURTNER JAMES J; BURTNER KAREN H, 608 RYDER CT, / 1748/ 88
2511-277	HOON JAMES R JR; LEWIS SHARY, 610 RYDER CT, / 5261/ 680
2511-278	GREEN TRACEY B, 612 RYDER CT, / 5351/ 589
2511-279	MILLER ERICA A; MILLER KELLY C, 614 RYDER CT, / 5136/ 330
2511-MALE	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710, WESTMINSTER MD 21158-0710, / 1618/ 20
2511-MALF	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710, WESTMINSTER MD 21158-0710, / 1618/ 20
2511-1	JAVAD ARSHAD; JAVAD RAHEELA, 25 PANNES MEADOW CT, / 6318/ 360
2511-2	FREEMAN MARTIN; FREEMAN EVELYN, 23 PANNES MEADOW CT, / 6694/ 84
2511-3	DORSEY NELSON B; DORSEY PATRICIA B, 21 PANNES MEADOW CT, / 2413/ 274
2511-4	TARBELL WILLIAM H; TARBELL JOANNE A, 19 PANNES MEADOW CT, / 4822/ 324
2511-5	BORDNER DAVID W; BORDNER REGINA H, 17 PANNES MEADOW CT, / 2204/ 268
2511-6	BARBOTT ALESSANDRO; BARBOTT CRISTINA, 15 PANNES MEADOW CT, / 2317/ 23
2511-7	LIM KENNETH V; LIM BARBIE S, 13 PANNES MEADOW CT, / 2829/ 588
2511-8	BOWERS GABRIELLE M, 11 PANNES MEADOW CT, / 6411/ 548
2511-9	MILLER MICHAEL ANGELO; MILLER THERESA DEARDAU, 9 PANNES MEADOW CT, / 7810/ 324
2511-10	BALLINGER ANDREW A; RICCITTI-BALLINGER REGINA, 7 PANNES MEADOW CT, / 3892/ 418
2511-11	PETTIS THOMAS J; PETTIS AGNES L, 5 PANNES MEADOW CT, / 2388/ 228
2511-12	CORB VICTOR C; CORB JESSICA L, 3 PANNES MEADOW CT, / 3493/ 66
2511-13	WAKEFIELD VALLEY GOLF CLUB INC, 1000 PENNY FARM RD, / 2235/ 294
2511-40	CURET NORMAN D; CURET MARGARET, / 850 WESTCLIFF CT, / 3933/ 626
2511-41	KUTHARA RUSSELL A; KUTHARA BONNIE H, 848 WESTCLIFF CT, / 4351/ 462
2511-43	SMITH MARK D; SMITH MARGARET H, 846 WESTCLIFF CT, / 1881/ 320
2511-44	SMITH JAMES E JR; SMITH GERALDINE L, 843 WESTCLIFF CT, / 2084/ 520
2511-45	TRAINOR DONALD MICHAEL; 841 WESTCLIFF CT, / 7139/ 443
2511-46	ASHBY RONALD S; ASHBY CAROLYN, 839 WESTCLIFF CT, 5340/ 178
2511-47	CULL CHARLES W; CULL PATRICIA, 50 BLUE SWALLOW CT, / 2080/ 424
2511-48	MATTIS PATRICIA, 52 BLUE SWALLOW CT, / 1751/ 361
2511-49	DOAN BRIAN C; DOAN MELISSA A, 54 BLUE SWALLOW CT, / 5083/ 484
2511-50	BARNES BRYAN MATTHEW, 56 BLUE SWALLOW CT, / 4091/ 615
2511-51	HOVEY THOMAS D; HOVEY JO ELLEN, 58 BLUE SWALLOW CT, / 4258/ 201
2511-52	TEADA DARREL; TEADA SARI, 60 BLUE SWALLOW CT, / 2081/ 41
2511-53	CARNIBLE RICHARD A; CARNIBLE KATHY L, 62 BLUE SWALLOW CT, / 2303/ 891
2511-54	SHILLING B EDWARD; SHILLING DORIS M, 64 BLUE SWALLOW CT, / 2807/ 421
4437	BRISWOLD STEVEN E SUB TRUSTEE, 124 IVY MOUNTAIN RD CLARKSVILLE GA 30523-3024, / 2286/ 110
44-TOTAL-E	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710 WESTMINSTER MD 21158-0710, / 1618/ 534
4470-51	NAROTE LORI A; 893 FRESTONE RD, / 2855/ 42
4470-52	COFFEY ROBERT H; COFFEY CLAUDIA A, 893 FRESTONE RD, / 1830/ 194
4470-53	HUNG LEWIS C; HUNG CAROLYN, 891 FRESTONE RD, / 1622/ 218
4470-54	STEWART RYAN L; STEWART LAURA A, 849 FRESTONE RD, / 7394/ 215
4470-55	ROYSTER WALTER J JR; ROYSTER RTA C, 18 GOLDEN EAGLE CT, / 1851/ 9
4470-146	SMITH TREVOR W; SMITH DONNA J, 847 FRESTONE RD, / 1813/ 160

TAX MAP #110

2508	BERRY DAVID EARL; BERRY DANE LYNN, 1250 PENNY FARM RD, / 2418/ 821
2518	NIGHTINGALE JASON L; NIGHTINGALE SHANNON R, 1 BELL RD, 6069/ 247
2519	LUSBY RICHARD JOSEPH; FURFAN LINDA, 191 BELL RD, 7393/ 104
2520	DEMUHIAN THOMAS B; DEMUHIAN MARY ANGELA, 193 BELL RD, / 2833/ 370
2521	STOTTLEMYER ALAN R; STOTTLEMYER DOROTHY L, 195 BELL RD, / 3873/ 339
2523	STRANERO TERESA J; STRANERO PAUL N, 200 BELL ROAD, / 4045/ 352
2524	ACORN DONALD P; ACORN BEVERLY N, 203 BEL RD, / 1751/ 466
2525	ANTHONY BRUCE F; ZYMONOFF MATTIE L, 203 BELL RD, / 884/ 310
2526	CARROLL LUTHERAN VILLAGE INC, 200 SAINT LUKE CIRCLE, / 1179/ 760
2529-21	ENOV JEFFREY S; ENOV HEATHER B, 408 CASSELL CLOSE, / 3420/ 148
2529-22	CHASE MICHAEL N; CHASE CAROL P, 410 CASSELL CLOSE, / 1227/ 738
2529-22A	KARSH CARL F; TANG KARA, 407 CASSELL CLOSE RD, / 5827/ 185
2544	CARROLL LUTHERAN VILLAGE, 200 SAINT LUKE DR, / 809/ 192
2515	BELOVIC GREGORY A, 300 AVALON LN, / 1998/ 815
2516	HUDKINS BEVERLY A; HUDKINS JOSEPH D JR, 302 AVALON LN, / 3044/ 377
2517	KEATING MATTHEW S, 304 AVALON LN, / 7311/ 333
2518	BELIS JEFFREY K; BELIS ALYSSA B, 308 AVALON LN, / 3478/ 821
2519	BARNES RANDY D JEROY; BARNES BARBARA M, 306 AVALON LN, / 1733/ 135
2560	SHIRI GEORGE S II; SHIRI BARBARA D, 310 AVALON LN, / 2578/ 322
2561	BROWN CHARLES FOSTER; BROWN KATHRYN CECELIA, 312 AVALON LN, / 8911/ 008
2581	FREELANDER ROYCE B, 403 LEIGH MASTERS LN, / 1857/ 523
2582	HEBB WILLIAM B; ZADA VICTORIA C, 401 LEIGH MASTERS LN, / 4051/ 570
2583	LACZKOWSKI RONALD JOHN; LACZKOWSKI SHERRY LEE, 402 LEIGH MASTERS LN, / 1733/ 660
2584	MILLER HARVEY J; MILLER JOYCE E, 402 LEIGH MASTERS LN, / 699/ 651
2585	BRYANT CAROLYN D, 404 LEIGH MASTERS LN, / 1500/ 342
2586	LOPEE RONALD C; LOPEE FATIMA A, 406 LEIGH MASTERS LN, / 822/ 602
2587	PHILLIPS A GEORGE; PHILLIPS BARA K, 408 LEIGH MASTERS LN, / 2233/ 481
2605	BERRINGTON RANDOLPH A; BERRINGTON KAREN L, / 182 LONG VALLEY RD, / 2180/ 836
2606	ROSELL ROBERT V, II, ROSELL BETTY L, LIFE ETAL, / 184 LONG VALLEY RD, / 8452/ 108
2607	COX MELISSA A, / 186 LONG VALLEY RD, / 6850/ 168
2611	MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 710, WESTMINSTER MD 21158-0710, / 1033/ 280
2611-B	AVONDALE RUN HOMEOWNERS ASSOC INC, PO BOX 2118, WESTMINSTER MD 21158-1118, / 1210/ 342
2611-S	DEWALDO FRANK RICHARD; DEWALDO DEBRA JEAN, 918 WINGED FOOT DR, / 1227/ 514
2611-SB	KEHR SR WILLIAM K; KEHR SR NANCY H, 378 WINGED FOOT DR, / 1927/ 18
2611-ST	MCFADDEN WILLIAM C; MCFADDEN MARSA, 374 WINGED FOOT DR, / 7854/ 82
2611-SW	BLAKE ANDREA J, 372 WINGED FOOT DR, / 6933/ 149
2611-SX	BLANCHARD RICHARD B; BLANCHARD DEBORAH R Z, 370 WINGED FOOT DR, / 1286/ 390
2611-60	ROLBERTS WILLIAM A; ROLBERTS TAMYRA L, 368 WINGED FOOT DR, / 3080/ 331
2611-61	POWERS TERRENCE V; BAUTNER JUDITH A, 366 WINGED FOOT DR, / 8371/ 482
2611-62	ROBERTSON SCOTT DAVID; ROBERTSON STACY A, 364 WINGED FOOT DR, / 8347/ 228
2611-63	BOLDEN MICHAEL B; BOLDEN TONA, 362 WINGED FOOT DR, / 4144/ 188
2611-64	LEGGS JOSEPH A; LEGGS VIRGINIA, 360 WINGED FOOT DR, / 1214/ 367
2611-65	DEGAN EUGENE B W II, 358 WINGED FOOT DR, / 4350/ 202
2611-66	HERSINGER STEPHEN E; HERSINGER DENISE L, 356 WINGED FOOT DR, / 1302/ 419
2611-67	STEWART ROBERT L; STEWART KATHY L, 354 WINGED FOOT DR, / 1478/ 348
2611-9	AVONDALE RUN HOMEOWNERS ASSOC INC, PO BOX 2118, WESTMINSTER MD 21158-1118, / 1210/ 342
2611-R	AVONDALE RUN HOMEOWNERS ASSOC INC, PO BOX 2118, WESTMINSTER MD 21158-1118, / 1210/ 342

TAX MAP #111

2528-A	WAKEFIELD ON THE GREEN HOMEOWNERS ASSOCIATION INC, 105 BELL ROAD, / 884/ 200
2528-B	WAKEFIELD ON THE GREEN HOMEOWNERS ASSOCIATION INC, 105 BELL ROAD, / 884/ 200
2528-3A	SKOGG GARY L, 1285 FAIRWAY DR, / 3687/ 400
2528-4	ZAPF ARTHUR, 1283 FAIRWAY DR, / 2315/ 108
2528-9	JEWELL LINDA B; LAWN THOMAS S, 303 COLDSTREAM CLOSE, / 2037/ 867
2528-10	HERSEY CHRISTINE, 304 COLDSTREAM CLOSE, / 6212/ 374
2528-11	CHENOWETH JUSTIN L; CHENOWETH HEDAN A, 302 COLDSTREAM CLOSE, / 6530/ 83
2528-23A	COLE CHARLES T; COLE JOANN H, 311 SAINT ANDREWS LN, / 4284/ 519
2528-24A	CLARCI MARY JACKSON LIFE ETAL, PO BOX 2003 WESTMINSTER MD 21158, / 8384/ 314
2528-25A	CHANEY JEFFREY S; CHANEY ELIZABETH W, 313 SAINT ANDREWS LN, / 4588/ 676
2528-26A	WALTKER CHERYL, 317 SAINT ANDREWS LN, / 4188/ 744
2528-27A	HART CHARLES J; HART JUDITH A, 319 ST ANDREWS LN, / 1088/ 823
2528-28A	HILL PATROL, 314 SAINT ANDREWS LN, / 5990/ 483
2528-29A	ELLIS DENIS A; ELLIS LINDA A, 831 SUDHORN RD, SYKESVILLE MD 21784-9004, / 1148/ 310
2528-30A	REICHARD BRIAN L; REICHARD ELLEN, 310 ST ANDREWS LN, / 2808/ 338
2528-45	PRINCE JASON L; PRINCE AMANDA L, 358 GREENSHEAR CLOSE, / 5142/ 35
2528-46	WARD MARGARET E LIFE ETAL, 356 GREENSHEAR CLOSE, / 3449/ 380
2528-47	SCHNEIDER ERIC H; SCHNEIDER SANDRA L, 358 GREENSHEAR CLOSE, / 1948/ 835
2528-48	FAIRWAYS LAND NO. 128 PENNSYLVANIA AVE, WESTMINSTER MD 21157-4554, / 1135/ 613
2528-49	SPEIDLE JUSTIN S; SPEIDLE CHERYL H, 353 GREENSHEAR CLOSE, / 6222/ 109
2528-77	PARKER PENNIE L, 330 NASSBRIDGE LN, / 2274/ 213
2528-78	CURRAN JOHN FRANCIS JR; CURRAN VICTORIA K, 332 NASSBRIDGE LN, / 2865/ 838
2528-79	DENGLER DAVID J; DENGLER ANNE M, 331 NASSBRIDGE LN, / 7408/ 87
2528-80	DENNISTEADT JAMES C; DENNISTEADT VIRGINIA N, 329 NASSBRIDGE LN, / 5833/ 6
2528-81	STRODLER ELVA HEBB TRUSTEE, C/O 548 ROOPS HILL ROAD WESTMINSTER MD 21158-4135, / 4175/ 440
2528-98	ISSELL RAY J; ISSELL ALDA S, 1287 FAIRWAY DR, / 1355/ 58
2528-97	WEAVER DAVID; WEAVER DANA, 1307 FAIRWAY DR, / 1453/ 235
2528-99	STENGER DAVID; STENGER TERI, 1309 FAIRWAY DR, / 7662/ 283
2528-99	SPELMAN PAUL RAYMOND; SPELMAN CAROL JESUE, 1311 FAIRWAY DR, / 1974/ 874
2528-100	JONES DAVID ADAMS; JONES CATHERINE D, 1315 VILLAGE GREEN DR WOODBINE MD, 21797-0000, / 8850/ 381
2528-101	WALKER JOYCE CATHERINE, 1218 FAIRWAY DR, / 1778/ 289
2528-102	VOIGHT TIMOTHY CAMERON; VOIGHT ANNAMARIE D, 1217 FAIRWAY DR, / 7438/ 448
2528-103	BAILEY NANCY H, 1218 FAIRWAY DR, / 2883/ 551
2528-104	BEARY JENNIFER S, 1222 FAIRWAY DR, / 3333/ 666
2528-105	HARBAUGH RICHARD W; HARBAUGH VALERIE T, 1223 FAIRWAY DR, / 1821/ 629
2548	HOGUE JOSEPH GUY; HOGUE DANE DAILEY, 428 LUTHER DR, / 1808/ 165
2602	HART CHARLES J; HART JUDITH A, 318 ST ANDREWS LN, / 3022/ 883
2603	FLINNERT CHARLES J; FLINNERT CAROL E, 188 LONG VALLEY RD, / 4520/ 657
2606	HERSHBERGER MICHAEL J; HERSHBERGER HEDAN H, / 183 LONG VALLEY RD, / 7614/ 318
2609	DORSEY RONALD N; DORSEY CAROL, / 200 LONG VALLEY RD, / 1387/ 779
2610	FARM CONTENT LLC, 1302 BOYCE AVE TOWSON MD 21204-0000, / 6518/ 38

BOUNDARY CURVE DATA

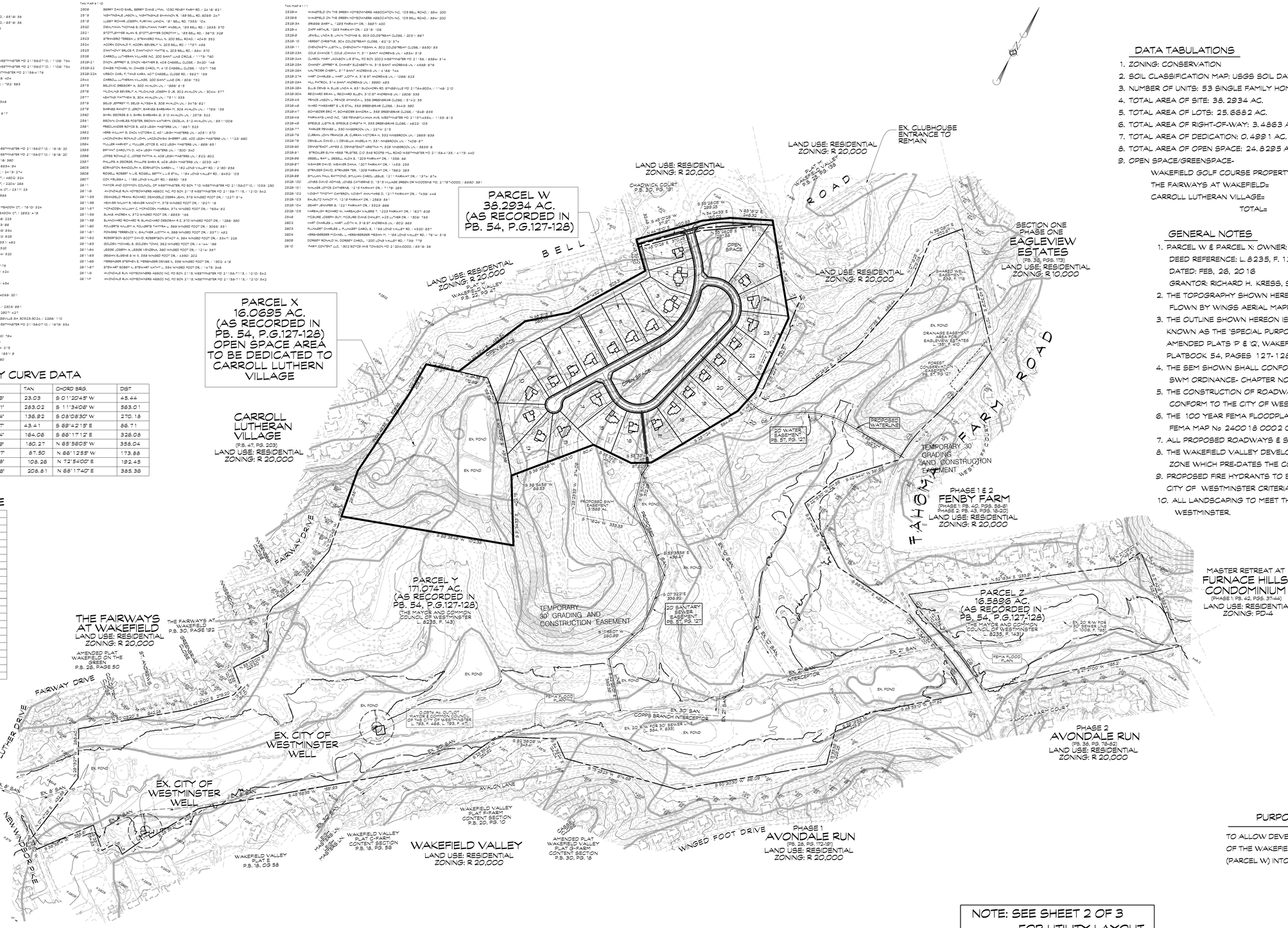
NUMBER	RADIUS	ARC	DELTA	TAN	CHORD BRG.	DIST
C1	139.00	45.65	18°48'58"	23.03	S 01°20'45" W	45.44
C2	2720.00	564.02	11°52'51"	283.02	S 11°34'08" W	563.01
C3	830.00	271.39	18°44'04"	136.92	S 08°08'30" W	270.18
C4	830.00	86.74	05°59'17"	43.41	S 69°42'15" E	86.71
C5	1460.00	328.76	12°54'24"	164.08	S 66°17'12" E	328.08
C6	1520.00	358.87	13°31'39"	180.27	N 65°58'05" W	358.04
C7	770.00	174.25	12°57'57"	87.50	N 66°12'58" W	173.88
C8	210.00	199.91	54°32'38"	108.26	N 72°54'00" E	192.45
C9	500.00	395.60	45°19'56"	208.81	N 68°17'40" E	385.36

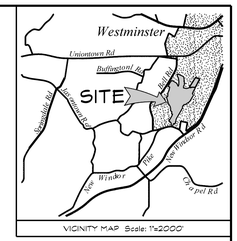
CURVES ARE DESIGNATED AS THUS: (C1)

BOUNDARY LINE TABLE

NUMBER	BEARING	DISTANCE
L1	N 61°24'33" W	40.03'
L2	S 28°35'27" W	47.00'
L3	S 61°24'33" E	26.86'
L4	S 25°04'01" W	142.00'
L5	N 57°03'31" W	50.22'
L6	S 85°57'16" W	28.00'
L7	S 33°27'04" W	79.02'
L8	N 27°49'33" W	84.94'
L9	N 48°11'15" W	40.07'
L10	N 24°53'07" W	68.08'
L11	N 02°57'07" W	66.25'
L12	N 84°08'54" E	72.55'
L13	N 44°44'54" E	152.09'
L14	N 42°18'08" E	87.04'
L15	S 51°11'52" E	21.51'
L16	S 08°04'03" E	117.48'
L17	S 39°18'19" E	24.30'
L18	N 50°37'20" E	50.00'
L19	S 39°22'40" E	50.00'
L20	S 50°37'20" W	50.00'
L21	N 39°22'40" W	50.00'
L22	N 34°31'55" W	15.00'

LINES ARE DESIGNATED AS THUS: (L1)





VICINITY MAP Scale: 1"=2000'

DATA TABULATIONS

1. ZONING: CONSERVATION
2. SOIL CLASSIFICATION MAP: USGS SOIL DATA
3. NUMBER OF UNITS: 53 SINGLE FAMILY HOMES
4. TOTAL AREA OF SITE: 38.2934 AC.
5. TOTAL AREA OF LOTS: 25.6682 AC.
6. TOTAL AREA OF RIGHT-OF-WAY: 3.4863 AC.
7. TOTAL AREA OF DEDICATION: 0.4931 AC.
8. TOTAL AREA OF OPEN SPACE: 24.8235 AC.
9. OPEN SPACE/GREENSPACE-

WAKEFIELD GOLF COURSE PROPERTY=	176 AC. ±
THE FAIRWAYS AT WAKEFIELD=	5 AC. ±
CARROLL LUTHERAN VILLAGE=	45 AC. ±
TOTAL=	226 AC. ±

GENERAL NOTES

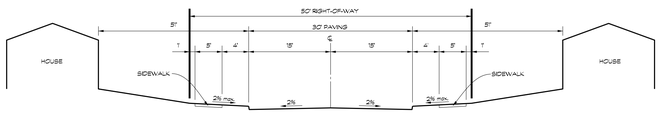
1. PARCEL W & PARCEL X: OWNER: WV WESTMINSTER, LLC.
   DEED REFERENCE: L. 8235, F. 136
   DATED: FEB. 26, 2016
   GRANTOR: RICHARD H. KRESS, SUB. TRUSTEE, ET.AL.
2. THE TOPOGRAPHY SHOWN HEREON IS AERIAL PHOTOGRAMMETRY FLOWN BY WINGS AERIAL MAPPING, INC. APRIL, 2005
3. THE OUTLINE SHOWN HEREON IS FROM A PLAT KNOWN AS THE 'SPECIAL PURPOSE PLAT, RESUBDIVSION OF AMENDED PLATS 'P' & 'Q', WAKEFIELD VALLEY' RECORDED IN PLATBOOK 54, PAGES 127-128
4. THE SEM SHOWN SHALL CONFORM TO THE CITY OF WESTMINSTER SWM ORDINANCE- CHAPTER NO. 136
5. THE CONSTRUCTION OF ROADWAYS, WATER & SEWER SHALL CONFORM TO THE CITY OF WESTMINSTER DESIGN STANDARDS
6. THE 100 YEAR FEMA FLOODPLAIN SHOWN IS TAKEN FROM FEMA MAP No 24001B 0002 C
7. ALL PROPOSED ROADWAYS & STORM DRAINAGE TO BE PUBLIC
8. THE WAKEFIELD VALLEY DEVELOPMENT PLAN IS IN THE OVERLAY ZONE WHICH PRE-DATES THE CONSERVATION ZONE.
9. PROPOSED FIRE HYDRANTS TO BE PLACED IN ACCORDANCE TO CITY OF WESTMINSTER CRITERIA.
10. ALL LANDSCAPING TO MEET THE REQUIREMENTS OF THE CITY OF WESTMINSTER.

PURPOSE NOTE

TO ALLOW DEVELOPMENT OF A SMALL PORTION OF THE WAKEFIELD VALLEY GOLF COURSE PROPERTY (PARCEL W) INTO 25 SINGLE FAMILY RESIDENTIAL LOTS.

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES
- 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EXISTING SEWER LINE
- EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- PROPOSED SEWER LINE
- PROPOSED STORMDRAIN
- PROPOSED WATER LINE



TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION
NOT TO SCALE

NOTE: SEE SHEET 2 OF 3 FOR UTILITY LAYOUT

NOTE: PARCELS Y AND Z HAVE BEEN DEEDED TO THE CITY OF WESTMINSTER BY DEED DATED FEBRUARY 26,2016 AND RECORDED AMONG THE LAND RECORDS OF CARROLL COUNTY IN LIBER 8235, FOLIO 143.

SHEET INDEX

1. OVERALL PLAN
2. GRADING AND UTILITY PLAN
3. LANDSCAPE PLAN

CITY OF WESTMINSTER, MAYOR	MAYOR:_____ DATE:_____
CITY OF WESTMINSTER, PLANNING AND ZONING COMMISSION	APPROVED:_____ DATE:_____
CITY OF WESTMINSTER, DIRECTOR OF PLANNING, ZONING & DEVELOPMENT	APPROVED:_____ DATE:_____
CITY OF WESTMINSTER, DIRECTOR OF PUBLIC WORKS	APPROVED:_____ DATE:_____

OWNER / DEVELOPER
W V WESTMINSTER LLC.
15 WEST ALYESBURY ROAD
SUITE 700
TYONIUM, MD 21093
(410)560-1402

OVERALL PLAN
4th AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

Brian E. Wagner, P.E.
CLSI Engineers • Surveyors
Land Planning & Environmental Consultants
www.clsi-civileng.com
439 East Main Street Westminster, MD 21157-5539
(410) 848-1790 FAX (410) 848-1791

PROFESSIONAL CERTIFICATION. HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND LICENSE NO. 21083, EXPIRATION DATE: JUNE 7, 2021

Date	Revisions	
		Drawn By: JW/LDA
		Designed By:
		Reviewed By:
		Date: MARCH 17, 2020
		Scale: 1" = 200'
		Job No.: 2005086
		Sheet: 1 OF 3

County File No.

CAD Drawing File Name:
W-10/27/2020-9:41:25 AM-G:\2005\2005086\DEV\SHEET(01)\developmentplan.dgn--Default

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	Royer Road Northbound					Meadow Branch Road Southbound					MD 140 Eastbound					MD 140 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15	0	2	3	66	0	0	1	3	3	0	0	6	160	11	0	0	12	27	0	0	294
6:15-6:30	0	4	1	66	0	0	0	3	2	0	0	7	189	15	0	0	19	46	2	0	354
6:30-6:45	0	9	2	69	0	0	1	5	3	0	0	1	237	17	0	0	7	56	0	0	407
6:45-7:00	0	12	1	97	0	0	4	9	10	0	0	3	204	9	0	0	31	74	0	0	454
7:00-7:15	0	6	1	92	0	0	8	5	3	0	0	2	226	22	0	0	23	62	2	0	452
7:15-7:30	0	11	2	97	0	0	8	3	9	0	0	4	232	25	0	0	22	84	4	0	501
7:30-7:45	0	11	2	84	0	0	3	8	8	0	0	2	242	31	0	0	19	102	5	0	517
7:45-8:00	0	21	3	90	0	0	10	2	8	0	0	0	239	23	0	0	31	145	3	0	575
8:00-8:15	0	14	1	80	0	0	7	7	6	0	0	6	206	27	0	0	30	152	1	0	537
8:15-8:30	0	10	1	63	0	0	4	5	5	0	0	3	233	19	0	0	20	117	5	0	485
8:30-8:45	0	11	1	59	0	0	4	6	3	0	0	5	236	22	0	0	25	91	2	0	465
8:45-9:00	0	7	1	70	0	0	6	7	9	0	0	0	176	15	0	0	31	84	6	0	412
Hourly Totals																					
6:00-7:00	0	27	7	298	0	0	6	20	18	0	0	17	790	52	0	0	69	203	2	0	1509
6:15-7:15	0	31	5	324	0	0	13	22	18	0	0	13	856	63	0	0	80	238	4	0	1667
6:30-7:30	0	38	6	355	0	0	21	22	25	0	0	10	899	73	0	0	83	276	6	0	1814
6:45-7:45	0	40	6	370	0	0	23	25	30	0	0	11	904	87	0	0	95	322	11	0	1924
7:00-8:00	0	49	8	363	0	0	29	18	28	0	0	8	939	101	0	0	95	393	14	0	2045
7:15-8:15	0	57	8	351	0	0	28	20	31	0	0	12	919	106	0	0	102	483	13	0	2130
7:30-8:30	0	56	7	317	0	0	24	22	27	0	0	11	920	100	0	0	100	516	14	0	2114
7:45-8:45	0	56	6	292	0	0	25	20	22	0	0	14	914	91	0	0	106	505	11	0	2062
8:00-9:00	0	42	4	272	0	0	21	25	23	0	0	14	851	83	0	0	106	444	14	0	1899
AM Peak Hour	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
	U-Turn	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15	**0**	**57**	**8**	**351**	**0**	**0**	**28**	**20**	**31**	**0**	**0**	**12**	**919**	**106**	**0**	**0**	**102**	**483**	**13**	**0**	**2130**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	Royer Road Northbound					Meadow Branch Road Southbound					MD 140 Eastbound					MD 140 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	16	2	55	0	0	2	9	9	0	0	2	138	17	0	0	59	207	3	0	519
3:15-3:30	0	7	2	65	0	0	7	4	2	0	0	2	150	11	0	0	75	249	7	0	581
3:30-3:45	0	8	6	63	0	0	1	9	7	0	0	3	152	15	0	0	75	250	5	0	594
3:45-4:00	0	14	3	58	0	0	4	16	5	0	0	2	124	20	0	0	71	209	4	0	530
4:00-4:15	0	27	0	57	0	0	3	9	8	0	0	2	162	18	0	0	95	235	7	0	623
4:15-4:30	0	20	5	75	0	0	2	8	9	0	0	4	140	22	0	0	77	238	4	0	604
4:30-4:45	0	22	1	64	0	0	8	15	29	0	0	3	140	25	0	0	73	240	9	0	629
4:45-5:00	0	17	0	61	0	0	5	12	7	0	0	3	133	19	0	0	85	237	9	1	588
5:00-5:15	0	22	3	75	0	0	2	15	13	0	0	1	117	17	0	0	81	246	2	0	594
5:15-5:30	0	12	3	71	0	0	5	13	6	0	0	4	174	22	0	0	85	241	10	0	646
5:30-5:45	0	12	1	69	0	0	3	4	10	0	0	5	131	29	0	0	82	263	2	0	611
5:45-6:00	0	6	9	56	0	0	1	11	3	0	0	1	118	18	0	0	69	192	6	0	490
6:00-6:15	0	14	4	60	0	0	1	7	6	0	0	1	105	21	0	0	80	180	9	0	488
6:15-6:30	0	12	4	56	0	0	2	4	2	0	0	2	101	15	0	0	66	163	3	0	430
6:30-6:45	0	17	4	58	0	0	1	7	5	0	0	2	90	23	0	0	54	138	6	0	405
6:45-7:00	0	8	3	52	0	0	7	3	2	0	0	0	61	19	0	0	66	131	2	0	354
Hourly Totals																					
3:00-4:00	0	45	13	241	0	0	14	38	23	0	0	9	564	63	0	0	280	915	19	0	2224
3:15-4:15	0	56	11	243	0	0	15	38	22	0	0	9	588	64	0	0	316	943	23	0	2328
3:30-4:30	0	69	14	253	0	0	10	42	29	0	0	11	578	75	0	0	318	932	20	0	2351
3:45-4:45	0	83	9	254	0	0	17	48	51	0	0	11	566	85	0	0	316	922	24	0	2386
4:00-5:00	0	86	6	257	0	0	18	44	53	0	0	12	575	84	0	0	330	950	29	1	2445
4:15-5:15	0	81	9	275	0	0	17	50	58	0	0	11	530	83	0	0	316	961	24	1	2416
4:30-5:30	0	73	7	271	0	0	20	55	55	0	0	11	564	83	0	0	324	964	30	1	2458
4:45-5:45	0	63	7	276	0	0	15	44	36	0	0	13	555	87	0	0	333	987	23	1	2440
5:00-6:00	0	52	16	271	0	0	11	43	32	0	0	11	540	86	0	0	317	942	20	0	2341
5:15-6:15	0	44	17	256	0	0	10	35	25	0	0	11	528	90	0	0	316	876	27	0	2235
5:30-6:30	0	44	18	241	0	0	7	26	21	0	0	9	455	83	0	0	297	798	20	0	2019
5:45-6:45	0	49	21	230	0	0	5	29	16	0	0	6	414	77	0	0	269	673	24	0	1813
6:00-7:00	0	51	15	226	0	0	11	21	15	0	0	5	357	78	0	0	266	612	20	0	1677
PM Peak Hour	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
	U-Turn	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30	**0**	**73**	**7**	**271**	**0**	**0**	**20**	**55**	**55**	**0**	**0**	**11**	**564**	**83**	**0**	**0**	**324**	**964**	**30**	**1**	**2458**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 140 & Royer Road / Meadow Branch Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	Bell Road Northbound					N/A Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15	0	0		1	0					0	0		31	0	0	0	4	11		0	47
6:15-6:30	0	0		1	0					0	0		40	0	0	0	4	13		0	58
6:30-6:45	0	0		4	0					0	0		41	1	0	0	2	22		0	70
6:45-7:00	0	2		4	0					0	0		64	0	0	0	7	30		0	107
7:00-7:15	0	1		11	0					0	0		58	1	0	0	7	25		0	103
7:15-7:30	0	0		7	0					0	0		69	2	0	0	4	22		0	104
7:30-7:45	0	1		7	0					0	0		50	1	0	0	6	16		0	81
7:45-8:00	0	1		10	0					0	0		73	2	1	0	6	23		0	115
8:00-8:15	0	3		8	0					0	0		43	4	0	0	8	22		0	88
8:15-8:30	0	1		11	0					0	0		38	1	0	0	11	12		0	74
8:30-8:45	0	1		1	0					0	0		40	0	0	0	6	27		0	75
8:45-9:00	0	1		5	0					0	0		41	2	0	0	9	30		0	88
Hourly Totals																					
6:00-7:00	0	2		10	0					0	0		176	1	0	0	17	76		0	282
6:15-7:15	0	3		20	0					0	0		203	2	0	0	20	90		0	338
6:30-7:30	0	3		26	0					0	0		232	4	0	0	20	99		0	384
6:45-7:45	0	4		29	0					0	0		241	4	0	0	24	93		0	395
7:00-8:00	0	3		35	0					0	0		250	6	1	0	23	86		0	404
7:15-8:15	0	5		32	0					0	0		235	9	1	0	24	83		0	389
7:30-8:30	0	6		36	0					0	0		204	8	1	0	31	73		0	359
7:45-8:45	0	6		30	0					0	0		194	7	1	0	31	84		0	353
8:00-9:00	0	6		25	0					0	0		162	7	0	0	34	91		0	325

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:00-8:00	**0**	**3**		**35**	**0**					**0**	**0**		**250**	**6**	**1**	**0**	**23**	**86**		**0**	**404**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	Bell Road Northbound					N/A Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	0		0	0					0	0		33	2	0	0	0	59		0	94
3:15-3:30	0	3		8	0					0	0		38	0	0	0	6	50		0	105
3:30-3:45	0	4		7	0					0	0		48	1	0	0	5	55		1	120
3:45-4:00	0	2		11	0					0	0		49	1	0	0	8	60		0	131
4:00-4:15	0	1		8	0					0	0		42	1	0	0	7	65		0	124
4:15-4:30	0	1		8	0					0	0		53	2	0	0	7	61		2	132
4:30-4:45	0	2		14	0					0	0		52	1	0	0	7	59		0	135
4:45-5:00	0	5		3	0					0	0		38	2	0	0	6	69		0	123
5:00-5:15	0	1		7	10					0	0		53	1	0	0	4	60		0	126
5:15-5:30	0	2		13	0					0	0		41	2	0	0	8	59		0	125
5:30-5:45	0	4		11	4					0	0		31	3	0	0	11	54		0	114
5:45-6:00	0	2		5	5					0	0		41	0	0	0	11	51		0	110
6:00-6:15	0	0		7	1					0	0		27	1	0	0	10	35		1	80
6:15-6:30	0	1		8	0					0	0		27	2	0	0	6	50		0	94
6:30-6:45	0	2		7	0					0	0		29	1	0	0	7	31		0	77
6:45-7:00	0	0		5	2					0	0		22	1	0	0	9	32		0	69
Hourly Totals																					
3:00-4:00	0	9		26	0					0	0		168	4	0	0	19	224		1	451
3:15-4:15	0	10		34	0					0	0		177	3	0	0	26	230		1	481
3:30-4:30	0	8		34	0					0	0		192	5	0	0	27	241		3	510
3:45-4:45	0	6		41	0					0	0		196	5	0	0	29	245		2	524
4:00-5:00	0	9		33	0					0	0		185	6	0	0	27	254		2	516
4:15-5:15	0	9		32	10					0	0		196	6	0	0	24	249		2	528
4:30-5:30	0	10		37	10					0	0		184	6	0	0	25	247		0	519
4:45-5:45	0	12		34	14					0	0		163	8	0	0	29	242		0	502
5:00-6:00	0	9		36	19					0	0		166	6	0	0	34	224		0	494
5:15-6:15	0	8		36	10					0	0		140	6	0	0	40	199		1	440
5:30-6:30	0	7		31	10					0	0		126	6	0	0	38	190		1	409
5:45-6:45	0	5		27	6					0	0		124	4	0	0	34	167		1	368
6:00-7:00	0	3		27	3					0	0		105	5	0	0	32	148		1	324

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:15-5:15	**0**	**9**		**32**	**10**					**0**	**0**		**196**	**6**	**0**	**0**	**24**	**249**		**2**	**528**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Untiontown Road & Royer Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	Royer Road Northbound					Royer Road Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15	0	1	4	2	0	0	1	8	12	0	0	19	10	2	0	0	0	2	1	0	62
6:15-6:30	0	1	6	1	0	0	1	5	12	0	0	31	8	1	0	0	1	4	0	0	71
6:30-6:45	0	1	7	0	0	0	0	10	11	0	0	24	15	3	0	0	1	12	0	0	84
6:45-7:00	0	2	9	2	0	0	5	14	20	0	0	36	20	8	0	0	4	15	2	0	137
7:00-7:15	0	3	7	5	0	0	2	6	18	0	0	37	17	5	0	0	2	11	1	0	114
7:15-7:30	0	1	15	1	0	0	4	11	17	0	0	43	20	8	0	0	5	8	3	0	136
7:30-7:45	0	1	11	3	0	0	1	13	11	0	0	36	13	2	0	0	5	10	2	0	108
7:45-8:00	0	4	11	4	0	0	4	11	10	0	0	51	21	3	1	0	7	15	4	0	145
8:00-8:15	0	3	13	4	0	0	3	6	16	0	0	28	16	3	0	0	1	11	7	0	111
8:15-8:30	0	0	11	6	0	0	2	15	15	0	0	26	11	2	0	0	2	8	4	0	102
8:30-8:45	0	0	2	9	0	0	3	7	18	0	0	23	12	5	0	0	4	15	3	0	101
8:45-9:00	0	4	12	10	0	0	13	9	24	0	0	26	12	5	0	0	0	11	1	0	127
Hourly Totals																					
6:00-7:00	0	5	26	5	0	0	7	37	55	0	0	110	53	14	0	0	6	33	3	0	354
6:15-7:15	0	7	29	8	0	0	8	35	61	0	0	128	60	17	0	0	8	42	3	0	406
6:30-7:30	0	7	38	8	0	0	11	41	66	0	0	140	72	24	0	0	12	46	6	0	471
6:45-7:45	0	7	42	11	0	0	12	44	66	0	0	152	70	23	0	0	16	44	8	0	495
7:00-8:00	0	9	44	13	0	0	11	41	56	0	0	167	71	18	1	0	19	44	10	0	504
7:15-8:15	0	9	50	12	0	0	12	41	54	0	0	158	70	16	1	0	18	44	16	0	501
7:30-8:30	0	8	46	17	0	0	10	45	52	0	0	141	61	10	1	0	15	44	17	0	467
7:45-8:45	0	7	37	23	0	0	12	39	59	0	0	128	60	13	1	0	14	49	18	0	460
8:00-9:00	0	7	38	29	0	0	21	37	73	0	0	103	51	15	0	0	7	45	15	0	441

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:00-8:00	**0**	**9**	**44**	**13**	**0**	**0**	**11**	**41**	**56**	**0**	**0**	**167**	**71**	**18**	**1**	**0**	**19**	**44**	**10**	**0**	**504**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	Royer Road Northbound					Royer Road Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	6	11	3	0	0	5	11	34	0	0	20	12	3	0	0	2	19	3	0	129
3:15-3:30	0	3	11	2	0	0	4	14	34	0	0	23	12	3	0	0	2	19	4	1	131
3:30-3:45	0	0	13	2	0	0	7	8	36	0	0	24	19	6	0	0	0	24	7	0	146
3:45-4:00	0	8	12	8	0	0	6	11	37	0	0	34	13	3	0	0	6	23	4	0	165
4:00-4:15	0	4	12	8	0	0	7	12	35	0	0	26	14	3	0	0	8	33	11	2	173
4:15-4:30	0	2	19	6	0	0	4	10	47	0	0	32	15	8	0	0	2	19	15	0	179
4:30-4:45	0	6	13	6	0	0	4	3	31	0	0	36	14	3	0	0	10	29	12	0	167
4:45-5:00	0	4	18	5	10	0	9	9	40	0	0	23	12	5	0	0	5	31	8	0	169
5:00-5:15	0	2	22	9	0	0	3	15	35	0	0	35	13	6	0	0	6	27	10	0	183
5:15-5:30	0	3	13	6	4	0	5	18	36	0	0	24	15	4	0	0	4	28	12	0	168
5:30-5:45	0	4	18	7	5	1	2	9	36	0	0	20	13	1	0	0	9	25	5	0	150
5:45-6:00	0	11	10	2	1	0	2	16	30	0	0	24	15	2	0	0	3	21	12	1	148
6:00-6:15	0	3	14	4	0	0	3	7	25	0	0	15	12	1	0	0	9	17	5	0	115
6:15-6:30	0	3	7	1	0	0	2	8	36	0	0	19	10	0	0	0	2	17	1	0	106
6:30-6:45	0	4	16	3	2	0	1	8	14	0	0	15	13	2	0	0	3	20	7	0	106
6:45-7:00	0	2	9	0	0	0	0	6	26	0	0	16	4	3	0	0	2	13	3	0	84
Hourly Totals																					
3:00-4:00	0	17	47	15	0	0	22	44	141	0	0	101	56	15	0	0	10	85	18	1	572
3:15-4:15	0	15	48	20	0	0	24	45	142	0	0	107	58	15	0	0	16	99	26	3	618
3:30-4:30	0	14	56	24	0	0	24	41	155	0	0	116	61	20	0	0	16	99	37	2	665
3:45-4:45	0	20	56	28	0	0	21	36	150	0	0	128	56	17	0	0	26	104	42	2	686
4:00-5:00	0	16	62	25	10	0	24	34	153	0	0	117	55	19	0	0	25	112	46	2	700
4:15-5:15	0	14	72	26	10	0	20	37	153	0	0	126	54	22	0	0	23	106	45	0	708
4:30-5:30	0	15	66	26	14	0	21	45	142	0	0	118	54	18	0	0	25	115	42	0	701
4:45-5:45	0	13	71	27	19	1	19	51	147	0	0	102	53	16	0	0	24	111	35	0	689
5:00-6:00	0	20	63	24	10	1	12	58	137	0	0	103	56	13	0	0	22	101	39	1	660
5:15-6:15	0	21	55	19	10	1	12	50	127	0	0	83	55	8	0	0	25	91	34	1	592
5:30-6:30	0	21	49	14	6	1	9	40	127	0	0	78	50	4	0	0	23	80	23	1	526
5:45-6:45	0	21	47	10	3	0	8	39	105	0	0	73	50	5	0	0	17	75	25	1	479
6:00-7:00	0	12	46	8	2	0	6	29	101	0	0	65	39	6	0	0	16	67	16	0	413

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:15-5:15	**0**	**14**	**72**	**26**	**10**	**0**	**20**	**37**	**153**	**0**	**0**	**126**	**54**	**22**	**0**	**0**	**23**	**106**	**45**	**0**	**708**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Untiontown Road & Royer Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	MD 31 Northbound					MD 31 Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15	0	0	68	8	0	0	0	43	6	0	0	17	21	1	0	0	1	4	0	0	169
6:15-6:30	0	0	70	12	2	0	0	40	6	0	0	20	21	1	1	0	4	7	3	0	184
6:30-6:45	0	0	101	14	0	0	2	70	9	0	0	27	27	2	0	0	6	9	4	0	271
6:45-7:00	0	1	130	11	0	0	5	68	11	0	0	41	44	6	0	0	4	8	2	0	331
7:00-7:15	0	7	119	13	0	0	7	59	11	0	0	33	40	9	0	0	7	14	4	0	323
7:15-7:30	0	0	104	16	0	0	2	75	12	0	0	29	27	7	0	0	7	13	7	0	299
7:30-7:45	0	1	106	12	2	0	6	63	15	0	0	35	36	5	2	0	11	23	4	0	317
7:45-8:00	0	5	157	24	1	0	4	91	19	0	0	28	34	3	0	0	2	20	3	0	390
8:00-8:15	0	4	103	18	0	0	0	73	14	0	0	37	28	6	1	0	12	20	4	0	319
8:15-8:30	0	4	111	18	2	0	3	77	15	0	0	15	34	4	0	0	16	26	2	0	325
8:30-8:45	0	2	86	18	1	0	4	68	17	0	0	20	32	3	0	0	6	14	2	1	272
8:45-9:00	0	3	95	22	1	0	1	74	31	1	0	25	29	4	3	0	10	23	1	0	318
Hourly Totals																					
6:00-7:00	0	1	369	45	2	0	7	221	32	0	0	105	113	10	1	0	15	28	9	0	958
6:15-7:15	0	8	420	50	2	0	14	237	37	0	0	121	132	18	1	0	21	38	13	0	1112
6:30-7:30	0	8	454	54	0	0	16	272	43	0	0	130	138	24	0	0	24	44	17	0	1224
6:45-7:45	0	9	459	52	2	0	20	265	49	0	0	138	147	27	2	0	29	58	17	0	1274
7:00-8:00	0	13	486	65	3	0	19	288	57	0	0	125	137	24	2	0	27	70	18	0	1334
7:15-8:15	0	10	470	70	3	0	12	302	60	0	0	129	125	21	3	0	32	76	18	0	1331
7:30-8:30	0	14	477	72	5	0	13	304	63	0	0	115	132	18	3	0	41	89	13	0	1359
7:45-8:45	0	15	457	78	4	0	11	309	65	0	0	100	128	16	1	0	36	80	11	1	1312
8:00-9:00	0	13	395	76	4	0	8	292	77	1	0	97	123	17	4	0	44	83	9	1	1244

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**14**	**477**	**72**	**5**	**0**	**13**	**304**	**63**	**0**	**0**	**115**	**132**	**18**	**3**	**0**	**41**	**89**	**13**	**0**	**1359**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	MD 31 Northbound					MD 31 Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	7	99	7	0	0	8	109	33	0	0	27	17	0	0	0	25	36	6	0	374
3:15-3:30	0	4	96	15	2	0	6	145	57	1	0	17	19	2	0	0	22	51	6	0	440
3:30-3:45	0	4	102	10	0	0	3	128	44	0	0	21	21	4	0	0	19	32	6	0	394
3:45-4:00	0	3	127	12	3	0	5	138	46	1	0	32	20	2	1	0	16	59	3	1	463
4:00-4:15	0	2	125	11	1	0	4	117	38	0	0	18	38	6	0	0	27	47	6	0	439
4:15-4:30	0	1	114	21	0	0	2	127	48	0	0	20	23	2	0	0	25	51	7	0	441
4:30-4:45	0	10	102	12	0	0	7	146	46	0	0	38	25	2	0	0	28	60	11	0	487
4:45-5:00	0	3	125	9	13	0	7	128	43	0	0	26	30	10	7	0	17	38	7	7	443
5:00-5:15	0	5	149	16	0	0	5	127	57	0	0	42	35	6	0	0	24	52	2	0	520
5:15-5:30	0	7	118	17	1	0	4	138	56	0	0	24	26	5	9	0	34	54	6	0	489
5:30-5:45	0	3	106	18	1	0	9	134	53	0	0	18	30	0	0	0	25	47	7	0	450
5:45-6:00	0	6	105	20	0	0	4	126	69	0	0	27	25	3	0	0	16	43	6	0	450
6:00-6:15	0	6	94	14	0	0	6	95	49	0	0	22	25	1	2	0	26	57	5	0	400
6:15-6:30	0	1	72	12	2	0	5	90	34	1	0	20	32	0	0	0	16	38	5	0	325
6:30-6:45	0	4	84	12	1	0	1	110	35	0	0	21	25	1	0	0	15	35	6	0	349
6:45-7:00	0	1	68	5	2	0	5	101	32	0	0	22	21	2	0	0	17	29	1	0	304
Hourly Totals																					
3:00-4:00	0	18	424	44	5	0	22	520	180	2	0	97	77	8	1	0	82	178	21	1	1680
3:15-4:15	0	13	450	48	6	0	18	528	185	2	0	88	98	14	1	0	84	189	21	1	1746
3:30-4:30	0	10	468	54	4	0	14	510	176	1	0	91	102	14	1	0	87	189	22	1	1744
3:45-4:45	0	16	468	56	4	0	18	528	178	1	0	108	106	12	1	0	96	217	27	1	1837
4:00-5:00	0	16	466	53	14	0	20	518	175	0	0	102	116	20	7	0	97	196	31	7	1838
4:15-5:15	0	19	490	58	13	0	21	528	194	0	0	126	113	20	7	0	94	201	27	7	1918
4:30-5:30	0	25	494	54	14	0	23	539	202	0	0	130	116	23	16	0	103	204	26	7	1976
4:45-5:45	0	18	498	60	15	0	25	527	209	0	0	110	121	21	16	0	100	191	22	7	1940
5:00-6:00	0	21	478	71	2	0	22	525	235	0	0	111	116	14	9	0	99	196	21	0	1920
5:15-6:15	0	22	423	69	2	0	23	493	227	0	0	91	106	9	11	0	101	201	24	0	1802
5:30-6:30	0	16	377	64	3	0	24	445	205	1	0	87	112	4	2	0	83	185	23	0	1631
5:45-6:45	0	17	355	58	3	0	16	421	187	1	0	90	107	5	2	0	73	173	22	0	1530
6:00-7:00	0	12	318	43	5	0	17	396	150	1	0	85	103	4	2	0	74	159	17	0	1386

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:30-5:30	**0**	**25**	**494**	**54**	**14**	**0**	**23**	**539**	**202**	**0**	**0**	**130**	**116**	**23**	**16**	**0**	**103**	**204**	**26**	**7**	**1976**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 31 & Uniontown Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	N/A Northbound					Bell Road Southbound					Adams Mill Road Eastbound					Adams Mill Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15					0	0	0		0	0	0	0	0		0	0		0	1	0	1
6:15-6:30					0	0	1		0	0	0	0	0		0	0		0	0	0	1
6:30-6:45					0	0	2		0	0	0	0	0		0	0		0	3	0	5
6:45-7:00					0	0	0		0	0	0	0	0		0	0		0	4	0	4
7:00-7:15					1	0	0		0	0	0	0	0		0	0		0	0	0	0
7:15-7:30					0	0	2		0	0	0	0	1		0	0		1	3	0	7
7:30-7:45					0	0	0		0	0	0	1	0		0	0		0	2	0	3
7:45-8:00					0	0	1		0	0	0	0	0		0	0		1	2	0	4
8:00-8:15					0	0	0		0	0	0	1	1		0	0		2	0	0	4
8:15-8:30					0	0	1		0	0	0	2	1		0	0		0	0	0	4
8:30-8:45					0	0	2		0	0	0	0	1		0	0		0	1	0	4
8:45-9:00					0	0	0		0	0	0	0	0		0	0		1	1	0	2
Hourly Totals																					
6:00-7:00					0	0	3		0	0	0	0	0		0	0		0	8	0	11
6:15-7:15					1	0	3		0	0	0	0	0		0	0		0	7	0	11
6:30-7:30					1	0	4		0	0	0	0	1		0	0		1	10	0	17
6:45-7:45					1	0	2		0	0	0	1	1		0	0		1	9	0	15
7:00-8:00					1	0	3		0	0	0	1	1		0	0		2	7	0	15
7:15-8:15					0	0	3		0	0	0	2	2		0	0		4	7	0	18
7:30-8:30					0	0	2		0	0	0	4	2		0	0		3	4	0	15
7:45-8:45					0	0	4		0	0	0	3	3		0	0		3	3	0	16
8:00-9:00					0	0	3		0	0	0	3	3		0	0		3	2	0	14

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15					**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**4**	**7**	**0**	**18**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	N/A Northbound					Bell Road Southbound					Adams Mill Road Eastbound					Adams Mill Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	0	0	0	0	0	1		0	0	0	1	0		0	0		1	0	0	3
3:15-3:30	0	0	0	0	0	0	0		1	0	1	0	0		0	0		3	5	0	10
3:30-3:45	0	0	0	0	0	0	3		1	0	0	1	1		0	0		1	1	0	8
3:45-4:00	0	0	0	0	0	0	0		1	0	0	0	1		0	0		0	4	0	6
4:00-4:15	0	0	0	0	2	0	3		0	0	0	0	1		0	0		0	4	0	8
4:15-4:30	0	0	0	0	0	0	1		1	0	0	1	0		0	0		1	5	0	9
4:30-4:45	0	0	0	0	2	0	0		0	0	0	1	0		0	0		3	4	0	8
4:45-5:00	0	0	0	0	0	0	3		0	0	0	0	1		0	0		1	0	0	5
5:00-5:15	0	0	0	0	0	0	2		1	0	0	0	0		0	0		1	4	0	8
5:15-5:30	0	0	0	0	0	0	2		0	0	0	0	0		0	0		0	2	0	4
5:30-5:45	0	0	0	0	0	0	0		0	0	0	0	0		0	0		1	0	0	1
5:45-6:00	0	0	0	0	0	0	2		0	0	0	0	0		0	0		0	0	0	2
6:00-6:15	0	0	0	0	0	0	0		0	0	0	0	0		0	0		0	0	0	0
6:15-6:30	0	0	0	0	0	0	2		0	0	0	0	0		0	0		1	1	0	4
6:30-6:45	0	0	0	0	0	0	1		0	0	0	0	0		0	0		2	1	0	4
6:45-7:00	0	0	0	0	0	0	1		3	0	0	1	0		0	0		1	4	0	10
Hourly Totals																					
3:00-4:00					0	0	4		3	0	1	2	2		0	0		5	10	0	27
3:15-4:15					2	0	6		3	0	1	1	3		0	0		4	14	0	34
3:30-4:30					2	0	7		3	0	0	2	3		0	0		2	14	0	33
3:45-4:45					4	0	4		2	0	0	2	2		0	0		4	17	0	35
4:00-5:00					4	0	7		1	0	0	2	2		0	0		5	13	0	34
4:15-5:15					2	0	6		2	0	0	2	1		0	0		6	13	0	32
4:30-5:30					2	0	7		1	0	0	1	1		0	0		5	10	0	27
4:45-5:45					0	0	7		1	0	0	0	1		0	0		3	6	0	18
5:00-6:00					0	0	6		1	0	0	0	0		0	0		2	6	0	15
5:15-6:15					0	0	4		0	0	0	0	0		0	0		1	2	0	7
5:30-6:30					0	0	4		0	0	0	0	0		0	0		2	1	0	7
5:45-6:45					0	0	5		0	0	0	0	0		0	0		3	2	0	10
6:00-7:00					0	0	4		3	0	0	1	0		0	0		4	6	0	18

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
3:45-4:45					**4**	**0**	**4**		**2**	**0**	**0**	**2**	**2**		**0**	**0**		**4**	**17**	**0**	**35**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Adams Mill Road & Bell Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	N/A Northbound					Adams Mill Road Southbound					MD 852 Eastbound					MD 852 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15					0	0	0		0	0	0	0	1		0	0		0	0	0	1
6:15-6:30					0	0	0		1	0	0	0	1		0	0		1	0	0	3
6:30-6:45					0	0	1		1	0	0	1	1		0	0		1	2	0	7
6:45-7:00					0	0	0		0	0	0	1	6		0	0		3	4	0	14
7:00-7:15					0	0	0		0	0	0	0	1		0	0		4	0	0	5
7:15-7:30					0	1	2		0	0	0	1	0		0	0		1	2	0	7
7:30-7:45					0	0	0		0	0	0	1	8		0	0		1	1	0	11
7:45-8:00					0	0	0		1	0	0	0	5		0	0		0	3	0	9
8:00-8:15					0	0	1		0	0	0	1	1		0	0		1	1	0	5
8:15-8:30					0	0	2		0	0	0	0	1		0	0		1	0	0	4
8:30-8:45					0	0	2		1	0	0	0	3		0	0		3	1	0	10
8:45-9:00					0	0	0		0	0	0	0	5		0	0		0	2	0	7

Hourly Totals																					
6:00-7:00					0	0	1		2	0	0	2	9		0	0		5	6	0	25
6:15-7:15					0	0	1		2	0	0	2	9		0	0		9	6	0	29
6:30-7:30					0	1	3		1	0	0	3	8		0	0		9	8	0	33
6:45-7:45					0	1	2		0	0	0	3	15		0	0		9	7	0	37
7:00-8:00					0	1	2		1	0	0	2	14		0	0		6	6	0	32
7:15-8:15					0	1	3		1	0	0	3	14		0	0		3	7	0	32
7:30-8:30					0	0	3		1	0	0	2	15		0	0		3	5	0	29
7:45-8:45					0	0	5		2	0	0	1	10		0	0		5	5	0	28
8:00-9:00					0	0	5		1	0	0	1	10		0	0		5	4	0	26

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:45-7:45					**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**15**	**0**	**0**	**0**	**0**	**9**	**7**	**0**	**37**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	N/A Northbound					Adams Mill Road Southbound					MD 852 Eastbound					MD 852 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	0	0	0	0	0	0		1	0	0	0	2		1	0		3	1	0	7
3:15-3:30	0	0	0	0	0	0	0		0	0	0	4	5		0	0		2	4	0	15
3:30-3:45	0	0	0	0	0	0	3		1	0	0	2	2		0	0		3	0	0	11
3:45-4:00	0	0	0	0	0	0	0		0	0	0	3	4		0	0		6	3	0	16
4:00-4:15	0	0	0	0	0	0	1		3	0	0	2	1		0	0		3	1	0	11
4:15-4:30	0	0	0	0	0	0	1		1	0	0	4	2		0	0		6	2	0	16
4:30-4:45	0	0	0	0	0	0	1		0	0	0	2	1		0	0		8	5	0	17
4:45-5:00	0	0	0	0	0	0	2		2	0	0	0	2		0	0		6	1	0	13
5:00-5:15	0	0	0	0	0	0	2		0	0	0	2	8		0	0		2	3	0	17
5:15-5:30	0	0	0	0	0	0	0		2	0	0	1	4		0	0		10	2	0	19
5:30-5:45	0	0	0	0	0	0	0		1	0	0	0	3		0	0		3	1	0	8
5:45-6:00	0	0	0	0	0	0	1		1	0	0	0	4		0	0		1	0	0	7
6:00-6:15	0	0	0	0	0	0	0		0	0	0	0	2		0	0		1	0	0	3
6:15-6:30	0	0	0	0	0	0	1		1	0	0	0	0		0	0		4	2	0	8
6:30-6:45	0	0	0	0	0	0	0		1	0	0	0	0		0	0		1	3	0	5
6:45-7:00	0	0	0	0	0	0	0		1	1	0	0	2		0	0		1	5	0	9

Hourly Totals																					
3:00-4:00					0	0	3		2	0	0	9	13		1	0		14	8	0	50
3:15-4:15					0	0	4		4	0	0	11	12		0	0		14	8	0	53
3:30-4:30					0	0	5		5	0	0	11	9		0	0		18	6	0	54
3:45-4:45					0	0	3		4	0	0	11	8		0	0		23	11	0	60
4:00-5:00					0	0	5		6	0	0	8	6		0	0		23	9	0	57
4:15-5:15					0	0	6		3	0	0	8	13		0	0		22	11	0	63
4:30-5:30					0	0	5		4	0	0	5	15		0	0		26	11	0	66
4:45-5:45					0	0	4		5	0	0	3	17		0	0		21	7	0	57
5:00-6:00					0	0	3		4	0	0	3	19		0	0		16	6	0	51
5:15-6:15					0	0	1		4	0	0	1	13		0	0		15	3	0	37
5:30-6:30					0	0	2		3	0	0	0	9		0	0		9	3	0	26
5:45-6:45					0	0	2		3	0	0	0	6		0	0		7	5	0	23
6:00-7:00					0	0	1		3	1	0	0	4		0	0		7	10	0	26

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30					**0**	**0**	**5**		**4**	**0**	**0**	**5**	**15**		**0**	**0**		**26**	**11**	**0**	**66**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 852 & Adams Mill Road
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

Weekday Morning Peak Hour (6:00 am - 10:00 am)

	MD 31 Northbound					MD 31 Southbound					MD 852 Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:00-6:15	0	2	32		0	0		30	8	0	0	11		1	0					0	84
6:15-6:30	0	3	35		0	0		38	9	0	0	9		2	0					0	96
6:30-6:45	0	3	57		0	0		53	12	0	0	12		5	0					0	142
6:45-7:00	0	2	70		0	0		61	22	0	0	14		0	0					0	169
7:00-7:15	0	1	57		0	0		47	8	0	0	21		2	0					0	136
7:15-7:30	0	1	58		0	0		64	7	0	0	20		6	0					0	156
7:30-7:45	0	3	63		0	0		49	14	0	0	20		4	0					0	153
7:45-8:00	0	2	75		0	0		77	12	0	0	20		2	0					0	188
8:00-8:15	0	1	50		0	0		68	11	0	0	22		1	0					0	153
8:15-8:30	0	6	70		0	0		50	15	0	0	12		1	0					0	154
8:30-8:45	0	3	41		0	0		49	24	0	0	11		0	1					0	128
8:45-9:00	0	6	56		0	0		45	17	0	0	15		1	0					0	140

Hourly Totals

6:00-7:00	0	10	194		0	0		182	51	0	0	46		8	0					0	491
6:15-7:15	0	9	219		0	0		199	51	0	0	56		9	0					0	543
6:30-7:30	0	7	242		0	0		225	49	0	0	67		13	0					0	603
6:45-7:45	0	7	248		0	0		221	51	0	0	75		12	0					0	614
7:00-8:00	0	7	253		0	0		237	41	0	0	81		14	0					0	633
7:15-8:15	0	7	246		0	0		258	44	0	0	82		13	0					0	650
7:30-8:30	0	12	258		0	0		244	52	0	0	74		8	0					0	648
7:45-8:45	0	12	236		0	0		244	62	0	0	65		4	1					0	624
8:00-9:00	0	16	217		0	0		212	67	0	0	60		3	1					0	576

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	**0**	**7**	**246**		**0**	**0**		**258**	**44**	**0**	**0**	**82**		**13**	**0**					**0**	**650**

Weekday Evening Peak Hour (3:00 pm - 7:00 pm)

	MD 31 Northbound					MD 31 Southbound					MD 852 Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
3:00-3:15	0	3	61		0	0		72	15	0	0	25		2	0					0	178
3:15-3:30	0	4	65		0	0		69	27	0	0	20		2	0					0	187
3:30-3:45	0	1	53		0	0		71	26	0	0	18		3	0					0	172
3:45-4:00	0	6	77		0	0		75	24	0	0	16		1	0					0	199
4:00-4:15	0	2	93		0	0		75	20	0	0	21		8	0					0	219
4:15-4:30	0	3	73		0	0		81	14	0	0	17		2	0					0	190
4:30-4:45	0	5	88		0	0		97	19	0	0	23		4	0					0	236
4:45-5:00	0	2	67		0	0		76	17	0	0	16		3	1					0	181
5:00-5:15	0	1	97		0	0		84	16	0	0	43		11	0					0	252
5:15-5:30	0	1	74		0	0		79	30	0	0	17		1	0					0	202
5:30-5:45	0	4	68		0	0		78	16	0	0	26		5	0					0	197
5:45-6:00	0	2	64		0	0		58	25	0	0	22		1	0					0	172
6:00-6:15	0	4	56		0	0		52	18	0	0	15		4	2					0	149
6:15-6:30	0	4	46		0	0		44	15	0	0	11		1	0					0	121
6:30-6:45	0	3	48		0	0		50	19	0	0	20		2	0					0	142
6:45-7:00	0	2	49		0	0		43	11	0	0	9		0	0					0	114

Hourly Totals

3:00-4:00	0	14	256		0	0		287	92	0	0	79		8	0					0	736
3:15-4:15	0	13	288		0	0		290	97	0	0	75		14	0					0	777
3:30-4:30	0	12	296		0	0		302	84	0	0	72		14	0					0	780
3:45-4:45	0	16	331		0	0		328	77	0	0	77		15	0					0	844
4:00-5:00	0	12	321		0	0		329	70	0	0	77		17	1					0	827
4:15-5:15	0	11	325		0	0		338	66	0	0	99		20	1					0	860
4:30-5:30	0	9	326		0	0		336	82	0	0	99		19	1					0	872
4:45-5:45	0	8	306		0	0		317	79	0	0	102		20	1					0	833
5:00-6:00	0	8	303		0	0		299	87	0	0	108		18	0					0	823
5:15-6:15	0	11	262		0	0		267	89	0	0	80		11	2					0	722
5:30-6:30	0	14	234		0	0		232	74	0	0	74		11	2					0	641
5:45-6:45	0	13	214		0	0		204	77	0	0	68		8	2					0	586
6:00-7:00	0	13	199		0	0		189	63	0	0	55		7	2					0	528

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	**0**	**9**	**326**		**0**	**0**		**336**	**82**	**0**	**0**	**99**		**19**	**1**					**0**	**872**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: MD 31 & MD 852
Weather: Cloudy
Count by: CountCAM- DSS
Count Day/Date: Tuesday, September 21, 2021
County: Carroll

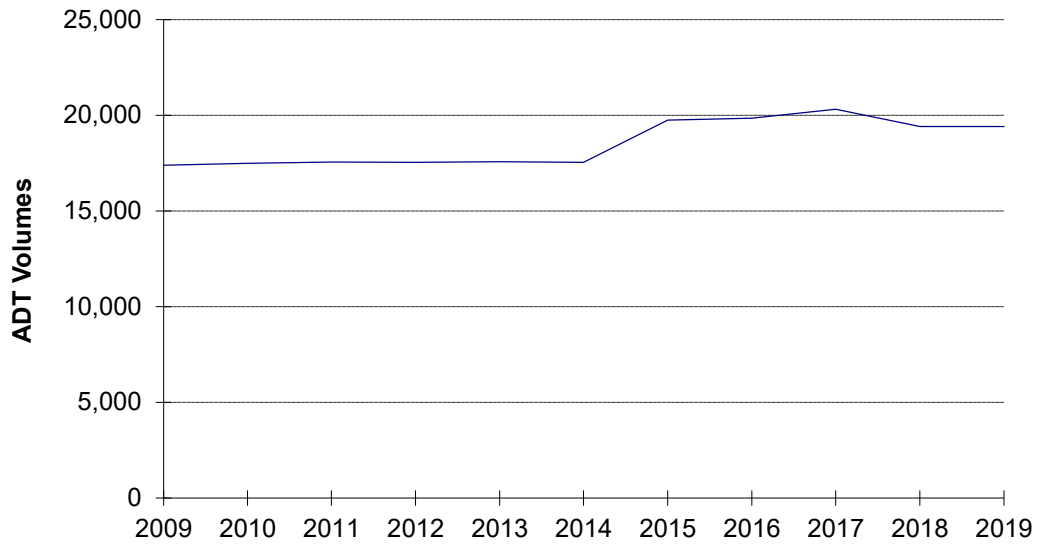
TRAFFIC GROWTH PROJECTION

LOCATION: MD 140 west of Royer Rd

REPORT DATE: 30-Nov-16

AVERAGE GROWTH:	1.19%
MATHEMATICAL GROWTH:	1.11%

Year	ADT Volume	Vol. increase	% increase	Average %
2009	17,390			
2010	17,491	101	0.58%	0.58%
2011	17,562	71	0.41%	0.49%
2012	17,540	-22	-0.13%	0.29%
2013	17,581	41	0.23%	0.27%
2014	17,532	-49	-0.28%	0.16%
2015	19,740	2,208	12.59%	2.24%
2016	19,841	101	0.51%	1.99%
2017	20,322	481	2.42%	2.04%
2018	19,420	-902	-4.44%	1.32%
2019	19,421	1	0.01%	1.19%



TRAFFIC GROWTH
MD 140 west of Royer Rd

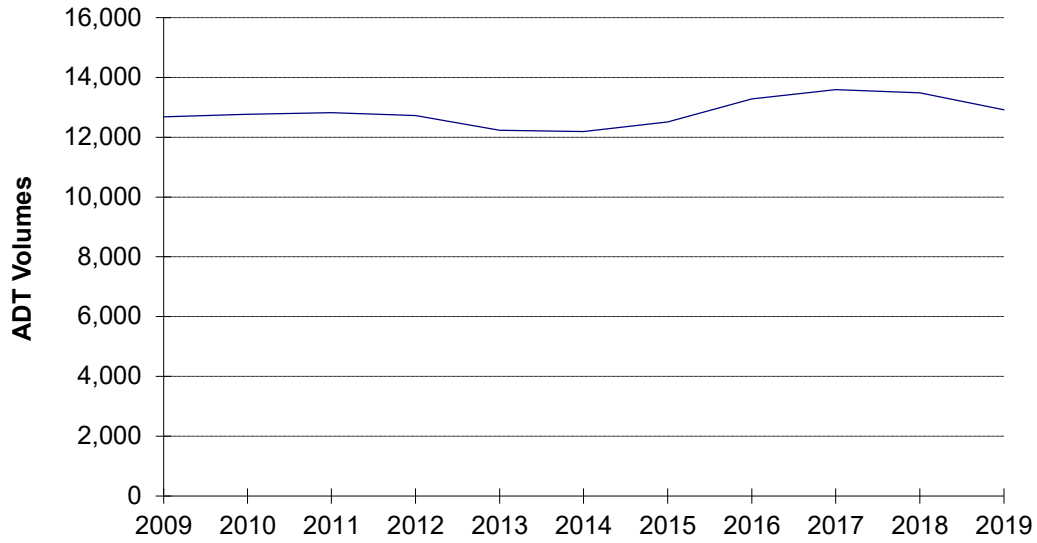
TRAFFIC GROWTH PROJECTION

LOCATION: MD 31 south of MD 140

REPORT DATE: 30-Nov-16

AVERAGE GROWTH:	0.23%
MATHEMATICAL GROWTH:	0.19%

Year	ADT Volume	Vol. increase	% increase	Average %
2009	12,681			
2010	12,762	81	0.64%	0.64%
2011	12,820	58	0.45%	0.55%
2012	12,721	-99	-0.77%	0.11%
2013	12,230	-491	-3.86%	-0.88%
2014	12,191	-39	-0.32%	-0.77%
2015	12,512	321	2.63%	-0.20%
2016	13,280	768	6.14%	0.70%
2017	13,601	321	2.42%	0.92%
2018	13,482	-119	-0.87%	0.72%
2019	12,920	-562	-4.17%	0.23%



TRAFFIC GROWTH
MD 31 south of MD 140

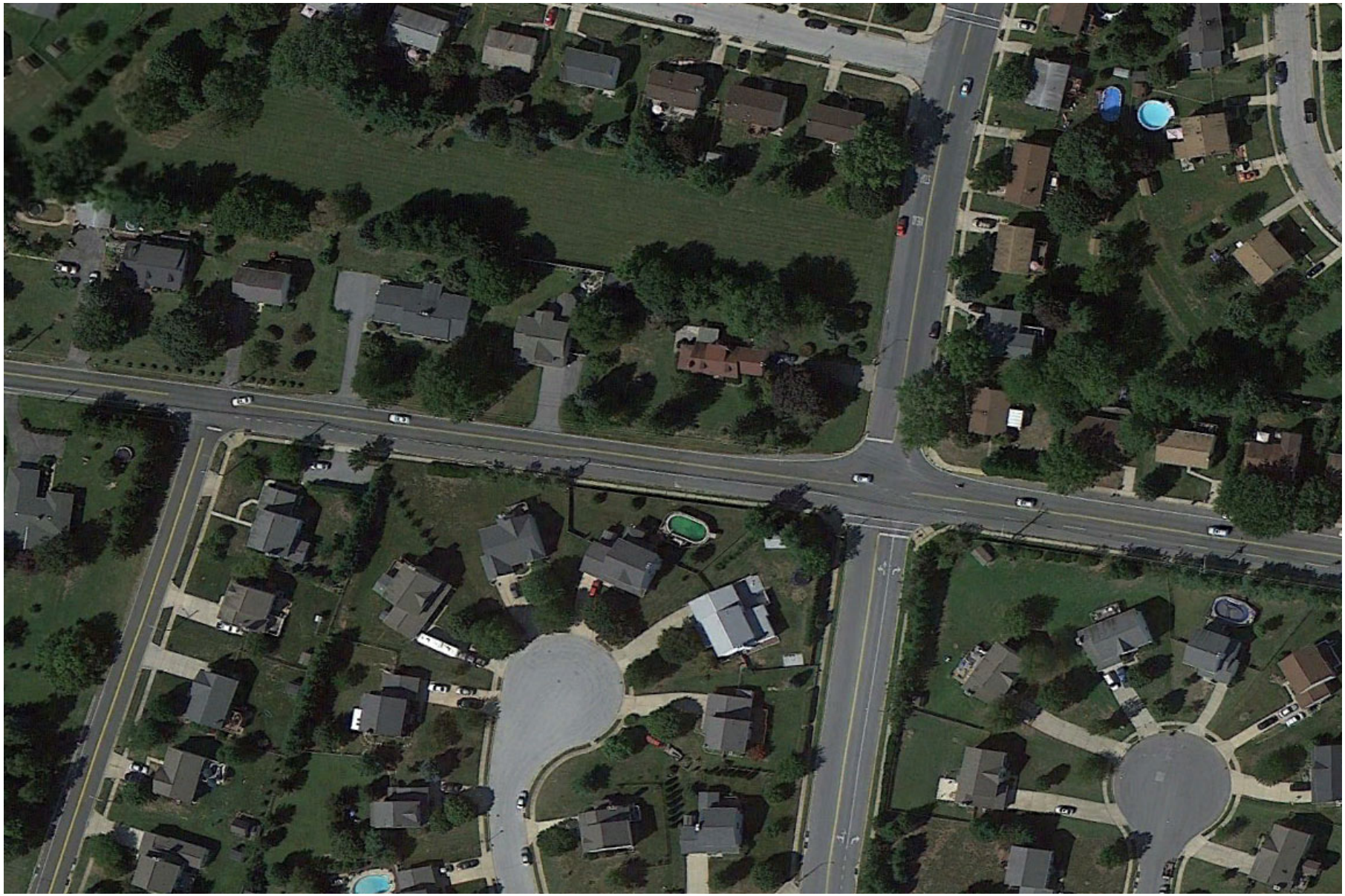


Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection: MD 140 & Royer Rd

County: Carroll

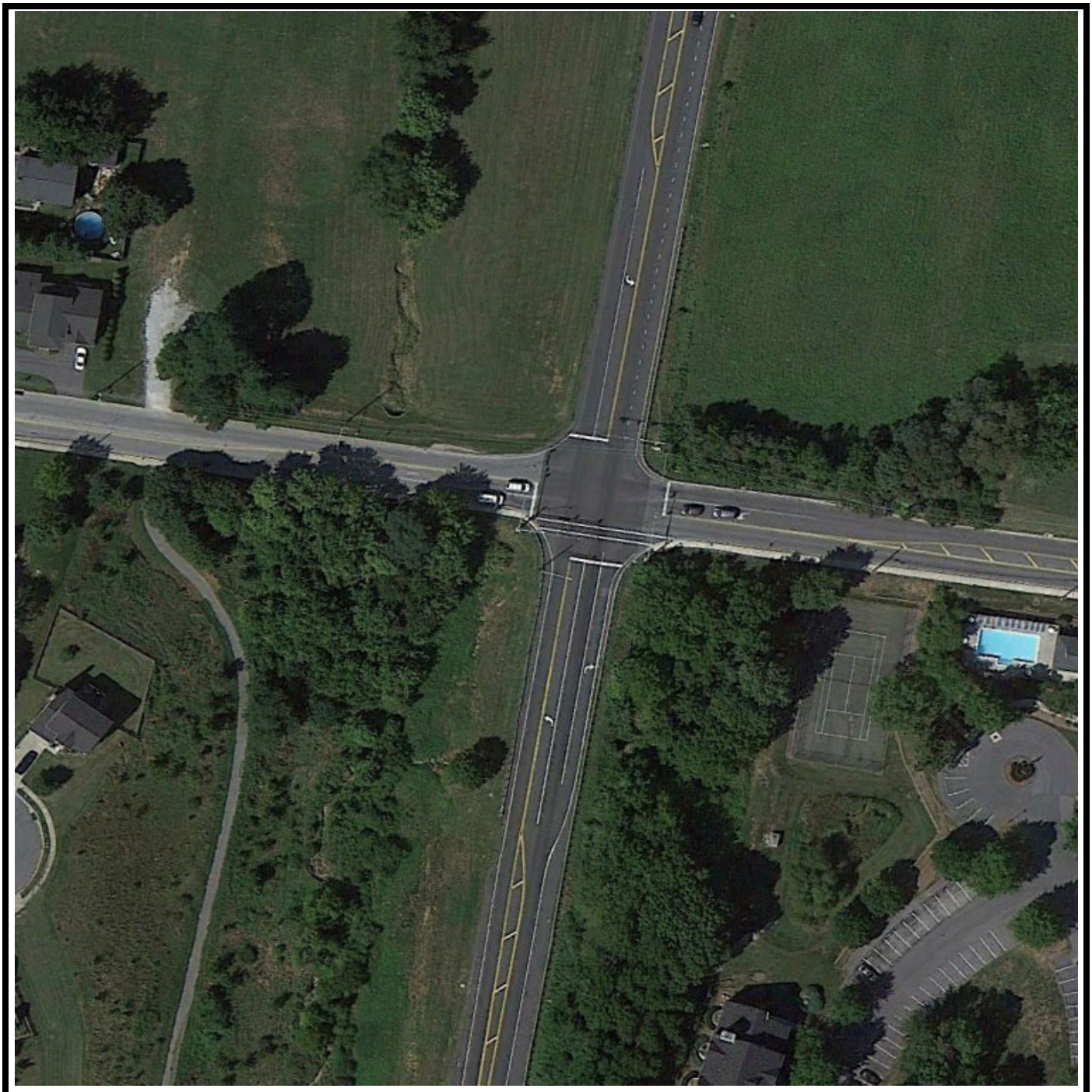


Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection: Uniontown Rd & Bell Rd
Uniontown Rd & Royer Rd

County: Carroll



Peak Hour Turning Movement Count	**Intersection:** MD 31 & Uniontown Rd
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	**County:** Carroll



Peak Hour Turning Movement Count	**Intersection:** MD 31 & MD 852
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	**County:** Carroll

Apppendix B

Background Developments



Traffic Impact Analysis	Background Development Map	**Exhibit B-1**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Trip Generaton Rates

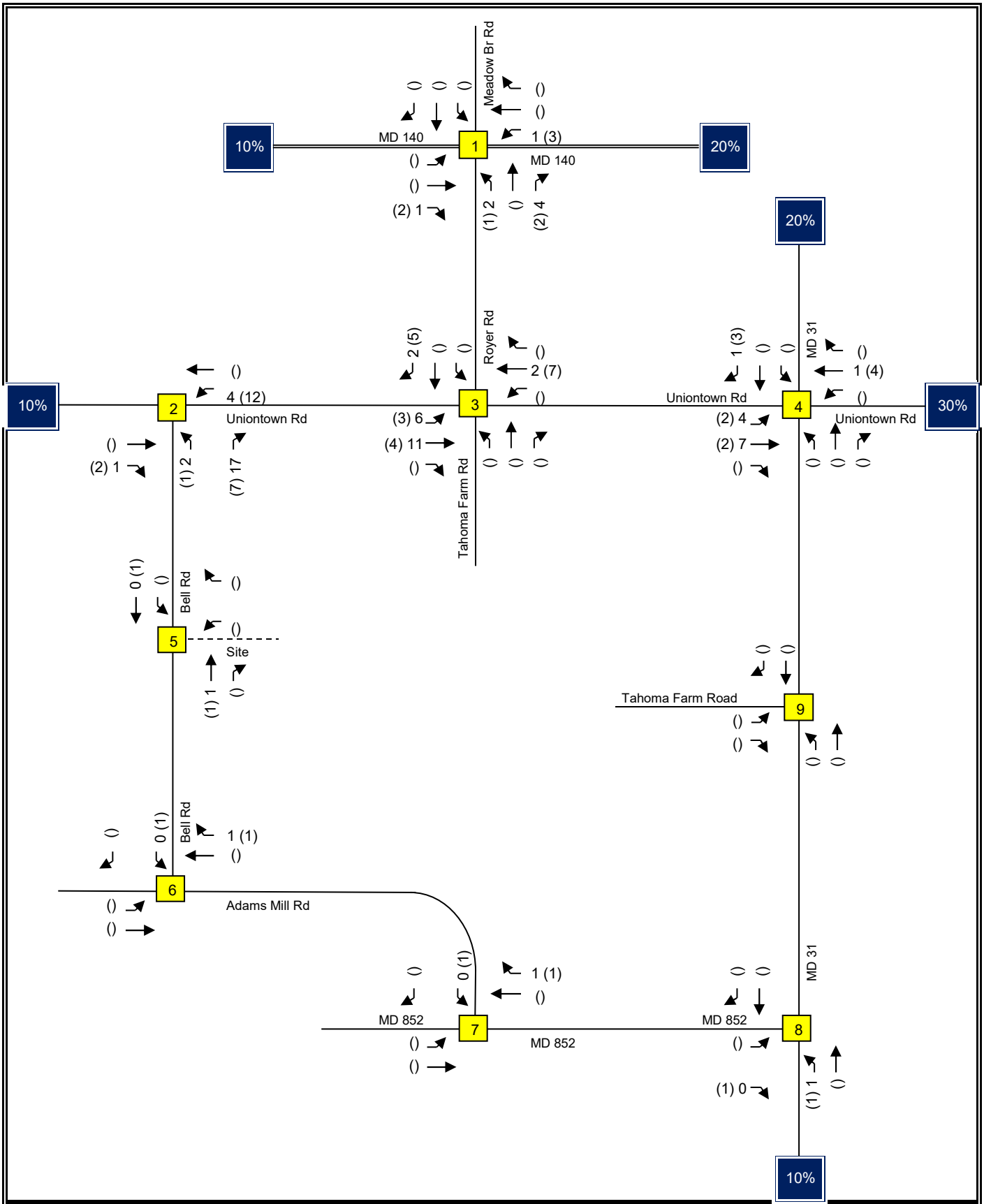
		Trip Distribution (In/Out)
Single-Family Detached (ITE-210, Units)		
	Morning Trips = 0.70 x (Units) + 12.12	26/74
	Ln(Evening Trips) = 0.88 x Ln(Units) + 0.62	64/36
Soccer Complex (ITE-488, Fields)		
	Morning Trips = 1.12 x (Fields)	57/43
	Evening Trips = 17.70 x (Fields)	67/33

Trip Generaton Totals

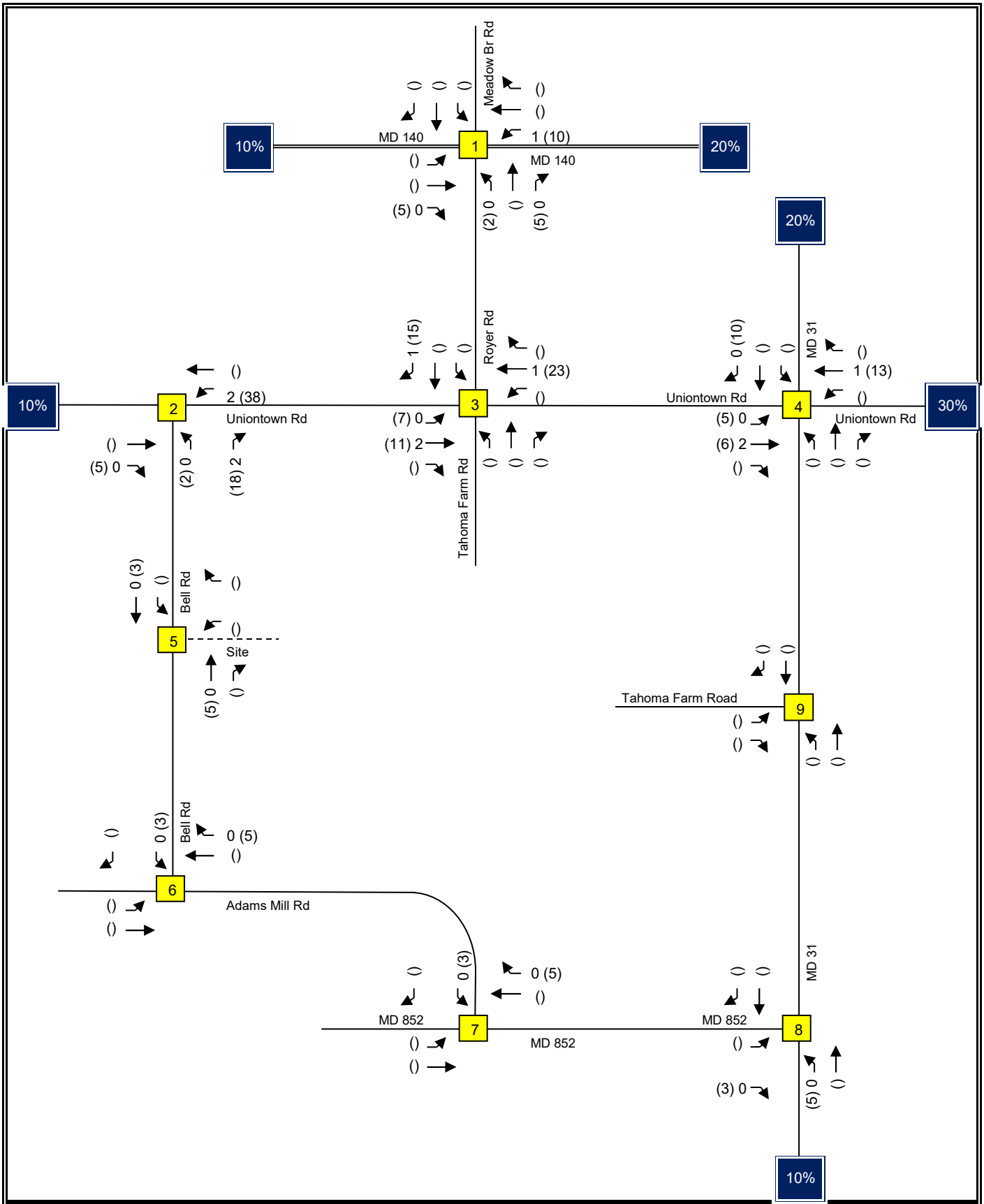
				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached (ITE-210, Units)	18	units	6	19	25	15	9	24
LU Code 488	Soccer Complex (ITE-488, Fields)	4	fields	2	2	4	48	23	71
			Total:	**8**	**21**	**29**	**63**	**32**	**95**

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 9th Edition for Peak Hour of Generator

Traffic Impact Analysis	Trip Generation for Background Developments	**Exhibit B-2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		



Traffic Impact Analysis	Trip Assignment for Griswold Property	**Exhibit B-3**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Trip Assignment for Soccer Complex/Park	**Exhibit B-4**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

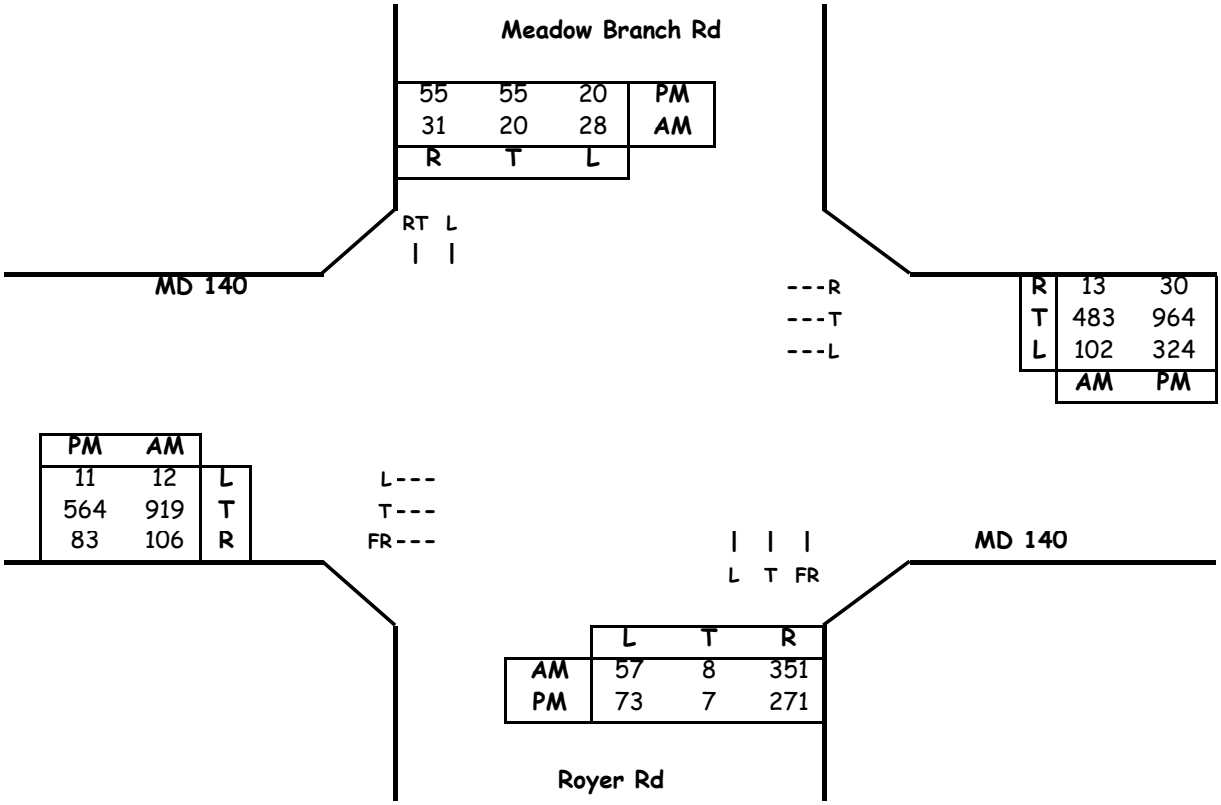
Apppendix C

Level of Service (CLV & HCS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd **Analyst:** ml
Study Period: EXISTING 2014 TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	8	1.00	8	28	1	28	108
SB	51	1.00	51	57	1	57	
EB	919	1	919	102	1	102	1021
WB	483	1	483	12	1	12	

CLV TOTAL= **1129**
Level of Service (LOS)= **B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	7	1.00	7	20	1	20	183
SB	110	1.00	110	73	1	73	
EB	564	1	564	324	1	324	975
WB	964	1	964	11	1	11	

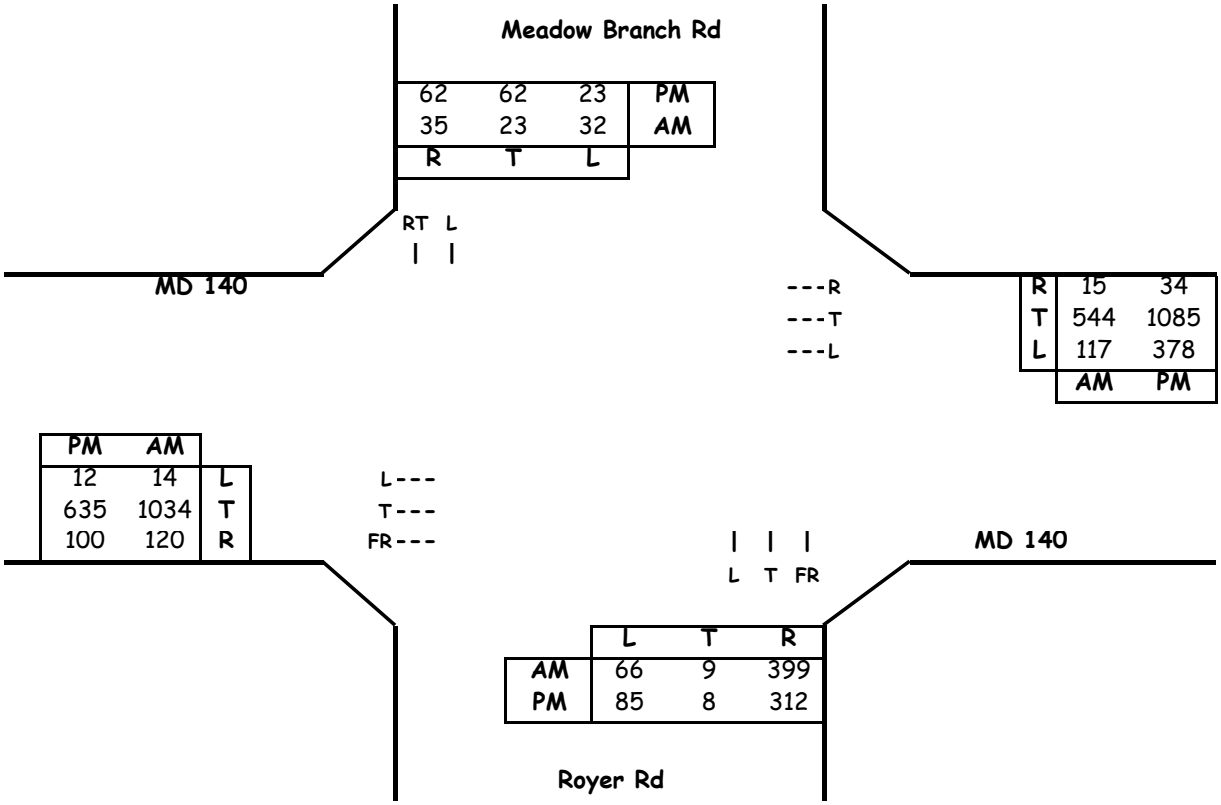
CLV TOTAL= **1158**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		MD 140 & Royer Rd (EXISTING 2014 TRAFFIC)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd **Analyst:** ml
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	9	1.00	9	32	1	32	124
SB	58	1.00	58	66	1	66	
EB	1034	1	1034	117	1	117	1151
WB	544	1	544	14	1	14	

CLV TOTAL= **1275**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	8	1.00	8	23	1	23	209
SB	124	1.00	124	85	1	85	
EB	635	1	635	378	1	378	1097
WB	1085	1	1085	12	1	12	

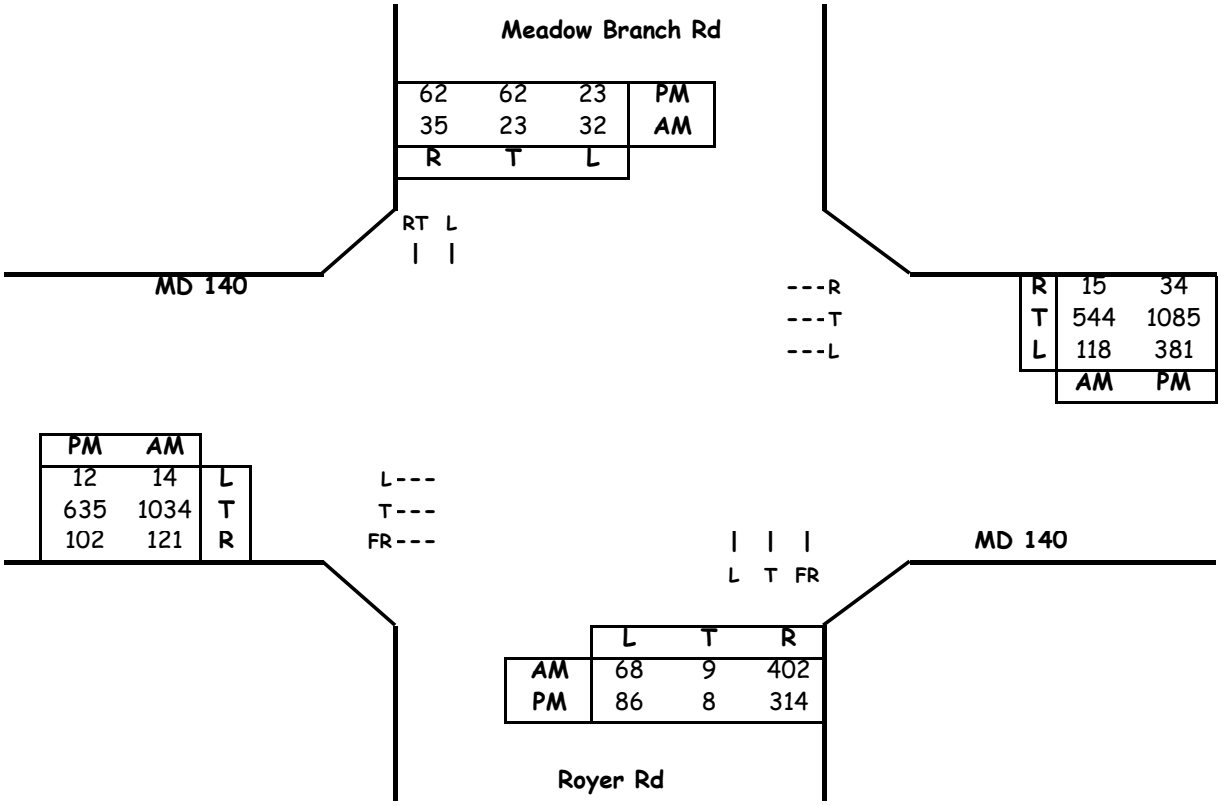
CLV TOTAL= **1306**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis		MD 140 & Royer Rd (BACKGROUND TRAFFIC)	**Intersection 1**
Lenhart Traffic Consulting Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd **Analyst:** ml
Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	9	1.00	9	32	1	32	126
SB	58	1.00	58	68	1	68	
EB	1034	1	1034	118	1	118	1152
WB	544	1	544	14	1	14	

CLV TOTAL= **1278**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	8	1.00	8	23	1	23	210
SB	124	1.00	124	86	1	86	
EB	635	1	635	381	1	381	1097
WB	1085	1	1085	12	1	12	

CLV TOTAL= **1307**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		MD 140 & Royer Rd (TOTAL TRAFFIC)	**Intersection** **1**

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd **Analyst:** ml
Study Period: Existing 2014 Traffic

UNIONTOWN RD **---LT**

	AM	PM
T	86	249
L	23	24
Adjusted Lefts	46	48

PM	AM	
196	250	T
6	6	R

TR ---

UNIONTOWN RD

|
LR

	L	R
AM	3	35
PM	9	32

Bell Rd

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	38	1.00	38				38
EB	256	1.00	256	23	1.00	23	279
WB	132	1.00	132				
					CLV TOTAL=		**317**
					Level of Service (LOS)=		**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	41	1.00	41				41
EB	202	1.00	202	24	1.00	24	297
WB	297	1.00	297				
					CLV TOTAL=		**338**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Uniontown Rd & Bell Rd (Existing 2014 Traffic)	**Intersection** **2**

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd
Study Period: Background Traffic

Analyst: ml

UNIONTOWN RD ---LT

	AM	PM
T	97	280
L	32	77
Adjusted Lefts	64	154

PM	AM	
221	281	T
14	8	R

TR---

UNIONTOWN RD

LR

	L	R
AM	5	58
PM	13	61

Bell Rd

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	63	1.00	63				63
EB	289	1.00	289	32	1.00	32	321
WB	161	1.00	161				
						CLV TOTAL=	**384**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	74	1.00	74				74
EB	235	1.00	235	77	1.00	77	434
WB	434	1.00	434				
						CLV TOTAL=	**508**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Uniontown Rd & Bell Rd (Background Traffic)	**Intersection** **2**

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd **Analyst:** ml
Study Period: Total Traffic

UNIONTOWN RD **---LT**

	AM	PM
T	97	280
L	36	89
Adjusted Lefts	72	178

PM	AM	
221	281	T
16	9	R

TR ---

UNIONTOWN RD

|
LR

	L	R
AM	7	72
PM	14	68

Bell Rd

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	79	1.00	79				79
EB	290	1.00	290	36	1.00	36	326
WB	169	1.00	169				
						CLV TOTAL=	**405**
						Level of Service (LOS)=	**A**

Evening Peak Hour

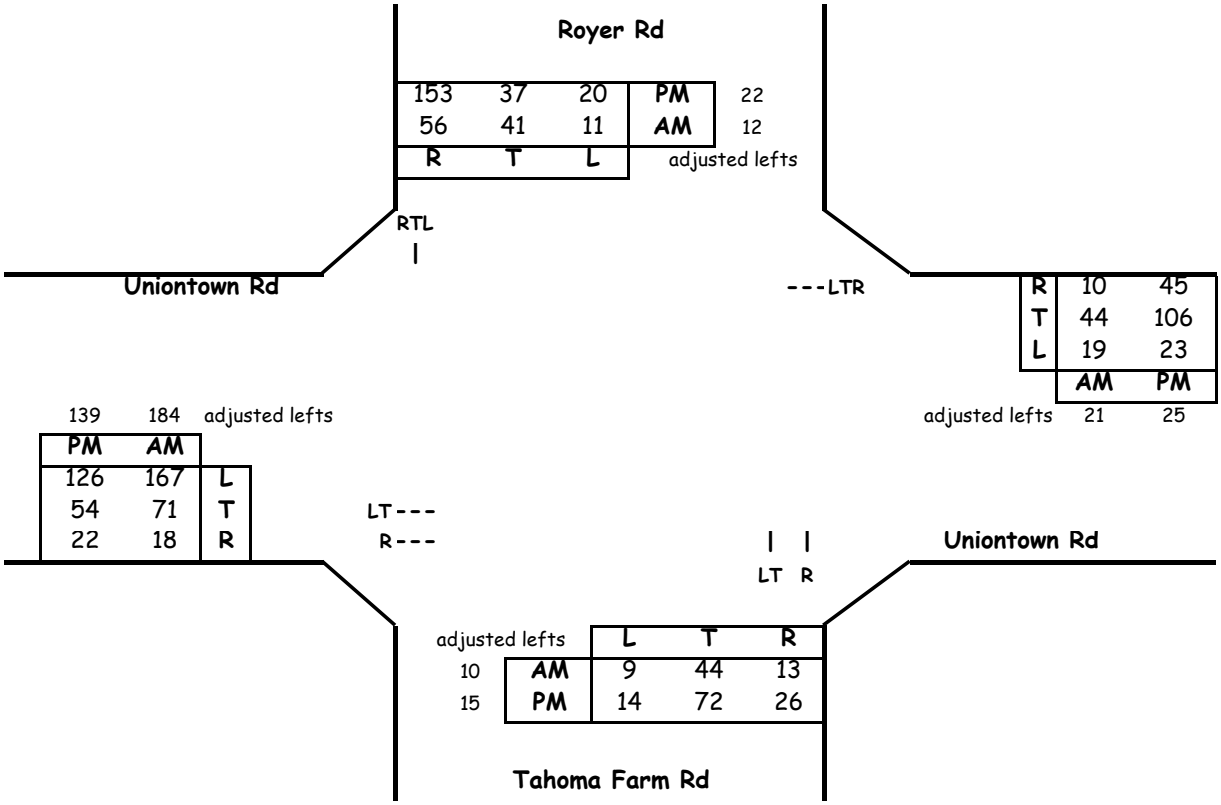
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	82	1.00	82				82
EB	237	1.00	237	89	1.00	89	458
WB	458	1.00	458				
						CLV TOTAL=	**540**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Uniontown Rd & Bell Rd (Total Traffic)	**Intersection** **2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd **Analyst:** ml
Study Period: EXISTING 2014 TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	54	1.00	54	11	1	11	118
SB	109	1.00	109	9	1	9	
EB	255	1	255	19	1	19	274
WB	75	1	75	167	1	167	

CLV TOTAL= **392**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	87	1.00	87	20	1	20	226
SB	212	1.00	212	14	1	14	
EB	193	1	193	23	1	23	302
WB	176	1	176	126	1	126	

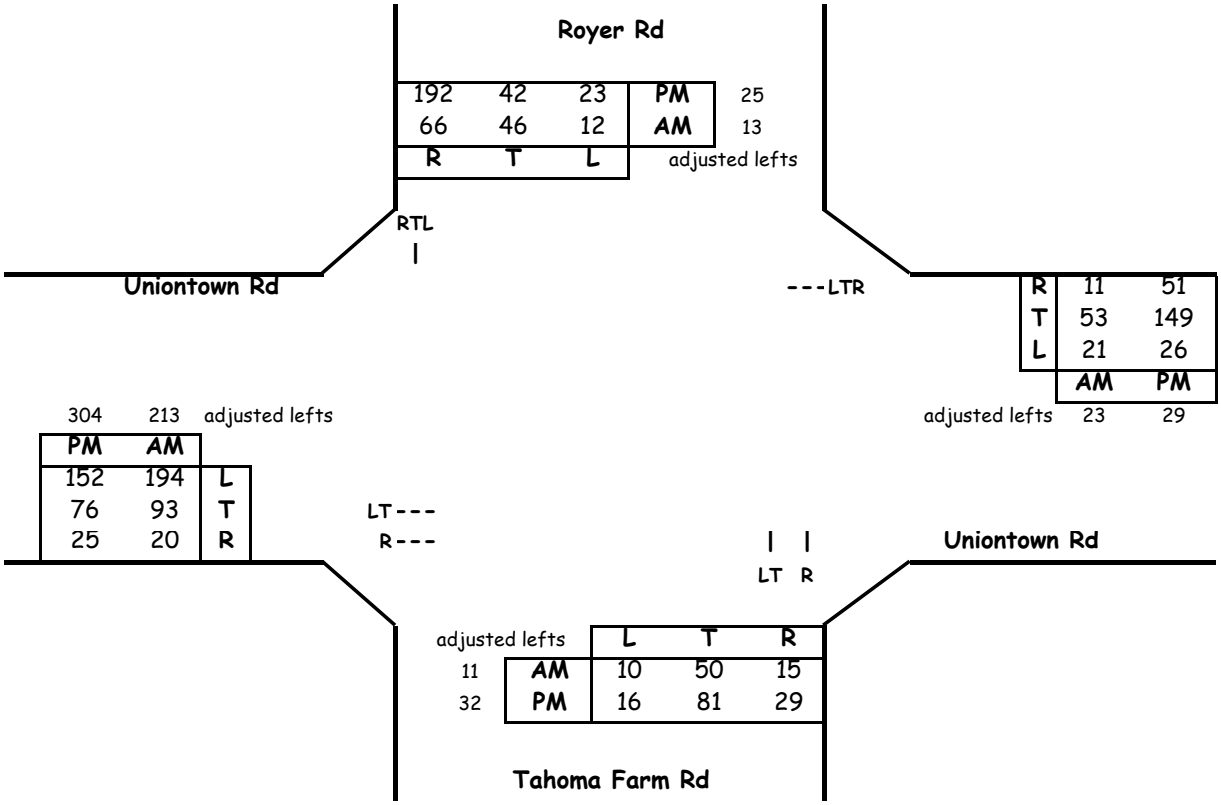
CLV TOTAL= **528**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis		Uniontown Rd & Tahoma Farm Rd (EXISTING 2014 TRAFFIC)	**Intersection 3**
Lenhart Traffic Consulting Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd **Analyst:** ml
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	61	1.00	61	12	1	12	135
SB	125	1.00	125	10	1	10	
EB	306	1	306	21	1	21	327
WB	87	1	87	194	1	194	

CLV TOTAL= **462**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	113	1.00	113	23	1	23	275
SB	259	1.00	259	16	1	16	
EB	380	1	380	26	1	26	406
WB	229	1	229	152	1	152	

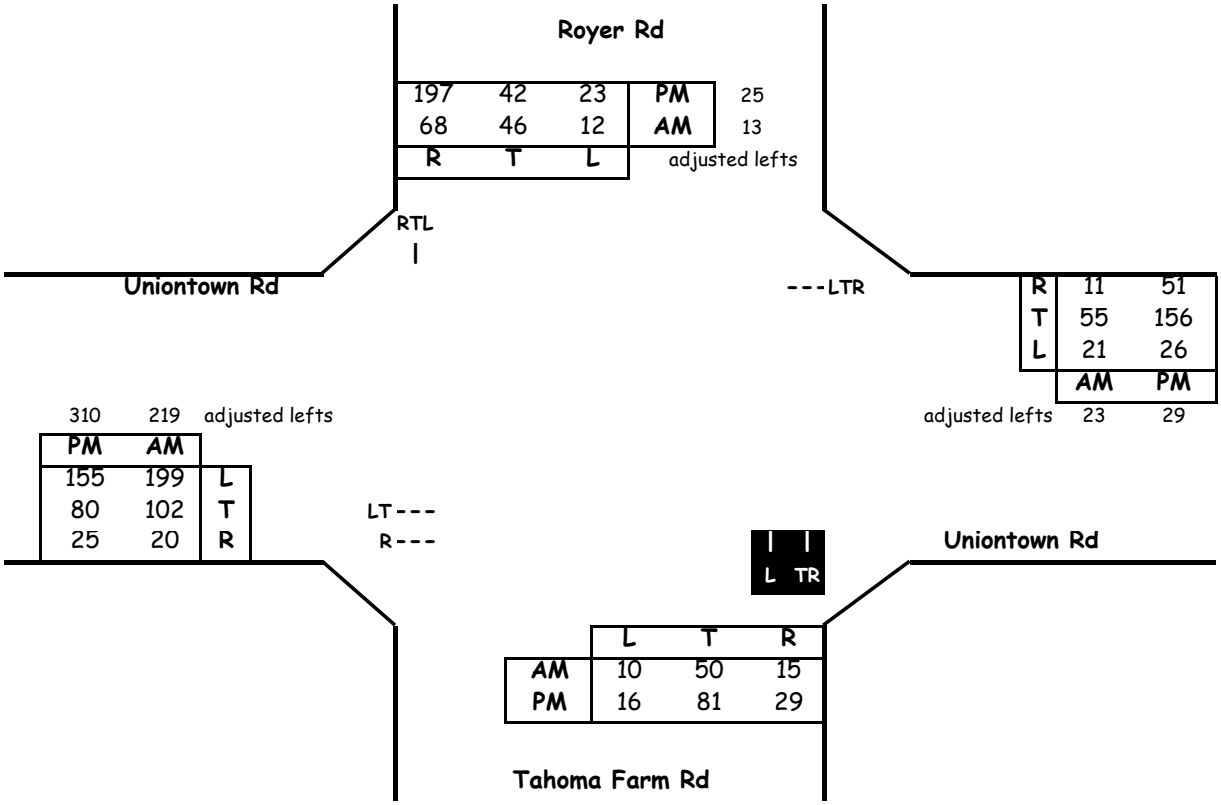
CLV TOTAL= **681**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		Uniontown Rd & Tahoma Farm Rd (BACKGROUND TRAFFIC)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd **Analyst:** ml
Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	65	1.00	65	12	1	12	137
SB	127	1.00	127	10	1	10	
EB	321	1	321	21	1	21	342
WB	89	1	89	199	1	199	

CLV TOTAL= **479**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	110	1.00	110	23	1	23	280
SB	264	1.00	264	16	1	16	
EB	390	1	390	26	1	26	416
WB	236	1	236	155	1	155	

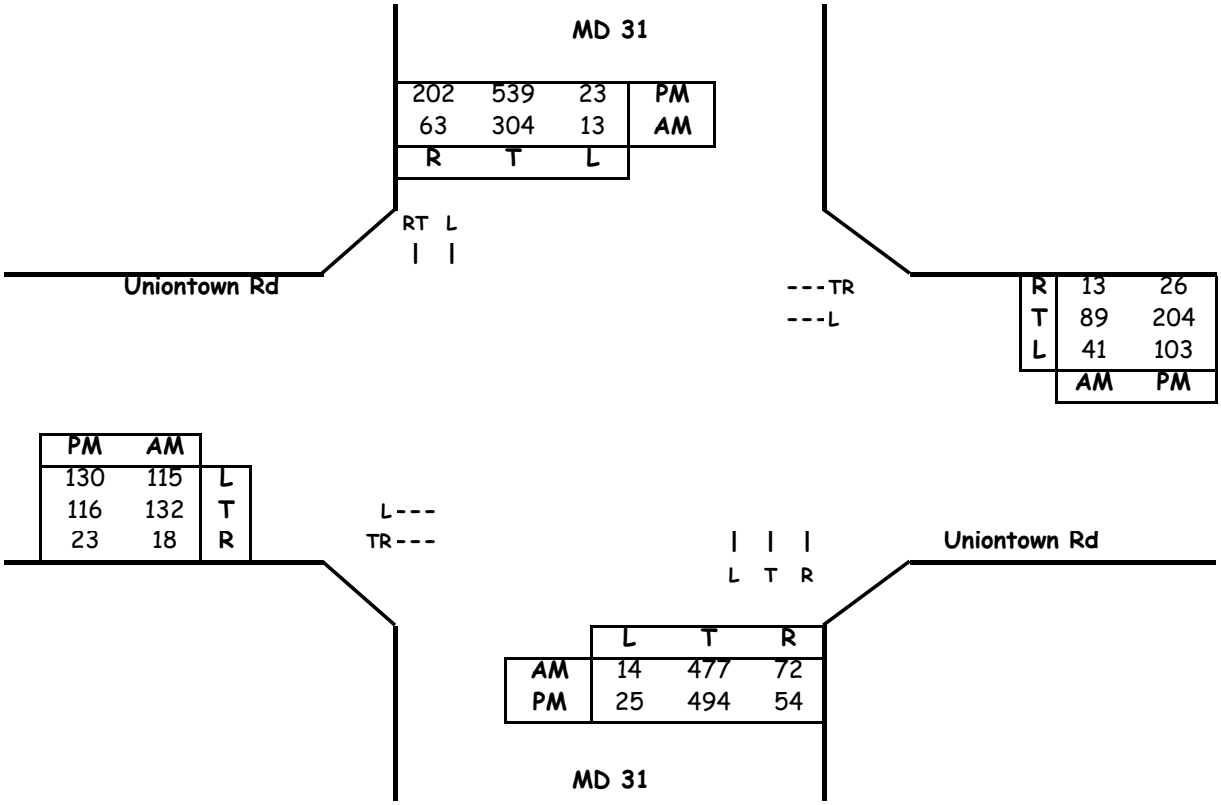
CLV TOTAL= **696**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		Uniontown Rd & Tahoma Farm Rd (TOTAL TRAFFIC)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd **Analyst:** ml
Study Period: EXISTING 2014 TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	477	1.00	477	13	1	13	490
SB	367	1.00	367	14	1	14	
EB	150	1	150	41	1	41	217
WB	102	1	102	115	1	115	

CLV TOTAL= **707**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	494	1.00	494	23	1	23	766
SB	741	1.00	741	25	1	25	
EB	139	1	139	103	1	103	360
WB	230	1	230	130	1	130	

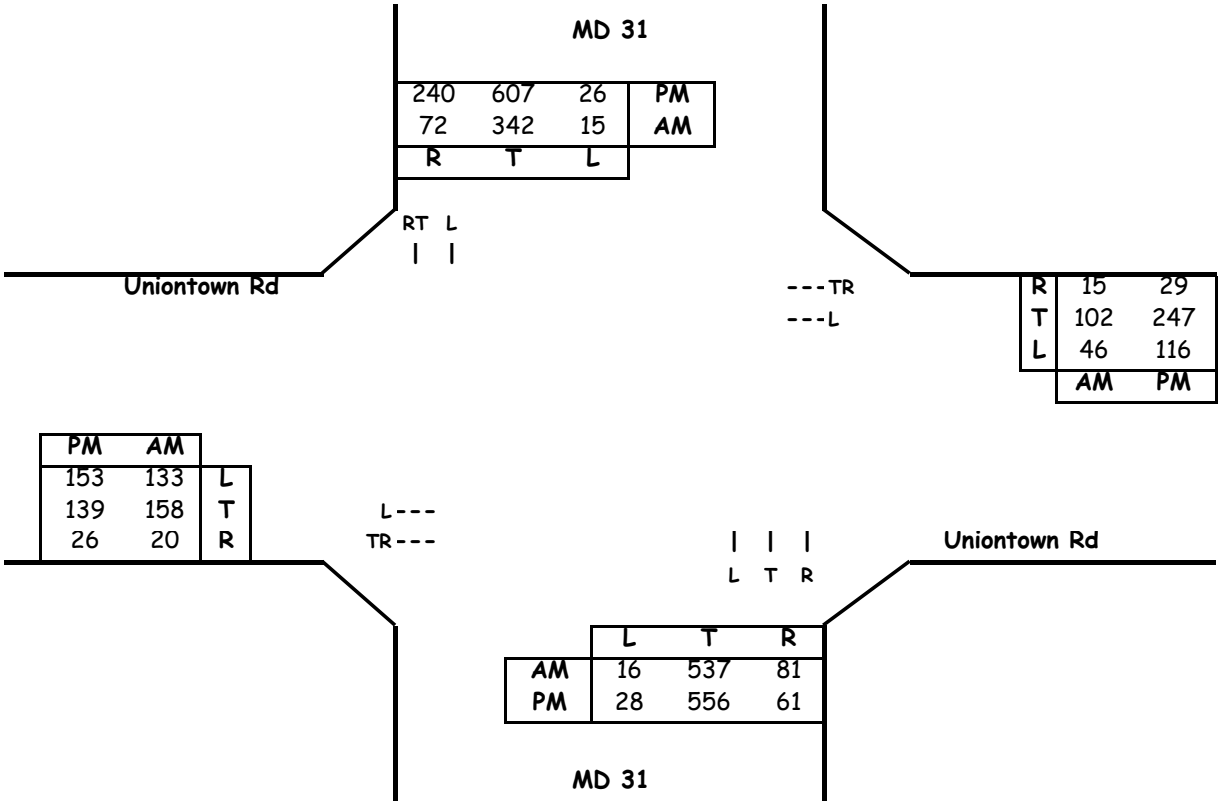
CLV TOTAL= **1126**
Level of Service (LOS)= **B**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		MD 31 & Uniontown Rd (EXISTING 2014 TRAFFIC)	**Intersection** **4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd **Analyst:** ml
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	537	1.00	537	15	1	15	552
SB	414	1.00	414	16	1	16	
EB	178	1	178	46	1	46	250
WB	117	1	117	133	1	133	

CLV TOTAL= **802**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	556	1.00	556	26	1	26	875
SB	847	1.00	847	28	1	28	
EB	165	1	165	116	1	116	429
WB	276	1	276	153	1	153	

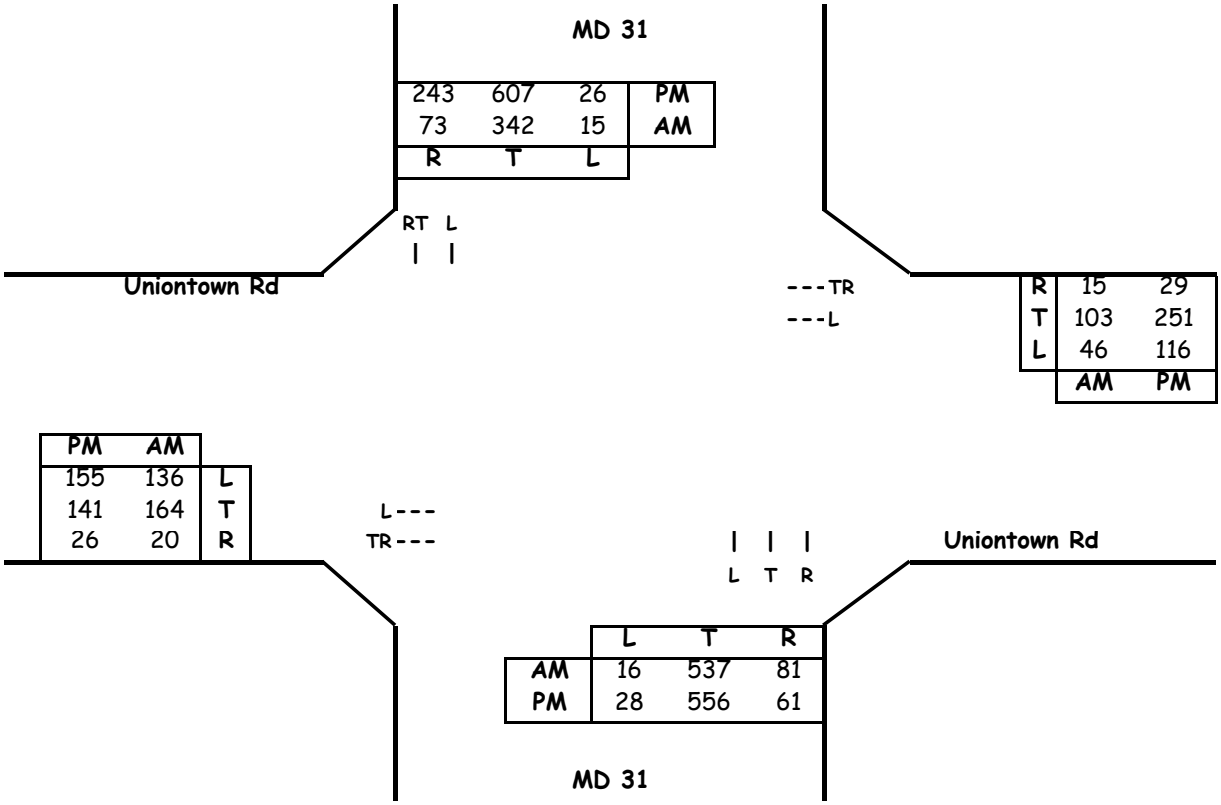
CLV TOTAL= **1304**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		MD 31 & Uniontown Rd (BACKGROUND TRAFFIC)	**Intersection** **4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd **Analyst:** ml
Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	537	1.00	537	15	1	15	552
SB	415	1.00	415	16	1	16	
EB	184	1	184	46	1	46	254
WB	118	1	118	136	1	136	

CLV TOTAL= **806**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	556	1.00	556	26	1	26	878
SB	850	1.00	850	28	1	28	
EB	167	1	167	116	1	116	435
WB	280	1	280	155	1	155	

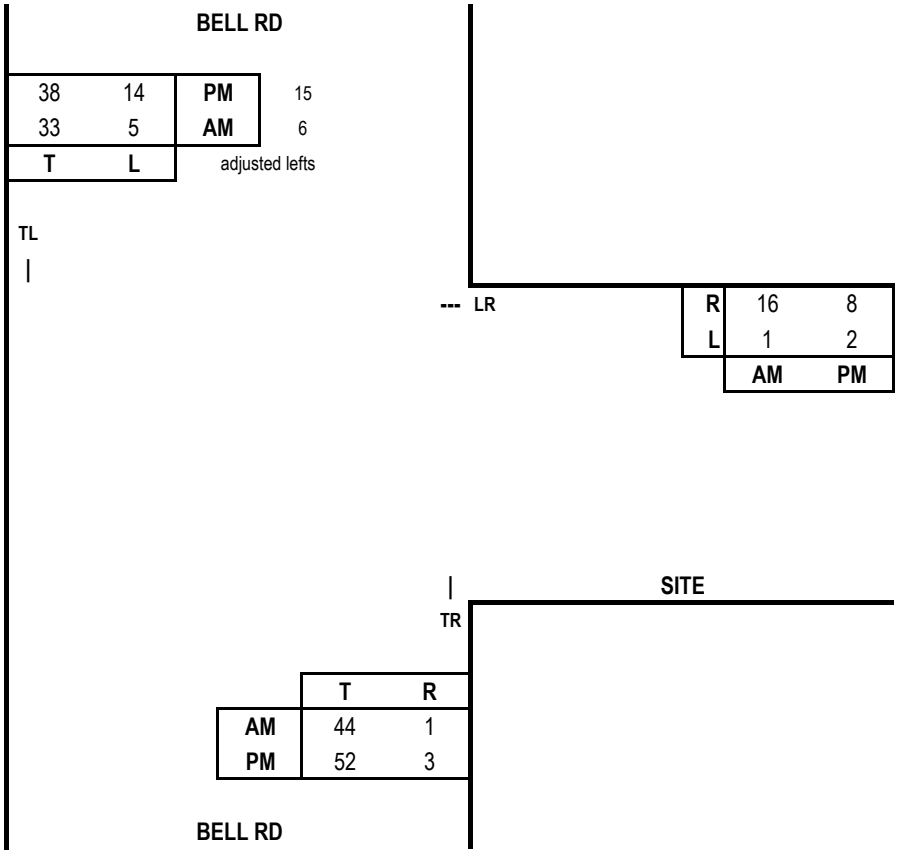
CLV TOTAL= **1313**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		MD 31 & Uniontown Rd (TOTAL TRAFFIC)	**Intersection** **4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Site
Conditions: Existing Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	17	1.00	17				17
NB	45	1.00	45	5	1.00	5	50
SB	39	1.00	39				

CLV TOTAL= **67**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	10	1.00	10				10
NB	55	1.00	55	14	1.00	14	69
SB	53	1.00	53				

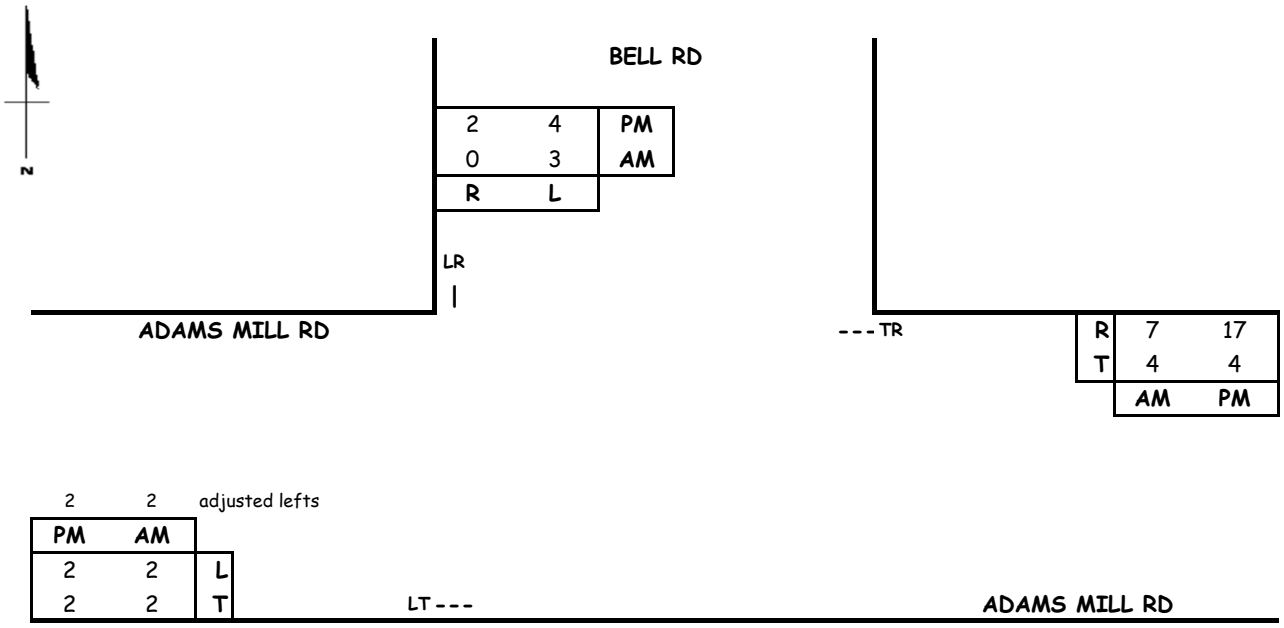
CLV TOTAL= **79**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis		Bell Rd & Site (Existing Traffic)	**Intersection 5**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	N		

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Existing 2014 Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	3	1.00	3				3
EB	4	1.00	4				13
WB	11	1.00	11	2	1.00	2	
					CLV TOTAL=		**16**
					Level of Service (LOS)=		**A**

Evening Peak Hour

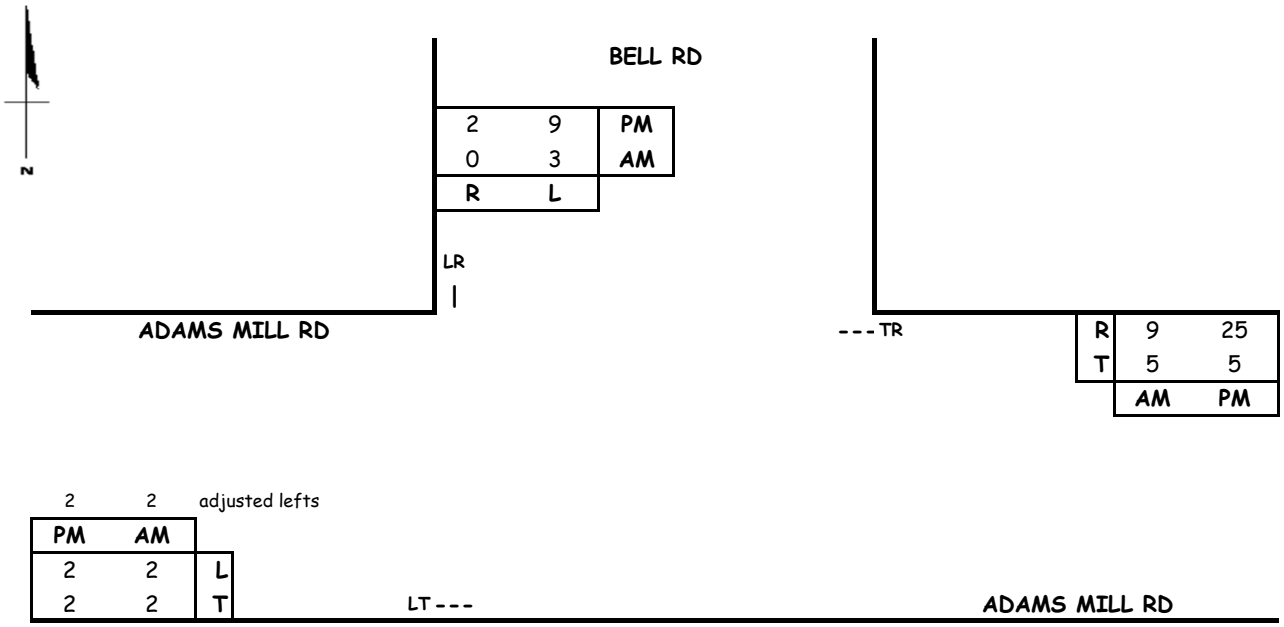
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	6	1.00	6				6
EB	4	1.00	4				23
WB	21	1.00	21	2	1.00	2	
					CLV TOTAL=		**29**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Bell Rd & Adams Mill Rd (Existing 2014 Traffic)	**Intersection** **6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Background Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	3	1.00	3				3
EB	4	1.00	4				16
WB	14	1.00	14	2	1.00	2	
					CLV TOTAL=		**19**
					Level of Service (LOS)=		**A**

Evening Peak Hour

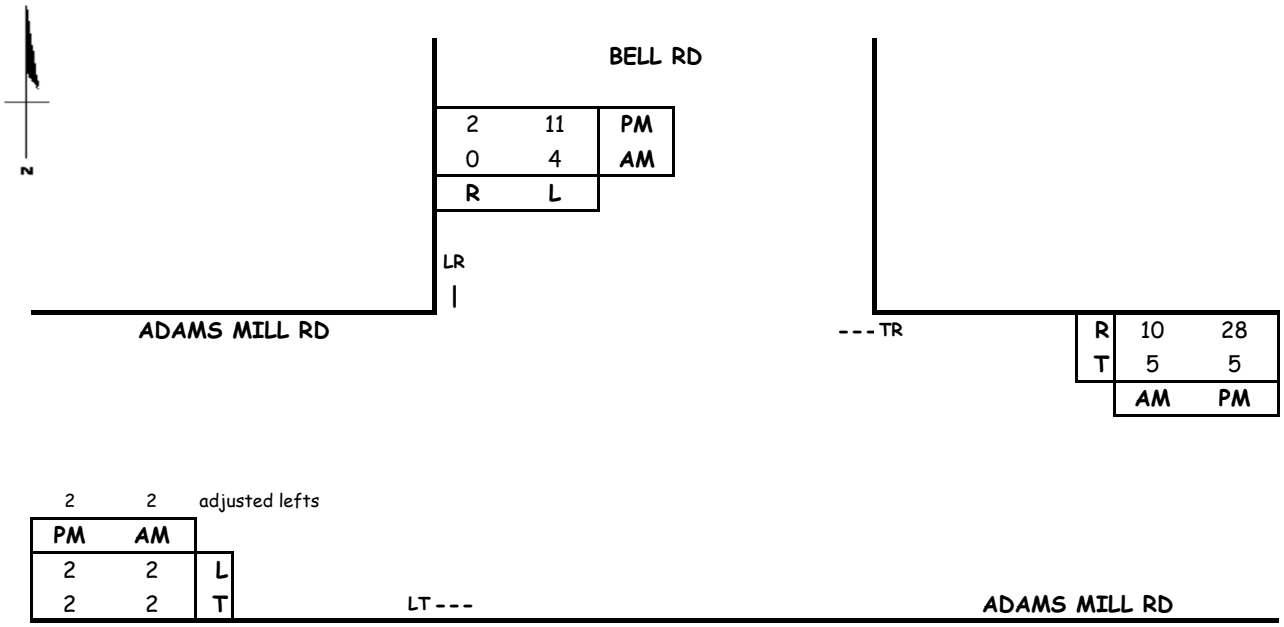
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	11	1.00	11				11
EB	4	1.00	4				32
WB	30	1.00	30	2	1.00	2	
					CLV TOTAL=		**43**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Bell Rd & Adams Mill Rd (Background Traffic)	**Intersection** **6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Total Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	4	1.00	4				4
EB	4	1.00	4				17
WB	15	1.00	15	2	1.00	2	
					CLV TOTAL=		**21**
					Level of Service (LOS)=		**A**

Evening Peak Hour

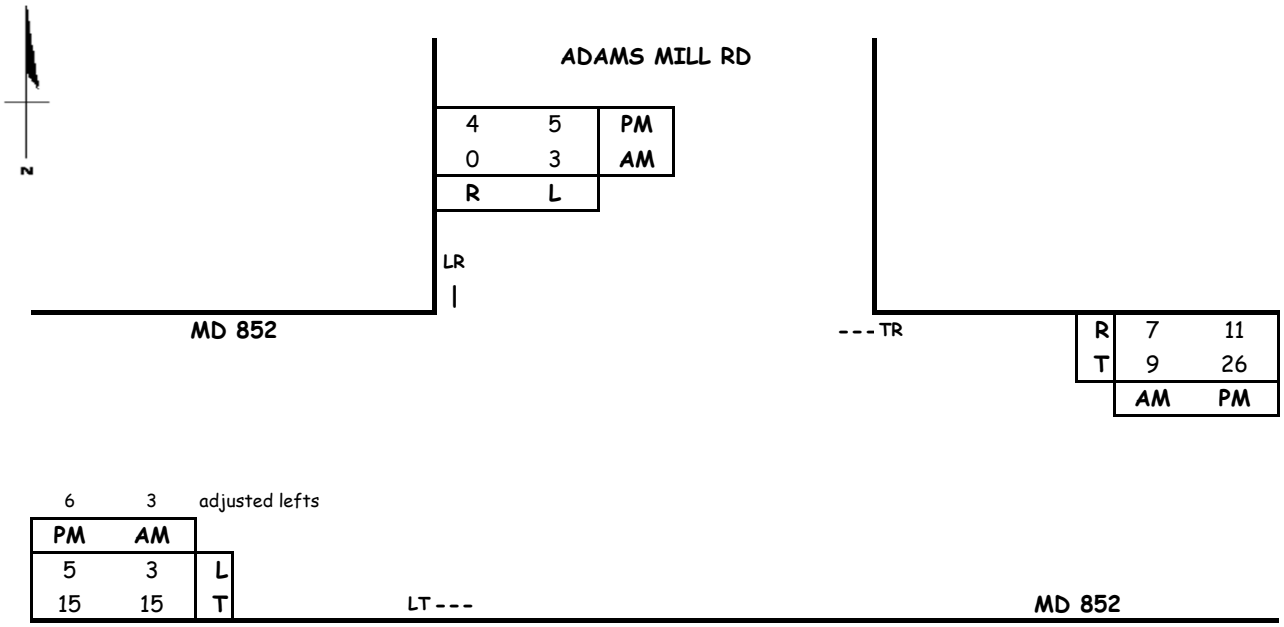
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	13	1.00	13				13
EB	4	1.00	4				35
WB	33	1.00	33	2	1.00	2	
					CLV TOTAL=		**48**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Bell Rd & Adams Mill Rd (Total Traffic)	**Intersection** **6**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Existing 2014 Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	3	1.00	3				3
EB	18	1.00	18				19
WB	16	1.00	16	3	1.00	3	
					CLV TOTAL=		**22**
					Level of Service (LOS)=		**A**

Evening Peak Hour

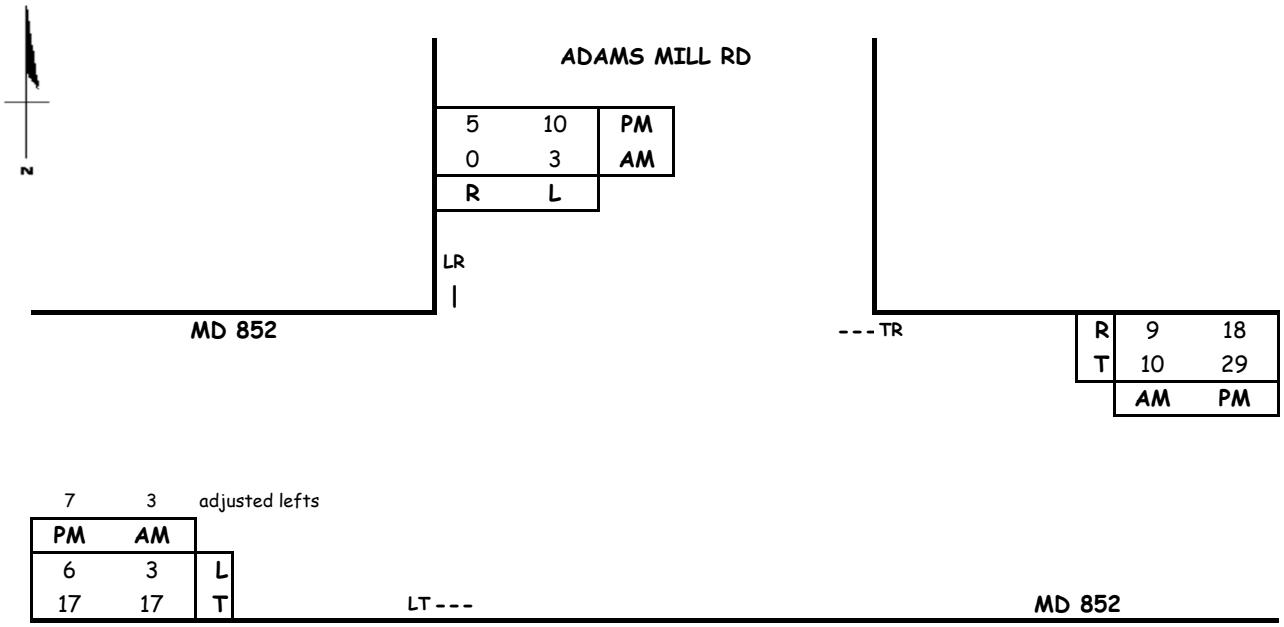
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	9	1.00	9				9
EB	21	1.00	21				42
WB	37	1.00	37	5	1.00	5	
					CLV TOTAL=		**51**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Adams Mill Rd & MD 852 (Existing 2014 Traffic)	**Intersection** **7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Background Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	3	1.00	3				3
EB	20	1.00	20				22
WB	19	1.00	19	3	1.00	3	
					CLV TOTAL=		**25**
					Level of Service (LOS)=		**A**

Evening Peak Hour

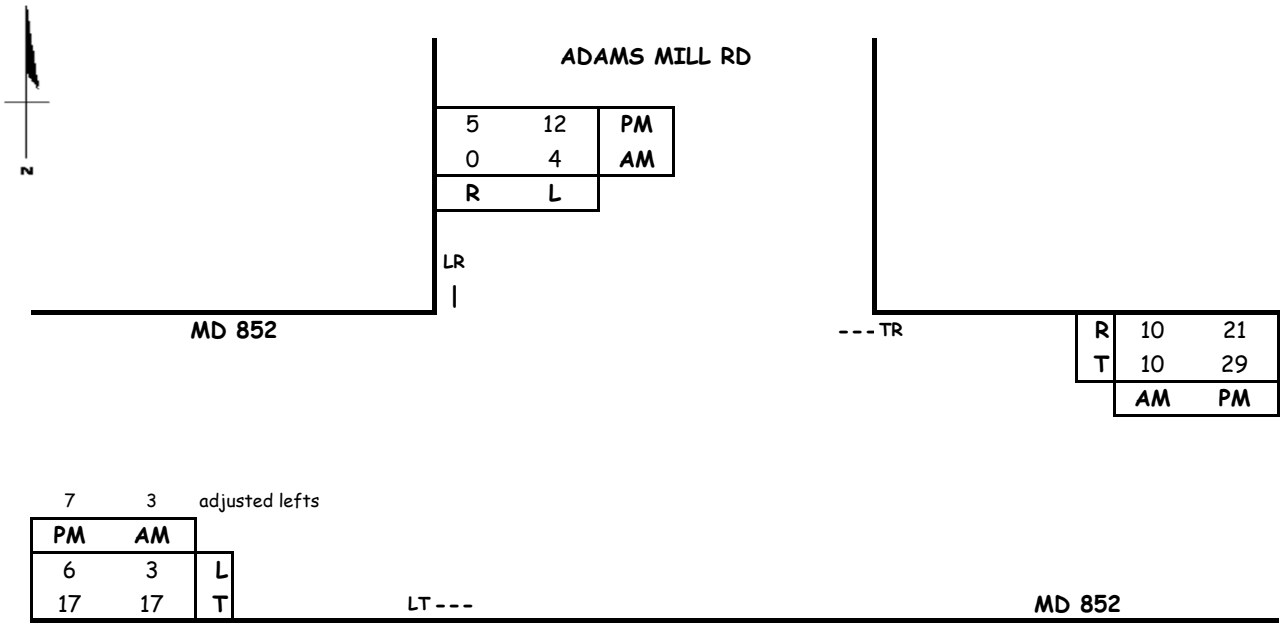
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	15	1.00	15				15
EB	24	1.00	24				53
WB	47	1.00	47	6	1.00	6	
					CLV TOTAL=		**68**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Adams Mill Rd & MD 852 (Background Traffic)	**Intersection** **7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Total Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	4	1.00	4				4
EB	20	1.00	20				23
WB	20	1.00	20	3	1.00	3	
					CLV TOTAL=		**27**
					Level of Service (LOS)=		**A**

Evening Peak Hour

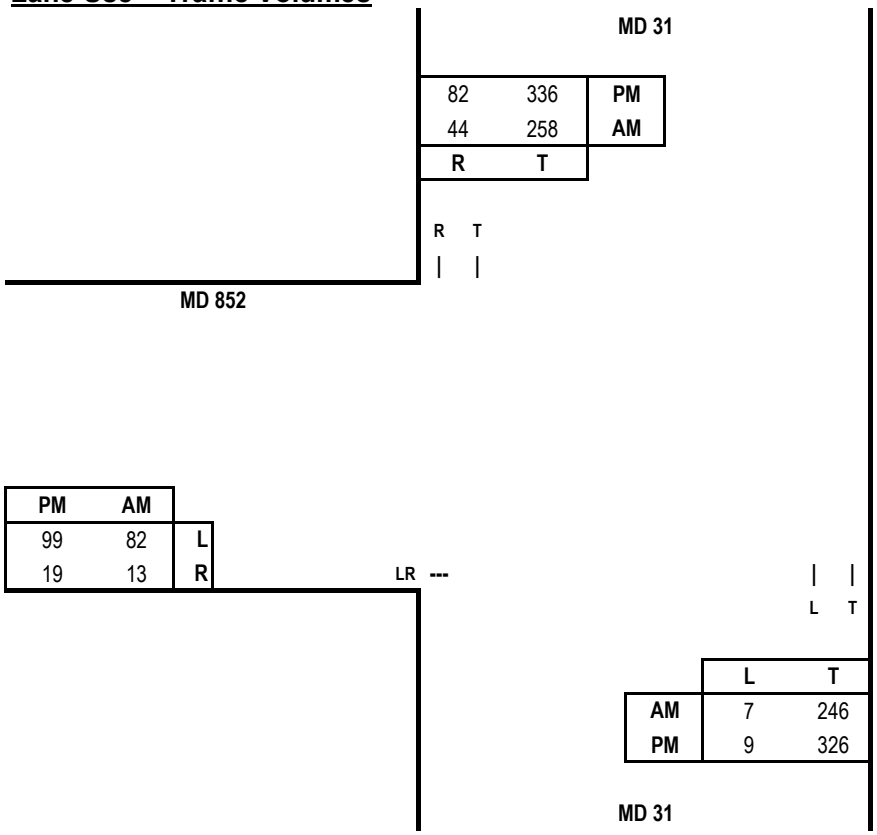
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	17	1.00	17				17
EB	24	1.00	24				56
WB	50	1.00	50	6	1.00	6	
					CLV TOTAL=		**73**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Adams Mill Rd & MD 852 (Total Traffic)	**Intersection** **7**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Existing 2014 Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	95	1.00	95				95
NB	246	1.00	246				265
SB	258	1.00	258	7	1.00	7	

CLV TOTAL= **360**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	118	1.00	118				118
NB	326	1.00	326				345
SB	336	1.00	336	9	1.00	9	

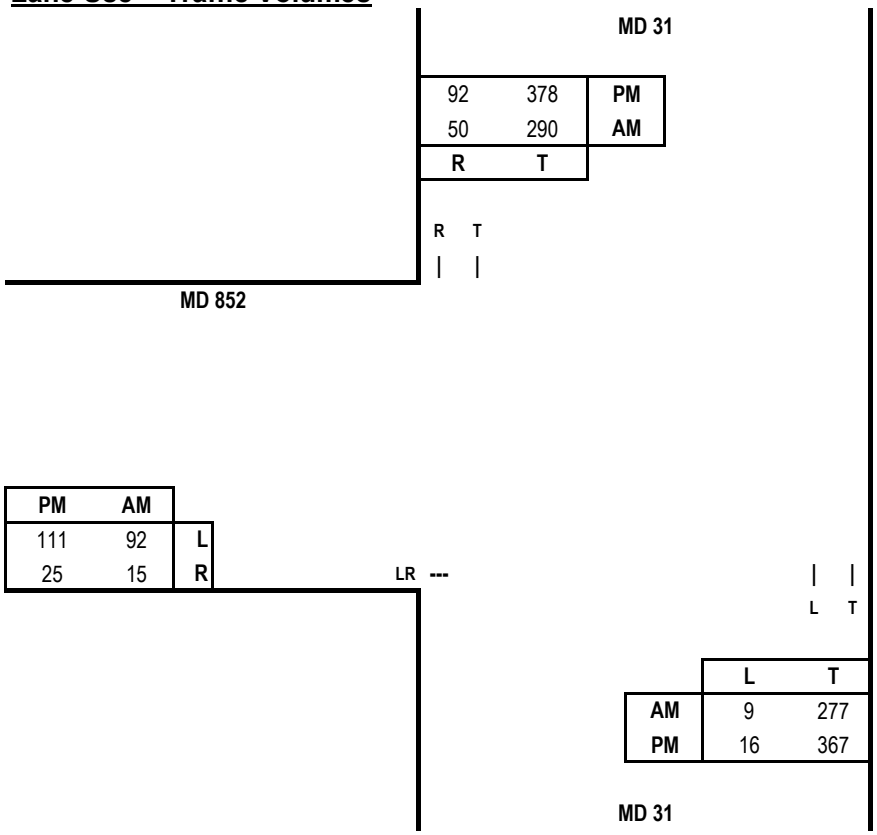
CLV TOTAL= **463**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 31 & MD 852 (Existing 2014 Traffic)	**Intersection** **8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Background Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	107	1.00	107				107
NB	277	1.00	277				299
SB	290	1.00	290	9	1.00	9	

CLV TOTAL= **406**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	136	1.00	136				136
NB	367	1.00	367				394
SB	378	1.00	378	16	1.00	16	

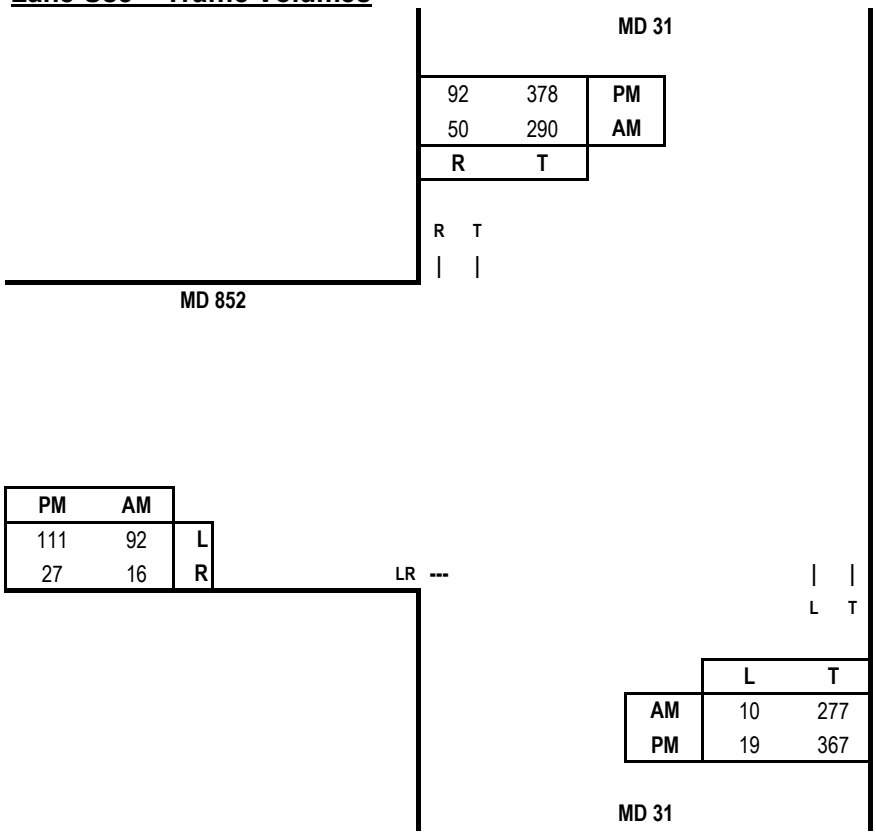
CLV TOTAL= **530**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 31 & MD 852 (Background Traffic)	**Intersection** **8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Total Traffic **Analyst:** ml

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	108	1.00	108				108
NB	277	1.00	277				300
SB	290	1.00	290	10	1.00	10	

CLV TOTAL= **408**
Level of Service (LOS)= **A**

Evening Peak Hour

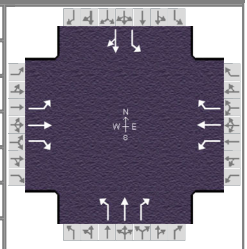
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	138	1.00	138				138
NB	367	1.00	367				397
SB	378	1.00	378	19	1.00	19	

CLV TOTAL= **535**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 31 & MD 852 (Total Traffic)	**Intersection** **8**

HCS7 Signalized Intersection Results Summary

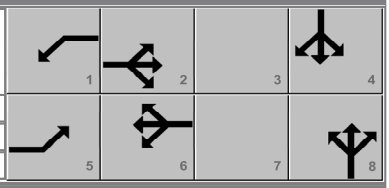
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	Dec 5, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	MD 140	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	MD 140 & Royer Rd	File Name	1-A-T.xus		
Project Description	AM Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	1034	121	118	544	15	68	9	402	32	23	35

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	91.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		5.0		6.0
Phase Duration, s	14.0	96.0	14.0	96.0		25.0		25.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9		3.2		3.2
Queue Clearance Time (g_s), s	2.3	65.1	4.7	21.8		22.0		6.3
Green Extension Time (g_e), s	0.0	4.2	0.1	4.2		0.0		1.1
Phase Call Probability	1.00	1.00	1.00	1.00		1.00		1.00
Max Out Probability	0.00	0.02	0.17	0.00		1.00		0.00

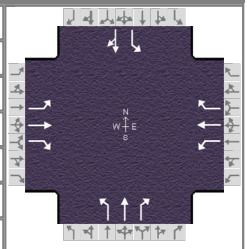
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	15	1088	127	124	573	16	72	9	423	34	61	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1759	1847		1759	1847	1565	1341	1847		1405	1687	
Queue Service Time (g_s), s	0.3	63.1		2.7	19.8	0.4	6.7	0.6		2.8	4.3	
Cycle Queue Clearance Time (g_c), s	0.3	63.1		2.7	19.8	0.4	11.0	0.6		3.4	4.3	
Green Ratio (*g/C*)	0.74	0.67		0.74	0.67	0.67	0.15	0.15		0.15	0.15	
Capacity (*c*), veh/h	596	1245		269	1245	1055	209	274		255	250	
Volume-to-Capacity Ratio (*X*)	0.025	0.874		0.462	0.460	0.015	0.342	0.035		0.132	0.244	
Back of Queue (*Q*), ft/ln (50 th percentile)	2.2	628.8		60.5	178.2	3.4	56.9	6.8		25	45.6	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.1	24.8		2.4	7.0	0.1	2.2	0.3		1.0	1.8	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.01	0.00		0.13	0.00	0.00	0.25	0.00		0.17	0.00	
Uniform Delay (d_1), s/veh	6.4	17.5		25.6	10.4	7.2	55.7	49.2		50.7	50.8	
Incremental Delay (d_2), s/veh	0.0	6.9		0.5	0.1	0.0	0.4	0.0		0.1	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	6.4	24.4	0.0	26.1	10.5	7.2	56.1	49.3	0.0	50.8	51.0	
Level of Service (LOS)	A	C	A	C	B	A	E	D	A	D	D	
Approach Delay, s/veh / LOS	21.6	C		13.1	B		8.9	A		50.9	D	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.07	B	1.88	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	2.52	C	1.66	B	1.32	A	0.64	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	8/5/2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	MD 140	Analysis Year	2014	Analysis Period	1> 7:00
Intersection	MD 140 & Royer Rd	File Name	1-P-T.xus		
Project Description	PM Total				

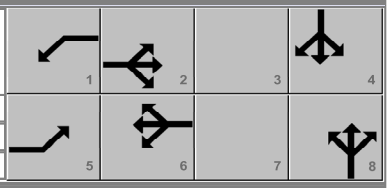


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	635	102	381	1085	34	86	8	314	23	62	62

Signal Information			
Cycle, s	117.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	25.0	50.0	17.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		5.0		6.0
Phase Duration, s	10.0	55.0	40.0	85.0		22.0		22.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9		3.2		3.2
Queue Clearance Time (g_s), s	2.5	42.0	16.4	67.4		19.0		10.5
Green Extension Time (g_e), s	0.0	3.4	0.7	4.3		0.0		0.8
Phase Call Probability	1.00	1.00	1.00	1.00		1.00		1.00
Max Out Probability	1.00	0.51	0.00	0.27		1.00		0.18

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	13	690	111	414	1179	37	93	9	341	25	135	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1759	1847		1759	1847	1565	1255	1847		1406	1716	
Queue Service Time (g_s), s	0.5	40.0		14.4	65.4	0.9	8.5	0.5		1.8	8.5	
Cycle Queue Clearance Time (g_c), s	0.5	40.0		14.4	65.4	0.9	17.0	0.5		2.3	8.5	
Green Ratio (*g/C*)	0.47	0.43		0.74	0.68	0.68	0.15	0.15		0.15	0.15	
Capacity (*c*), veh/h	187	789		651	1263	1070	152	268		260	249	
Volume-to-Capacity Ratio (*X*)	0.070	0.875		0.636	0.934	0.035	0.613	0.032		0.096	0.541	
Back of Queue (*Q*), ft/ln (50 th percentile)	4.5	472		119.4	648.6	6.3	73.3	5.4		15.7	91.4	
Back of Queue (*Q*), veh/ln (50 th percentile)	0.2	18.6		4.7	25.5	0.2	2.9	0.2		0.6	3.6	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.02	0.00		0.25	0.00	0.00	0.33	0.00		0.10	0.00	
Uniform Delay (d_1), s/veh	22.7	30.6		21.8	16.2	6.0	54.4	42.9		43.9	46.4	
Incremental Delay (d_2), s/veh	0.1	10.3		1.6	12.5	0.0	5.2	0.0		0.1	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	22.7	41.0	0.0	23.3	28.7	6.0	59.6	43.0	0.0	44.0	47.7	
Level of Service (LOS)	C	D	A	C	C	A	E	D	A	D	D	
Approach Delay, s/veh / LOS	35.1	D		26.8	C		13.4	B		47.1	D	
Intersection Delay, s/veh / LOS	28.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	1.87	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	1.83	B	3.18	C	1.22	A	0.75	A

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HCS7 Two-Way Stop-Control Report

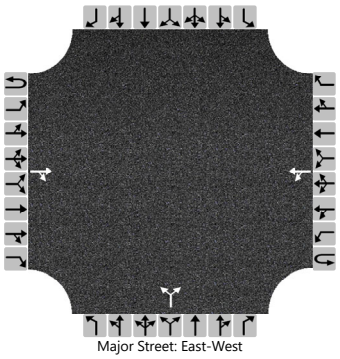
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 2: Uniontown at Bell
Jurisdiction	Carroll County
East/West Street	Uniontown Road
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			281	9		36	97			7		72				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39					86					
Capacity, c (veh/h)						1239					702					
v/c Ratio						0.03					0.12					
95% Queue Length, Q_{95} (veh)						0.1					0.4					
Control Delay (s/veh)						8.0					10.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						2.4				10.8						
Approach LOS										B						

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HCS7 Two-Way Stop-Control Report

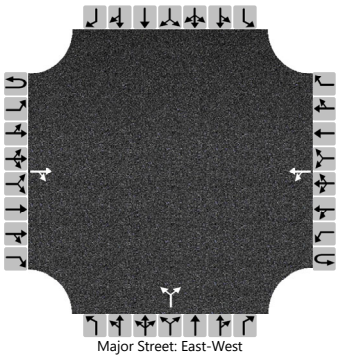
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 2: Uniontown at Bell
Jurisdiction	Carroll County
East/West Street	Uniontown Road
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			221	16		89	280			14		68				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						97					89					
Capacity, c (veh/h)						1301					646					
v/c Ratio						0.07					0.14					
95% Queue Length, Q_{95} (veh)						0.2					0.5					
Control Delay (s/veh)						8.0					11.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						2.5				11.5						
Approach LOS										B						

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HCS7 Two-Way Stop-Control Report

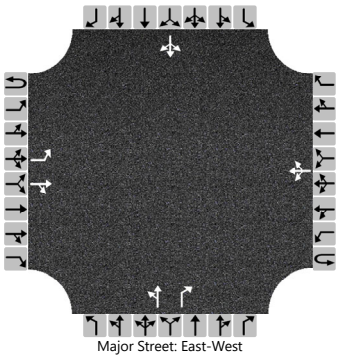
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 3: Uniontown & Royer
Jurisdiction	Carroll County
East/West Street	Uniontown Road
North/South Street	Royer Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	1	1		0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		199	102	20		21	55	11		10	50	15		12	46	68
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		216				23				65		16			137	
Capacity, c (veh/h)		1522				1446				302		927			486	
v/c Ratio		0.14				0.02				0.22		0.02			0.28	
95% Queue Length, Q_{95} (veh)		0.5				0.0				0.8		0.1			1.1	
Control Delay (s/veh)		7.8				7.5				20.2		9.0			15.3	
Level of Service (LOS)		A				A				C		A			C	
Approach Delay (s/veh)	4.8				1.9				17.9				15.3			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

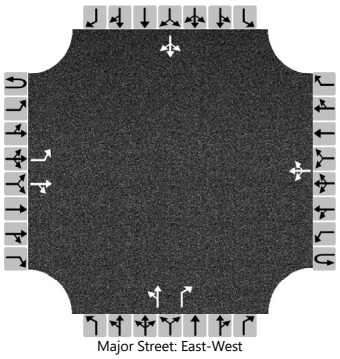
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 3: Uniontown & Royer
Jurisdiction	Carroll County
East/West Street	Uniontown Road
North/South Street	Royer Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	1	1		0	1	0
Configuration		L		TR			LTR			LT		R			LTR	
Volume (veh/h)		155	80	25		26	156	51		16	81	29		23	42	197
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

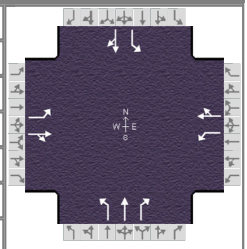
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		168				28				105		32			285	
Capacity, c (veh/h)		1338				1469				268		952			550	
v/c Ratio		0.13				0.02				0.39		0.03			0.52	
95% Queue Length, Q_{95} (veh)		0.4				0.1				1.8		0.1			3.0	
Control Delay (s/veh)		8.1				7.5				26.8		8.9			18.4	
Level of Service (LOS)		A				A				D		A			C	
Approach Delay (s/veh)	4.8				1.0				22.7				18.4			
Approach LOS									C				C			

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HCS7 Signalized Intersection Results Summary

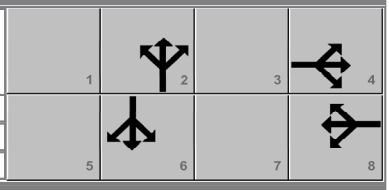
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	Dec 5, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	MD 31	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	MD 31 & Uniontown Rd	File Name	4-A-T.xus		
Project Description	AM Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	164	20	46	103	15	16	537	81	15	342	73

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	60.0	40.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		6.0
Phase Duration, s		45.0		45.0		65.0		65.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.1		3.1		3.0		3.0
Queue Clearance Time (g_s), s		17.3		14.0		24.7		26.1
Green Extension Time (g_e), s		0.9		0.9		2.3		2.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

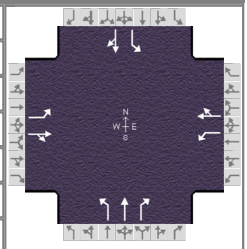
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	148	200		50	128		17	584	88	16	451	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1262	1834		1182	1829		940	1870	1585	831	1813	
Queue Service Time (g_s), s	10.0	8.6		3.5	5.3		1.3	22.7	2.9	1.5	16.6	
Cycle Queue Clearance Time (g_c), s	15.3	8.6		12.0	5.3		17.8	22.7	2.9	24.1	16.6	
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.55	0.55	0.55	0.55	0.55	
Capacity (*c*), veh/h	464	667		403	665		436	1020	865	347	989	
Volume-to-Capacity Ratio (*X*)	0.319	0.300		0.124	0.193		0.040	0.572	0.102	0.047	0.456	
Back of Queue (*Q*), ft/ln (50 th percentile)	74.2	90.9		24.3	55.9		6.8	226	24.5	7.1	158.4	
Back of Queue (*Q*), veh/ln (50 th percentile)	2.9	3.6		1.0	2.2		0.3	8.9	1.0	0.3	6.2	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.42	0.00		0.16	0.00		0.03	0.00	0.00	0.04	0.00	
Uniform Delay (d_1), s/veh	29.2	25.0		29.3	24.0		20.5	16.5	12.0	24.5	15.1	
Incremental Delay (d_2), s/veh	0.1	0.1		0.1	0.1		0.0	0.5	0.0	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	29.3	25.1		29.3	24.0		20.5	17.0	12.1	24.5	15.3	
Level of Service (LOS)	C	C		C	C		C	B	B	C	B	
Approach Delay, s/veh / LOS	26.9	C		25.5	C		16.5	B		15.6	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	1.92	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.06	A	0.78	A	1.62	B	1.26	A

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HCS7 Signalized Intersection Results Summary

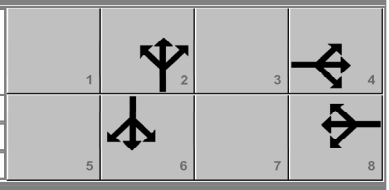
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	8/5/2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	MD 31	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	MD 31 & Uniontown Rd	File Name	4-P-T.xus		
Project Description	PM Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	141	26	116	251	29	28	556	61	26	607	243

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	60.0	40.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		6.0
Phase Duration, s		45.0		45.0		65.0		65.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.1		3.1
Queue Clearance Time (g_s), s		31.5		18.9		61.5		56.0
Green Extension Time (g_e), s		1.2		1.6		0.0		1.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.11		0.00		1.00		0.86

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	168	182		126	304		30	604	66	28	924	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1075	1819		1202	1836		605	1870	1585	815	1779	
Queue Service Time (g_s), s	15.6	7.8		9.1	13.9		5.5	23.9	2.2	2.7	54.0	
Cycle Queue Clearance Time (g_c), s	29.5	7.8		16.9	13.9		59.5	23.9	2.2	26.5	54.0	
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.55	0.55	0.55	0.55	0.55	
Capacity (*c*), veh/h	320	662		418	668		98	1020	865	333	970	
Volume-to-Capacity Ratio (*X*)	0.526	0.274		0.302	0.456		0.310	0.592	0.077	0.085	0.952	
Back of Queue (*Q*), ft/ln (50 th percentile)	102.1	81.7		64.9	147.9		21.1	238.7	18.2	12.7	628.8	
Back of Queue (*Q*), veh/ln (50 th percentile)	4.0	3.2		2.6	5.8		0.8	9.4	0.7	0.5	24.8	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.58	0.00		0.43	0.00		0.11	0.00	0.00	0.06	0.00	
Uniform Delay (d_1), s/veh	38.0	24.7		30.7	26.7		51.8	16.8	11.9	25.7	23.6	
Incremental Delay (d_2), s/veh	0.8	0.1		0.1	0.2		0.7	0.6	0.0	0.0	18.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	38.7	24.8		30.9	26.9		52.5	17.4	11.9	25.7	41.9	
Level of Service (LOS)	D	C		C	C		D	B	B	C	D	
Approach Delay, s/veh / LOS	31.5	C		28.0	C		18.4	B		41.4	D	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	1.92	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.07	A	1.20	A	1.64	B	2.06	B

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HCS7 Two-Way Stop-Control Report

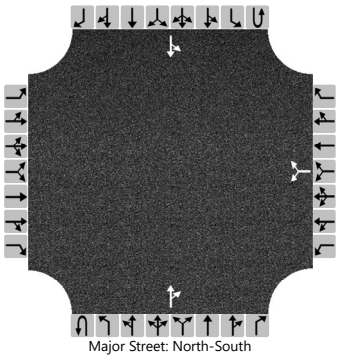
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wakefield Valley

Site Information

Intersection	Int 5: Bell at Site Acces
Jurisdiction	Carroll County
East/West Street	Site Access
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		16			44	1		5	33	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							18							5		
Capacity, c (veh/h)							1010							1552		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
Control Delay (s/veh)							8.6							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						8.6								1.0		
Approach LOS						A										

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HCS7 Two-Way Stop-Control Report

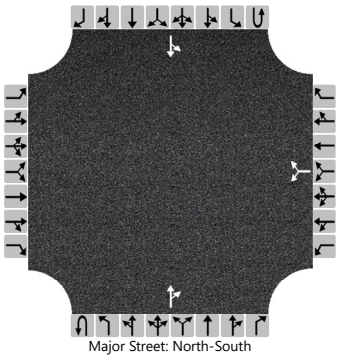
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wakefield Valley

Site Information

Intersection	Int 5: Bell at Site Acces
Jurisdiction	Carroll County
East/West Street	Site Access
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		8			52	3		14	38	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							11							15		
Capacity, c (veh/h)							970							1537		
v/c Ratio							0.01							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
Control Delay (s/veh)							8.8							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.8								2.0			
Approach LOS					A											

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HCS7 Two-Way Stop-Control Report

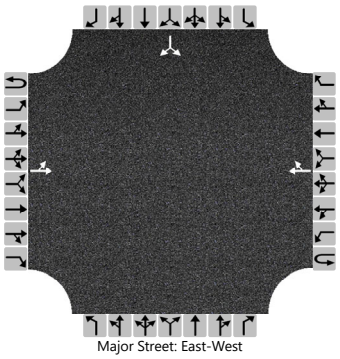
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 6: Bell at Adams Mill
Jurisdiction	Carroll County
East/West Street	Adams Mill Road
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	2				5	10						4		0
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													4	
Capacity, c (veh/h)		1595													997	
v/c Ratio		0.00													0.00	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.3													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		3.6												8.6		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

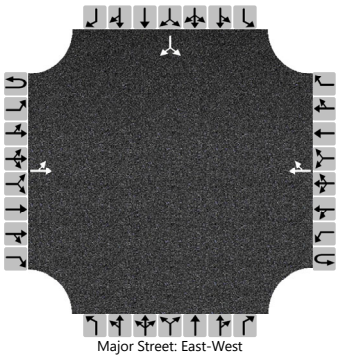
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 6: Bell at Adams Mill
Jurisdiction	Carroll County
East/West Street	Adams Mill Road
North/South Street	Bell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	2				5	28						11		2
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													14	
Capacity, c (veh/h)		1569													994	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.3													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	3.7												8.7			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

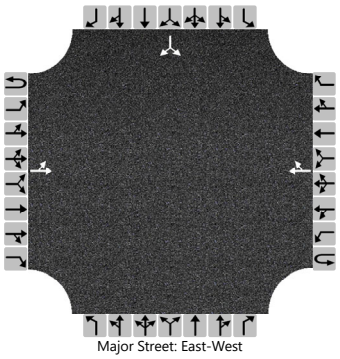
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 7: MD 852 at Adams Mill
Jurisdiction	Carroll County
East/West Street	MD 852
North/South Street	Adams Mill Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	17				10	10						4		0
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													4	
Capacity, c (veh/h)		1587													965	
v/c Ratio		0.00													0.00	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
Control Delay (s/veh)		7.3													8.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		1.1												8.7		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

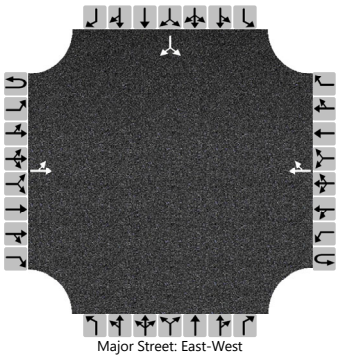
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Wakefield Valley

Site Information

Intersection	Int 7: MD 852 at Adams Mill
Jurisdiction	Carroll County
East/West Street	MD 852
North/South Street	Adams Mill Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		6	17				29	21						12		5
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7													18	
Capacity, c (veh/h)		1544													950	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		7.3													8.9	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		1.9												8.9		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

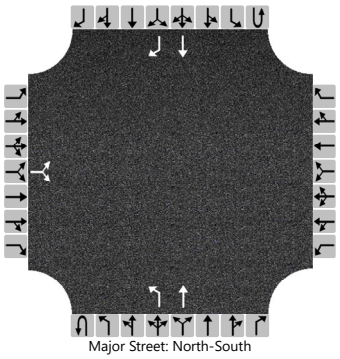
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wakefield Valley

Site Information

Intersection	Int 8: MD 31 at MD 852
Jurisdiction	Carroll County
East/West Street	MD 31
North/South Street	MD 852
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		92		16						10	277				290	50
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			117							11						
Capacity, c (veh/h)			462							1183						
v/c Ratio			0.25							0.01						
95% Queue Length, Q_{95} (veh)			1.0							0.0						
Control Delay (s/veh)			15.4							8.1						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		15.4								0.3						
Approach LOS		C														

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HCS7 Two-Way Stop-Control Report

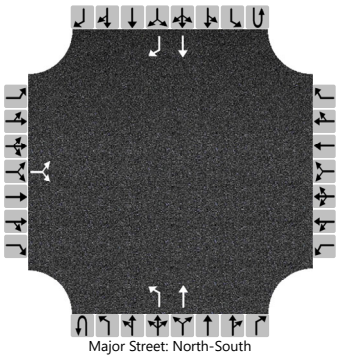
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	10/15/2021
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wakefield Valley

Site Information

Intersection	Int 8: MD 31 at MD 852
Jurisdiction	Carroll County
East/West Street	MD 31
North/South Street	MD 852
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		111		27						19	367				378	92
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			150							21						
Capacity, c (veh/h)			357							1049						
v/c Ratio			0.42							0.02						
95% Queue Length, Q_{95} (veh)			2.0							0.1						
Control Delay (s/veh)			22.2							8.5						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		22.2								0.4						
Approach LOS		C														

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ATTACHMENT 5
DP 24-01

RECEIVED
AUG 25 1978
DEPT. of PLANNING & PUBLIC WORKS

GENERAL DEVELOPMENT PLAN DESCRIPTION

Wakefield Valley/Fenby Farm 1/12/78

The Wakefield Valley/Fenby Farm General Development Plan includes 734.56± acres of land which lies between MD Route 31, Bell Road and Old New Windsor Road on the western edge of the City of Westminster. Exisitng access to the property is provided at two predetermined points on MD 31, at the intersection of Old New Windsor Road and Long Valley Road, near the lift station on the north side of Old New Windsor Road, more or less continuously along Bell Road, and several points along the proposed extension of Royer Road which will pass through the site and connect Union Town Road with MD Route 31.

The combined properties range in elevation from a low of approximately 528 feet to high of 693 feet. The land has slopes from 0 to 25% with the majority being in the 0-15% range. The main portion of the property orients to the main valley within which Copps Branch Creek lies, with the remainder orienting to Bell Road to the southwest and MD 31 to the southeast.

The Central spine of the combined properties is formed by a flood plain area and a new nine hole golf course which will be completed in the early summer of 1978. The majority of the site is open with substantial portion of the remaining areas covered with mixed hardwoods. Most of the significant tree cover exists on parcels A, B,J, and R.

The general development plan consists of three broad categories of land use; residential, commercial, and open space. Approximately 483 ± acres or 66% of the site is devoted to residential, 20± acres or 3% to commercial, and 228± or 31% to open space use. All parcels within the general development plan

have been identified with a parcel letter and acreage designation. On the attached summary sheet, densities have been identified for each residential parcel. These figures were established to portray the range of density which would occur in each of the parcels. It is assumed that within this framework some minor shifting of density may occur, to account for changes in the market, or other conditions which could not be anticipated at the time the General Development Plan was prepared.

With the notion that the combined properties represent an emerging new community, twenty acres of commercial land have been identified. The intent of this designation is to provide the opportunity for future neighborhood commercial services to be established. Both of the ten acre commercial parcels are located on the projects major internal road system (Royer Road extended). This was to allow convenient access to the facilities from within the community, and at the same time, eliminating the potential for strip commercial development to occur.

The major open space use within the community is a championship golf course. The first nine holes are scheduled to be in play early in the summer of 1978. Plans are presently underway for the completion of the remaining nine holes. The construction of the second nine will be based on increased demand and continued development of the residential component of the project.

Existing development consists mainly of the first phase of single family houses on Parcel I on the southern part of the site. Other existing development consists of the Griswold home and farm buildings on Parcel F, the"1767 farm house", barn, two residences and associated farm buildings on Parcel L, a new

residence adjacent to Bell road in Parcel B, and miscellaneous other residences and outbuildings located on the southern portion of Parcel S, the north eastern edge of Parcel K, and the south eastern portion of Parcel C.

The developers of the combined properties of Wakefield Valley and Fenby Farm, will over the coming months be refining the development plans and programs for their properties. During this process it is anticipated that changes in the market may create demands for uses which were not anticipated at the time of the preparation of the General Development Plan. The developers seek the cooperation of the City of Westminster in adopting and modifying their plans to accommodate such changes. The assumption is that such changes would be in keeping with the General Development Plan in terms of overall density, land use relationships and circulation.

It is assumed that information will be developed by the city in the near future that will establish guidelines for such issues as the plan review process and development standards.

LAND DESIGN/RESEARCH, INC.
September 15, 1977

WAKEFIELD VALLEY

Parcel	Acreage	Residential Unit Range	Commercial	Open Space	Avg. Density Unit/Acre Range
A	15.5 Ac	16			1
B	69.	175-200			2.5 - 2.8
C	51.9 Ac	150-175			2.8 - 3.3
D	3.2 Ac	3			1
E	16.2 Ac	125-150			7.7 - 9.3
F	17.0 Ac	10			.5
G	10.0 Ac	76-94			7.6 - 9.4
H	7.6 Ac	15-20			2 - 2.6
I	36.4 Ac	40			1.1
J	30.1 Ac	33			1
K	23.3 Ac	27			1.2
L			10 Ac		
M_1				89.9 Ac	
M_2				105.9 Ac	
Misc				4.44 Ac	
Totals	280.4	670-768	10	200.14 Ac	2.3 - 2.7

Total Site Area = 490.54Ac ±

FENBY FARM

N	66.3 Ac	100=133			1.5 - 2
O	45 Ac	45			2
P	15.6 Ac	93-124			6 - 8
Q			10		
R	23.6 Ac	47-59			2 - 2.5
S	52.2 Ac	104-130			2 - 2.5
T				11.5	
U				6.4	
Misc				10.27	
Totals	202.7	389-491	10	28.17	1.9 - 2.4

Total Site Area = 240.87 Ac ±

WAKEFIELD VALLEY AND FENBY FARM COMBINED TOTALS

483.1	1059-1259	20	228.17	2.2 - 2.6

Other Area Statistics

Overall gross area total[1] = 734.56 ±
Overall gross density = 1.6 unit/acre
Percentage of total area in open space = 31%

[1] This total includes three parcels which belong to neither Wakefield Valley or the Fenby Farm tracts. The parcels are Porter Mason Lee 1.938 acres, Mayor and Common Council .16 acres, and Robert A. Fawble 1.052 acres.

WAKEFIELD VALLEY
General Plan Revisions
Land Design/Research, Inc.
Preliminary Project Summary
January, 1978

LAND USE	ACRES	UNITS/LOTS
Single Family D @ 1A ±	-	23
1. Single Family D @ 20,000 ±		198
Single Family Cluster @ 2.4/A gross		40
2. Single Family Attached @ 8/A gross		340
Lutheran Home Complex (300 units) @ 1/2 unit ea. credit		165
*TOTAL RESIDENTIAL		766
Commercial Opportunity	5.9A	
Opportunity Site Inst./Office	7.6A	
Opportunity Site Gen. Commercial Office Residential	7.0A	

1. Includes 10 unit residential reserve

2. Includes 7A opportunity site

* Approved range 670-768

ATTACHMENT 6
DP 24-01

ND DESIGN/RESEARCH, I.
November 6, 1986

WAKEFIELD VALLEY - GENERAL DEVELOPMENT PLAN SUMMARY

RESIDENTIAL

PARCEL	ACREAGE	RESIDENTIAL UNIT RANGE	COMMERCIAL	STATUS	OPEN SPACE	AVERAGE DENSITY UNIT/ACRE RANGE
**A	22.29 ac.	15-20		W.V.		.8 -.9
B1	72.5 ac.	295		C.L.V.		4.1
B2	1.60 ac.	1		I.L.		.6
*B3	1.64 ac.	1		I.L.		.6
B4	3.85 ac.	4		W.V.		1
B5	.73 ac.	1		I.L.		1.4
B6	3.61 ac.	4		I.L.		1.1
C1	30.69 ac.	105		W.O.G.		3.4
C2	1.98 ac.	8		I.L.		4
C3	3.17 ac.	1		I.L.		.3
D	7.57 ac.	5		I.L.		.7
F1	16.71 ac.	22		W.V.		1.3
F2	.58 ac.	1		I.L.		1.7
F3	1.64 ac.	1		I.L.		.6
F4	1.72 ac.	2		I.L.		1.16
**H	28.73 ac.	167-214	10 ac.	W.V.		5.8-8.6
I	37.43 ac.	41		I.L.		1.1
J1	14.75 ac.	20		I.L.		1.4
J2	10.90 ac.	16		I.L.		1.5
J3	3.22 ac.	3		I.L		.9
M1				W.G.C.	166.65	
M2		3		W.G.C.	58.43	.05
M3				W.G.C	16.49	
*Totals	265.31 ac	716-768	10 ac.		241.57 ac.	2.6-3.0

Other Area Statistics

Overall gross area total = 516.88+
Overall gross density = 1.4-1.5 unit/acre
Percentage of total area in open space = 47%

*B3 Not included in 1978 General Plan Total

**Up to 5 unit density transfer from area A to area H may occur during final subdivision due to percolation test results.

Key to Parcel Status

W.V.	Wakefield Valley - Tahoma Farms, Inc.
C.L.V.	Carroll Lutheran Village
I.L.	Individual Lots
W.O.G.	Wakefield on the Green
W.G.C.	Wakefield Valley Golf Course

WAKEFIELD VALLEY - GENERAL DEVELOPMENT PLAN SUMMARY

PARCEL	ACREAGE	RESIDENTIAL UNIT RANGE	COMMERCIAL	STATUS	OPEN SPACE	AVERAGE DENSITY UNIT/ACRE RANGE
A1	6.74 ac.	6		W.V.		.9
A2	15.55 ac.	7 - 12		C.L.V.		.4 - .7
B1	72.5 ac.	295		C.L.V.		4.1
B2	1.60 ac.	3		I.L.		1.8
B3	1.64 ac.	1		I.L.		.6
B4	3.85 ac.	4		I.L.		1
B5	.73 ac.	1		I.L.		1.4
B6	3.61 ac.	4		I.L.		1.1
C1	9.12 ac.	34		W.O.G.		3.7
C2	21.57 ac.	70		F.A.W.		3.2
C3	1.98 ac.	8		I.L.		4.0
C4	3.17 ac.	1		I.L.		.3
D	7.57 ac.	5		I.L.		.7
F1	16.71 ac.	22		W.V.		1.3
F2	.58 ac.	1		I.L.		1.7
F3	1.64 ac.	1		I.L.		.6
F4	1.72 ac.	2		I.L.		1.1
H	38.73 ac.	55		W.V.		1.4
I	37.43 ac.	41		I.L.		1.1
J1	14.75 ac.	20		I.L.		1.4
J2	10.90 ac.	16		I.L.		1.5
J3	3.22 ac.	3		I.L.		.9
M1				W.G.C.	166.65	
M2		3		W.G.C.	58.43	.05
M3				W.G.C.	16.49	
Totals	275.31 ac	603-608	0		241.57 ac.	2.2

Other Area Statistics

Overall gross area total = 516.88+
Overall gross density = 1.1 - 1.2
Percentage of total area in open space = 47%

Key to Parcel Status

W.V.	Wakefield Valley - Tahoma Farms, Inc.
C.L.V.	Carroll Lutheran Village
I.L.	Individual Lots
W.O.G.	Wakefield on the Green
W.G.C.	Wakefield Valley Golf Course
F.A.W.	Fairways at Wakefield

Prepared by: City of Westminster
Department of Planning

November 27, 1989

ATTACHMENT 8
DP 24-01

DECISION OF THE COMMON COUNCIL

CITY OF WESTMINSTER

RE: THIRD AMENDED DEVELOPMENT PLAN
WAKEFIELD VALLEY
DEVELOPER: WOODHAVEN BUILDING & DEVELOPMENT, INC.

* * * * * *

Decision

On May 5, 2006, Woodhaven Building & Development, Inc. ("Woodhaven") submitted an application to amend the Development Plan for Wakefield Valley. The application included 320 senior cottages which would be developed on nine holes of the existing 27 hole Wakefield Valley Golf Course. The approximate size of the subject property is 167 acres of land and it is zoned R-20,000 Residential.

The original Development Plan for Wakefield Valley was approved in 1978. As a result, under the provisions of Section 164-133B of the City's Zoning Ordinance, development of the property is required to be accomplished in accordance with the approved Development Plan. That Section authorizes the Common Council to amend any development plan utilizing the procedures contained in Section 164-188J of the Zoning Ordinance.

The City's staff recommended denial of the requested amendment of the Development Plan and the application was forwarded to the City's Planning and Zoning Commission which conducted a public hearing on October 12, 2006. Subsequently, at its November 9, 2006 meeting, the Planning and Zoning Commission voted unanimously to forward an unfavorable recommendation to The Mayor and Common Council.

On November 27, 2006, the Common Council conducted a public hearing on the proposed amended Development Plan which lasted for over five and one-half (5 ½) hours. At that time, evidence and testimony were submitted both in support of the proposal and in opposition to it. After discussing this request at its meeting conducted on December 11, 2006, the Common Council determined to deny the requested amendment for the reasons set forth in this decision. In doing so, it expresses its agreement with the analysis and conclusions of staff and the Commission, and incorporates their recommendation herein.

Introduction

Legal Framework Regarding Development Plans

Subsection B of Section 164-133 of the Westminster City Code provides that development plans which were approved by The Mayor and Common Council prior to November 5, 1979, shall be continued to be approved and valid regardless of the zoning of the property involved. The section further goes on to allow applications to be made and considered by the Common Council to amend development plans consistent with Section 164-188J of the Zoning Ordinance. In turn, that section is the section which is utilized by the Common Council with respect to approving applications for floating zones. Those types of zoning applications consist of the rezoning itself, as well as a detailed approved development plan. As noted, Section 164-133 incorporates that process for amendments to previously approved development plans.

Under Subsection J of Section 164-188, there are various considerations which the Common Council evaluates in determining whether or not to grant an amendment to a development plan. First, the Council is required to consider whether the proposed development plan or amendment fulfills the purposes and requirements set forth in the Zoning Ordinance. There are particular criteria which are outlined in that section. They include a requirement that the amendment to the development plan does not conflict with the General Plan, the City's Capital Improvements Program or other applicable plans and policies. Further, the amended development must be in substantial compliance with the use and density indicated by the Master Plan or Sector Plan.

Second, the proposed development is required to provide for the maximum safety, convenience and amenity of the residents of the development and be compatible with adjacent development.

Third, the proposed vehicular and pedestrian circulation systems must be adequate and efficient.

Fourth, the proposed development's design must, by minimizing grading and by other means, tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site.

Fifth, the Applicant's proposal must be adequate and sufficient as to agreements or other documents relating to the use of the property.

Sixth, the submitted development plan amendment must be in accord with all pertinent statutory requirements before it can be approved.

The Applicant has the burden of proof and persuasion in order to secure approval of an amended development plan. The Council has determined that the Applicant did not produce sufficient credible evidence and testimony to have met its burden of proof to show that all of the above-referenced elements have been met. Furthermore, assuming that the Applicant had met such burden of proof of presenting such evidence, it has still failed to persuade the Council that the application should be granted. The Council concludes that the Applicant failed to meet its burden of proof and persuasion as to each and every one of the required elements under Section 164-188J and that the Applicant's failures as to each of them independently constitutes a basis to deny the requested amendment to the Development Plan.

In reaching its determination, the Council notes that the Applicant presented some expert testimony in support of its application. Some of the testimony advanced by those experts were spoken in generalities without sufficient details, facts and figures to support their contentions. That aspect of the presentation has resulted in the Council's finding that the testimony and evidence was inadequate, incomplete and unpersuasive. In other areas, there was expert testimony which was detailed in part, but the conclusions to be drawn from the details do not support the conclusions which the Applicant wished the Council to reach. Similarly, some of the testimony of the various experts was not consistent and at times contradictory. Simply stated, the Applicant failed both as to its burdens of proof and persuasion.

Prior to discussing each of the above-referenced criteria, some discussion is appropriate with respect to conflicting contentions as to the number of density units that are available within the Wakefield Valley Development Plan.

Available Density Units

The original Development Plan for Wakefield Valley was approved in 1978. The Development Plan included approximately 734 acres of land. It allowed for the residential development of a range of 670-768 units, as well as some commercial property. The balance of the plan was open space. The majority of the open space constituted the original 18-hole Wakefield Valley Golf Club. Subsequently, additional acreage was purchased to allow

for the construction and operation of a 27-hole golf course. As a result of that purchase, the Development Plan was amended to provide for a transfer of certain residential units from the golf course property to a parcel known as Parcel H. That modification was approved by the Planning Commission on November 13, 1986, and by The Mayor and Common Council on January 12, 1987.

In 1989, Michael and Carol Oakes ("Oakes") requested an amendment to the 1978 Westminster Development Plan for the property known as Parcel H. At that time, the Development Plan provided for 214 residential units for that parcel. However, Oakes requested an amendment which would result in the creation of only 55 lots. By memorandum dated November 28, 1989, the Planning and Zoning Commission issued a favorable recommendation as to the Oakes proposal. Its memorandum stated that its favorable recommendation was subject to numerous conditions which included Condition No. 5. That condition stated:

> "That the approved General Development Plan for Wakefield Valley be modified to show a reduction of the 112-159 residential units and ten acres of commercial development on Parcel H."

Later in its recommendation, the Commission stated:

> "As noted, the proposed Fenby Farm subdivision will provide for a reduction in commercial development and residential units on the Wakefield Valley Parcel H site, along with and accompanying overall reduction in commercial development and residential units on the approved General Development Plan for Wakefield Valley."

Subsequently, the Common Council issued a written decision approving the Oakes' request for the 55 lots to be developed on Parcel H. In its decision, it referenced the various recommendations of the Commission including the aforesaid Condition No. 5. The Common Council agreed with the findings, conclusions and recommendations of the Commission and incorporated them by reference. It then approved the Oakes application subject to specific conditions in its decision. Condition No. 6 provided that the Oakes Preliminary Plan/Development Plan was approved "subject to the conditions as approved by the Planning and Zoning Commission in its memorandum of November 28, 1989.

During the course of the instant proceedings, Woodhaven has represented that it has "applied to use density allocated to property identified in the Wakefield Valley General Development Plan ("Plan") as Parcel H for property identified in the plan as Parcels M-1 and M-2."

Some opposition advanced a contrary position that no such dwelling units remain available on Parcel H and that, assuming that any such units were available, they could not be simply reassigned to Woodhaven for purposes of its application.

In light of the above-referenced decision of the Common Council regarding the Oakes application, the issue has arisen as to whether there are any dwelling units remaining on Parcel H for the "reassignment" requested by the Applicant.

After reviewing the information and applicable statutory references, the Council concludes that the density previously allowed to Parcel H in the prior approved Development Plan terminated and was extinguished by the Council when it acted on an application previously filed by the Oakes. As a result, no such units remain available from Parcel H to be reassigned to the Applicant's proposal. Despite the absence of any dwelling units left available to Parcel H, the Applicant still had the ability to request that the Council amend the Development Plan for its proposal. However, as discussed herein the Applicant did not meet its burden of proof and persuasion.

The Statutory Standards

Section 164-188J provides that the Common Council shall make certain specific findings in addition to any other findings which may be found to be necessary and appropriate in the evaluation of a proposed amendment to a development plan.

The first specific finding is that the application is in substantial compliance with the use and density indicated by the Master Plan or Sector Plan and that it does not conflict with the General Plan, the City's Capital Improvements Program or other applicable City plans and policies. The Common Council is unable to make those findings and determines that the application fails for multiple reasons. First, it is not in substantial compliance with the use and density indicated by the development plan for Wakefield Valley itself. As noted, the density units which were initially transferred to Parcel H were substantially reduced permanently and that reduction affects the entire development plan. Furthermore, the proposed development is not consistent with the City's General Plan and would overburden its Capital Improvements Program and other applicable City plans and policies.

The Council takes notice of the water situation which has been recently the subject of much discussion over the past several months. Previously, the Council has recognized the possibility that at some point in time the City's water supply system could be inadequate to supply the reasonably anticipated demands. As a result, it enacted Section 164-14 of the Westminster City Code.

Section 164-14 authorizes The Mayor and Common Council to establish an allocation policy for providing its water and sewer service. The allocation policy allows for projects which had been identified by the Carroll County Health Department as requiring water service for health and safety reasons, schools and other public facilities, churches, hospitals, medicals or non-profit facilities and major industrial and commercial projects. Residential development is not among the categories listed in the statute dealing with the allocation of water in the event of an inadequate situation.

Mention was made by the Applicant's water expert of a meeting held over a year ago with the State based on some generalized concept for the proposed development. However, the City's water situation has moved far beyond the sketchy description made by the Applicant's water expert. Rather, the expert did not present any current evidence from the Maryland Department of the Environment as to the viability of the proposed project.

The testimony of the Applicant's water expert was not persuasive with respect to the issue of the ability of the water supply system to supply the project. While the City appreciates the efforts undertaken by the Applicant with respect to the possible donation of a well site or water allocation to the City, it is questionable whether or not the water itself could be utilized by the development in light of the above-referenced allocation policy mandated by the City Code. Similarly, the City appreciates the creative proposals advanced with respect to the beneficial re-use of water. However, under the current circumstances, the Council finds that the proposal is not consistent with the City's Capital Improvements Program and plans and policies relating to the provision of water.

The next area on which a specific finding is required to be made is that the proposed development would comply with the purposes, standards and regulations of the zone, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development. The Common Council cannot make that determination. Rather, it concludes that the proposed development would not provide for the maximum safety, convenience, and amenity of the residents of the development and that it would not be compatible with adjacent development.

The Common Council finds that the proposed development would not be compatible with adjacent existing development. The subject property has previously been developed as a part of an overall scheme of open space with golf course facilities. While the Applicant has advanced an argument that this development would be of low density, it obviously would be more density than is currently allowed. Additionally, testimony was received from individuals residing in the area as to the adverse change in the character of the neighborhood, particularly as to the siting of units.

The third finding that must be made by the Common Council is that the proposed vehicular and pedestrian circulation systems are adequate and sufficient. The Common Council cannot make that finding. The Applicant presented testimony from a traffic expert who described the methodology under which the traffic study was performed. Part of that study involved identifying additional traffic that would be projected to be generated by 320 senior housing units on the property. In connection with his testimony, the traffic expert indicated that there were guidelines regarding a restricted age community to reflect that traffic is reduced. The Applicant also presented testimony from an economist who testified that many of the senior households "...will be in the prime of their earning years, they will be making more than they ever will in the course of their careers. They will use the roads." Testimony was also received from the opposition as to the inadequate nature of the road system and the degree of traffic that would be generated by the Applicant's proposal. As a result of these contradictory presentations, the Common Council does not conclude that the proposed vehicular system would be adequate. Further, the traffic study is suspect and unpersuasive in light of its failure to recognize increased traffic which would be generated by the improvement of the golf course. In that regard, one of the Applicant's experts testified as to improvements which would be made to the golf course and how it would be marketed to a much wider audience for purposes of junior golf tournaments, and other activities which would draw more individuals to the course. Simply stated, the Council finds that the testimony with respect to traffic and its adequacy was not persuasive.

In addition to the traffic concerns, the one main ingress/egress point has raised concerns relating to the ability of Fire and Rescue and Police personnel's ability to respond in the case of an emergency situation. A secondary access via the existing parking lot for the clubhouse is inadequate to address that concern.

The testimony with respect to traffic and its adequacy was not persuasive and the Common Council cannot make a finding otherwise.

The next specific area involves a determination that by design, minimizing grading and by other means the proposed development would tend to prevent erosion of the soil and preserve natural vegetation and other natural features of the site. During the course of the hearing there was testimony from other individuals regarding water flooding and sinkholes. While there was some generalized testimony by the Applicant, the Council was not persuaded that the development would prevent erosion of the soil and preserve natural vegetation and other natural features of the site. Additionally, the construction of 320 senior units would, indeed, change the natural features of the site. As earlier indicated, the site serves as a part of the general open space for Wakefield Valley Development Plan.

The fifth requirement involves the Applicant's proposal regarding various restrictions and other documents. The Applicant has represented that the development would provide housing for persons who are 55 years of age or over. As a result, it has assumed that the proposed development would not have any impact upon the schools. The Applicant failed to provide any detailed testimony as to how it proposes to control the age of individuals who would be living in the development. That failure, in turn, leads the Council to question the Applicant's view that schools would not be adversely affected by the proposed development. In that regard, the Code of Federal Register referencing housing for persons who are 55 years of age or older recognizes that children may occupy said premises under certain circumstances. In summary, there was a failure on the part of the Applicant with respect to this important issue.

The sixth issue deals with a determination by the Council that the submitted development plan is in accord with all pertinent statutory requirements and is or is not approved. Based upon all of the testimony and evidence of record, the record is such that the Common Council has determined to not approve the proposed amendment to the development plan.

The Public Interest

In addition to finding that the proposed application does not meet the specific requirements of Section 164-188J, the Council is persuaded that denial of the proposed amendment would be in the public interest. In that regard, the Common Council recognizes the unfavorable recommendations advanced by its staff and the Planning Commission, and incorporates those recommendations by reference. The Common Council finds that the plan is not a good one for the City. It is not a good one for individuals who have purchased their

homes and live in the nearby area. It is not a good plan for the citizens of Westminster regarding the adverse impacts which can be foreseen on the City's Capital Improvements Program, its roads, its schools and other facilities. Indeed, the Council determines that it would not even be a good proposal for the individuals who would live on the proposed premises given the lack of adequate vehicular pattern which is necessary in order to protect their homes and lives during emergency situations. Accordingly, the Common Council finds that the proposed amended Development Plan is not consistent with the public interest.

Action

As a result of the above, the Common Council disapproves the proposed amendment to the Wakefield Valley Development Plan.

Common Council of Westminster

Date: 1-8-2007

By: Suzanne P. Albert
Suzanne P. Albert
President Pro Tem

ATTACHMENT 9
DP 24-01

ABUTTING PROPERTY OWNERS

TAX MAP 44-B

3-E — DHAND BALJIT C, DHAND ANDREW, 1118 BELL RD, 83.00 ACRES 278
378 — FARM CONTENT LLC, 1502 BOYCE AVE TOWSON MD 21204-0000, 69.16 AC 38
468 — FARM CONTENT LLC, 1502 BOYCE AVE TOWSON MD 21204-0000, 69.16 AC 38
602 — REID SUSAN H, 1301 SUZANNA CT, CHADDS FORD, PA, 19317, 1.03
602-1A — DOOLER WALTER H, 12 TO DOOR DR, 4.023 347
888 — WARNER, HERALD, 80 BELL RD, 4.652 736

TAX MAP 44-DD

2800-A-1 — RAY WAYNE, 2564 ROSE LN, WESTMINSTER, 1.1881 66
2800-A-C — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112, WESTMINSTER MD 21158-0112, 1.1139 736
2800-A-D — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112, WESTMINSTER MD 21158-0112, 1.1139 736
2807 — CURTIS WARREN L, CURTIS PAULINE B, 1042 FENBY FARM RD, WESTMINSTER MD 21158-4116
2808 — REESE DANIEL N, REESE KATHRYN L, 1012 FENBY FARM RD, 2.8716 455
2808 — BRENNEISE LEONARD EARL BRENNEISE LUANA GRACE, 1015 BELL RD, 1.920 369
2810 — LAWSON ELMER L LAWSON JEAN B, 1071 BELL RD, 1.7841 180
2817 — BRICENT PATRICIA A, 1071 BELL RD, 3.8819 736
2817-1172 — DONALLY DIANE A, DONALLY JOHN T, 1002 ROYER CT, 2.0071 368
2811-1273 — DUBEY ALAN A, DUBEY MATTHEW E, 1002 ROYER CT, 1.5443 312
2811-127 — SHULL THEODORE K, DONAHUE NORA ADA, 1004 ROYER CT, 2.2284 417
2811-1274 — BROWN ROBERT C, BROWN MARGARET E, 1006 ROYER CT, 1.7158 234
2811-1275 — SUETTEL JACOB L, SUETTEL KAREN M, 1008 ROYER CT, 1.7166 84
2811-1277 — HOOVER JAMES B JR, LANE SHARI, 1010 ROYER CT, 1.7158 1,890
2811-1278 — GREEN TRACEY A, 912 ROYER CT, 2.0267 369
2811-1279 — MILLER ERIC A, MILLER LILLY C, 914 ROYER CT, 2.1158 330
2811-1546-C — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112, WESTMINSTER MD 21158-0112, 1.1139 30
2811-1546-D — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112, WESTMINSTER MD 21158-0112, 1.1139 30
2814-1 — JAVAD ARSHAD, JAVAD RASHIDA, 28 PANNER MEADOW CT, 2.0518 360
2814-2 — FREEMAN MARK, FREEMAN EILEEN, 28 PANNER MEADOW CT, 1.6054 24
2814-3 — DORSEY NELSON R, DORSEY PATRICIA A, 21 PANNER MEADOW CT, 2.1139 274
2814-4 — TWIGELL HILARY H, TWIGELL LEONARD A, 18 PANNER MEADOW CT, 1.6053 334
2814-5 — BORDNER DAVID W, BORDNER REBA H, 17 PANNER MEADOW CT, 2.2294 288
2814-6 — BARRETT ALEXANDRIS, BARRETT DEBRA, 14 PANNER MEADOW CT, 2.2177 28
2814-7 — LIM KENNETH H, LIM SHIRLEY, 13 PANNER MEADOW CT, 1.5809 368
2814-8 — RICHARDS DANIELLE M, 11 PANNER MEADOW CT, 1.6413 845
2814-9 — HUBER MICHAEL ANDREW, HUBER CHRISTINA EMANUEL, 9 PANNER MEADOW CT, 1.7812 924
2814-10 — SHILLINGER ANDREW J, MCELFRESH KAREN REBA, 7 PANNER MEADOW CT, 1.5853 419
2814-11 — PETTIT THOMAS J, PETTIT ADRIENNE S, 5 PANNER MEADOW CT, 2.2282 223
2814-12 — CONNELTON C, CONNELTON JESSICA, 3 PANNER MEADOW CT, 2.1853 68
2814-A — MAXWELL VALLEY GOLF CLUB INC, 1050 FENBY FARM RD, 2.2233 294
2814-40 — CLINT NORMAN D, CLINT MARGARET J, 3520 WEST LN CT, 1.2812 828
2814-41 — MORRIS RUSSELL A, MORRIS ROBERT E, 3548 WEST LN CT, 1.4251 443
2814-43 — SMITH TIMOTHY, SMITH MARGARET, 3545 WEST LN CT, 1.1881 1,320
2814-44 — SHEPPARD E W, SHEPPARD BELLE L, 3543 WEST LN CT, 1.2294 320
2814-45 — TRAYLOR DONALD, TRAYLOR, JEAN, WEST LN CT, 1.1881 468
2814-46 — HENRY DONALD E, HENRY CAROLYN, 3535 WEST LN CT, 2.5546 115
2814-47 — CULL CHARLES W, CULL MARION, 30 BLUE BALLOON CT, 2.2240 434
2814-48 — HALL PATRICIA, 32 BLUE BALLOON CT, 1.7181 148
2814-49 — DOWN ERIN J, DOWN TERESA A, 34 BLUE BALLOON CT, 1.8283 484
2814-50 — BARNES BRYAN MATTHEW, 36 BLUE BALLOON CT, 1.4251 618
2814-51 — KENNY TIMOTHY G, KENNY JO ELLEN, 38 BLUE BALLOON CT, 1.4268 301
2814-52 — TEACH CHERYL, TEACH AMY, 80 BLUE BALLOON CT, 1.229 1.41
2814-53 — CARRIERE RICHARD A, CARRIERE MARY J, 82 BLUE BALLOON CT, 1.2808 861
2814-54 — PHILLIPS EDWARD, PHILLIPS DORIS M, 84 BLUE BALLOON CT, 1.2807 437
4437 — BRENNEISE STEVEN E (LIFE TRUSTEE), 1014 FITZHUGH RD CUMBERLAND MD 21502-2024, 1.2289 110
4470-NHES — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112 WESTMINSTER MD 21158-0112, 1.1819 334
4470-51 — MARTIN LORA L, 650 FREESTONE RD, 1.2253 42
4470-52 — COFFEY ROBERT M, COFFEY CLAIRE A, 653 FREESTONE RD, 1.1830 784
4470-53 — HUNT JAMES R, HUNT CAROLYN, 651 FREESTONE RD, 1.1822 218
4470-54 — STEWART RYAN K, STEWART LAURA L, 649 FREESTONE RD, 1.7841 218
4470-55 — SCHEFFER WALTER L JR, SCHEFFER RITA C, 12 GOLDEN EAGLE CT, 1.681 9
4470-148 — SITES TREVOR N, SITES DONNA L, 647 FREESTONE RD, 1.1818 180

TAX MAP 41-C

2806 — DERBY DAVID EARL DERBY IRENE LYNN, 1260 PENRY FARM RD, 2.24 38 821
2818 — HEINTZELMAN JASON L, HEINTZELMAN BRANDON R, 1061 BELL RD, 80.0000 247
2819 — LUSBY WAYNE JOSEPH, RUPPERT LINDA L, 1071 BELL RD, 73.0000 124
2820 — DEHUMANN THOMAS B, DEHUMANN MARY ANGELA, 1059 BELL RD, 1.8330 370
2821 — STOTTLEMYER ALAN R, STOTTLEMYER DOROTHY L, 1055 BELL RD, 1.8478 328
2822 — STEWARD TERESA A, STEWARD PAUL H, 1051 BELL ROAD, 1.4045 352
2824 — ADKINS DONALD R, ADKINS BEVERLY A, 1033 BELL RD, 1.7171 488
2825 — DYNOWSKI BRUCE R, DYNOWSKI MATTIE L, 1031 BELL RD, 1.8844 370
2826 — DARRELL LUTHERAN VILLAGE INC, 200 SAINT LUKE DRIVE, 1.1139 760
2826-1 — BARNETT JEFFREY B, DYSON HEATHER R, 2126 DARRELL CLOSE, 1.0000 148
2826-2A — GAINES MICHAEL A, GAINES DANIEL T, 1110 DARRELL CLOSE, 1.2371 788
2826-2B — BEACH CARL F, TAYLOR LAURA, 1072 DARRELL CLOSE RD, 1.8371 181
2826 — DARRELL LUTHERAN VILLAGE, 200 SAINT LUKE DR, 1.1139 760
2827 — BELLIZZI GREGORY A, 800 AVALON LN, 1.9856 818
2828 — HELGHAN BRIDGET A, HELGHAN JOSEPH P JR, 802 AVALON LN, 1.8044 377
2829 — HEINTZELMAN MATTHEW A, O'DONNELL LORI A, 800 ROYER CT, 2.0071 368
2830 — BELLIZZI JEFFREY A, BELLIZZI ALYSSA B, 808 AVALON LN, 1.9478 821
2832 — BARNES NANCY CLARET, BARNES BARBARA L, 806 AVALON LN, 1.7838 188
2880 — EHRLI GEORGE J III, EHRLI BARBARA B, 810 AVALON LN, 1.8778 322
2881 — BROWN CHARLES ROBERT, BROWN KATHRYN DEBRA, 812 AVALON LN, 1.891 1008
2881 — FRESHWATER ROGER B, 603 JUDY MARTIN LN, 1.1651 533
2882 — HEINTZELMAN LONNIE C, 601 JUDY MARTIN LN, 1.4251 872
2883 — LAZORCHAK DONALD JOHN, LAZORCHAK DEBRA LEE, 600 JUDY MARTIN LN, 1.1139 880
2884 — FULLER HARVEY T, FULLER JOYCE S, 602 JUDY MARTIN LN, 1.888 881
2885 — BRYANT CHESTER C, 604 JUDY MARTIN LN, 1.1500 340
2886 — JONES RONALD E, JONES FAITH A, 606 JUDY MARTIN LN, 1.822 802
2887 — PHILLIPS GEORGE PHILLIPS ELAINE B, 608 JUDY MARTIN LN, 2.2030 421
2888 — EDMISTON RANDOLPH J, EDMISTON KAREN L, 1782 LONG VALLEY RD, 2.180 838
2889 — MEDELL ROBERT H JR, MEDELL BETTY L (LIFE EST), 1784 LONG VALLEY RD, 2.4252 105
2807 — DOH YELDAH, 1786 LONG VALLEY RD, 1.8882 388
2811 — MAYOR AND COMMON COUNCIL OF WESTMINSTER, PO BOX 112, WESTMINSTER MD 21158-0112, 1.1033 220
2811-A — AVONDALE RUN HOMEOWNERS ASSOCIATION, INC PO BOX 2118 WESTMINSTER MD 21158-7118, 1.2120 842
2811-56 — DEMARCO FRANK RICHARD, DEMARCO DEBRA ANN, 2716 MILFORD POST DR, 1.2371 814
2811-55 — KRAMER MARK A, KRAMER NANCY D, 2714 MILFORD POST DR, 1.8371 78
2811-57 — HOWDEN HELEN C, HOWDEN MICHAEL STUART, 2712 MILFORD POST DR, 1.1854 812
2811-58 — BLAKE ANDREA L, 2710 MILFORD POST DR, 1.8203 188
2811-59 — BLANCHARD RICHARD B, BLANCHARD DEBORAH K D, 2708 MILFORD POST DR, 1.1268 380
2811-60 — FIGUEROA WILLIAM A, FIGUEROA FAITHFUL, 2706 MILFORD POST DR, 2.2060 331
2811-61 — POWERS TERRENCE V, SANCHEZ JUDITH A, 2704 MILFORD POST DR, 1.8371 452
2811-62 — ROBERTSON SCOTT DALE, ROBERTSON JENNY A, 2604 MILFORD POST DR, 1.8471 238
2811-63 — BOLDEN TIMOTHY, BOLDEN TONIA, 2602 MILFORD POST DR, 1.1142 188
2811-64 — JAMES JOSEPH A, JAMES VIRGINIA, 2600 MILFORD POST DR, 1.1214 287
2811-65 — BRENN EUGENE W III, 2598 MILFORD POST DR, 1.2330 223
2811-66 — HERRMANN STEPHEN G, HERRMANN DEBRA L, 2596 MILFORD POST DR, 1.3202 418
2811-67 — STEWART ROBERT L, STEWART MARY L, 2594 MILFORD POST DR, 1.1278 368
2811-A — AVONDALE RUN HOMEOWNERS ASSOCIATION, INC PO BOX 2118, WESTMINSTER MD 21158-7118, 1.1210 842
2811-M — AVONDALE RUN HOMEOWNERS ASSOCIATION, INC PO BOX 2118, WESTMINSTER MD 21158-7118, 1.1210 842

TAX MAP 41-11

2838-A — WAKEFIELD ON THE GREEN HOMEOWNERS ASSOCIATION INC, 109 BELL ROAD, 1.884 200
2838-B — WAKEFIELD ON THE GREEN HOMEOWNERS ASSOCIATION INC, 109 BELL ROAD, 1.884 200
2838-34 — GRIMES BARRY L, 1268 PENRY FARM DR, 2.2287 402
2838-P — ZAPP MICHAEL, 1268 PENRY FARM DR, 2.2181 108
2838-Q — JEWELL ERICA ELAINE THOMAS, 303 COUNTRYWAY CLOSE, 1.2231 897
2838-10 — HERSEY CHRISTINE, 305 COUNTRYWAY CLOSE, 1.2412 874
2838-11 — DAYKOVICH LEE M, DAYKOVICH REGAN J, 307 COUNTRYWAY CLOSE, 1.8830 99
2838-28A — COLE CHARLES T, COLE JOANNA M, 2101 BAILEY ANDREW LN, 1.8841 818
2838-28A — CLARCK MARY JACKSON LIFE ESTATE, 2103 BAILEY ANDREW LN, 1.8841 814
2838-28A — DUNKEY JEFFREY A, DUNKEY KENNETH A, 2105 BAILEY ANDREW LN, 1.8868 878
2838-28A — GALTIERES CHERYL, 2107 BAILEY ANDREW LN, 1.1858 744
2838-27A — HART CHARLES L, HART JUDY A, 2106 BAILEY ANDREW LN, 1.1858 828
2838-28A — HILL PATRICIA, 2104 BAILEY ANDREW LN, 1.8861 423
2838-28A — ELLIS STEVEN A, ELLIS JEAN A, 2011 ELDORADO RD, STERLING VA 21152-0000, 1.1148 210
2838-30A — RICHARDS BRIAN J, RICHARDS ELLEN, 2102 BAILEY ANDREW LN, 1.2009 238
2838-A2 — PRICE JASON L, PRICE KRISTEN L, 2100 BRENNEISE CLOSE, 1.8102 38
2838-68 — WARD MARGARET E, ESTATE, 2101 BRENNEISE CLOSE, 1.443 390
2838-67 — EDMISTON ERIC C, EDMISTON SHARON L, 2103 BRENNEISE CLOSE, 1.8481 838
2838-66 — PARSONS JANE INC, 1858 TRIADELPHIA AVE, WESTMINSTER MD 21157-4254, 1.1130 619
2838-65 — STABILE JOHN S, STABILE CHERYL A, 2105 BRENNEISE CLOSE, 1.8822 128
2838-77 — TANNER RENEE L, 2101 BRENNEISE LN, 1.2274 419
2838-78 — CARMAN JOHN FRANK JR, CARMAN VICTORIA J, 2103 BRENNEISE LN, 1.2889 838
2838-79 — DEVALLA DANIEL J, DEVALLA MARILYN H, 2101 BRENNEISE LN, 1.1428 87
2838-80 — DEWITTHOFF JAMES J, DEWITTHOFF MARTHA A, 2201 BRENNEISE LN, 1.8838 8
2838-81 — STELLER ELVIN HIRE TRUSTEE, 2203 BELCROFT HILL ROAD WESTMINSTER MD 21158-4135, 1.4119 440
2838-84 — BEALL RAY L, BEALL ALICE T, 1202 PENRY FARM DR, 1.1858 88
2838-87 — NEHER DAVID VERNER ERICA, 1207 PENRY DR, 1.1858 228
2838-88 — STRAUSS DANIEL STRAUSS TERI, 1208 PENRY FARM DR, 1.1852 889
2838-89 — WILLIAMS PAUL RAYMOND, WILLIAMS LESLIE, 1211 PENRY FARM DR, 1.1874 874
2838-100 — JONES DAVID MICHAEL JONES CATHERINE, 2113 VILLAGE GREEN DR WOODBINE MD 21797-0000, 1.8880 381
2838-121 — WALKER JOYCE CATHERINE, 1218 PENRY DR, 1.1139 288
2838-102 — LIGHT TIMOTHY GARRISON, WRIGHT ANNMARIE, 1217 PENRY DR, 1.1458 448
2838-103 — BAILEY MARY E, 1216 PENRY DR, 1.2888 881
2838-104 — BEARY JENNIFER S, 1221 PENRY DR, 1.2329 888
2838-105 — HARRELSON RICHARD E, HARRELSON LAURIE L, 1220 PENRY DR, 1.1821 828
2868 — HOBUNS JOSEPH ALAN, HOBUNS RENEE DANLEY, 1435 LYNN DR, 1.1808 183
2803 — HART CHARLES L, HART JUDY A, 2107 ANDREW LN, 1.802 488
2803 — FAUNCE CHARLES L, FAUNCE CAROL B, 1 LISA LYNN VALLEY RD, 1.4251 651
2805 — HERSHBERGER TRUMAN L, HERSHBERGER THELMA M, 1 LISA LYNN VALLEY RD, 1.1812 318
2806 — DERBY DONALD M, DERBY CAROL, 1260 LONG VALLEY RD, 1.788 778
2810 — HART CONTENT LLC, 1502 BOYCE AVE TOWSON MD 21204-0000, 1.69 16 84

DATA TABULATIONS

1. ZONING: CONSERVATION
2. SOIL CLASSIFICATION MAP: USGS SOIL DATA
3. NUMBER OF UNITS: 53 SINGLE FAMILY HOMES
4. TOTAL AREA OF SITE: 38.4741 AC.
5. TOTAL AREA OF LOTS: 29.6770 AC.
6. TOTAL AREA OF RIGHT-OF-WAY: 3.9167 AC.
7. TOTAL AREA OF DEDICATION: 0.4991 AC.
8. TOTAL AREA OF OPEN SPACE: 4.3813 AC.
9. OPEN SPACE/GREENSPACE-
   - WAKEFIELD GOLF COURSE PROPERTY= 176 AC. ±
   - THE FAIRWAYS AT WAKEFIELD= 5 AC. ±
   - CARROLL LUTHERAN VILLAGE= 45 AC. ±
   - TOTAL= 226 AC. ±

GENERAL NOTES

1. OWNER: WV WESTMINSTER, LLC.
   DEED REFERENCE: L. 8235, F. 136
   DATED: FEB. 26, 2016
   GRANTOR: RICHARD H. KRESS, SUB. TRUSTEE, ET.AL.
2. THE TOPOGRAPHY SHOWN HEREON IS AERIAL PHOTOGRAMMETRY FLOWN BY WINGS AERIAL MAPPING, INC. APRIL, 2005
3. THE OUTLINE SHOWN HEREON IS FROM DEED INFORMATION ONLY
4. THE SWM SHOWN SHALL CONFORM TO THE CITY OF WESTMINSTER SWM ORDINANCE- CHAPTER NO. 136
5. THE CONSTRUCTION OF ROADWAYS, WATER & SEWER SHALL CONFORM TO THE CITY OF WESTMINSTER DESIGN STANDARDS
6. THE 100 YEAR FEMA FLOODPLAIN SHOWN IS TAKEN FROM FEMA MAP No 240018 0002 C
7. ALL PROPOSED ROADWAYS & STORMDRAINAGE TO BE PUBLIC
8. THE WAKEFIELD VALLEY DEVELOPMENT PLAN IS IN THE OVERLAY ZONE WHICH PREDATES THE CONSERVATION ZONE.
9. PROPOSED FIRE HYDRANTS TO BE PLACED IN ACCORDANCE TO CITY OF WESTMINSTER CRITERIA.
10. ALL LANDSCAPING TO MEET THE REQUIREMENTS OF THE CITY OF WESTMINSTER.

PURPOSE NOTE

TO ALLOW DEVELOPMENT OF A SMALL PORTION OF THE WAKEFIELD VALLEY GOLF COURSE PROPERTY INTO 53 SINGLE FAMILY RESIDENTIAL LOTS.

NOTE: PARCELS Y AND Z HAVE BEEN DEEDED TO THE CITY OF WESTMINSTER BY DEED DATED FEBRUARY 26,2016 AND RECORDED AMONG THE LAND RECORDS OF CARROLL COUNTY IN LIBER 8235, FOLIO 143.

NOTE: SEE SHEET 2 OF 3 FOR UTILITY LAYOUT

NOTE: EX. WELL # 2 (PRIVATE) TO BE DEDICATED TO THE CITY OF WESTMINSTER

BOUNDARY LINE TABLE

NUMBER	BEARING	DISTANCE
L1	N 81°24'39" W	40.03'
L2	S 28°39'27" W	47.00'
L3	S 81°24'39" E	28.88'
L4	S 28°39'27" W	142.00'
L5	N 51°03'31" W	50.22'
L6	S 85°57'16" W	28.00'
L7	S 33°37'04" W	79.02'
L8	N 21°49'31" W	84.84'
L9	N 49°11'16" W	40.07'
L10	N 24°53'20" W	69.08'
L11	N 02°57'07" W	66.28'
L12	N 84°09'54" E	72.58'
L13	N 44°49'59" E	153.09'
L14	N 42°18'08" E	87.04'
L15	S 51°10'52" E	21.57'
L16	S 08°04'09" E	117.49'
L17	S 39°19'16" E	24.30'
L18	N 50°37'50" E	50.00'
L19	S 39°22'40" E	50.00'
L20	S 50°37'20" W	50.00'
L21	N 39°22'40" W	50.00'
L22	N 34°51'59" W	15.00'

LINES ARE DESIGNATED AS THUS: L1

BOUNDARY CURVE DATA

NUMBER	RADIUS	ARC	DELTA	TAN	CHORD BRG.	DIST
C1	139.00	45.65	18°48'58"	23.03	S 01°30'43" W	45.44
C2	2730.00	584.03	11°52'51"	293.03	S 11°34'08" W	583.01
C3	830.00	271.38	18°44'04"	136.82	S 08°08'52" W	270.18
C4	830.00	86.74	05°59'17"	43.41	S 69°42'15" E	86.71
C5	1480.00	326.78	12°38'24"	164.08	S 88°17'17" E	326.08
C6	1530.00	358.87	13°26'39"	180.27	N 85°58'28" W	358.04
C7	770.00	174.25	12°57'57"	87.50	N 88°12'59" W	173.88
C8	210.00	128.21	34°59'08"	108.28	N 72°54'00" E	126.45
C9	500.00	385.80	45°18'58"	203.81	N 88°17'40" E	385.36

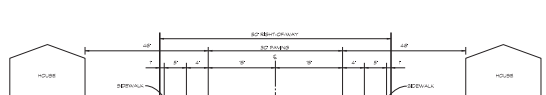
CURVES ARE DESIGNATED AS THUS: C1

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES
- 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EX. 30" SAN. — EXISTING SEWER LINE
- EX. 8" W. — EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- PROPOSED SEWER LINE
- PROPOSED STORMDRAIN
- PROPOSED WATER LINE

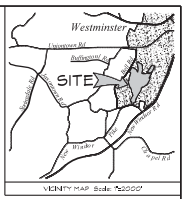
TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION

NOT TO SCALE



OWNER / DEVELOPER

W V WESTMINSTER, LLC.
13 WEST AYLESBURY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1405



VICINITY MAP Scale: "=2000'

4th AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

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Dale B. Boom Jr., P.E.

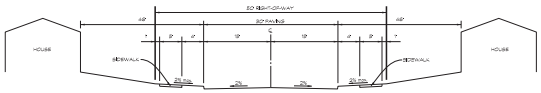
439 East Main Street Westminster, MD 21157-5539
(410) 848-1730 FAX (410) 848-1731

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THE DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 22762, EXPIRATION DATE JUNE 5, 2016

Date	Revisions	Drawn By: JW
		Designed By:
		Reviewed By:
		Date: JUNE 23, 2014
		Scale: 1"=100'
		Job No.: 2005098
		Sheet: 1 OF 3

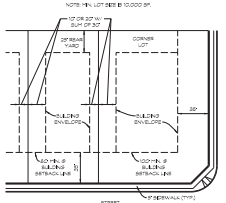
County File No.:

CAD Drawing File Name:
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TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION

NOT TO SCALE



TYPICAL LOT DETAIL

1"= 50'

BELL ROAD

LEGEND

25% SLOPES OR GREATER

SOILS LINES

100 YEAR FEMA FLOODPLAIN

EXISTING TREES

EXISTING SEWER LINE

EXISTING WATER LINE

PROPOSED BUILDING LINES

PROPOSED SEWER LINE

PROPOSED STORMDRAIN

PROPOSED WATER LINE

PROPOSED SWM EASEMENT

3.658 Ac.±

FFP

FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE SHEET 1

OWNER / DEVELOPER

W V WESTMINSTER LLC
9 WEST ALLEGANY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1400

4th AMENDED GENERAL DEVELOPMENT PLAN OF

WAKEFIELD VALLEY

CITY OF WESTMINSTER, MD

7th ELECTION DISTRICT, CARROLL COUNTY, MD

TAX MAP 109, PARCEL 2515

PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

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Dale B. Boom Jr., P.E.

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THE DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 22762, EXPIRATION DATE 9-2016

Date	Revisions	
		Drawn By: JW
		Designed By:
		Reviewed By:
		Date: JUNE 23, 2014
		Scale: 1"= 50'
		Job No.: 2005088
		Sheet: 2 OF 3

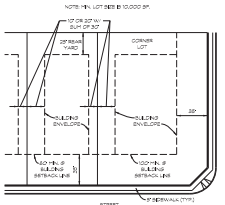
County File No.:

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TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION

NOT TO SCALE



TYPICAL LOT DETAIL

1"= 50'

BELL ROAD

PROPOSED SWM EASEMENT

LEGEND

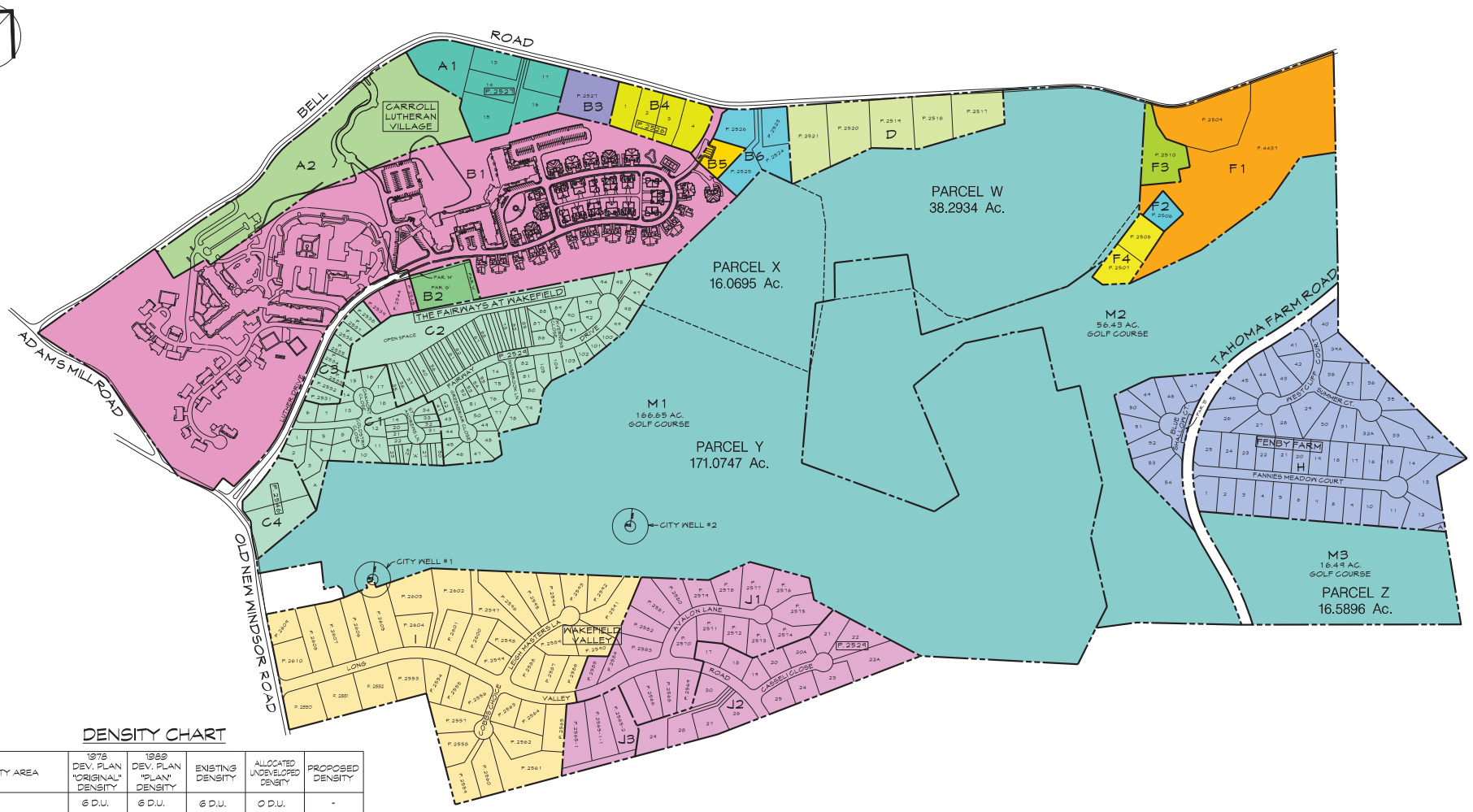
- B (River Birch)
- A (Canadian Glory Maple)
- AB (Green Mountain Sugar Maple)
- G (Shademaster Locust)
- PB (London Plane Tree)
- Mg (Dawn Redwood)
- Py (Yoshino Cherry)
- Cx (Aurora Flowering Dogwood)
- Cc (Forest Pansy Redbud)
- CW (Winter King Hawthorn)
- Ma (Star Magnolia)
- Ig (Shamrock Holly)
- Se (Mae Kim Lilac)
- Tm (Dense Yew)
- Cb (Beauty Bern)
- Vr (Leatherleaf Viburnum)
- Ta (Arborvitae)
- As (White Pine)
- Pa (Norway Spruce)
- NB (Nellie Stevens Holly)

Wakefield Valley - 6th Amended Plan

PLANT LIST

Qty	Symbol	BOTANIC NAME	COMMON NAME	CAL	SIZE	SPACING	Planting Units	Cost/Unit (Min.Req.) Material	Cost/Unit (Min.Req.) Labor	Cost/Unit (Min.Req.) Total
Type Major Deciduous Trees										
6	A	Acer saccharum 'Caddam Gray'	Caddam Gray Maple	2" cal.	B&B	as shown	12		$0	$0
44	AB	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2" cal.	B&B	as shown	12		$0	$0
5	G	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	2" cal.	B&B	as shown (see plan)	12		$0	$0
15	PB	Platanus x acerifolia 'Bloodgood'	London Plane Tree	2" cal.	B&B	as shown (see plan)	12		$0	$0
1	Mg	Metasequoia glyptostroboides	Dawn Redwood	1.5" cal.	B&B	as shown (see plan)	3		$0	$0
4	PB	Platanus x acerifolia 'Bloodgood'	London Plane Tree	1.5" cal.	B&B	as shown (see plan)	4		$0	$0
Type Evergreen Trees										
84	Ta	Thuja occidentalis	Arborvitae	5'	B&B	as shown (see plan)	84		$0	$0
1165	Ig	Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly	5'	B&B	8' o.c.	2.5		$0	$0
13	Pa	Picea abies	Norway Spruce	5'	B&B	8' o.c.	7.5		$0	$0
19	Tm	Taxus media 'Hicksii'	Hicks Upright Yew	5'	B&B	8' o.c.	7.5		$0	$0
Type Minor Deciduous Trees										
10	Cc	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	1" cal.	B&B	as shown (see plan)	3.5		$0	$0
13	Cx	Cornus x 'Rutban'	Aurora Flowering Dogwood	1" cal.	B&B	as shown (see plan)	3.5		$0	$0
17	CW	Crataegus viridis 'Winter King'	Winter King Hawthorn	1" cal.	B&B	as shown (see plan)	3.5		$0	$0
11	Ma	Magnolia stellata	Star Magnolia	5'	B&B	as shown (see plan)	7.5		$0	$0
19	Py	Prunus x yedoensis	Yoshino Cherry	1.5" cal.	B&B	as shown (see plan)	3.5		$0	$0
Type Shrubs										
27	Vr	Viburnum rhytidophyllum 'Prevue'	'Prevue' Rhododendron	24"	#1 container	5' o.c.	1		$0	$0
16	Se	Syringa patula 'Miss Kim'	Miss Kim Lilac	24"	B&B	5' o.c.	1		$0	$0
28	Ta	Taxus x media 'Densiformis'	Densiformis Yew	24"	B&B	5' o.c.	1.5		$0	$0
22	Tab	Syringa patula 'Miss Kim'	Miss Kim Lilac	24"	B&B	5' o.c.	2.2		$0	$0
41	Vr	Viburnum prunifolium	Leatherleaf Viburnum	24"	B&B	5' o.c.	4.1		$0	$0
Total =							Total planting units = 185.8		Total =	$0

ID	length	plant units required @ 12' o.c.	Plant Units provided				
			Major	Minor	Evergreen	Shrubs	Total
B-1	116	11.6	3	3	15	11	32.0
B-2	116	11.6	3	3	15	11	32.0
B-3	116	11.6	3	3	15	11	32.0



DENSITY CHART

DENSITY AREA	1976 DEV. PLAN "ORIGINAL" DENSITY	1989 DEV. PLAN "PLAN" DENSITY	EXISTING DENSITY	ALLOCATED UNDEVELOPED DENSITY	PROPOSED DENSITY
A1	6 D.U.	6 D.U.	6 D.U.	0 D.U.	-
A2	12 D.U.	12 D.U.	0 D.U.	12 D.U.	-
B1	295 D.U.	295 D.U.	295 D.U.	0 D.U.	-
B2	3 D.U.	3 D.U.	1 D.U.	2 D.U.	-
B3	1 D.U.	1 D.U.	1 D.U.	0 D.U.	-
B4	4 D.U.	4 D.U.	4 D.U.	0 D.U.	-
B5	1 D.U.	1 D.U.	0 D.U.	1 D.U.	-
B6	4 D.U.	4 D.U.	4 D.U.	0 D.U.	-
C1, C2, C3, C4	113 D.U.	113 D.U.	113 D.U.	0 D.U.	-
D	5 D.U.	5 D.U.	5 D.U.	0 D.U.	-
F1	22 D.U.	22 D.U.	2 D.U.	20 D.U.	-
F2	1 D.U.	1 D.U.	1 D.U.	0 D.U.	-
F3	1 D.U.	1 D.U.	1 D.U.	0 D.U.	-
F4	2 D.U.	2 D.U.	2 D.U.	0 D.U.	-
H	214 D.U.	55 D.U.	54 D.U.	1 D.U.	-
I	41 D.U.	41 D.U.	41 D.U.	0 D.U.	-
J1, J2, J3	39 D.U.	39 D.U.	39 D.U.	0 D.U.	-
M1, M2, M3	3 D.U.	3 D.U.	0 D.U.	3 D.U.	53 D.U.
TOTAL	767 D.U.	608 D.U.	569 D.U.	39 D.U.	53 D.U.

DENSITY CALCULATION

PARCELS A - K = 280.4 AC. (PER 1979 GENERAL DEVELOPMENT PLAN)
PARCELS M1, M2 & M3 = 242.0 AC.
(W, X, Y, Z)

TOTAL	522.4 AC.
TOTAL D.U.	661 D.U. / 522.4 AC. = 1.27 D.U. / GROSS ACRE

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GENERAL DEVELOPMENT PLAN & DENSITY PLAN

WAKEFIELD VALLEY

SCALE: 1"= 200'

Carroll
LUTHERAN VILLAGE

ATTACHMENT 10
DP 24-01

October 10,2022

Mr. Jeff Branch, President and CEO
Carroll Lutheran Village Inc,
300 St. Luke Circle
Westminster, Maryland 21158

Dear City of Westminster,

This will confirm Carroll Lutheran Village's participation in, and support of, WV DIA, LLC's (Richard Kress) application for an amendment to the General Development Plan for Wakefield Valley for single family residential homes.

As a neighboring property owner, and as the proposed recipient of approximately 17 acres of open space property, we have carefully reviewed the proposed development and find it to be an appropriate, balanced and proper use of the land retained by Mr. Kress under the Memorandum of Understanding he reached with the City of Westminster in June of 2014. Indeed, we believe this development, along with the improvement of the 17 acres reserved for us, will create a mutually beneficial relationship between the future residents of the development and our Community.

This letter also expresses our desire to permit the 17 acres to be deeded (or leased to the City as a part of the approval of the development and as improved as described on the Development Plan. This addition of the 17 acres to the park will enhance the walkability of the parkland and appreciate the access Mr. Kress has proposed to the Carroll Lutheran Village campus.

It appears to us that this final stage of the Wakefield Valley story, although bittersweet in many regards, is a very nice result which, at the end of the day, creates a potentially spectacular public space of over 200 acres.

Thank you for your attention to, and consideration of our views.

Very truly yours,

Jeff Branch

cc: Richard Kress
Kelly Shaffer Miller, Esq.
Martin Hackett
Bruce Shapiro, Esq.

ATTACHMENT 11
DP 24-01

DEPARTMENT OF COMMUNITY PLANNING & DEVELOPMENT

MEMORANDUM

DATE:	December 4, 2023
TO:	Martin Hacket, CLSI, Inc.
FROM:	Mark A. Depo, Director of Community Planning & Development
APPLICATION:	**Amendment to the Wakefield Valley Development Plan (1st SUBMISSION)**
SDAT #:	**07-093136 and 07-431792**

The subject properties identified as SDAT# 07-093136 and 07-431792 located south of Bell Road are zoned C Conservation Zone under the City of Westminster Zoning Ordinance (the "Zoning Ordinance"). In 1978, the City of Westminster approved the "Wakefield Valley/Fenby Farms General Development Plan" (the "Development Plan").

Pursuant to Zoning Ordinance Section 164-133 B. "All preliminary plans, final plans, revised preliminary or final plans and all development plans of any type which have been approved by the Mayor and Common Council and/or the Commission prior to November 5, 1979, shall continue to be approved and valid after said date, regardless of the zonal classification of the real property as to which such plans pertain, and said real property shall be developed in accordance with the provisions of such plans. Such plans may be amended in accordance with the procedures provided for the amendment of development plans contained in § **164-188J** of this chapter…."

The development plan has been amended in 1987 to expand the golf course from 18 holes to 27 holes and transfer some of the residential units from that acreage to another parcel;1989 to reduce the number of residential units for Parcel H from 214 to 55 and remove the commercial use from the property; and 2001 to establish 13 dwelling units for the parcel owned by Carroll Lutheran Village.

The Development Plan was reviewed for provisions contained in the Zoning Ordinance; the City of Westminster Landscape Manual; 2016 Development Design Preferences Manual; Water and Sewer Allocations Policy; and the applicable information contained on the City Development Review webpage.

ZONING ADMINISTRATION COMMENTS

Overall Plan (Sheet 1 of 4):

1. Abutting Property Owners
    a. Update information for Tax Map 45 parcel 245; Tax Map 109 parcels 2509 and 2517; Tax Map 110 parcels 2518, 2520, and 2524; and Tax Map 111 parcels 2529-96 and 2529-98.
    b. Under Tax Map 45 add information for 1215, 1216, and 1229 Chadwick Drive.
    c. Add abutting parcels owned by the City of Westminster Mayor and Common Council.
2. Data Tabulations:
    a. Note 3: Amend the number of requested single-family detached dwelling units from 53 to 25.
    b. Note 6: Does the 3.4863 acres of right-of-way include right-of-way along Bell Road or only includes right-of-way on Parcel W.
    c. Note 7: Bell Road is owned and maintained by Carroll County. This area of right-of-way may change due to the needed access improvements along Bell Road. Have you obtained approvals for development in the Bell Road right-of-way from the County? [Z.O. Section 164-188 E.(7)]
    d. Note 8: Has Carrall Lutheran Village accepted the dedication of Parcel X?
    e. Note 8: What entity do you intend to own the open space, not including Parcel X?
    f. Note 9: Remove this note as it does not pertain to the area of the Development Plan being amended.
3. General Notes:
    a. Note 3: Identify the "outline" that is being referred to on the plan. It is difficult to determine what outline is being referred to as there are two distinct outlines: 1) the outline of the amended Development Plan area and 2) the outline of Parcel Y and Z.
    b. Note 4: Please be advised, Carroll County reviews and approves SWM for the City of Westminster. Update the note to reference the Carroll County entity responsible for reviewing and approving SWM for the City of Westminster.
    c. Note 5: Bell Road is owned and maintained by Carroll County. Any improvements or access to Bell Road required Carroll County review and approval. Update the note accordingly.
    d. Note 7: Stormwater management (SWM) facilities are not owned or maintained by the City of Westminster. Add a note regarding the entity responsible for (SWM) facilities.
    e. Note 8: Remove this note.
4. Development Plan:
    a. Provide a vehicular connection to Fenby Farm Road. [Z.O. Section 164-188 E.(2)]
    b. Demonstrate that adequate water and sewer are available for the proposed development. [Z.O. Section 164-188 E.(3)]
    c. Is there a phasing plan associated with the development Plan? [Z.O. Section 164-188 E.(6)]
    d. Provide proof that the owners and/or applicants for the Development Plan are

financially able to complete the proposed development and that they intend to start construction within 18 months of the Commission's approval. [Z.O. Section 164-188 E.(8)]

Grading and Utility Plan (Sheet 2 of 4):

5. Add a note that states water, sewer, storm drains, and stormwater facilities are preliminary only. [Z.O. Section 164-188 E.(5)]
6. Depict and denote the right-of-way easement area for proposed public roadways. [Z.O. Section 164-188 G.(4)]
7. Depict and denote all existing utilities. If there are no existing utilities, provide a note stating such. [Z.O. Section 164-188 G.(5)]
8. Depict and denote all existing structures, if applicable. Denote the adjacent land uses and zoning. [Z.O. Section 164-188 G.(9)]
9. Pursuant to Zoning Ordinance Section 164-112, a single-family detached dwelling shall provide 2 off-street parking spaces, minimum of 9 x 18 feet in size per space.
10. Lot 1: Orient the proposed single-family detached dwelling to face Bell Road, consistent with the surrounding community. [2016 Design Preferences]
11. Pedestrian trails should be open to the public. Depict and denote public access easements on pedestrian trails. [2016 Design Preferences]
12. Provide a typical detail of the pedestrian trails. The trails should be a minimum of 8 feet in width. [Z.O. Section 164-188 E.(7)]
13. Final design and location of trails shall be approved by the Department of Recreation and Parks. [Z.O. Section 164-188 E.(7)]
14. Provide a site entry design feature such as ornamental landscaping, open space areas, natural features, architectural features, and decorative road surfaces. [2016 Design Preferences]
15. Provide enhanced crosswalks along roadways to connect pedestrian trails. [2016 Design Preferences]

Parcel X Recreational Area Plan (Sheet 3 of 4)

16. Pedestrian trails should be open to the public. Depict and denote public access easements on pedestrian trails. [2016 Design Preferences]
17. Provide a typical detail of the pedestrian trails. The trails should be a minimum of 8 feet in width. [Z.O. Section 164-188 E.(7)]
18. Relocate the proposed gazebo further from the existing residential development.
19. Final design and location of trails and features (gazebo and bench areas) shall be approved by the Department of Recreation and Parks. [Z.O. Section 164-188 E.(7)]

Landscape Plan (Sheet 4 of 4)

20. Depict and denote all existing vegetation, including existing specimen and significant trees. This may be accomplished with an Existing Conditions Plan sheet. [Z.O. Section 164-188 G.(6) and L.M. Section IV.B]
21. Sideyard-Backyard Class A Screen Table:
    a. Cleary depict the ID lengths, such as S-1, on the plan.

b. Landscape required: Amend to match the proposed 25 single-family detached dwelling units.

22. Provide Class A screening to the rear of the properties abutting Fenby Farms Road. [L.M. Section V.A.2.b.]
23. Provide increased landscaping and buffering from the proposed single-family detached dwellings and the existing Wakefield Clubhouse, such as intensified landscaping, increased setbacks and appropriate building orientation to provide adequate separation between such land uses, see Residential Transition Buffer for preferred vegetative buffer. [2016 Design Preferences]
24. Provide required landscaping of stormwater management facilities. [L.M. Section V.D.]
25. Provide a site entry design feature such as ornamental landscaping, open space areas, natural features, architectural features, and decorative road surfaces. [2016 Design Preferences]
26. Integrate xeriscaping into landscape plans. Xeriscape is not a landscape style or garden design. Xeriscape is a concept of water conservation that may be applied to landscapes of any style. [2016 Design Preferences]
27. Minimize lawn areas and provide a landscape where 50% of the area is planted with native or adaptive species. [2016 Design Preferences]

Other

28. Provide typical house elevations. [Z.O. Section 164-188 G.(14)]
29. To maintain diverse housing elevations, same house types and elevations should not be located adjacent to one another. [2016 Design Preferences]
30. The dwelling should be the primary façade and the garage should be secondary. Garage facades should be located a minimum of 15 feet behind the primary dwelling façade.
31. Water conserving fixtures should be provided for all single-family dwelling units. [2016 Design Preferences]
32. Harvest, treat and reuse rainwater and/or greywater to meet a portion of project water needs: target range of 10% minimum reduction to maximum of 40% reduction. [2016 Design Preferences]
33. Low-Impact Development (LID) practices, incorporating a number of innovative techniques, will be implemented as part of all new development plans in the City. [2016 Design Preferences]
34. Use stormwater treatments that provide filtration and pretreatment of runoff (e.g., bio retention, parking lot islands, median strips, vegetated filter strips near parking lots and roadways, rain gardens); infiltration (e.g., grassy swales, infiltration swales and trenches, dry wells); and, harvest storm water on site and reuse for landscaping purposes. [2016 Design Preferences]



TOTAL OPEN SPACE= 31.76 AC.

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SCALE: 1"= 100'

0 100 200 500

WAKEFIELD VALLEY

7th ELECTION DISTRICT CARROLL COUNTY, MARYLAND
TAX MAP 109, PARCEL 2515
JOB NUMBER: 20050860 DATE: OCTOBER 23, 2024

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CHADWICK DRIVE

BELL ROAD

MASONARY/ STONE ENTRANCE MONUMENTS

MB

SWM FACILITY

FENBY FARM ROAD

Engineers • Surveyors
CLSI
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SCALE: 1"= 100'

0 100 200 500

4TH AMENDED GENERAL DEVELOPMENT PLAN OF WAKEFIELD VALLEY

7th ELECTION DISTRICT CARROLL COUNTY, MARYLAND
TAX MAP 109, PARCEL 2515
JOB NUMBER: 20050860 DATE: OCTOBER 23, 2024

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ATTACHMENT 14
DP 24-01

MARYLAND COORDINATE SYSTEM (NAD 83/91)

CHADWICK DRIVE

BELL ROAD

MASONARY/ STONE ENTRANCE MONUMENTS

OPEN SPACE
17.41 AC.

OPEN SPACE
18.07 AC.

H.O.A. OPEN SPACE
0.88 AC.

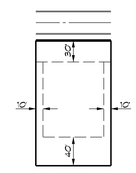
MB

BY

SWM FACILITY

FENBY FARM ROAD

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35



TYPICAL
MINIMUM BUILDING
LINE LOT DETAIL
SCALE: 1"= 100'

2,775 LF OF ROAD

4TH AMENDED GENERAL DEVELOPMENT PLAN OF WAKEFIELD VALLEY

CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515

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Land Planning & Environmental Consultants
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(410) 848-1790 FAX (410) 848-1791

Date	Revisions	
		Drawn By: JW
		Designed By: JW
		Reviewed By:
		Date: DEC., 2024
		Scale: 1"= 100'
		Job No.: 2005086
		Sheet: 1 OF 1

County File No.

CAD Drawing File Name:

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Land Planning & Environmental Consultants

SCALE: 1"= 100'

0 100 200' 500

4TH AMENDED GENERAL DEVELOPMENT PLAN OF WAKEFIELD VALLEY

7th ELECTION DISTRICT CARROLL COUNTY, MARYLAND
TAX MAP 109, PARCEL 2515
JOB NUMBER: 20050886 DATE: APRIL 23, 2025

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SCALE: 1"= 100'

0 100 200' 500

4TH AMENDED GENERAL DEVELOPMENT PLAN OF WAKEFIELD VALLEY

7th ELECTION DISTRICT CARROLL COUNTY, MARYLAND
TAX MAP 109, PARCEL 2515
JOB NUMBER: 20050886 DATE: JUNE 4, 2025

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ATTACHMENT 17
DP 24-01

ABUTTING PROPERTY OWNERS

TAX MAP #45

245	CHANG, BEULAH C & CHANG, ANDREW, 116 BELL RD, / L. 8342, F. 329
602	MARIA & GREGORY SWANIGER ETAL, 1211 CHADWICK DR, / L. 11290, F. 278
602-1A	COKER, PAULINE M, 1210 CHADWICK DR, / L. 4221, F. 347
688	WAMINAL, MICHKO, 80 BELL RD, / L. 4452, F. 738
602-1D	KEREN, KEDZIERSKI, 1215 CHADWICK DR. / L. 5205, F. 001
602-1B	STOLZ, PHILLIP M. & STOLZ, SUZANNE, 1216 CHADWICK DR. / L. 10483, F. 498
602-1C	ALBERS, ROSS & ALBERS, EMILY, 1220 CHADWICK DR. / L. 9821, F. 191

TAX MAP # 109

2507	CURTIS WARREN C, CURTIS PAULINE B, 1042 FENBY FARM RD, / L. ___, F. ___
2508	REESE DAVID W, REESE VICTORIA M, 1046 FENBY FARM RD, / L. 2878, F. 404
2509	GRISWOLD LEONARD EARL, GRISWOLD LURA CRARY, 105 BELL RD / L. 0792, F. 593
2510	LAWSON ELLIS H, LAWSON LINDA G, 107 BELL RD, / L. 784, F. 180
2515	MAYOR AND COMMON COUNCIL OF WESTMINSTER, 45 WEST MAIN STREET, L. 8235 F. 143
2517	RUCKER, JAMES B. JR. & RUCKER, SHIRLEY T., 187 BELL RD, / L. 9458, F. 284
2525	MAYOR AND COMMON COUNCIL OF WESTMINSTER, 45 WEST MAIN STREET, L. 8235 F. 143

TAX MAP # 110

2506	BERRY DAVID EARL, BERRY DIANE LYNN, 1050 FENBY FARM RD, / L. 2418, F. 621
2518	MARQUES, MICHAEL J. & MARQUES, KELLY E., 189 BELL RD, / L. 8324, F. 040
2519	LUSBY RICHARD JOSEPH, FURMAN LANDA, 191 BELL RD, / L. 7353, F. 104
2520	LEWIS, GAELAN O. & LEWIS, MELISSA N., 193 BELL RD, / L. 8747, F. 381
2521	STOTTLEMYER ALAN R, STOTTLEMYER DOROTHY L, 195 BELL RD, / L. 3673, F. 329
2524	BRILL, KENNETH III & SHELL, CAMELA, 203 BELL RD, / L. 8426, F. 239
2525	D'ANTHONY BRUCE F, D'ANTHONY MATTIE K, 205 BELL RD, / L. 0884, F. 370
2544	CARROLL LUTHERAN VILLAGE, 200 SAINT LUKE CIR, / L. 0808, F. 732

TAX MAP # 111

2528-96	TOUSE, MATTHEW ROBERT, 1205 FAIRWAY DR, / L. 8441, F. 426
2528-97	WEAVER DAVID, WEAVER DANA, 1207 FAIRWAY DR, / L. 1453, F. 235
2528-98	COLON, WADE A. & COLON, JENNIFER, 1209 FAIRWAY DR, / L. 10913, F. 456

BOUNDARY CURVE DATA

NUMBER	RADIUS	ARC	DELTA	TAN	CHORD BRG.	DIST
C1	139.00	45.65	18°48'58"	23.03	S 01°20'45" W	45.44
C2	2720.00	564.02	11°52'51"	283.02	S 11°34'08" W	563.01
C3	830.00	271.39	18°44'04"	136.92	S 08°08'30" W	270.18
C4	830.00	86.74	05°59'17"	43.41	S 69°42'15" E	86.71
C5	1460.00	328.76	12°54'24"	164.68	S 66°17'12" E	328.08
C6	1520.00	358.87	13°31'39"	180.27	N 65°58'05" W	358.04
C7	770.00	174.25	12°57'57"	87.50	N 66°12'55" W	173.88

CURVES ARE DESIGNATED AS THUS: (CV)

BOUNDARY LINE TABLE

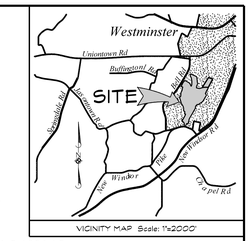
NUMBER	BEARING	DISTANCE
L1	N 61°24'33" W	40.03'
L2	S 28°35'27" W	47.00'
L3	S 61°24'33" E	26.86'
L4	S 25°04'01" W	142.00'
L5	N 57°03'31" W	50.22'
L6	S 65°57'16" W	28.00'
L7	S 33°27'04" W	79.02'
L8	N 27°49'33" W	84.94'
L9	N 48°11'15" W	40.07'
L10	N 24°53'07" W	69.08'
L11	N 02°57'07" W	66.25'
L12	N 84°08'54" E	72.55'
L13	N 44°44'54" E	152.09'
L14	N 42°18'08" E	87.04'
L15	S 51°10'52" E	21.51'
L16	S 08°04'03" E	117.48'
L17	S 39°18'19" E	24.30'
L18	N 50°37'20" E	50.00'
L19	S 39°22'40" E	50.00'
L20	S 50°37'20" W	50.00'
L21	N 39°22'40" W	50.00'
L22	N 34°31'55" W	15.00'

LINES ARE DESIGNATED AS THUS: LX

WATER ALLOCATION

Purpose	Gallons Per Day (GPD)	Deductions (GPD)	Authority	Notes
Stonegate	52,875		MOU allocates water for 225 single family units at Stonegate	MOU obligates RK to obtain 85,000 minimum gallons potable permittable water, from that amount, he will reserve enough for 295 single family units - 225 units set aside for Stonegate, 70 units set aside for Wakefield (calculated at 235 GPD)
Wakefield	16,450		MOU allocates water for 70 single family units at Wakefield	See note above
Industrial Development Authority (IDA)		(1410)	Agreement of Transfer from RK to IDA	IDA obtained 6 residential allocations for the development of Fairawn Tool & Dye
Target Community and Educational Services		(470)	Agreement of Transfer from RK to Target (Tom Zirpoli)	
Triple M (CJ Miller) for Lot 7		(117.5)	Agreement of Transfer from RK to Triple M	Self Storage (G&F Self Storage Inc) needed 0.5 residential units
Triple M (CJ Miller) for Lot 5A		(352.5)	Agreement of Transfer from RK to Triple M	Marta Coursey (My K9 Buddy) needed 1.5 residential units
Total		2,350		
Total Remaining GPD	66,975			
LESS Amt Allocated for Stonegate (single family units remaining for Wakefield)	**14,100 (60 single family units)**			

RK= Richard Kress



VICINITY MAP Scale: 1"=2000'

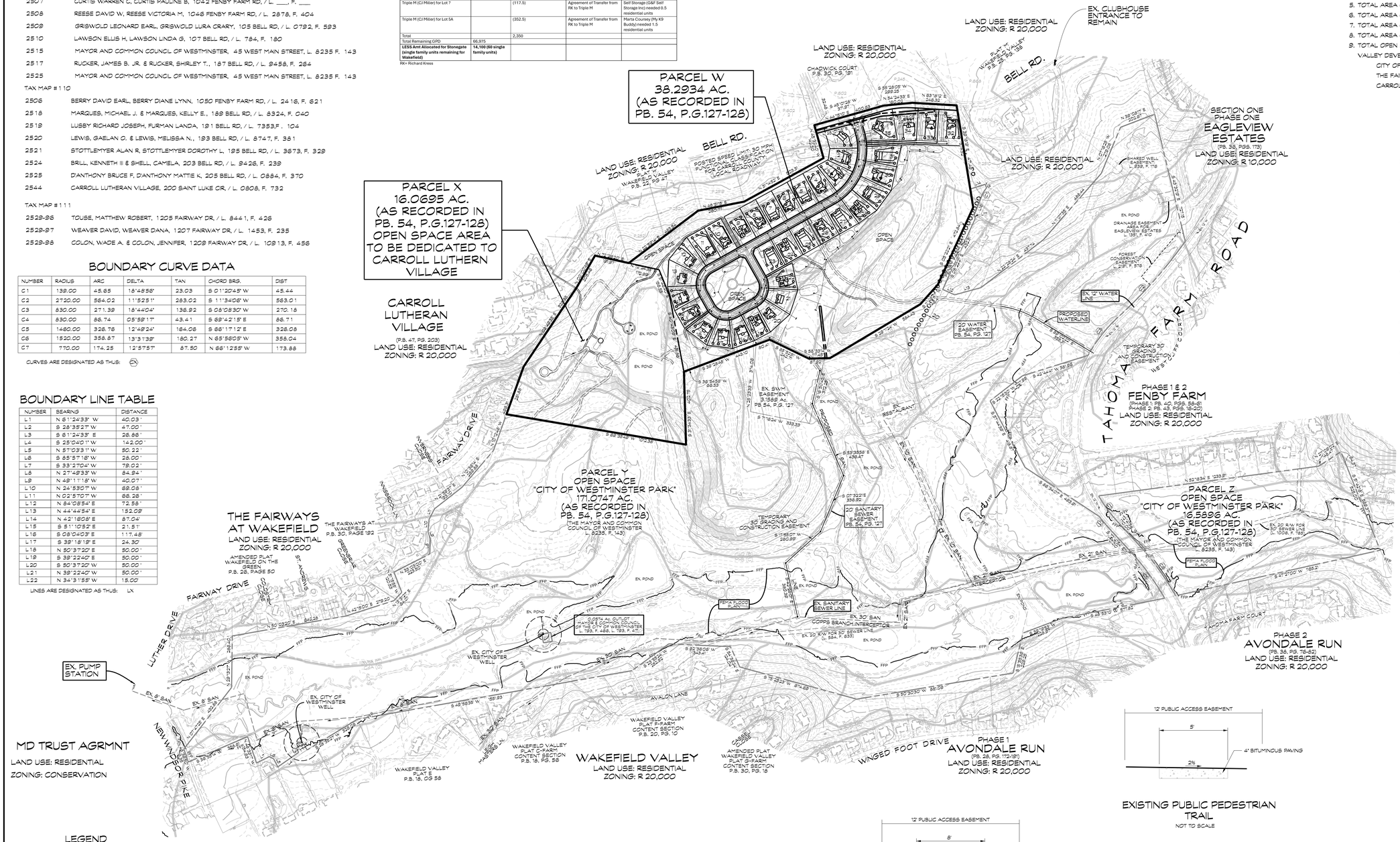
DATA TABULATIONS

1. ZONING: CONSERVATION
2. SOIL CLASSIFICATION MAP: USGS SOIL DATA
3. NUMBER OF UNITS: 35 SINGLE FAMILY HOMES
4. TOTAL AREA OF SITE: 38.2934 AC.
5. TOTAL AREA OF LOTS: 15.2064 AC.
6. TOTAL AREA OF RIGHT-OF-WAY ON PARCEL W: 2.4881 AC.
7. TOTAL AREA OF DEDICATION (FOR BELL ROAD): 0.4991 AC.
8. TOTAL AREA OF OPEN SPACE: 20.0938 AC.
9. TOTAL OPEN SPACE FOR OVERALL WAKEFIELD VALLEY DEVELOPMENT PLAN:
   - CITY OF WESTMINSTER PARKS = 176 AC. ±
   - THE FAIRWAYS AT WAKEFIELD = 5 AC. ±
   - CARROLL LUTHERAN VILLAGE = 45 AC. ±
   - TOTAL = 226 AC. ±

GENERAL NOTES

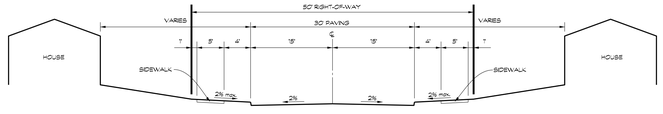
1. PARCEL W & PARCEL X: OWNER: WV WESTMINSTER, LLC.
   DEED REFERENCE: L. 8235, F. 136
   DATED: FEB. 26, 2016
   GRANTOR: RICHARD H. KRESS, SUB. TRUSTEE, ET. AL.
2. THE TOPOGRAPHY SHOWN HEREON IS AERIAL PHOTOGRAMMETRY FLOWN BY WINGS AERIAL MAPPING, INC. APRIL, 2005
3. THE BOUNDARY OF PARCELS 'W', 'X', 'Y' AND 'Z' SHOWN HEREON IS FROM A PLAT KNOWN AS THE "SPECIAL PURPOSE PLAT, RESUBDIVISION OF AMENDED PLATS 'F' & 'G', WAKEFIELD VALLEY" RECORDED IN PLATBOOK 54, PAGES 127-128
4. THE STORMWATER MANAGEMENT SHOWN SHALL CONFORM TO THE CITY OF WESTMINSTER STORMWATER MANAGEMENT ORDINANCE- CHAPTER NO. 136. CARROLL COUNTY IS RESPONSIBLE FOR REVIEWING AND APPROVING THE STORMWATER MANAGEMENT DESIGN FOR THE CITY OF WESTMINSTER.
5. THE CONSTRUCTION OF ROADWAYS, WATER & SEWER SHALL CONFORM TO THE CITY OF WESTMINSTER DESIGN STANDARDS EXCEPT FOR BELL ROAD IMPROVEMENTS. BELL ROAD IS OWNED AND MAINTAINED BY CARROLL COUNTY COMMISSIONERS. ANY IMPROVEMENTS OR ACCESS TO BELL ROAD WILL REQUIRE CARROLL COUNTY REVIEW AND APPROVAL.
6. THE 100 YEAR FEMA FLOODPLAIN SHOWN IS TAKEN FROM FEMA MAP No. 24013 8 0002 C
7. ALL PROPOSED ROADWAYS & STORM DRAINAGE TO BE PUBLICLY MAINTAINED.
8. PROPOSED FIRE HYDRANTS TO BE PLACED IN ACCORDANCE TO CITY OF WESTMINSTER CRITERIA.
9. ALL LANDSCAPING TO MEET THE REQUIREMENTS OF THE CITY OF WESTMINSTER.
10. CROSS WALKS WILL BE PROVIDED AT ALL NEW INTERSECTIONS. (SEE DETAIL THIS SHEET)
11. THE OPEN SPACE WILL BE OWNED BY THE HOMEOWNERS ASSOCIATION.
12. THE WATERLINES, SEWERLINES, STORMDRAINS AND STORMWATER MANAGEMENT FACILITIES SHOWN HEREON ARE PRELIMINARY ONLY.
13. THERE ARE NO EXISTING STRUCTURES ON PARCELS W AND X.
14. WATER ALLOCATIONS WERE APPROVED IN THE MEMORANDUM OF UNDERSTANDING DATED JUNE 2, 2014 AND AMENDED MAY 1, 2015, AND AUGUST 15, 2017.
15. PEDESTRIAN TRAILS WILL BE PUBLIC.
16. THE STORMWATER MANAGEMENT FACILITIES SHOWN HEREON AS PUBLIC WILL BE MAINTAINED BY THE CITY OF WESTMINSTER. THE THE STORMWATER MANAGEMENT FACILITIES SHOWN HEREON AS PRIVATE WILL BE MAINTAINED BY THE HOA AND/OR PRIVATE HOMEOWNER

MASTER RETREAT AT
FURNACE HILLS CONDOMINIUM
(PHASE 1: PB. 42, PGS. 37-44)
LAND USE: RESIDENTIAL
ZONING: PD-4

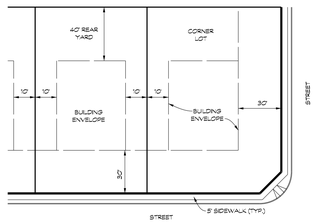


LEGEND

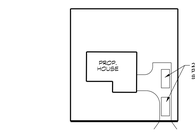
- 25% SLOPES OR GREATER
- SOILS LINES
- 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EX. 30" SAN — EXISTING SEWER LINE
- EX. 8" W — EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- PROPOSED SEWER LINE
- PROPOSED STORMDRAIN
- PROPOSED WATER LINE



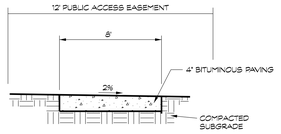
TYPICAL SECTION OF ROADWAY AND HOUSE LOCATION
NOT TO SCALE



TYPICAL LOT DETAIL
NOT TO SCALE



PARKING SPACE DETAIL
NOT TO SCALE



PROPOSED PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

EXISTING PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

NOTE: SEE SHEET 2 OF 4 FOR UTILITY LAYOUT

NOTE: PARCELS Y AND Z HAVE BEEN DEEDED TO THE CITY OF WESTMINSTER BY DEED DATED FEBRUARY 26,2016 AND RECORDED AMONG THE LAND RECORDS OF CARROLL COUNTY IN LIBER 8235, FOLIO 143.

PURPOSE NOTE

TO DEVELOP PARCEL W TO ACCOMMODATE 35 RESIDENTIAL LOTS AND PARCEL X TO CREATE AN OPEN SPACE / PARK.

SHEET INDEX

1. OVERALL PLAN
2. GRADING AND UTILITY PLAN
3. PARCEL X RECREATIONAL AREA PLAN
4. LANDSCAPE PLAN

CITY OF WESTMINSTER, MAYOR
MAYOR: _____ DATE: _____

CITY OF WESTMINSTER, PLANNING AND ZONING COMMISSION
APPROVED: _____ DATE: _____

CITY OF WESTMINSTER, DIRECTOR OF PLANNING, ZONING & DEVELOPMENT
APPROVED: _____ DATE: _____

CITY OF WESTMINSTER, DIRECTOR OF PUBLIC WORKS
APPROVED: _____ DATE: _____

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER L.L.C.
15 WEST AYLESBURY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1402

OVERALL PLAN
REVISED 4TH AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

Engineers • Surveyors
CLSI
Land Planning & Environmental Consultants
www.clsi-civileng.com
439 East Main Street Westminster, MD 21157-5539
(410) 848-1790 FAX (410) 848-1791
Brenan D. Moore, P.E.

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21235, EXPIRATION DATE DECEMBER 1, 2025.

Date	Revisions	
7/31/25	REVISE SITE LAYOUT AND GRADING	Drawn By: JW/LDA
		Designed By: JW
		Reviewed By:
		Date: JULY, 2025
		Scale: 1" = 200'
		Job No.: 2005086
		Sheet: 1 OF 4

County File No.

CAD Drawing File Name:
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CHADWICK CT.

BELL ROAD

NOTE:
WAKEFIELD VALLEY GOLF CLUB, INC. RESERVED THE RIGHT OF ENTRY ON, OVER AND ACROSS THE OUTLOT PARCEL (SEE L. 822, F. 887) OF LAND AT ANY AND ALL TIMES FOR THE PURPOSES OF ACCESS TO BELL ROAD, OF CULTIVATION AND MOWING OF SAID LANDS, OF PLAYING GOLF GAMES AND OF PUBLIC UTILITIES, PROVIDED, HOWEVER, THAT NONE OF SUCH USES SHALL IN ANY WAY WHATSOEVER INTERFERE WITH THE USE BY THE GRANTEES, THEIR HEIRS AND ASSIGNS, OF A WELL PUMP, WATERLINES AND ACCESSORY EQUIPMENT LOCATED ON SAID LANDS FOR THE PURPOSE OF SUPPLYING AN ADEQUATE SUPPLY OF POTABLE WATER FOR RESIDENTIAL USE ON CERTAIN OTHER OF THE LANDS OF SAID GRANTEES LOCATED ADJACENT THERETO.

OPEN SPACE
18.84 AC.

OPEN SPACE
16.07 AC.

PARCEL 'A'
AREA OF DEDICATION FOR CARROLL COUNTY COMMISSIONERS
0.50 AC.

H.O.A. OPEN SPACE
0.88 AC.

OPEN SPACE
18.84 AC.

SWM FACILITY (PUBLIC)

FENBY FARM RD.

EXISTING PEDESTRIAN TRAIL

50' B-2 CLEANWATER DIVERSION

30' PAVING

50' RIGHT OF WAY

22' DRAINAGE AND UTILITY EASEMENT

30' INGRESS AND EGRESS EASEMENT FOR LOTS 32-34

SWM EASEMENT 1.84 AC

ROOF LEADER (TYP.)

DRYWELL (TYP.)

MICRO-BIO (PUBLIC)

1 0.80 AC
2 0.66 AC
3 0.60 AC
4 0.43 AC
5 0.42 AC
6 0.42 AC
7 0.43 AC
8 0.43 AC
9 0.43 AC
10 0.48 AC
11 0.44 AC
12 0.45 AC
13 0.40 AC
14 0.28 AC
15 0.37 AC
16 0.38 AC
17 0.38 AC
18 0.38 AC
19 0.37 AC
20 0.37 AC
21 0.37 AC
22 0.39 AC
23 0.43 AC
24 0.42 AC
25 0.42 AC
26 0.42 AC
27 0.42 AC
28 0.46 AC
29 0.47 AC
30 0.48 AC
31 0.42 AC
32 0.85 AC
33 0.57 AC
34 0.57 AC
35 0.82 AC

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES (CaC, MhB)
- 100 YEAR FEMA FLOODPLAIN (FFP)
- EXISTING TREES
- EX. 30" SAN. — EXISTING SEWER LINE
- EX. 8" W — EXISTING WATER LINE
- PROPOSED BUILDING UNITS
- S — PROPOSED SEWER LINE
- D — PROPOSED STORMDRAIN
- W — PROPOSED WATER LINE

NOTE: DRYWELLS SHOWN HEREON ARE PRIVATE STORMWATER MANAGEMENT FACILITIES

NOTE: THE WATER, SEWER, STORMDRAIN AND STORMWATER MANAGEMENT FACILITIES SHOWN HEREON ARE PRELIMINARY ONLY.

FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE SHEET 1

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER LLC
15 WEST AYLESBURY ROAD
SUITE 700
TIMONIUM, MD 21093
(410)560-1402

GRADING AND UTILITY PLAN
REVISED 4TH AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 108, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

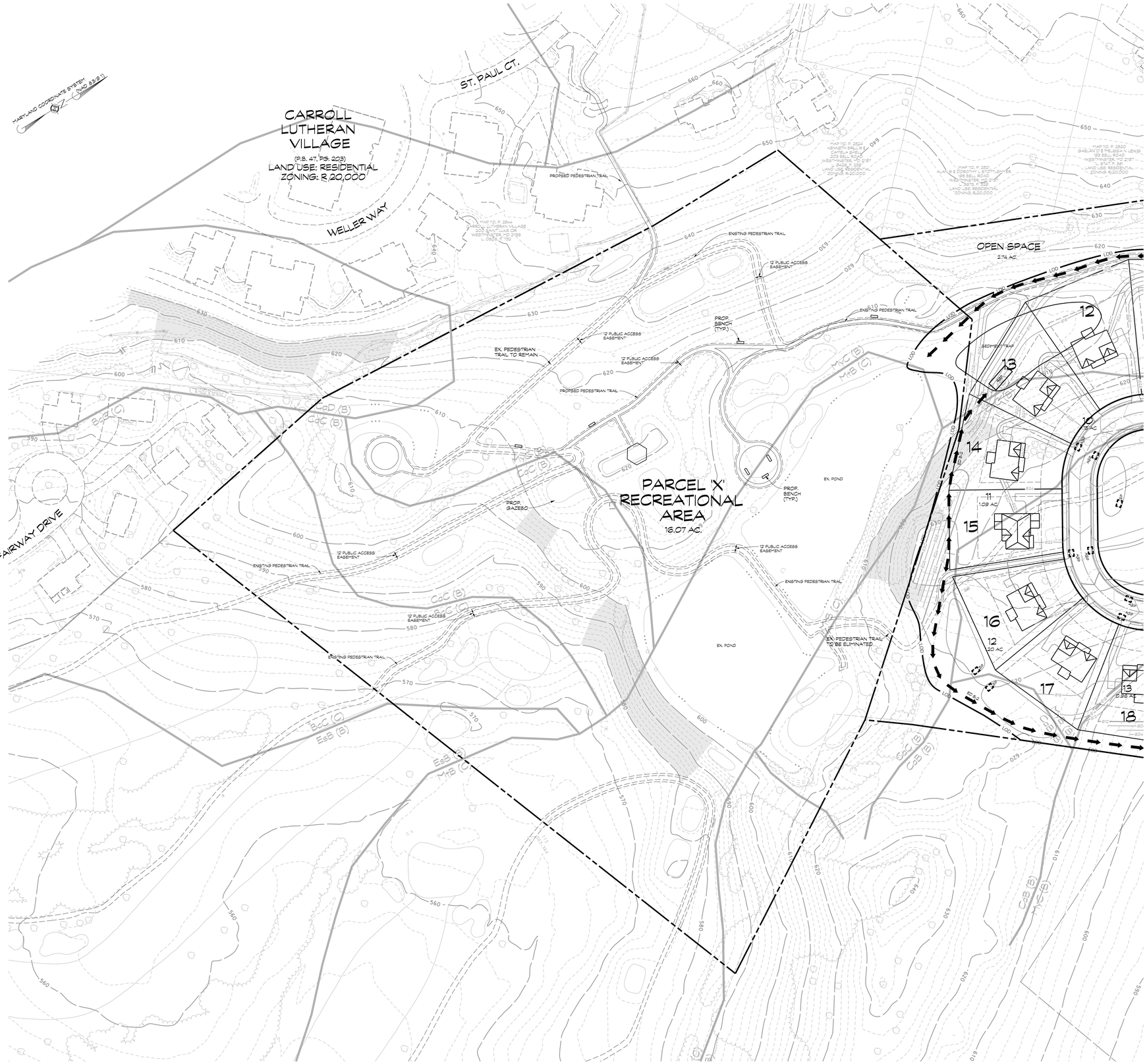
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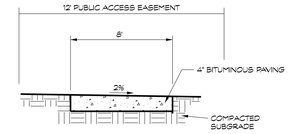
PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21288, EXPIRATION DATE SEPTEMBER 7, 2025.

Date	Revisions	Drawn By: JW
7/31/25	REVISE SITE LAYOUT AND GRADING	Designed By: JW
		Reviewed By:
		Date: JULY, 2025
		Scale: 1"= 50'
		Job No.: 2005086
		Sheet: 2 OF 4

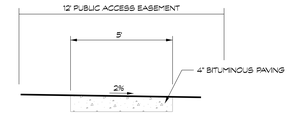
County File No.

CAD Drawing File Name:
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PROPOSED PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE



EXISTING PUBLIC PEDESTRIAN TRAIL
NOT TO SCALE

LEGEND

- 25% SLOPES OR GREATER
- SOILS LINES (CaC, MtB)
- FFP — 100 YEAR FEMA FLOODPLAIN
- EXISTING TREES
- EXISTING PATHWAY TO REMAIN
- PROPOSED PATHWAY
- PARK BENCH

OWNER	OWNER / DEVELOPER
CARROLL LUTHERAN VILLAGE 220 SAINT LUKE CIRCLE WESTMINSTER, MD 21158	W.V. WESTMINSTER L.L.C. 18 WEST AYLESBURY ROAD SUITE 700 TIMONIUM, MD 21093 (410)560-7402

PARCEL 'X' RECREATIONAL AREA PLAN
REVISED 4TH AMENDED GENERAL DEVELOPMENT PLAN OF

WAKEFIELD VALLEY

CITY OF WESTMINSTER, MD
7th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 10-9, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

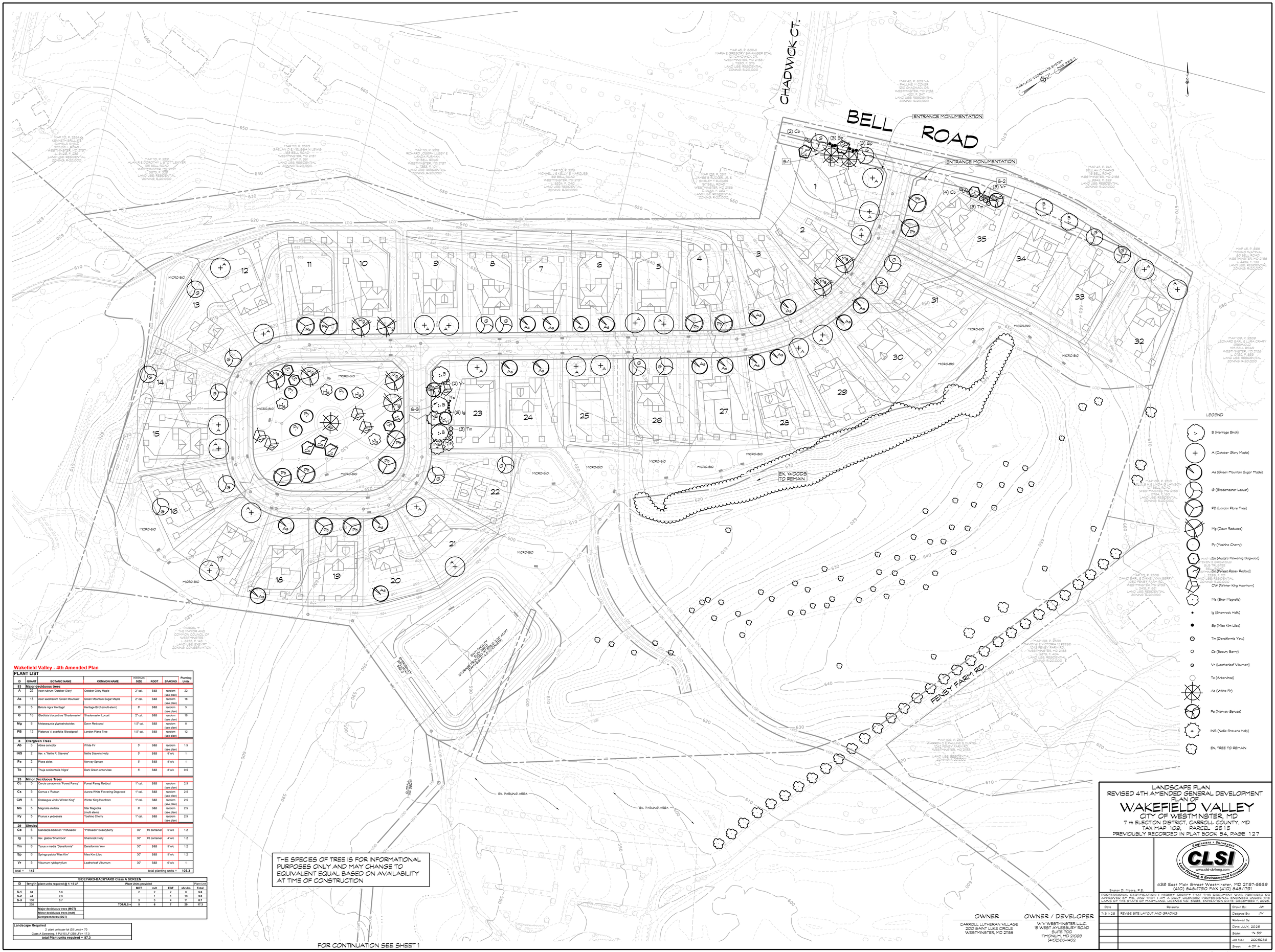
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Brance D. Moore, P.E.

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21255, EXPIRATION DATE: DECEMBER 7, 2025.

Date	Revisions	Drawn By: BM
7/31/25	REVISE SITE LAYOUT AND GRADING	Designed By:
		Reviewed By:
		Date: JULY, 2025
		Scale: 1"= 50'
		Job No.: 2005088
		Sheet: 3 OF 4

County File No.

CAD Drawing File Name:
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Wakefield Valley - 4th Amended Plan

PLANT LIST

ID	QUANT	BOTANIC NAME	COMMON NAME	minimum SIZE	ROOT	SPACING	Planting Units
83	**Major deciduous trees**						
A	22	Acer rubrum 'October Glory'	October Glory Maple	2" cal.	B&B	random (see plan)	22
As	18	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2" cal.	B&B	random (see plan)	18
B	5	Betula nigra 'Heritage'	Heritage Birch (multi-stem)	8'	B&B	random (see plan)	5
G	18	Gleditsia tracanthos 'Shademaster'	Shademaster Locust	2" cal.	B&B	random (see plan)	18
Mg	8	Metasequoia glyptostroboides	Dawn Redwood	1.5" cal.	B&B	random (see plan)	8
PB	12	Platanus 'x' acerfolia 'Bloodgood'	London Plane Tree	1.5" cal.	B&B	random (see plan)	12
8	**Evergreen Trees**						
Ab	3	Abies concolor	White Fir	5'	B&B	random (see plan)	1.5
INS	2	Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly	5'	B&B	8' o/c	1
Pa	2	Picea abies	Norway Spruce	5'	B&B	8' o/c	1
To	1	Thuja occidentalis 'Nigra'	Dark Green Arborvitae	5'	B&B	8' o/c	0.5
25	**Minor Deciduous Trees**						
Cc	5	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	1" cal.	B&B	random (see plan)	2.5
Cx	5	Cornus x 'Rutban	Aurora White Flowering Dogwood	1" cal.	B&B	random (see plan)	2.5
CW	5	Crataegus viridis 'Winter King'	Winter King Hawthorn	1" cal.	B&B	random (see plan)	2.5
Ms	5	Magnolia stellata	Star Magnolia (multi stem)	6'	B&B	random (see plan)	2.5
Py	5	Prunus x yedoensis	Yoshino Cherry	1" cal.	B&B	random (see plan)	2.5
29	**Shrubs**						
Cb	6	Callicarpa bodinieri 'Profusion'	"Profusion" Beautyberry	30"	#5 container	5' o/c	1.2
Ig	6	Ilex glabra 'Shamrock'	Shamrock Holly	30"	#5 container	4' o/c	1.2
Tm	6	Taxus x media 'Densiformis'	Densiformis Yew	30"	B&B	5' o/c	1.2
Sp	6	Syringa patula 'Miss Kim'	Miss Kim Lilac	30"	B&B	5' o/c	1.2
Vr	5	Viburnum rytidophyllum	Leatherleaf Viburnum	30"	B&B	6' o/c	1
total =	**145**					total planting units =	**105.3**

SIDEYARD-BACKYARD Class A SCREEN								
ID	**length**	plant units required @ 1' /15 LF	Plant Units provided					Plant Unit
			MGT	mdt	EGT	shrubs	Total	
S-1	84	5.6	2	2	2	8	**5.6**	
S-2	44	2.9		1	1	10	**3.9**	
S-3	130	8.7	3	3	4	11	**8.7**	
	258		**5**	**6**	**7**	**29**	**17.3**	
		TOTALS =						
		Major deciduous trees (MGT)						
		Minor deciduous trees (mdt)						
		Evergreen trees (EGT)						

Landscape Required

2 plant units per lot (35 Lots) = 70
Class A Screening, 1 PU/15 LF (258 LF) = 17.3
total Plant units required = 87.3

THE SPECIES OF TREE IS FOR INFORMATIONAL PURPOSES ONLY AND MAY CHANGE TO EQUIVALENT EQUAL BASED ON AVAILABILITY AT TIME OF CONSTRUCTION

FOR CONTINUATION SEE SHEET 1

OWNER
CARROLL LUTHERAN VILLAGE
200 SAINT LUKE CIRCLE
WESTMINSTER, MD 21158

OWNER / DEVELOPER
W V WESTMINSTER L.L.C.
15 WEST AYLESBURY ROAD
SUITE 100
TIMONIUM, MD 21093
(410)560-1402

LANDSCAPE PLAN
REVISED 4TH AMENDED GENERAL DEVELOPMENT PLAN OF
WAKEFIELD VALLEY
CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515
PREVIOUSLY RECORDED IN PLAT BOOK 54, PAGE 127

Engineers • Surveyors
CLSI
www.clsi-civileng.com
Land Planning & Environmental Consultants
438 East Main Street Westminster, MD 21157-5539
(410) 848-1780 FAX (410) 848-1781
Bryan D. Moore, P.E.

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21288, EXPIRATION DATE DECEMBER 1, 2025.

Date	Revisions	
		Drawn By: JW
7/31/25	REVISE SITE LAYOUT AND GRADING	Designed By: JW
		Reviewed By:
		Date: JULY, 2025
		Scale: 1"= 50'
		Job No.: 2005086
		Sheet: 4 OF 4

County File No.

CAD Drawing File Name:
b-7/31/2025 9:21:42 PM-G:\2005\2005086\DEV_2025\SHEET\04LANDSCAPE.dgn--Default

ATTACHMENT 18
DP 24-01

WESTMINSTER PLANNING AND ZONING COMMISSION
REPORT AND RECOMMENDATION

Re: Wakefield Valley Development Plan Amendment DP-24-01, Parcels W and X (Revised)

To: Mayor and Common Council

From: Planning and Zoning Commission

Date: December 17, 2024

BACKGROUND

On or about November 16, 2022, Richard Kress and WV Westminster LLC, ("the Applicant) submitted a proposed amendment to the Wakefield Valley Development Plan (the "DP 24-01") to add 25 new density rights to Parcel W to construct 25 single-family detached dwelling units and dedicate Parcel X to the Carroll Lutheran Village for open space ("Application"). The Carroll Lutheran Village supports the Application and the dedication of Parcel X to it for open space, although the Village is willing to deed or lease the property to the City as part of the approval of DP 24-01. The Applicant subsequently amended the Application to add 10 new density rights to Parcel W, for a total of 35 new density rights, to construct 35 single-family detached dwelling units and to dedicate Parcel X to Carroll Lutheran Village for open space (the "Revised Application").. Parcel W (identified as State Department of Assessments and Taxation (SDAT) #07-093136) is approximately 38.2934 acres and Parcel X (identified as SDAT #07-431793) is approximately 16.0695 acres. Parcels W and X, collectively "the Property," are owned by WV Westminster LLC and zoned C Conservation Zone.

As is more fully set forth in the Staff Report (Exhibit A attached hereto), the Property has a long history. In 1977, the City of Westminster annexed several parcels of land totaling 734.56 acres, of which Parcels W and X were a part (the Tahoma-Hannon annexation). In 1978 the City approved the General Development Plan for the Wakefield Valley-Fenby Farm (731.41 acres of the 734.56 acres annexed) and set forth the approved development for the Wakefield Valley-Fenby Farm in terms of both proposed uses (residential, commercial and open space) and density. The General Development Plan was approved before the City adopted its first zoning ordinance, which was in November 1979. The Wakefield Valley portion of the Development Plan was amended in 1987, increasing the average residential density from 2.3 – 2.7 to 2.6 – 3.0 units per acre and increased open space. In 1989, the City approved a second amendment to the Wakefield Valley portion of the General Development Plan allowing an average density of 2.2 units per acre and an overall gross density of 1.7 units per acre, which was a reduction in the maximum average density allowed from 3.0 to 2.2 units per acre. The amendment eliminated the ten acres of commercial development, placing it in residential, while retaining the open space. Then, in 2006 a third

amendment was proposed to develop 320 senior cottages on parcels M1 and M2; however, the Mayor and Common Council did not approve this amendment. In 2016, a fourth amendment was proposed to develop 53 single family detached dwelling units on Parcel W; however, it was not approved by the Mayor and Common Council. The Revised Application is the fifth amendment proposed to the Wakefield Valley Development Plan.

The Application was accepted for processing on September 19, 2023. Various exchanges occurred between the Department of Community Planning and Development ("DCPD") and the Applicant. The Applicant made changes to the Plan to address DCPD's submission comments and on April 2, 2024, the Applicant resubmitted DP 24-01. On July 18, 2024, the Application was submitted to the Planning Commission. On September 5, 2024, at the request of the Applicant, DCPD met with the Applicant at which time they discussed the possibility of increasing density. DCPD recommended the Applicant provide a concept plan for review. On October 30, 2024, DCPD met with the Applicant at which time the Applicant presented the idea of increasing from 25 to 32, new density rights, and reducing the width of the road to 22 feet. However, a 22-foot-wide roadway was not acceptable to the City. There were additional meetings between DCPD and the Applicant with discussions regarding density increases to make the project viable. These efforts culminated with the Applicant's submission of the Revised Application, which is the subject of this public hearing.

PROCESS FOR APPROVING AN AMENDMENT TO A DEVELOPMENT PLAN

City Code, Section 164-188 governs planned development. The application process for all planned developments, regardless of whether they are divided into phases, is (1) Development Plan Approval, (2) Subdivision (Final Plan) and (3) Building Permit (Site Plan Approval). City Code, Sec. 164-188.C. The Revised Application is the first step in the process. The Application was submitted to the Planning Commission on July 18, 2024, with the Revised Application being submitted to the Planning Commission on May 15, 2025.

The original Wakefield Valley Development Plan, approved in 1978, governs the development of the Property. Of relevance is City Code, Sec. 164-133.B, which addresses the amendment of such a Development Plan and states:

> All preliminary plans, final plans, revised preliminary or final plans and all development plans of any type which have been approved by the Mayor and Common Council and/or the Commission prior to November 5, 1979, shall continue to be approved and valid after said date, regardless of the zonal classification of the real property as to which such plans pertain, and said real property shall be developed in accordance with the provisions of such plans. Such plans may be amended in accordance with the procedures provided for the amendment of development plans contained in § 164-188.J of this chapter. Additionally, the Common Council may amend any such plans approved prior to November 5, 1979, to permit residential single-family attached dwellings in lieu of any commercial or business use, provided that it determines, after an opportunity for public comment, that there will be no increase in the gross allowable residential density beyond that originally approved and

that such development will not have an adverse impact upon the adjacent properties or the general character of the approved development plan.

According to City Code, Sec. 164-133.B, development plans may be amended in accordance with the provisions of Sec. 164-188.J, which states:

> In considering a rezoning application which includes a development plan, the Common Council shall consider whether the application and the development plan fulfill the purposes and requirements set forth in this chapter. In so doing, the Common Council shall make the following specific findings, in addition to any other findings which may be found to be necessary and appropriate to the evaluation of the proposed reclassification:
>
> (1) That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or sector plan and that it does not conflict with the general plan, the City's capital improvements program or other applicable City plans and policies.
> (2) That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in Articles II through XV, would provide for the maximum safety, convenience and amenity of the residents of the development and would be compatible with adjacent development.
> (3) That the proposed vehicular and pedestrian circulation systems are adequate and efficient.
> (4) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site.
> (5) That any proposals, including restrictions, agreements or other documents, which show the ownership and method of assuring perpetual maintenance of those areas, if any, that are intended to be used for recreational or other common or quasi-public purposes, are adequate and sufficient.
> (6) That the submitted development plan is in accord with all pertinent statutory requirements and is or is not approved. Disapproval of a development plan by the Common Council shall result in a denial of the rezoning application of which the development plan is a part.

Development plans must be prepared, taking into consideration, and reflecting compliance with, the standards and design criteria set forth in Sec. 164-188.E. Namely,

> (1) In residential areas of planned developments, units shall be arranged and distributed so that higher densities are not unreasonably and disproportionately concentrated in areas of

open space, single-family and semidetached dwellings or so located as to concentrate traffic on minor residential streets.
(2) Interior and exterior roads shall provide safe and adequate links among areas in the development and to areas outside of the development. Sufficient ingress and egress shall be provided to accommodate the projected traffic flow.
(3) All planned developments shall be provided with water and sewage facilities sufficient to meet project needs for the development.
(4) All planned developments shall comply with the landscape manual of the City of Westminster adopted pursuant to § 164-131.1.

Pursuant to Zoning Ordinance Section 164-188 H.(2), in reviewing the development plan amendment, the Commission shall give consideration to:

(a) The purpose and objectives of the requested zonal district and the planned development.
(b) Compliance with the standards and design criteria for a planned development.
(c) Any other considerations relating to the location, size and specific character of the site deemed appropriate by the Commission having a substantial bearing on achieving maximum safety, convenience and environmental and amenity qualities for the development and its residents or users.
(d) The Comprehensive Development Plan." Pursuant to Zoning Ordinance Section 164-188.J., in considering a development plan amendment the Commission shall give consideration to the following specific findings, in addition to any other findings which may be found to be necessary and appropriate to the evaluation of the proposed development plan amendment:

(1) That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or sector plan and that it does not conflict with the general plan, the City's capital improvements program or other applicable City plans and policies.
(2) That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in Articles II through XV, would provide for the maximum safety, convenience and amenity of the residents of the development and would be compatible with adjacent development.
(3) That the proposed vehicular and pedestrian circulation systems are adequate and efficient.
(4) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site.
(5) That any proposals, including restrictions, agreements or other documents, which show the ownership and method of assuring perpetual maintenance of those areas, if any, that are intended to be used for recreational or other purposes.

SUMMARY OF PUBLIC HEARING

Mark Depo, Director, DHPD, thoroughly reviewed his staff report, responding to questions from Planning Commission members. After introducing the Wakefield Valley Development Plan Amendment, DP 24-01, revised, providing a background as to the property involved in the

application, explaining the provisions of the City Code, Chapter 164 that govern review of DP 24-01 revised, and reviewing each standard of review, staff concluded with a recommendation that the Planning Commission recommend approval of the Wakefield Valley Development Plan Amendment DP 24-01, Revised Application, with the following conditions:

1. Provide the amount of open space for the Wakefield Valley portion of the General Development Plan on DP 24-01.
2. Compliance with the Landscape Manual of the City of Westminster. Additional landscaping may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.
3. Compliance with the off-street parking requirements of the Zoning Ordinance.
4. Compliance with the 2016 Development Design Preferences and architectural standards outlined in the DP 24-01 Public Hearing staff report. Additional design preferences and architectural standards may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.
5. Demonstrate that water remains available per the Memorandum of Understanding between the City and Richard Kress, dated June 2, 2014, and amended May 1, 2015, and August 15, 2017 for the development of DP 24-01.
6. No additional water shall be provided by the City of Westminster for DP 24-01.
7. Address all remaining City of Westminster comments. *See* Staff Report.

At the end of the public hearing on October 21, 2025, staff amended its recommended conditions of approval to delete condition three above and to add the following:

8. The stormwater management easement on Parcel Y that is unused will be abandoned by the developer.
9. All new trails and all existing trails will be constructed and improved, per the City, on Parcels W and X, by the developer and open to the public.
10. Installation of sidewalk along Bell Road, a County roadway, by the developer.

Upon conclusion of Mr. Depo's presentation, Kelly Schaffer, Esq., on behalf of her client, the Applicant, explained, through the testimony of various witnesses, namely Marty Hackett with CLSI, Joe Rudder and Mike Lenhart with Lenhart Traffic Consulting, how the Wakefield Valley Development Plan Amendment, DP 24-01, Revised Application, meets the criteria of approval set forth in City Code, Chapter 164. Ms. Schaffer began by explaining that the Wakefield Valley Development Plan is the only development plan approved prior to November 5, 1979, the date referenced in City Code, Sec. 164-133.B. See above. She proffered that this fact allows the City to essentially disregard the underlining zoning classification of the Property and look at the development plan itself. She then walked through elements of the Code, summarized her position

and answered questions. Although Ms. Schaffer stated that the Wakefield Valley Development Plan is the only development plan approved prior to November 5, 1979, there were other development plan approved in the City prior to November 5, 1979.

Mr. Hackett explained the components of the development reflected in the Revised Application, including the topography of the Property and surrounding areas, stormwater management, pocket park, and connections to the parks and trails. Mr. Rudder addressed how the proposed Plan is consistent with and the City's Comprehensive Plan and addressed the City's General Plan with reference to both the 1978 and 2009 Plans, noting that the 2009 General Plan recognized limited water supply in priority funding area – Tier 1. He also explained that the Property is in the priority funding area. Mr. Lenhart addressed traffic issues concluding that all nearby roadways and intersections maintained adequate levels of service, or in his words "everything passes." At the conclusion of the Planning Commission meeting on September 18, 2025, the Planning Commission was not comfortable moving a recommendation without additional time to review the traffic report that was distributed at the meeting. Accordingly, the public hearing was continued until October 21, 2025.

At the October meeting, Mr. Lenhart continued his testimony and answered questions from the Planning Commission. After having had additional time to review the traffic situation, the Planning Commission members agreed that there was nothing in the traffic report that caused them concern.

The Applicant concluded its presentation by explaining how it was trying to minimize its impact on the residents by preserving as much open space as possible while providing reasonable sized lots. Mr. Hackett testified that the Plan proposes 1/3 to 1/2 acre lots, which are larger than the ¼ to ½ acre lots already developed in the Wakefield development. It was stated repeatedly that this Plan can be somewhat confusing since it is the development plan itself, not zoning, that controls density on the property and that the prior change in zoning of the Property to conservation was to recognize the existing use as a golf course.

After walking through all of the applicable statutory requirements for approval of the Wakefield Development Plan Amendment, DP 24-01, Revised Application, the Applicant concluded that all applicable City Code requirements have been met and the Revised Application should be approved. The project will return to the Planning Commission for full subdivision plan review at a later date, at which time landscaping, parking and all other subdivision specific elements will be addressed.

The Planning Commission members asked numerous questions of the Applicant and the Applicant's witnesses at both the September and the October hearings. The size of the houses proposed was clarified and stated to be between 2,800 and 3,800 square feet. There was additional

discussion of the traffic study with the members of the Planning Commission concluding that there is no indication in the traffic study that 35 lots versus 25 lots will create any traffic problems. The Planning Commission members stated that any proposed trails be constructed and existing trails (previously golf cart paths) be improved by the Applicant, specifically including the trails adjacent to proposed homes, and turned over to the City prior to the issuance of use and occupancy permits. The members inquired more about the stormwater management and how it is going to work, with Mr. Hackett explaining that there will be one large pond and other smaller ones throughout the community. There will not be a wet pond. The pond will only hold water for 24 – 48 hours. Mr. Hackett further explained that the pond is intended to be located on Parcel W, as opposed to the being located in the existing stormwater easement located on City property and that such easement is to be extinguished. Planning Commission Member Hoff expressed concern about what appears to be a large difference in front yard setbacks for lots 27 and 28. It was explained that such details will be further refined during the subdivision process.

PLANNING AND ZONING COMMISSION ANALYSIS

The Commission reviewed all documents and testimony in the record for Wakefield Valley Development Plan Amendment DP 24-01, Revised Application, including the Memorandum from Staff and all attachments thereto ("Staff Report") at its meetings on September 18 and October 21, 2025, and further reviewed the traffic study and additional documents submitted at the September 18 meeting at the October 21 meeting. Based on its review, the Commission makes the following findings pursuant to the criteria for approval set forth in §164-188.J of the Zoning Ordinance, and the requirements of § 164-188.E and § 164-188.H:

The General Development Plan that is being amended was approved in 1978, prior to the adoption of zoning by the City of Westminster in November 1979. According to City Code, Sec. 164-133E, since the Plan was approved prior to November 5, 1979, the Plan continues in effect and is valid, regardless of the zoning classification. The Wakefield Development Plan may be amended in accordance with the procedures set forth in City Code, Sec. 164-188J, which states:

> In considering a rezoning application which includes a development plan, the Common Council shall consider whether the application and the development plan fulfill the purposes and requirements set forth in this chapter. In so doing, the Common Council shall make the following specific findings, in addition to any other findings which may be found to be necessary and appropriate to the evaluation of the proposed reclassification:
>
> FINDING: The Planning Commission finds that based upon the evidence and testimony presented as referenced herein and set forth in the attachment hereto, the Revised Application and Development Plan fulfill the purposes and requirements set forth in City Code, Chapter 164.

(1) That the zone applied for is in substantial compliance with the use and density indicated by the Master Plan or sector plan and that it does not conflict with the general plan, the City's capital improvements program or other applicable City plans and policies.

FINDING: The Planning Commission finds that property in question is zoned Conservation; however, the approved development plan controls the zoning density. No rezoning is proposed. Staff and the Applicant's attorney stated at the hearing that the underlying zoning is not relevant and the property can be developed as proposed. Mr. Rudder's testimony regarding the Comprehensive Plan and General Plan were persuasive as to the Revised Application's compliance therewith. The Planning Commission therefore finds that the density indicated in the Revised Application does not conflict with the general plan, the City's capital improvements program or other City plan or policy.

(2) That the proposed development would comply with the purposes, standards and regulations of the zone as set forth in Articles II through XV, would provide for the maximum safety, convenience and amenity of the residents of the development and would be compatible with adjacent development.

FINDING: The Planning Commission finds that the thirty-five (35) lots proposed are acceptable and in support of its finding states:

a. The development is aesthetically pleasing.
b. Other uses have been proposed for the Property that have not proven acceptable been approved.
c. Given the history of the property, 35 lots is a fair and equitable compromise for development of the property.
d. The proposed development is high end, will consist of homes from 2,800 to 3,800 square feet on lots from 1/3 to ½ an acre, and will enhance what the City is doing in that area.
e. The additional open space and improvements to existing trails and addition of new trails and trail amenities will be a real benefit/amenity to those who live within the community and throughout the City.
f. A traffic study indicates that the proposed development will not negatively impact on the surrounding road network.

Accordingly, the Planning Commission finds that the proposed Revised Application will comply with the purposes, standards and regulations of the zone and will comply provide for the maximum safety, convenience and amenity of the residents of the development and will be compatible with adjacent development.

(3) That the proposed vehicular and pedestrian circulation systems are adequate and efficient.

FINDING: The Planning Commission finds that the proposed vehicular and pedestrian circulation systems proposed are adequate and efficient. Mike Lenhart submitted a traffic report that concludes that all of the road ways will operate at acceptable levels of services. He further stated that at subdivision there will be a full review of the traffic impact of the proposed development. If at preliminary subdivision plan review mitigation is required for transportation it will be addressed then. Mr. Depo noted that he does not believe that the 35 lots will be problematic. One issue that the Planning Commission agreed needs to be addressed are the proposed trails. The existing trails (those which were previously golf cart paths) must be repaired and improved and new trails and trail amenities must be constructed prior to use and occupancy of homes.

(4) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site.

FINDING: Stormwater management and grading of the property was discussed at great length. The SWM proposed is intended to be located on Parcel W and conforms with the City's grading requirements and minimizes the impact on adjacent residences. The lots proposed are compatible in size with the existing developed lots in Wakefield Valley. The Planning Commission therefore finds that the proposed Revised Application will tend to prevent erosion of the soil and preserve natural vegetation and other natural features of the site by its design.

(5) That any proposals, including restrictions, agreements or other documents, which show the ownership and method of assuring perpetual maintenance of those areas, if any, that are intended to be used for recreational or other common or quasi-public purposes, are adequate and sufficient.

FINDING: The open space proposed on Parcel X will either be transferred to Carroll Lutheran Village, which is prepared to accept it, or to the City of Westminster. Either Carroll Lutheran Village or the City will maintain the Parcel X open space. The acceptable open space proposed on Parcel W will be transferred to and maintained by the City of Westminster. The Planning Commission finds that the Revised Application complies with this criterion.

(6) That the submitted development plan is in accord with all pertinent statutory requirements and is or is not approved. Disapproval of a development plan by the Common

Council shall result in a denial of the rezoning application of which the development plan is a part.

FINDING: The Planning Commission concludes that the Project provides for the safety and convenience of the future residents of the Project, as articulated above, by providing a quality, well-designed project with adequate parking and vehicular and pedestrian circulation and access. Its location, size, design, open space and landscaping are compatible with the adjacent development, and the proposed massing, density and residential use of the Property is consistent and compatible with existing and proposed development in the area. As such, the Planning Commission finds that the proposed Revised Application complies with this criterion as well.

PLANNING COMMISSION RECOMMENDATION

Based upon the above findings of fact and after discussion, the Planning Commission members agreed that they were comfortable with the development proposed in the Wakefield Valley Development Plan Amendment, DP 24-01, and specifically the 35 lots proposed, and that in light of the other uses proposed for the property in the past, this is a fair and equitable compromise for the property. It is a good use of the property that will result in high end development that will enhance what is being done in the area by the City. It will be a good addition to the City. The members like the additional open space being approved. The Planning Commission determined that the proposed Wakefield Valley Development Plan Amendment, DP 24-01, meets the criteria for approval set forth in City Code, Sec. 164-133.J. Accordingly, Member Dan Hoff moved that the Planning Commission recommend to the Mayor and Common Council approval of Wakefield Valley Development Plan Amendment, DP 24-01, revised, Parcel W and Parcel X, with the conditions set forth below:

1. Provide the amount of open space for the Wakefield Valley portion of the General Development Plan on DP 24-01.
2. Compliance with the Landscape Manual of the City of Westminster. Additional landscaping may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.
3. Compliance with the off-street parking requirements of the Zoning Ordinance.
4. Compliance with the 2016 Development Design Preferences and architectural standards outlined in the DP 24-01 Public Hearing staff report. Additional design preferences and architectural standards may be required as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or required by the Commission.

5. Demonstrate that water remains available per the Memorandum of Understanding between the City and Richard Kress, dated June 2, 2014, and amended May 1, 2015, and August 15, 2017 for the development of DP 24-01.
6. No additional water shall be provided by the City of Westminster for DP 24-01.
7. Address all remaining City of Westminster comments. *See* Staff Report.
8. The stormwater management easement on Parcel Y that is unused will be abandoned by the developer.
9. All new trails and all existing trails will be constructed and improved, per the City, on Parcels W and X, by the developer and open to the public.
10. Installation of sidewalk along Bell Road, a County roadway, by the developer.

Lyndi McNulty, Vice-Chair seconded the motion. The motion passed unanimously.

ATTACHMENT 19
DP 24-01

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) made this 2nd day of June 2014 by and between the Mayor and Council of Westminster, a municipal corporation of the State of Maryland and WV DIA LLC, a Maryland Limited Liability Company and Naganwest, LLC, a Maryland Limited Liability Company.

Whereas, the parties have discussed an agreement relating to the future processing and development of certain properties as hereinafter delineated; and

Whereas, the parties believe it in their best interest to enter into this MOU to memorialize their mutual obligations and describe the contingencies related thereto.

Whereas, this Agreement primarily deals with, and relates to, those certain properties known as the Naganna property located in the City of Westminster, Carroll County, Maryland and believed to be identified by property tax id numbers 016654 and 016646 (sometimes hereinafter referred to as the Naganna Property) and the Wakefield Valley Golf Course property located in the City of Westminster, Carroll County, Maryland and believed to be identified by property tax id numbers 079605, 098340, 098359, 098375, 093136, 093144, and 080492 (hereinafter sometimes referred to as the Wakefield Valley Property).

Now therefore, in consideration of mutual covenants and promises, the receipt and adequacy of which is acknowledged, the parties agree as follows:

I. WV DIA LLC will do the following:

1. Procure, or cause the procurement of, in reasonable cooperation with the City, an increase in the Groundwater Appropriation Permit(s) held by the City for withdrawals made from groundwater in the Wakefield Valley. The overall groundwater appropriation allocated by MDE to the City will be increased by a sum not less than 85,000 gallons per day (gpd) on an annualized, average basis. Cooperation by the City shall include but is not necessarily to be restricted to being designated the permit applicant in agency correspondence and to timely reviewing and approving related correspondence generated in its name. The parties agree that WV DIA LLC's obligation shall be limited to obtaining said 85,000 gallon per day or more increase by means of forfeiting the Wakefield Valley Golf Course's water appropriation in favor of the City. It is understood and agreed that, in the event that City desires to pursue a ground water appropriation in excess of 85,000 gpd or desires to use the existing Wakefield Valley Golf Course irrigation well as a municipal water source, then City shall be responsible for additional costs related to, or arising from, the

studies, efforts, or actions necessary to seek said additional appropriation increase over and above the 85,000 gpd threshold.

2. Make a charitable donation to City of all of the Wakefield Valley property shown on the attached Exhibit A, save and except therefrom, the area shown as Potential Residential Lots and Related Infrastructure and the area shown as being donated to Carroll Lutheran Village (CLV) as a charitable contribution; said land to be donated free and clear of liens and encumbrances but subject to easements and restrictions of record and to include, in the case of the City, the improvements located thereon and especially the existing Club House and Banquet facility and the old Durbin House. The buildings and improvements will be conveyed "as is, where is" without warranty. The CLV land shall be restricted to open space use and passive recreation. In connection with said property transfers, City will cooperate with WV DIA LLC, at no out of pocket cost to City, in structuring said transactions so as to avoid or minimize any transfer taxes or property taxes. It is understood and agreed that WV DIA LLC will retain any residential density units attributable to, or associated with, the land contributed to City or CLV.

3. Submit an application for the appropriate zoning approvals to allow up to 70 single family residential lots on the Wakefield Valley property in a location and configuration substantially similar to that shown on Exhibit A and process appropriate development plans, drawings, documents etc. as are normal and customary for such developments in the City of Westminster. It is understood that, should said development be finally approved, WV DIA LLC will be responsible for the normal and customary infrastructure costs (e.g. roads, sewer and water lines, impact fees, area connection charges), and other normal and customary charges and processes associated with such a development. It is further understood that WV DIA LLC may submit, at its option, an initial application for fewer than 70 lots and, if it does so, that it reserves the right, in the future, to submit another application for additional lots not to exceed, when combined with its initial application, a total of 70 lots, which second application, if any, shall be considered under and according to applicable governmental laws and regulations in effect at the time it is submitted. It is further understood that this MOU is not intended to limit or restrict the ordinary review authority of the City (or any governmental agency) to impose conditions upon, or deny, the proposed development.

II. Naganwest, LLC shall do the following:

1. Pay to City a Three Thousand Dollar ($3,000.00) per lot fee for each and every lot created from the Naganna property (a/k/a Stonegate) to be treated as a "fee in lieu of" for the sewer pumping station described in paragraph 8 of the Annexation Agreement; said fee to be due and payable on the date that a building permit for a residential dwelling is issued for any such lot.

III. The City of Westminster will do the following:

1. Amend that certain Annexation Agreement dated November 7, 2005 (Annexation Agreement) applicable to the Naganna property as follows:

   A. Delete paragraph 11 of the Annexation Agreement, which means that Naganwest LLC $1.5 million water contribution for the Naganna property would be deemed satisfied and the request for contribution eliminated.

   B. Delete the requirement in paragraph 8 of the Annexation Agreement that "developers [Naganwest LLC] will fund the design and construction of the off-site sewerage, pumping, collecting and conveyance system based upon the recommendations to the City by the Stearns & Wheeler Report".

   C. Reserve sufficient water from the 85,000 gallons per day (or more) of permitted water which derives from the Wakefield Valley property for 225 single family lots on the Naganna property and up to 70 single family lots on the Wakefield Valley property; said water to be reserved under the City's allocation laws, policies and procedures and permanently reserved for the said lots and/or for the use of WV DIA LLC and/or Naganwest, LLC, the holder of a contract to purchase the Naganna (a.k.a. Stonegate) property.

   D. The City shall consider, in good faith, and in accordance with applicable laws and regulations, WV DIA LLC's application for zoning approvals necessary to allow construction of up to 70 single family lots on the Wakefield Valley property. All parties understand that this process involves various proceedings, including public hearings, before various agencies and Commissions and that that plan will be reviewed based on applicable legal principles after all interested parties have an opportunity to present the matter to said agencies, Commissions and bodies. City agrees to in good faith and with due diligence to process and review WV DIA LLC' plans in a timely and expeditious manner.

   E. To consider in good faith the adoption of an ordinance allowing the City to enter into developer rights and responsibilities agreements under appropriate circumstances and pursuant to State law.

F. To the extent permitted by law, abate any and all recapture or penalty property taxes due City from the Wakefield Valley Property and which recapture or penalty taxes are due as a result of the termination of the golf course use on the Wakefield Valley Property.

IV. Mutual Understanding:

Both parties understand that any potential agreement between the parties will be premised and conditioned explicitly on WV DIA LLC's procurement of the increased MDE groundwater appropriation not less than 85,000 gpd on an annualized basis and on the City's ultimate approval of the up to 70 lot subdivision or such lesser number of lots as may be sought. In the event that either of those events do not occur, then no party would have any obligation toward the other under any agreement; provided however that in any event, if WV DIA LLC and City obtain a MDE groundwater appropriation permit from MDE for at least 85,000 gallons per day, then WV DIA LLC and Naganwest, LLC, or their assigns, shall be entitled to receive water allocations for 225 single family lots in the Stonegate project whether or not the up to 70 lot development is approved and the $1.5 million contribution referred to in IIIA shall be eliminated and the pumping station requirement referred to in paragraph IIIB shall be eliminated and WV DIA LLC shall donate the Wakefield land to the City as described in Section I.2, above and Naganwest LLC shall pay the $3,000 fee in lieu as described in paragraph II 1.

This Memorandum of Understanding is intended to benefit and burden the parties and their respective successors and assigns.

Witness

Witness

Witness

The City of Westminster
By: Kevin R. Utz, Mayor

WV DIA LLC
By: Richard H. Kress
Its: Manager

Naganwest, LLC
By: Richard H. Kress
Its: Manager

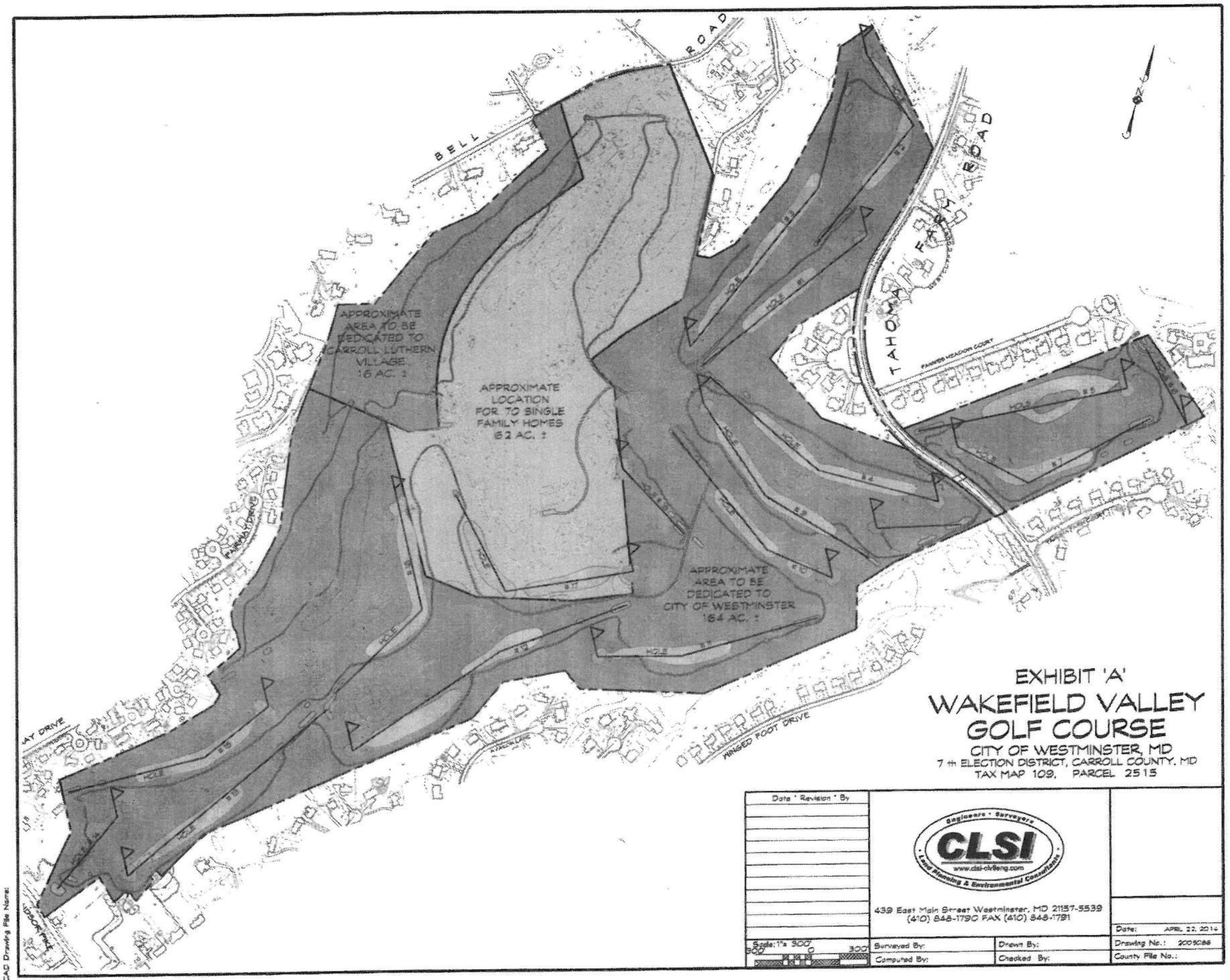


EXHIBIT 'A'

WAKEFIELD VALLEY GOLF COURSE

CITY OF WESTMINSTER, MD
7 th ELECTION DISTRICT, CARROLL COUNTY, MD
TAX MAP 109, PARCEL 2515

Date * Revision * By

Engineers • Surveyors • Land Planning & Environmental Consultants
CLSI
www.clsi-civileng.com
439 East Main Street Westminster, MD 21157-5539
(410) 848-1790 FAX (410) 848-1791

Scale: 1"= 300'	Surveyed By:	Drawn By:	Date: APRIL 22, 2014
300' 0 300'	Computed By:	Checked By:	Drawing No.: 2005086
			County File No.:

CAD Drawing File Name:

CITY OF WESTMINSTER
56 West Main Street
Westminster, Maryland 21157

TELEPHONE:
Local (410) 848-9000
Baltimore Line (410) 876-1313
www.westminstermd.gov

May 1, 2015

Mr. Clark R. Shaffer
Attorney at Law
73 East Main Street, Suite 1
Westminster, MD. 21157

Dear Clark:

Enclosed is the executed first amended MOU for the Wakefield Valley Golf Course deal that was approved by The Mayor and Common Council of the City of Westminster on April 27, 2015.

We visited the golf course property earlier this week to ascertain the condition of the trails. As we had agreed last summer, the City will clear a 25 foot path along the perimeter of the property. We would also like to cut a swath on either side of the pathways, remove the tree branches that have fallen on the paths, and open the trails for the neighbors to use for biking or walking. We will also repair the bridges necessary to complete the walking paths. Could we have Mr. Kress's approval to undertake these projects?

Also, the nearby farmer would once again like to cut the tall grass for use with his livestock. This worked very well last year and we would like to have him return this year.

Finally, we talked about using the golf course for a law enforcement exercise (no lights, sirens, shots, etc.) in July. If this is okay, the Chief of Police would like to visit the interior of the buildings to see the layout. Would it be possible to have a key to the building?

Thank you for your assistance with this project.

Sincerely,

Marge

Marge Wolf
City Administrator

FIRST AMENDED MEMORANDUM OF UNDERSTANDING

This First Amended Memorandum of Understanding (FAMOU) made this 1st day of May 2015 by and between the Mayor and Council of Westminster, a municipal corporation of the State of Maryland and WV DIA LLC, a Maryland Limited Liability Company and Naganwest, LLC, a Maryland Limited Liability Company.

WHEREAS, the parties have previously entered into a Memorandum of Understanding (MOU) dated June 2, 2014, and containing certain terms and conditions related to the Wakefield Valley Golf Course property (hereinafter MOU); and

WHEREAS, the parties have agreed to alter or amend the MOU as hereinafter described.

NOW THEREFORE, in consideration of mutual covenants and promises, the receipt and adequacy of which is acknowledged, the parties agree as follows:

1. The MOU shall be amended as follows:

Paragraph III C of the MOU shall be amended by adding the following:

> WV DIA LLC and/or Naganwest, LLC shall have the option of utilizing water reserved under this paragraph for any developments or projects served by the City of Westminster's public water system, provided that any such projects or developments otherwise meet all applicable governmental regulations and have been approved by all applicable governmental authorities and provided that WV DIA LLC and/or Naganwest, LLC and/or, Richard Kress has an equity interest in said project or developments.

Except as amended herein, all terms and conditions of the MOU are hereby ratified and confirmed.

Witness

Witness

Witness

The City of Westminster
By: Kevin R. Utz, Mayor

WV DIA LLC
By: Richard H. Kress
Its: General Manager

Naganwest, LLC
By: Richard H. Kress
Its: General Manager

SECOND AMENDED MEMORANDUM OF UNDERSTANDING

This Second Amended Memorandum of Understanding (SAMOU) made this 15th day of August 2017 by and between the Mayor and Council of Westminster, a municipal corporation of the State of Maryland and WV DIA LLC, a Maryland Limited Liability Company and Naganwest, LLC, a Maryland Limited Liability Company.

WHEREAS, the parties have previously entered into a Memorandum of Understanding (MOU) dated June 2, 2014, and containing certain terms and conditions related to the Wakefield Valley Golf Course property (hereinafter MOU); and

WHEREAS, the parties subsequently entered in to a First Amended Memorandum of Understanding dated May 1, 2015, which First Amended Memorandum of Understanding (FAMOU) altered Paragraph 3C of the MOU;

WHEREAS, the parties have agreed to alter or amend the MOU and the FAMOU as hereinafter described.

NOW THEREFORE, in consideration of mutual covenants and promises, the receipt and adequacy of which hereby is acknowledged, the parties agree as follows:

1. The MOU, as amended by the FAMOU shall be amended as follows:

   A. Paragraph III C of the MOU as amended by the FAMOU, shall be amended by:

      1. Deleting the following:

         "sufficient water from the 85,000 gallons per day (or more) of permitted water which derives from the Wakefield Valley property for"

         "the holder of a contract to purchase the Naganna (a.k.a. Stonegate) property"

         "and provided that WV DIA LLC and/or Naganwest, LLC and/or, Richard Kress has an equity interest in said project or developments".

      2. Adding the following phrase at the end of the first sentence:

         "unless transferred to another entity pursuant to this Paragraph and provided that by this MOU the City makes not guarantee of or representation about any approval of any residential lots that are not approved as of the date hereof."

      3. Adding the following phrase to the second sentence:

         "and transferring said water for the benefit of"

4. Adding the following sentence at the conclusion:

> "Prior to transferring any of the said allocations, WV DIA LLC shall submit a written notification to the City of Westminster, specifying the allocations transferred, the person or entity to which the transfer is being made ("transferee"), and the property which is to be benefited by the allocations. Said document shall be signed by transferor and transferee. The notification or other document filed with the City memorializing the transfer of water allocations pursuant to this MOU, as amended, may be recorded by the City."

Thus, the new paragraph III C shall read, in its entirety as follows:

> Reserve sufficient water for 225 single family lots on the Naganna Property and up to 70 single family lots on the Wakefield Valley Property; said water to be reserved under the City's allocation laws, policies and procedures and permanently reserved for the said lots and/or for the use of WV DIA LLC and/or Naganwest, LLC, unless transferred to another entity pursuant to this Paragraph and provided that by this MOU the City makes no guarantee of or representations about any approval of any residential lots that are not approved as of the date hereof. WV DIA LLC and/or Naganwest, LLC shall have the option of utilizing water reserved under this paragraph and transferring said water for the benefit of any developments or projects served by the City of Westminster's public water system, provided that any such projects or developments otherwise meet all applicable governmental regulations and have been approved by all applicable governmental authorities. Prior to transferring any of the said allocations, WV DIA LLC shall submit a written notification to the City of Westminster, specifying the allocations transferred, the person or entity to which the transfer is being made ("transferee"), and the property which is to be benefited by the allocations. Said document shall be signed by transferor and transferee. The notification or other document filed with the City memorializing the transfer of water allocations pursuant to this MOU, as amended, may be recorded by the City. (emphasis supplied to indicate the additional language added by this SAMOU).

B. The conclusion of the MOU as amended by the FAMOU, shall be amended by adding an additional paragraph ("Paragraph V") following Paragraph IV that says:

> "In order to clarify and confirm the intent of this MOU, the parties confirm that the consideration for the deletion of Paragraphs 8 & 11 of the Annexation Agreement (Section III 1 A and B of the MOU) and for

any and all other City obligations hereunder is the procurement of the Groundwater Appropriation Permit for the benefit of the City, described in Section I, 1 of the MOU. There is no consideration for the charitable donation of the real property as referenced in Section I, 2 of the MOU."

Except as amended herein, all terms and conditions of the MOU and the FAMOU are hereby ratified and confirmed.

Witness

Witness

Witness

The Mayor and Common Council of Westminster
By: Joe Dominick, Mayor

WV DIA LLC
By: Richard Kress
Its: General Manager

Naganwest, LLC
By: Richard Kress
Its: General Manager

ATTACHMENT 20
DP 24-01

2016

Development Design Preferences

Adopted



by the

City of Westminster

Mayor & Common Council

TREE CITY USA®

City of Westminster
Development Design Preferences

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III. Residential Development

This section provides preferences that are applicable to single-family, multi-family, apartment, condominium and townhome residential developments, regardless of ownership. These guidelines apply to both smaller infill developments and larger master planned communities. These preferences are intended to encourage the highest level of design quality and creativity.



Workforce Housing

Comprehensive Plan

This section on preferences in the design of residential development projects also reflects the following recommended actions from the 2009 Westminster Comprehensive Plan:

Create interesting, unique development projects which reflect the values and cultures of the people who reside in Westminster.

Encourage and support a diversity of affordable housing choices.

Recognize the importance of community facilities, public spaces and gateways as opportunities to promote a sense of place and welcoming environment for residents and visitors.

Design communities in a way that permits more efficient use of land and resources.

Comply with all City goals and standards regarding the quality of public services, community facilities and resources.

Promote infill development and other redevelopment options on underutilized residential or commercial lots.

General Design Objectives

The incorporation of the design guidance included herein will facilitate creative and functional residential communities in the City. New residential development in Westminster will achieve the following:

Contribute to the sense of community by respecting the scale, proportion and character of the surrounding area.

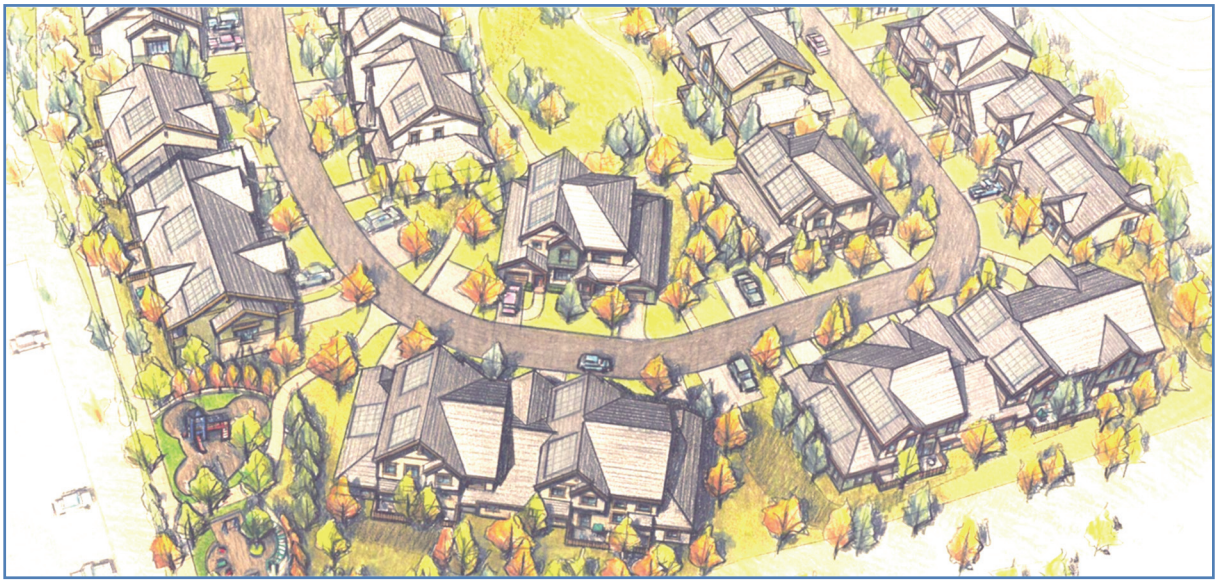
Offer alternatives to automobile-oriented growth patterns by providing pedestrian-friendly walkable design solutions.

Establish attractive, imaginative and functional site arrangements of buildings, open space, recreation areas and parking areas, and a high quality architectural and landscape design.

Provide adequate open space, parking and privacy.

Preserve and incorporate natural amenities unique to the site, such as mature trees, in the project development proposal.

Preserve and incorporate structures that are distinctive because of their age, cultural significance, or unique architectural style in the project development proposal.



Unique Layout for Townhouses or Duplexes that mimic typical single-family neighborhood

Site Planning

The following site characteristics should be considered during the conceptual development stage of the project:

Compatibility

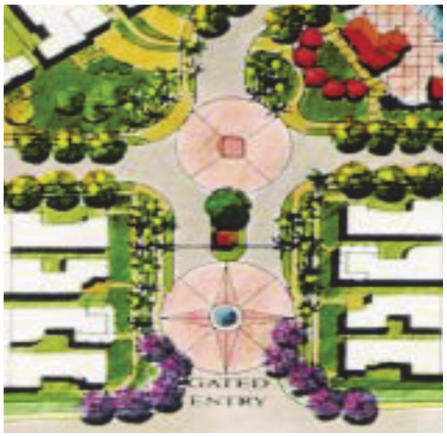
- The arrangement of structures, circulation and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials.
- Structures that are distinctive due to age, cultural significance or unique architectural style should be preserved and incorporated in the development proposal.
- Residential uses should be buffered from incompatible development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized to provide adequate separation between such land uses.

Site Entry and Edge Design

- New residential communities should be distinguished by site entry and edge design features such as ornamental landscaping, open space areas, natural features and architectural features.

Building Siting

- Buildings should be oriented parallel to streets with façade articulation to provide visual interest and varying patterns.
- Clustering of multi-family units should be a consistent site-planning element. Large projects should be broken up into groups of structures.
- Including building elements of various heights within the overall project design is encouraged. Buildings should be oriented to promote privacy to the greatest extent possible.







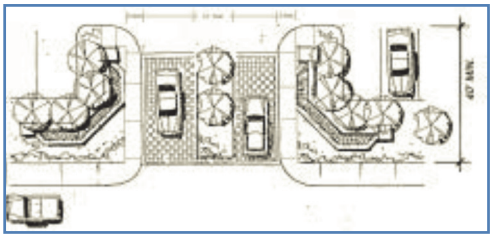
Use of enhanced paving & ornamental landscaping at project entrance



Orient buildings to create useable open space

Vehicular Access/ Circulation/ Parking

- Site access and internal circulation should promote safety, efficiency and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous circulation should be provided throughout the site to the greatest extent possible. Dead-end drives should be minimized.
- The number of site access points should be minimized and located as far as possible from street intersections.
- Principal vehicular access into multi-family projects should be through an entry drive rather than a parking aisle.
- Large multi-family parking areas should be divided into a series of connected smaller parking courts.

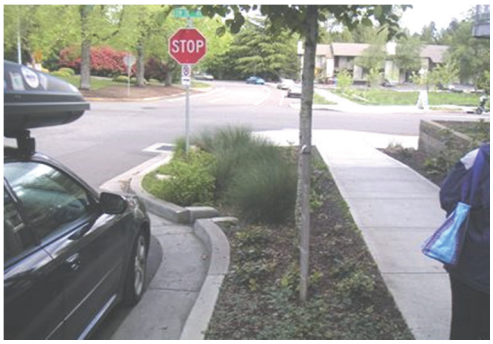


Facilitate pedestrian access at project entries

Pedestrian Circulation

- Pedestrian access and circulation should be facilitated for multi-family developments. Entry design should incorporate sidewalks on both sides of the driveway.
- Where possible, new developments should incorporate pedestrian and bicycle connections to adjoining residential neighborhoods, commercial projects and downtown.
- Pedestrian walkways should be provided to link dwelling units with common areas, recreation areas and the street. Paths to link access to open space areas are encouraged.
- Pedestrian walkways should be safe, visually attractive and well defined by landscaping. Use of decorative pavement is encouraged. At a minimum, decorative paving should be used to delineate crossings at driving and parking aisles.







Create Open Space including Walking Paths

Open Space

- Open space areas should be large and meaningful areas.
- Common open space area should be sited to maximize their accessibility, visibility, aesthetics and use by residents.

Architectural Preferences

New developments in Westminster should replicate the architectural features found in neighborhoods located throughout the City. Architectural elements such as gabled roofs, molding, porches and other elements that add visual interest and complement the scale and character of the neighborhood are encouraged.



Building Façade and Roof Articulation

- For multi-unit projects, building heights should be varied and building facades should provide offsets to give the appearance of a collection of smaller structures and reduce the perceived height and massing of multi-story structures.
- Boxy and monotonous building facades that lack human scale proportions and large expanses of flat wall planes are discouraged.
- Distinctive architectural elements, materials and colors should be used to denote primary building entries or individual unit entries.
- Roof-lines should be segmented and varied within an overall horizontal context. Varying heights are encouraged.
- Combinations of one, one and a half, and two story units create variation and visual interest, and are encouraged.
- Awnings, moldings, pilasters and comparable architectural embellishments are encouraged.



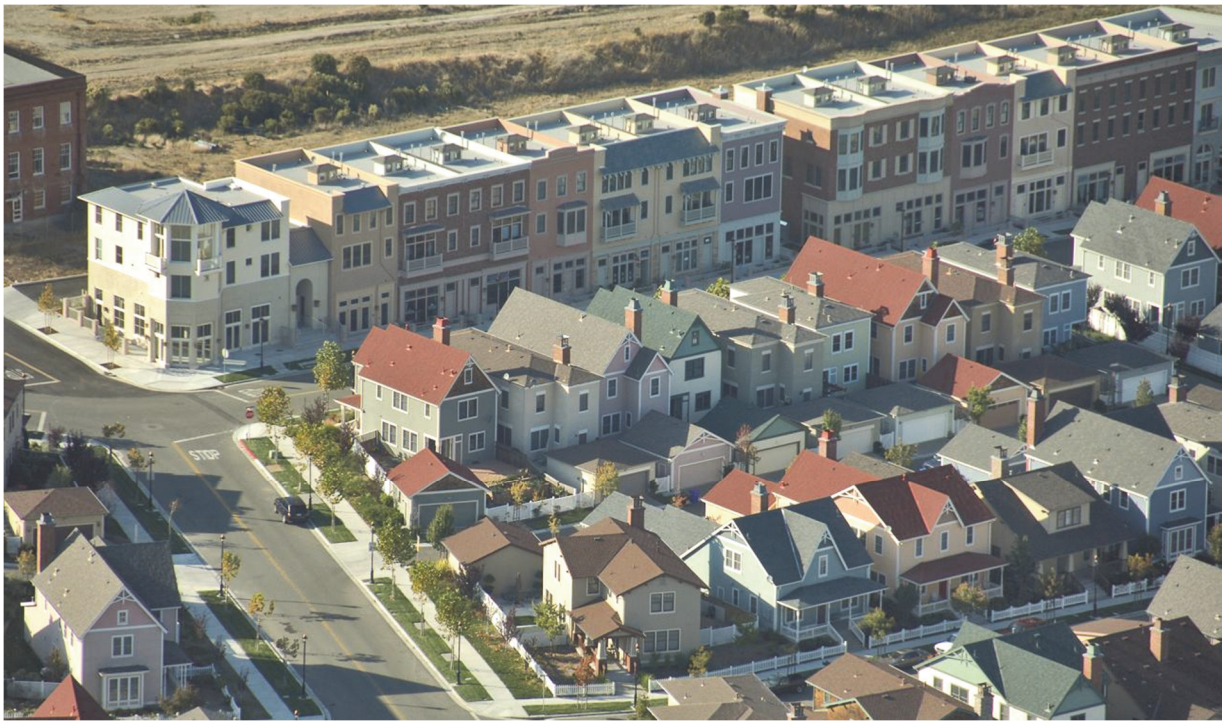


Building Materials and Colors

- Building materials should be durable, low-maintenance and relate a sense of quality and permanence.
- The building and its elements should be unified by textures, colors and materials. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials.
- Piecemeal embellishments and frequent changes in materials should be avoided.
- Exterior materials and architectural details should complement each other and be stylistically consistent.

Diversity in Housing

- The City wants new developments that offer a diversity in housing choices in the same neighborhood.
- A diverse housing mix (detached single-family homes of all sizes, duplexes, small and large apartments, townhouses, studios above shops, and lofts) within neighborhoods allows people to stay near friends and families, as well as employment and their hometown, as they move through the stages of life.



This neighborhood offers a diversity of housing options: apartments, duplexes and detached single-family homes.

Public Safety through Design



The safety of citizens moving to these new and redeveloped communities will be a priority.

- Traffic calming features should be considered where appropriate and integrated into the design of streets.
- Lighting should be sufficient for sidewalk and street illumination. Pedestrian-scale lighting fixtures that provide appropriate levels of lighting are encouraged.
- Front porches, back porches and/or decks to permit casual observation of alleys and streets are encouraged.
- Locate neighborhood parks so that residential development provides safe, easy access and good visibility.

ATTACHMENT 21
DP 24-01

TRAFFIC IMPACT ANALYSIS

FOR

WAKEFIELD VALLEY

Prepared for:

WV Westminster LLC

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



July 8, 2025

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2.2 Lane Configurations
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Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the redevelopment of a portion of the Wakefield Valley Golf Course located to the west of Maryland Route 31 with access via a new roadway along Bell Road as shown on **Exhibit 1**.

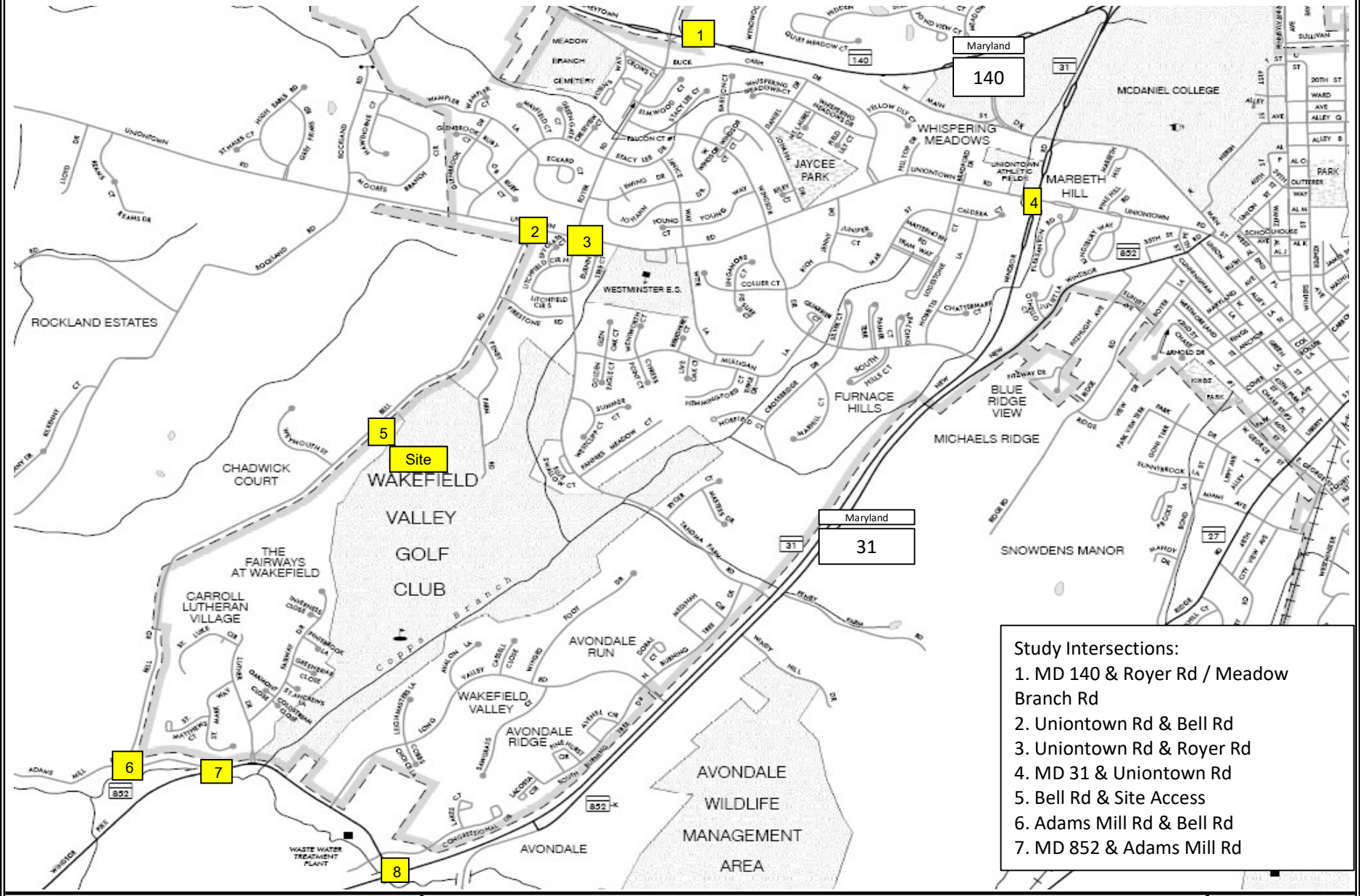
The property is currently developed with the Wakefield Valley Golf Course, a 27-hole course. The golf course is no longer in operation and a portion is proposed to be re-developed with 35 single family homes.

1.2 Scope of Study

The scope of this study is consistent with Carroll County Zoning Code and SHA Guidelines. It also conforms to the same scope of work that was used for the purposes of the TIA for the subject project that was previously submitted.

As detailed in the County Zoning Code Section 71-5.D.(1)&(2) (b), "The projected level of service for intersections within the traffic impact study area for the proposed project is adequate if the rated Level of Service for the intersection is rated at a Level of Service "D" or better according to the (regulating agency) Department of Public Works or by the State of Maryland, as applicable".

Chapter 5 of the Carroll County Design Manual contains the County's Traffic Impact Study Guidelines. Chapter 5.1.10 specifies that all intersections shall be analyzed using the Critical Lane Volume (CLV) technique and that a Level of Service "D" (measured as a CLV of 1,450) or better is considered adequate. The County also requires the use of the Highway Capacity Software (HCS) methodology which was also included in this analysis. This methodology also complies with the Maryland State Highway Administration's (SHA) Guidelines.



Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Site Location Map

Exhibit 1

Section 2 Existing Conditions

2.1 Description of Roadway Network

The property is located on Bell Road, a two-lane road with a posted speed limit of 30 MPH and a north-south orientation between Uniontown Road and Adams Hill Road.

2.2 Lane Configurations

The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

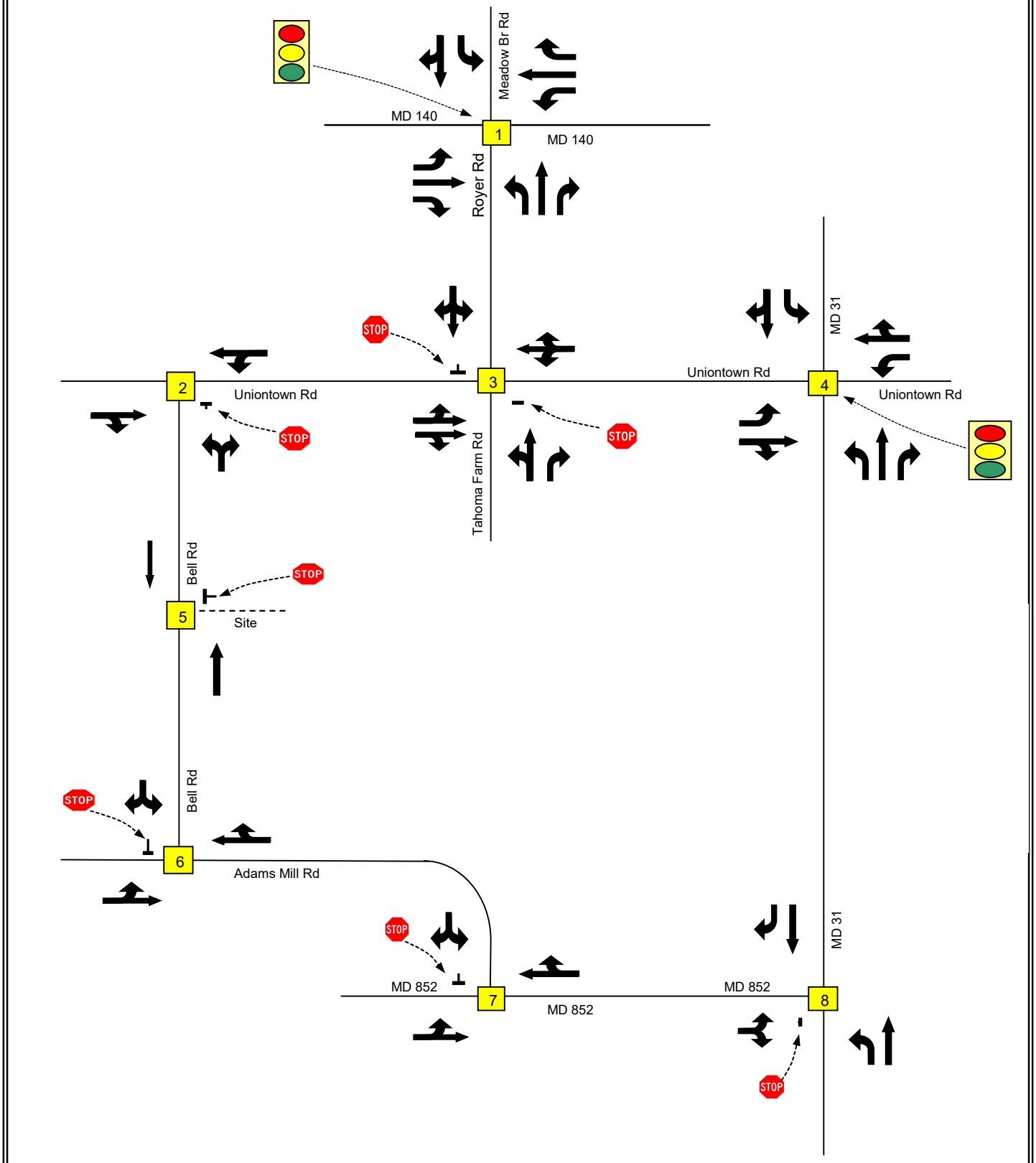
2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted and the results are shown on **Exhibit 3**. The volumes shown on Exhibit 3 represent the existing volumes for the purposes of this study.

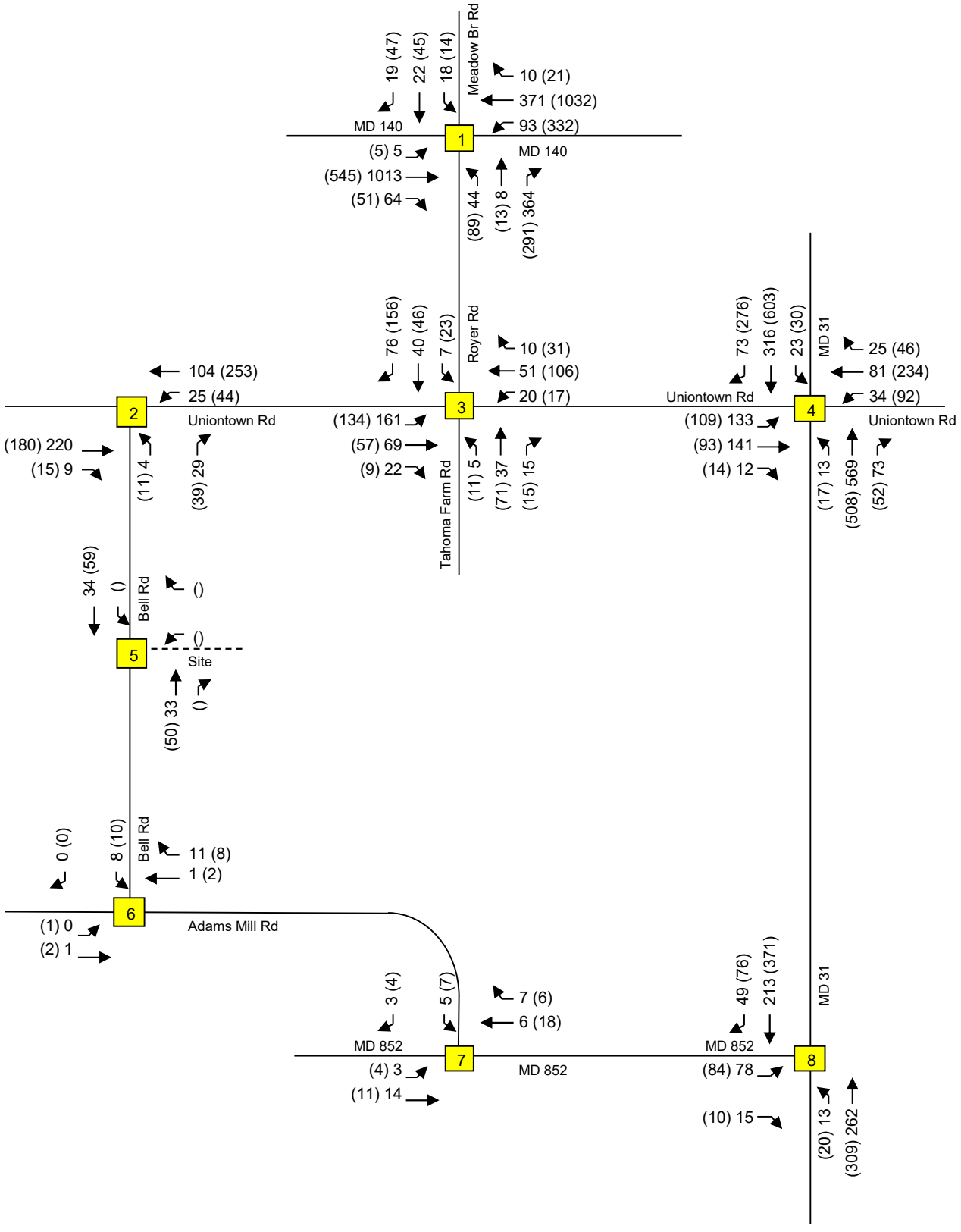
2.4 Results of Existing Level of Service Analysis

The intersections were analyzed using the Critical Lane Volume (CLV) methodology as required by the SHA and Carroll County. The CLV methodology is a planning analyses that projects the overall intersection level of service.

The Critical Lane Volume (CLV) worksheets are contained in Appendix C and summarized on Exhibit 10. The intersections currently operate at a level of service "C" or better. Highway Capacity Software (HCS) analyses were conducted for the total traffic conditions as discussed in Section 4.



Traffic Impact Analysis	Lane Use & Traffic Control Devices	**Exhibit 2**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Existing Peak Hour Volumes	**Exhibit 3**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 3 Background Conditions

3.1 Annual Growth

The growth in annual traffic volumes were evaluated using the State Highway Administration's Annual Daily Traffic Volume (ADT) maps and the 10 year historical growth on MD 140 and MD 31 is relatively flat at both locations

In order to provide a conservative analysis, a three percent (3%) annual growth rate was applied in this report for a two (2) year study period and the resulting Base Peak Hour Volumes are shown on **Exhibit 4**.

3.2 Background Developments

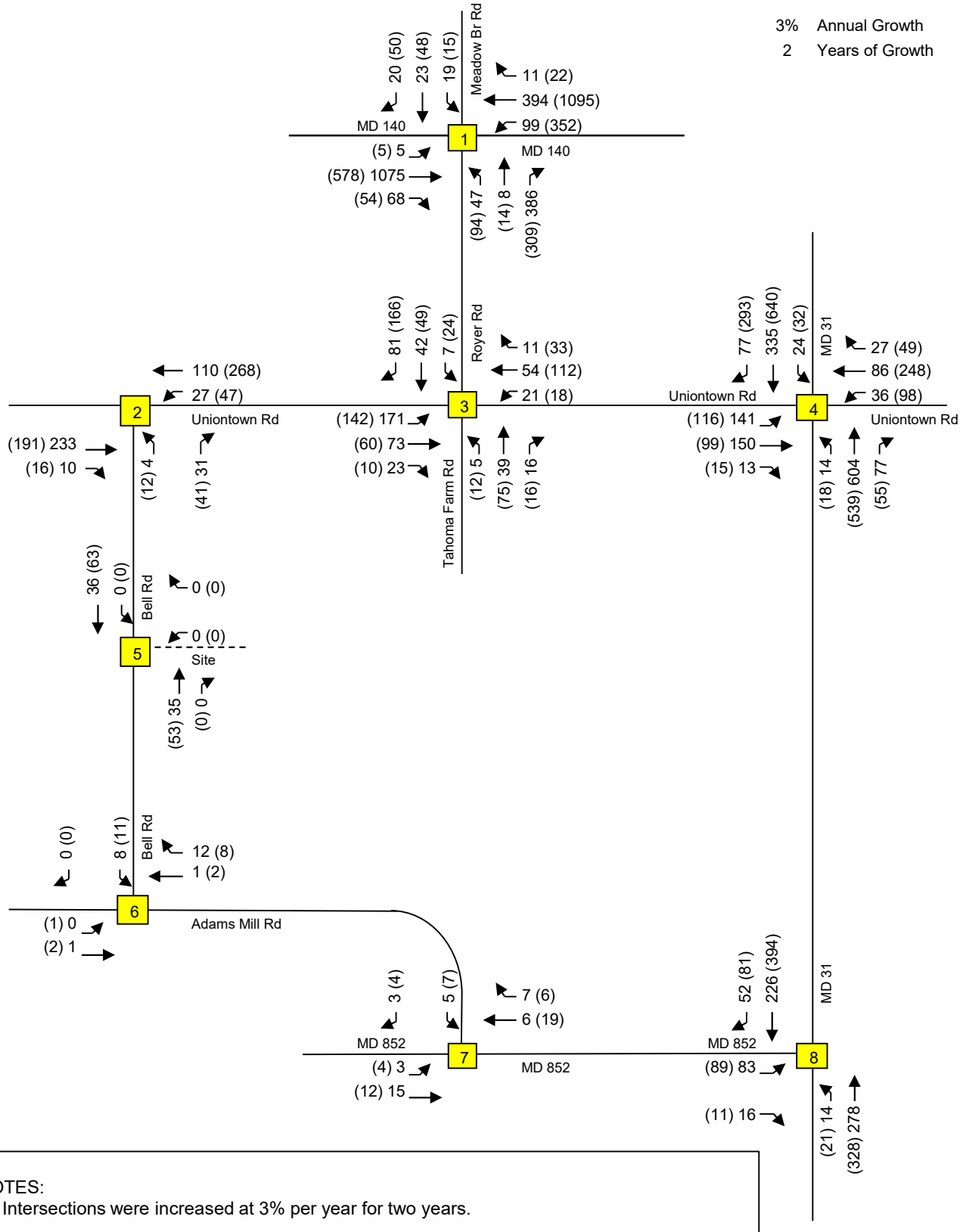
The background developments were identified in the initial scoping process for this development. The location of each background development is shown in Appendix C (Exhibit B-1), along with background trip generation (Exhibit B-2) and assignment (Exhibits B-3 through B-4). **Exhibit 5** shows the combined trip assignment due to the background developments.

3.3 Background Peak Hour Volumes

Background peak hour volumes, including regional growth and trips from approved developments, are shown on **Exhibit 6**.

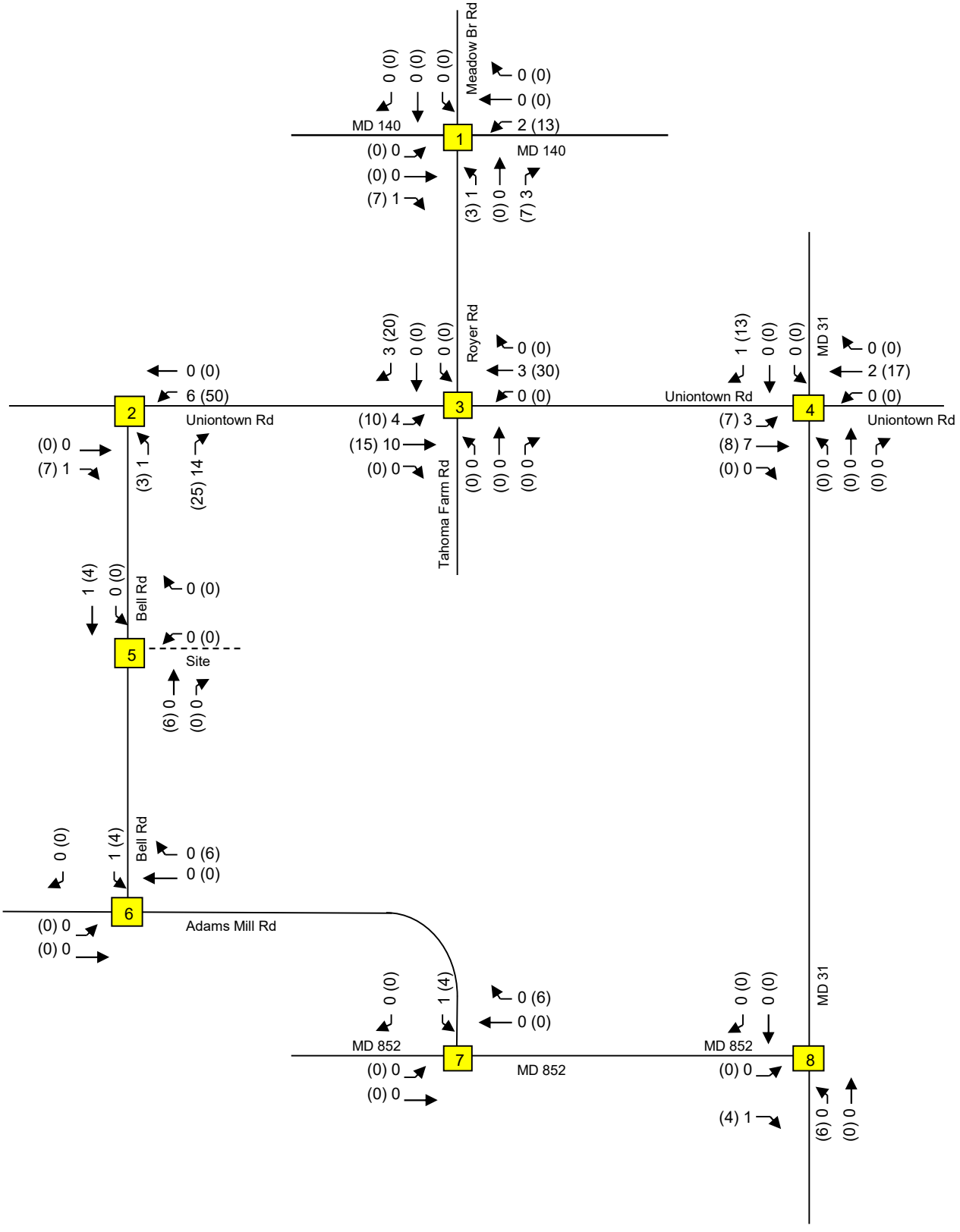
3.4 Results of Background Level of Service Analysis

The results of the CLV analyses are summarized on Exhibit 10 which reveals that all study intersections are projected to operate at a LOS "D" or better in the background traffic conditions.

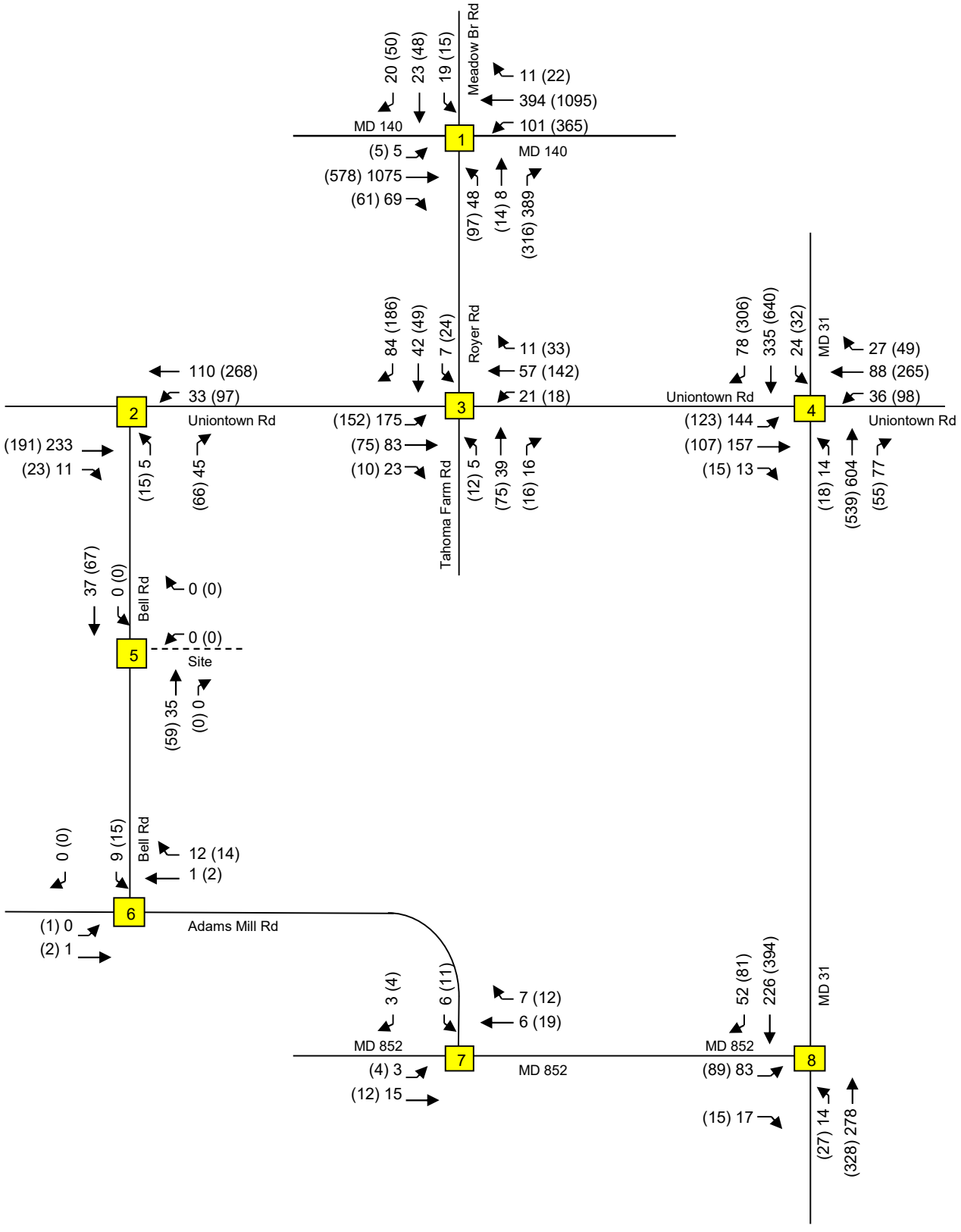


NOTES:
1. Intersections were increased at 3% per year for two years.

Traffic Impact Analysis	Base Peak Hour Volumes	**Exhibit 4**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Combined Trips from Background Developments	**Exhibit 5**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Background Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 6

Section 4 Projected Conditions with Proposed Development

4.1 Site Trip Generation

The property is currently developed with the Wakefield Valley Golf Course, a 27-hole course. The golf course is no longer in operation and a portion is proposed to be redeveloped with 35 single family homes.

Exhibit 7 shows the trip generation for the site. The trip generation rates were obtained from the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

It should be noted that a 27-hole golf course is projected to generate a total of 48 AM peak hour trips and 79 PM peak hour trips, according to the ITE Trip Generation Manual, whereas Exhibit 7 shows that the proposed development generates a total of 29 AM peak hour trips and 37 PM peak hour trips. As such, the proposed use generates substantially fewer trips than the existing golf course, just over 1/2 of the amount of AM peak hour trips and just under 1/2 of the amount of PM peak hour trips.

4.2 Site Trip Distribution & Trip Assignment

Exhibit 8 shows the trip assignment for the site.

4.3 Total Traffic Volumes

Exhibit 9 shows the total peak hour traffic volumes.

4.4 Projected Level of Service

The intersections were evaluated using the CLV and HCS methodologies. The results of the CLV and HCS analyses are summarized on **Exhibit 10** which reveals that all study intersections are projected to operate at a LOS "D" or better with the proposed redevelopment.

Trip Generation Rates

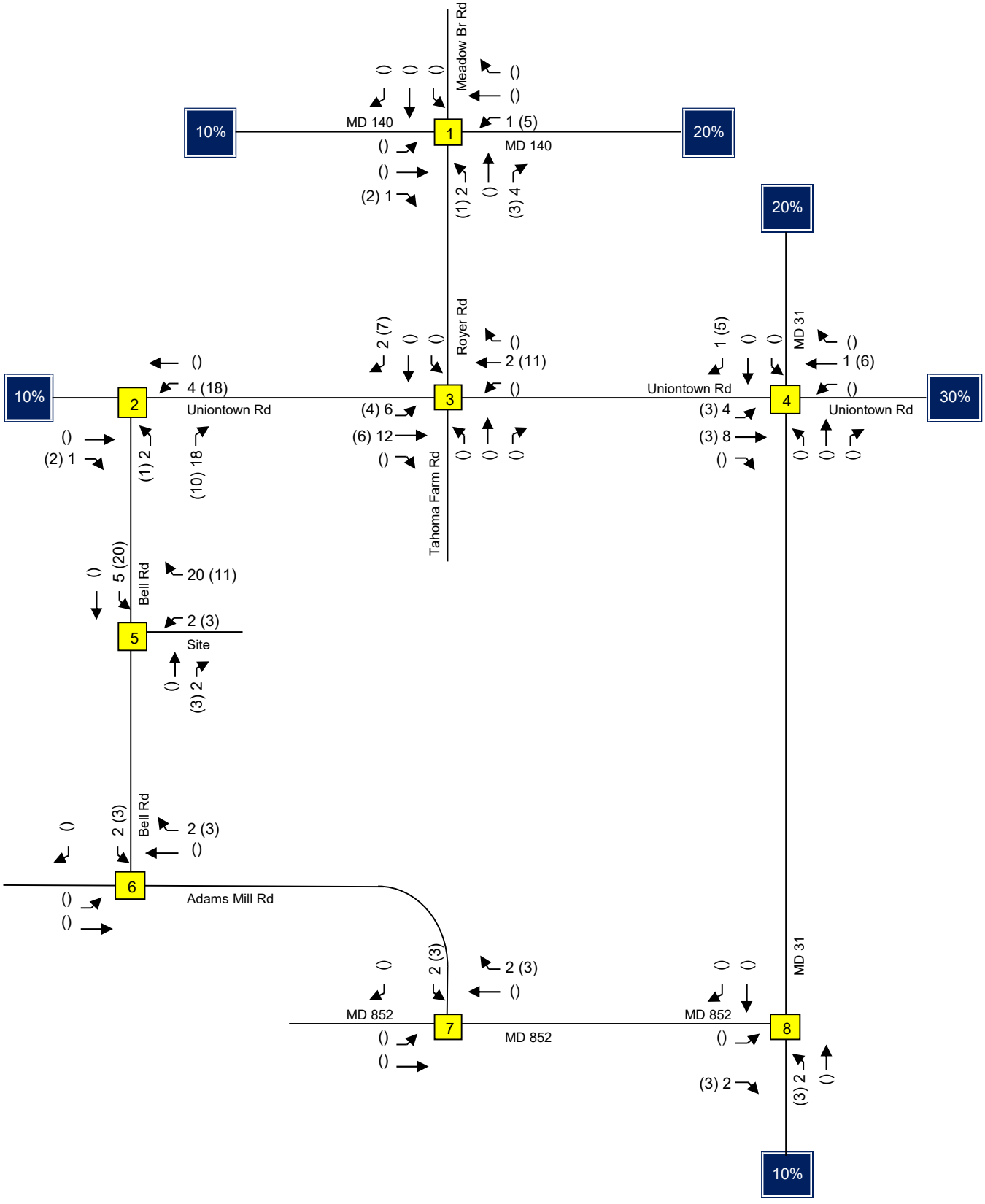
Single-Family Detached Housing (ITE-210, Units)	Trip Distribution (In/Out)
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12	26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27	63/37

Trip Generation Totals

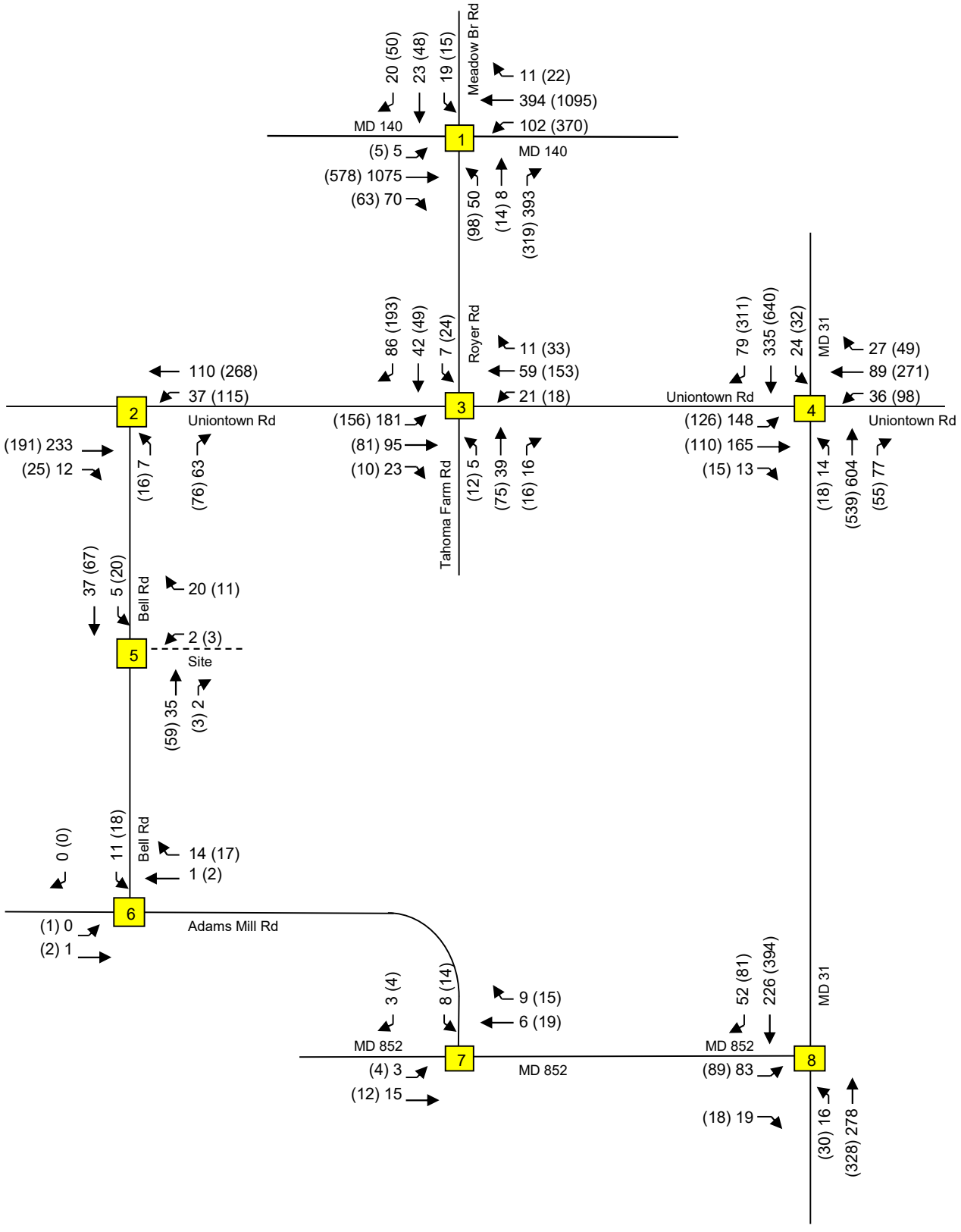
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached (ITE-210, Units)	35 units	7	22	29	23	14	37
		Total:	**7**	**22**	**29**	**23**	**14**	**37**

Note: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 7**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com		



Traffic Impact Analysis	Trip Assignment for Site	Exhibit 8
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Total Peak Hour Volumes Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 9**

Level-of-Service Results

Morning Peak Hour	Critical Lane Volume (CLV)			Highway Capacity Manual (HCM)
	Existing	Background	Total	Total
1). MD 140 & Royer Rd / Meadow Branch Rd	C / 1191	C / 1267	C / 1270	D / 36.5
2). Uniontown Rd & Bell Rd	A / 287	A / 327	A / 352	B / 10.4
3). Uniontown Rd & Royer Rd	A / 395	A / 436	A / 456	C / 18.1
4). MD 31 & Uniontown Rd	A / 831	A / 887	A / 892	B / 16.6
5). Bell Rd & Site Access	--	--	A / 65	A / 8.6
6). Adams Mill Rd & Bell Rd	A / 20	A / 22	A / 26	A / 8.6
7). MD 852 & Adams Mill Rd	A / 25	A / 27	A / 29	A / 8.6
8). MD 31 & MD 852	A / 355	A / 378	A / 380	B / 14.1

Evening Peak Hour	Critical Lane Volume (CLV)			Highway Capacity Manual (HCM)
	Existing	Background	Total	Total
1). MD 140 & Royer Rd / Meadow Branch Rd	C / 1218	C / 1295	C / 1296	C / 26.0
2). Uniontown Rd & Bell Rd	A 391	A / 543	A / 590	B / 11.4
3). Uniontown Rd & Royer Rd	A / 528	A / 620	A / 642	D / 25.0
4). MD 31 & Uniontown Rd	C / 1285	D / 1401	D / 1415	C / 33.8
5). Bell Rd & Site Access	--	--	A / 103	A / 8.9
6). Adams Mill Rd & Bell Rd	A / 21	A / 32	A / 38	A / 8.7
7). MD 852 & Adams Mill Rd	A / 39	A / 50	A / 56	A / 8.8
8). MD 31 & MD 852	A / 485	A / 525	A / 531	C / 20.4

Notes:

1. All intersections evaluated using MD SHA's Critical Lane Volume (CLV) methodology.
2. Intersections #1 and #4 are signalized intersections and were also analyzed using the Highway Capacity Manual (HCM) signalized analysis. Results reported are for overall intersection level of service.
3. Intersections #2, 3, 5, 6, 7, & 8 are unsignalized intersections and were also analyzed using the Highway Capacity Manual (HCM) unsignalized analysis. Results reported are for stop controlled street approach.

Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com	Results of Level of Service Analyses	**Exhibit 10**

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis was prepared for the redevelopment of a portion of the Wakefield Valley Golf Course located to the west of Maryland Route 31 with access via a new roadway along Bell Road.

The property is currently developed with the Wakefield Valley Golf Course. The golf course is no longer in operation and a portion is proposed to be redeveloped with 35 single family homes.

The results of this study are as follows:

- As required by Chapter 5 of the Carroll County's Design Manual and the Maryland State Highway Administration's (SHA) Guidelines, all of the study intersections will operate at a LOS "D" or better in existing, background, and total traffic conditions using the Critical Lane Volume methodology with no improvements.

- The Highway Capacity Methodology (HCM) was utilized to evaluate the detailed operations of each intersection. The HCM methodology further confirmed that the intersections will operate at a LOS "D" or better.

- The proposed use generates substantially fewer trips than the existing golf course, just over 1/2 of the amount of AM peak hour trips and just under 1/2 of the amount of PM peak hour trips.

In conclusion, this report shows that the proposed vehicular circulation systems in the vicinity of the site are adequate and will operate efficiently; the proposed re-development would have a minimal impact on the resulting levels of service and the road network will continue to satisfy both Carroll County Adequate Public Facilities and SHA requirements.

Appendix A

Supplemental Information
Aerial Photos
Turning Movement Counts



Engineers • Surveyors
CLSI
Land Planning & Environmental Consultants
www.clsi-civileng.com

SCALE: 1"= 100'

0 100 200' 500

4TH AMENDED GENERAL DEVELOPMENT PLAN OF WAKEFIELD VALLEY

7th ELECTION DISTRICT CARROLL COUNTY, MARYLAND

TAX MAP 109, PARCEL 2515

JOB NUMBER: 20050886 DATE: JUNE 4, 2025

c-6/4/2025-11:54:25 AM-G:\2005\2005086\DEV\RENDERING\RENDERING_20250604.dgn--Default

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Royer Road Northbound					Meadow Branch Road Southbound					MD 140 Eastbound					MD 140 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	5	0	86	0	0	3	5	6	0	0	3	228	14	0	0	29	64	1	0	444
6:45-7:00	0	10	1	106	0	0	2	6	3	0	0	1	255	8	0	0	27	64	0	0	483
7:00-7:15	0	9	4	80	0	0	1	6	1	0	0	1	225	16	0	0	32	90	0	0	465
7:15-7:30	0	14	1	89	0	0	6	6	4	0	0	2	255	14	0	0	18	77	1	0	487
7:30-7:45	0	9	5	88	0	0	6	6	3	0	0	1	237	22	0	0	20	100	3	0	500
7:45-8:00	0	12	0	102	0	0	2	5	7	0	0	0	275	18	0	0	29	108	2	0	560
8:00-8:15	0	9	2	85	0	0	4	5	5	0	0	2	246	10	0	0	26	86	4	0	484
8:15-8:30	0	10	6	77	0	0	3	8	2	0	0	2	220	11	0	0	33	70	5	0	447
8:30-8:45	0	8	3	71	0	0	5	9	5	0	0	2	190	11	0	0	29	75	2	0	410
8:45-9:00	0	5	1	59	0	0	2	9	4	0	0	2	173	13	0	0	33	77	3	0	381
9:00-9:15	0	10	6	61	0	0	6	7	3	0	0	2	174	15	0	0	24	83	2	0	393
9:15-9:30	0	12	4	59	0	0	4	10	6	0	0	2	160	11	0	0	23	78	0	0	369

Hourly Totals																					
6:30-7:30	0	38	6	361	0	0	12	23	14	0	0	7	963	52	0	0	106	295	2	0	1879
6:45-7:45	0	42	11	363	0	0	15	24	11	0	0	5	972	60	0	0	97	331	4	0	1935
7:00-8:00	0	44	10	359	0	0	15	23	15	0	0	4	992	70	0	0	99	375	6	0	2012
7:15-8:15	0	44	8	364	0	0	18	22	19	0	0	5	1013	64	0	0	93	371	10	0	2031
7:30-8:30	0	40	13	352	0	0	15	24	17	0	0	5	978	61	0	0		364	14	0	1883
7:45-8:45	0	39	11	335	0	0	14	27	19	0	0	6	931	50	0	0	117	339	13	0	1901
8:00-9:00	0	32	12	292	0	0	14	31	16	0	0	8	829	45	0	0	121	308	14	0	1722
8:15-9:15	0	33	16	268	0	0	16	33	14	0	0	8	757	50	0	0	119	305	12	0	1631
8:30-9:30	0	35	14	250	0	0	17	35	18	0	0	8	697	50	0	0	109	313	7	0	1553

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:15-8:15	0	44	8	364	0	0	18	22	19	0	0	5	1013	64	0	0	93	371	10	0	2031

Weekday Evening Peak Hour (4 pm - 7 pm)

	Royer Road Northbound					Meadow Branch Road Southbound					MD 140 Eastbound					MD 140 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	29	8	73	0	0	1	16	19	0	0	2	137	13	0	0	97	221	3	0	619
4:15-4:30	0	18	6	70	0	0	2	4	8	0	0	3	137	15	0	0	69	238	7	0	577
4:30-4:45	0	30	3	79	0	0	4	15	17	0	0	2	117	9	0	0	80	260	8	0	624
4:45-5:00	0	17	3	65	0	0	4	10	10	0	0	1	154	18	0	0	75	240	4	0	601
5:00-5:15	0	22	4	60	0	0	1	13	11	0	0	1	131	7	0	0	82	268	3	0	603
5:15-5:30	0	20	3	87	0	0	5	7	9	0	0	1	143	17	0	0	95	264	6	0	657
5:30-5:45	0	29	2	71	0	0	6	8	3	0	0	0	119	16	0	0	83	276	6	0	619
5:45-6:00	0	27	5	71	0	0	1	8	6	0	0	3	126	16	0	0	82	217	7	0	569
6:00-6:15	0	11	2	54	0	0	2	6	3	0	0	2	101	11	0	0	82	174	3	0	451
6:15-6:30	0	15	4	58	1	0	5	7	4	0	0	2	73	7	0	0	59	173	5	1	412
6:30-6:45	0	11	1	52	0	0	0	4	2	0	0	1	85	3	0	0	67	109	3	0	338
6:45-7:00	0	2	1	54	0	0	1	5	2	0	0	0	72	7	0	0	58	136	4	0	342

Hourly Totals																					
4:00-5:00	0	94	20	287	0	0	11	45	54	0	0	8	545	55	0	0	321	959	22	0	2421
4:15-5:15	0	87	16	274	0	0	11	42	46	0	0	7	539	49	0	0	306	1006	22	0	2405
4:30-5:30	0	89	13	291	0	0	14	45	47	0	0	5	545	51	0	0	332	1032	21	0	2485
4:45-5:45	0	88	12	283	0	0	16	38	33	0	0	3	547	58	0	0	335	1048	19	0	2480
5:00-6:00	0	98	14	289	0	0	13	36	29	0	0	5	519	56	0	0	342	1025	22	0	2448
5:15-6:15	0	87	12	283	0	0	14	29	21	0	0	6	489	60	0	0	342	931	22	0	2296
5:30-6:30	0	82	13	254	1	0	14	29	16	0	0	7	419	50	0	0	306	840	21	1	2053
5:45-6:45	0	64	12	235	1	0	8	25	15	0	0	8	385	37	0	0	290	673	18	1	1772
6:00-7:00	0	39	8	218	1	0	8	22	11	0	0	5	331	28	0	0	266	592	15	1	1545

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	0	89	13	291	0	0	14	45	47	0	0	5	545	51	0	0	332	1032	21	0	2485

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: MD 140 & Royer Road
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Bell Road Northbound					N/A Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	5	0	0	0	0	0	0	0	0	49	3	0	0	6	20	0	0	83
6:45-7:00	0	0	0	6	1	0	0	0	0	0	0	0	56	2	0	0	6	33	0	0	103
7:00-7:15	0	1	0	6	0	0	0	0	0	0	0	0	53	0	0	0	7	36	0	0	103
7:15-7:30	0	0	0	5	1	0	0	0	0	0	0	0	52	1	0	0	5	26	0	0	89
7:30-7:45	0	0	0	4	1	0	0	0	0	0	0	0	61	3	0	0	6	19	0	0	93
7:45-8:00	0	3	0	14	0	0	0	0	0	0	0	0	54	5	0	0	7	23	0	3	106
8:00-8:15	0	3	0	3	0	0	0	0	0	0	0	0	55	3	0	0	8	28	0	0	100
8:15-8:30	0	1	0	5	0	0	0	0	0	0	0	0	41	1	0	0	6	28	0	0	82
8:30-8:45	0	6	0	6	0	0	0	0	0	0	0	0	39	1	0	0	6	25	0	0	83
8:45-9:00	0	1	0	4	0	0	0	0	0	0	0	0	40	1	0	0	4	25	0	0	75
9:00-9:15	0	0	0	11	0	0	0	0	0	0	0	0	49	0	0	0	9	14	0	0	83
9:15-9:30	0	0	0	11	1	0	0	0	0	0	0	0	37	1	0	0	9	24	0	0	82

Hourly Totals																					
6:30-7:30	0	1	0	22	2	0	0	0	0	0	0	0	210	6	0	0	24	115	0	0	380
6:45-7:45	0	1	0	21	3	0	0	0	0	0	0	0	222	6	0	0	24	114	0	0	391
7:00-8:00	0	4	0	29	2	0	0	0	0	0	0	0	220	9	0	0	25	104	0	3	396
7:15-8:15	0	6	0	26	2	0	0	0	0	0	0	0	222	12	0	0	26	96	0	3	393
7:30-8:30	0	7	0	26	1	0	0	0	0	0	0	0	211	12	0	0		98	0	3	358
7:45-8:45	0	13	0	28	0	0	0	0	0	0	0	0	189	10	0	0	27	104	0	3	374
8:00-9:00	0	11	0	18	0	0	0	0	0	0	0	0	175	6	0	0	24	106	0	0	340
8:15-9:15	0	8	0	26	0	0	0	0	0	0	0	0	169	3	0	0	25	92	0	0	323
8:30-9:30	0	7	0	32	1	0	0	0	0	0	0	0	165	3	0	0	28	88	0	0	324

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:00-8:00	0	4	0	29	2	0	0	0	0	0	0	0	220	9	0	0	25	104	0	3	396

Weekday Evening Peak Hour (4 pm - 7 pm)

	Bell Road Northbound					N/A Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	7	0	14	0	0	0	0	0	0	0	0	45	5	0	0	10	75	0	0	156
4:15-4:30	0	1	0	6	0	0	0	0	0	0	0	0	52	6	0	0	8	58	0	0	131
4:30-4:45	0	2	0	10	0	0	0	0	0	0	0	0	47	2	0	0	14	61	0	0	136
4:45-5:00	0	1	0	9	0	0	0	0	0	0	0	0	36	2	0	0	12	59	0	0	119
5:00-5:15	0	2	0	8	0	0	0	0	0	0	0	0	23	1	0	0	4	79	0	0	117
5:15-5:30	0	3	0	6	0	0	0	0	0	0	0	0	38	1	0	0	9	87	0	0	144
5:30-5:45	0	1	0	10	0	0	0	0	0	0	0	0	42	0	0	0	6	65	0	0	124
5:45-6:00	0	2	0	7	0	0	0	0	0	0	0	0	40	1	0	0	9	45	0	0	104
6:00-6:15	0	6	0	12	0	0	0	0	0	0	0	0	27	2	0	0	12	43	0	0	102
6:15-6:30	0	2	0	16	0	0	0	0	0	0	0	0	26	3	0	0	1	45	0	0	93
6:30-6:45	0	0	0	7	0	0	0	0	0	0	0	0	27	1	0	0	10	25	0	0	70
6:45-7:00	0	1	0	7	0	0	0	0	0	0	0	0	18	2	0	0	8	25	0	0	61

Hourly Totals																					
4:00-5:00	0	11	0	39	0	0	0	0	0	0	0	0	180	15	0	0	44	253	0	0	542
4:15-5:15	0	6	0	33	0	0	0	0	0	0	0	0	158	11	0	0	38	257	0	0	503
4:30-5:30	0	8	0	33	0	0	0	0	0	0	0	0	144	6	0	0	39	286	0	0	516
4:45-5:45	0	7	0	33	0	0	0	0	0	0	0	0	139	4	0	0	31	290	0	0	504
5:00-6:00	0	8	0	31	0	0	0	0	0	0	0	0	143	3	0	0	28	276	0	0	489
5:15-6:15	0	12	0	35	0	0	0	0	0	0	0	0	147	4	0	0	36	240	0	0	474
5:30-6:30	0	11	0	45	0	0	0	0	0	0	0	0	135	6	0	0	28	198	0	0	423
5:45-6:45	0	10	0	42	0	0	0	0	0	0	0	0	120	7	0	0	32	158	0	0	369
6:00-7:00	0	9	0	42	0	0	0	0	0	0	0	0	98	8	0	0	31	138	0	0	326

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	11	0	39	0	0	0	0	0	0	0	0	180	15	0	0	44	253	0	0	542

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: Uniontown Road & Bell Road
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Royer Road Northbound					Royer Road Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	3	8	4	0	0	3	8	16	0	0	32	16	2	0	0	3	8	3	0	106
6:45-7:00	0	5	7	2	0	0	0	13	22	0	0	46	13	5	0	0	0	11	1	0	125
7:00-7:15	0	3	8	3	1	0	1	13	22	0	0	34	23	5	0	0	7	18	1	1	138
7:15-7:30	0	0	8	4	0	0	3	13	19	0	0	31	16	8	0	0	4	11	1	0	118
7:30-7:45	0	2	11	3	1	1	0	9	15	0	0	44	14	7	0	0	6	9	2	0	123
7:45-8:00	0	0	10	5	0	0	2	5	20	0	0	52	16	2	0	0	3	13	6	1	134
8:00-8:15	0	0	12	4	1	0	5	4	22	0	0	30	22	3	0	0	5	13	4	0	124
8:15-8:30	0	1	3	10	1	0	4	11	21	0	0	36	13	2	0	0	2	12	3	0	118
8:30-8:45	0	2	9	5	0	0	6	6	20	0	0	19	22	3	0	0	2	9	2	1	105
8:45-9:00	0	2	9	14	0	0	11	4	14	0	0	24	19	2	0	0	3	12	5	0	119
9:00-9:15	0	1	9	9	0	0	16	7	12	0	0	35	20	3	0	0	10	9	17	0	148
9:15-9:30	0	0	4	10	0	0	9	5	16	0	0	33	13	1	0	0	5	19	8	0	123
Hourly Totals																					
6:30-7:30	0	11	31	13	1	0	7	47	79	0	0	143	68	20	0	0	14	48	6	1	489
6:45-7:45	0	10	34	12	2	1	4	48	78	0	0	155	66	25	0	0	17	49	5	1	507
7:00-8:00	0	5	37	15	2	1	6	40	76	0	0	161	69	22	0	0	20	51	10	2	517
7:15-8:15	0	2	41	16	2	1	10	31	76	0	0	157	68	20	0	0	18	46	13	1	502
7:30-8:30	0	3	36	22	3	1	11	29	78	0	0	162	65	14	0	0		47	15	1	487
7:45-8:45	0	3	34	24	2	0	17	26	83	0	0	137	73	10	0	0	12	47	15	2	485
8:00-9:00	0	5	33	33	2	0	26	25	77	0	0	109	76	10	0	0	12	46	14	1	469
8:15-9:15	0	6	30	38	1	0	37	28	67	0	0	114	74	10	0	0	17	42	27	1	492
8:30-9:30	0	5	31	38	0	0	42	22	62	0	0	111	74	9	0	0	20	49	32	1	496

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:00-8:00	0	5	37	15	2	1	6	40	76	0	0	161	69	22	0	0	20	51	10	2	517

Weekday Evening Peak Hour (4 pm - 7 pm)

	Royer Road Northbound					Royer Road Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	5	24	3	1	0	3	16	34	0	0	48	14	2	1	0	3	18	10	0	180
4:15-4:30	0	1	17	8	0	0	9	11	45	0	0	24	17	2	0	0	5	28	7	1	174
4:30-4:45	0	1	13	2	0	0	3	7	32	0	0	33	10	2	0	0	7	41	7	0	158
4:45-5:00	0	4	17	2	0	1	7	12	45	0	0	29	16	3	0	0	2	19	7	0	164
5:00-5:15	0	5	25	8	0	0	2	9	33	0	0	27	8	1	0	0	6	31	3	0	158
5:15-5:30	0	1	13	7	0	0	2	10	44	0	0	30	19	1	0	0	5	25	4	0	161
5:30-5:45	0	4	13	3	0	0	4	8	39	0	0	23	10	2	0	0	8	23	7	0	144
5:45-6:00	0	5	10	3	1	0	1	14	27	1	0	25	9	2	1	0	3	22	4	1	125
6:00-6:15	0	2	14	5	0	0	6	11	24	1	0	32	12	1	0	0	3	16	2	0	128
6:15-6:30	0	6	13	1	0	0	0	8	35	0	0	24	13	1	0	0	2	14	7	0	124
6:30-6:45	0	2	15	1	0	0	0	13	23	0	0	17	9	0	0	0	3	16	5	0	104
6:45-7:00	0	2	11	2	0	0	0	4	23	0	0	25	12	2	0	0	3	7	5	0	96
Hourly Totals																					
4:00-5:00	0	11	71	15	1	1	22	46	156	0	0	134	57	9	1	0	17	106	31	1	679
4:15-5:15	0	11	72	20	0	1	21	39	155	0	0	113	51	8	0	0	20	119	24	1	655
4:30-5:30	0	11	68	19	0	1	14	38	154	0	0	119	53	7	0	0	20	116	21	0	641
4:45-5:45	0	14	68	20	0	1	15	39	161	0	0	109	53	7	0	0	21	98	21	0	627
5:00-6:00	0	15	61	21	1	0	9	41	143	1	0	105	46	6	1	0	22	101	18	1	592
5:15-6:15	0	12	50	18	1	0	13	43	134	2	0	110	50	6	1	0	19	86	17	1	563
5:30-6:30	0	17	50	12	1	0	11	41	125	2	0	104	44	6	1	0	16	75	20	1	526
5:45-6:45	0	15	52	10	1	0	7	46	109	2	0	98	43	4	1	0	11	68	18	1	486
6:00-7:00	0	12	53	9	0	0	6	36	105	1	0	98	46	4	0	0	11	53	19	0	453

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	11	71	15	1	1	22	46	156	0	0	134	57	9	1	0	17	106	31	1	679

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: Uniontown Road & Royer Road
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	MD 31 Northbound					MD 31 Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	2	97	14	0	0	1	68	7	0	0	29	22	3	1	0	5	11	2	0	261
6:45-7:00	0	6	122	10	0	0	4	65	7	0	0	30	27	2	0	0	5	11	4	0	293
7:00-7:15	0	1	128	17	0	0	1	52	10	0	0	35	52	6	0	0	6	16	4	0	328
7:15-7:30	0	2	139	16	0	0	1	68	11	0	0	22	31	4	2	0	6	18	7	0	325
7:30-7:45	0	2	135	13	0	0	1	65	8	0	0	29	35	3	0	1	11	20	5	0	328
7:45-8:00	0	8	167	14	0	0	5	85	21	0	0	37	36	4	0	0	2	19	6	0	404
8:00-8:15	0	1	136	26	0	0	6	86	12	0	0	40	41	5	0	0	11	24	9	1	397
8:15-8:30	0	1	135	16	0	0	6	79	19	0	0	34	29	2	0	0	11	20	4	1	356
8:30-8:45	0	3	131	17	0	0	6	66	21	0	0	22	35	1	0	0	10	18	6	0	336
8:45-9:00	0	3	112	25	0	0	2	82	27	0	0	28	31	3	0	0	12	26	7	0	358
9:00-9:15	0	3	66	18	0	0	10	46	26	0	0	54	35	6	0	0	6	21	4	0	295
9:15-9:30	0	6	96	13	0	0	3	58	25	0	0	27	23	3	0	0	3	32	4	0	293
Hourly Totals																					
6:30-7:30	0	11	486	57	0	0	7	253	35	0	0	116	132	15	3	0	22	56	17	0	1210
6:45-7:45	0	11	524	56	0	0	7	250	36	0	0	116	145	15	2	1	28	65	20	0	1276
7:00-8:00	0	13	569	60	0	0	8	270	50	0	0	123	154	17	2	1	25	73	22	0	1387
7:15-8:15	0	13	577	69	0	0	13	304	52	0	0	128	143	16	2	1	30	81	27	1	1457
7:30-8:30	0	12	573	69	0	0	18	315	60	0	0	140	141	14	0	1		83	24	2	1452
7:45-8:45	0	13	569	73	0	0	23	316	73	0	0	133	141	12	0	0	34	81	25	2	1495
8:00-9:00	0	8	514	84	0	0	20	313	79	0	0	124	136	11	0	0	44	88	26	2	1449
8:15-9:15	0	10	444	76	0	0	24	273	93	0	0	138	130	12	0	0	39	85	21	1	1346
8:30-9:30	0	15	405	73	0	0	21	252	99	0	0	131	124	13	0	0	31	97	21	0	1282

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:45-8:45	0	13	569	73	0	0	23	316	73	0	0	133	141	12	0	0	34	81	25	2	1495

Weekday Evening Peak Hour (4 pm - 7 pm)

	MD 31 Northbound					MD 31 Southbound					Uniontown Road Eastbound					Uniontown Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	2	109	11	0	0	3	126	51	0	0	40	30	6	0	0	22	37	5	0	442
4:15-4:30	0	3	110	15	1	0	11	151	69	0	0	22	31	3	1	0	19	39	6	0	479
4:30-4:45	0	1	122	8	2	0	5	141	50	0	0	39	36	5	0	0	21	50	6	0	484
4:45-5:00	0	5	120	12	2	0	7	153	56	0	0	30	25	3	0	0	19	41	8	0	479
5:00-5:15	0	5	132	13	0	0	6	150	69	0	0	32	26	3	0	0	24	58	17	0	535
5:15-5:30	0	6	135	14	9	0	11	147	69	0	0	18	24	4	3	0	33	85	13	0	559
5:30-5:45	0	1	121	13	1	0	6	153	82	0	0	29	18	4	0	0	16	50	8	0	501
5:45-6:00	0	5	98	17	0	0	7	126	59	0	0	28	23	2	0	0	15	39	3	0	422
6:00-6:15	0	6	89	15	2	0	3	117	52	0	0	18	24	4	0	0	13	45	9	0	395
6:15-6:30	0	2	83	13	1	0	4	114	54	0	0	20	25	4	3	0	8	35	6	0	368
6:30-6:45	0	1	69	6	0	0	6	93	32	0	0	20	22	2	0	0	13	33	5	0	302
6:45-7:00	0	3	80	10	1	0	5	87	39	0	0	22	21	1	0	0	13	32	6	0	319
Hourly Totals																					
4:00-5:00	0	11	461	46	5	0	26	571	226	0	0	131	122	17	1	0	81	167	25	0	1890
4:15-5:15	0	14	484	48	5	0	29	595	244	0	0	123	118	14	1	0	83	188	37	0	1983
4:30-5:30	0	17	509	47	13	0	29	591	244	0	0	119	111	15	3	0	97	234	44	0	2073
4:45-5:45	0	17	508	52	12	0	30	603	276	0	0	109	93	14	3	0	92	234	46	0	2089
5:00-6:00	0	17	486	57	10	0	30	576	279	0	0	107	91	13	3	0	88	232	41	0	2030
5:15-6:15	0	18	443	59	12	0	27	543	262	0	0	93	89	14	3	0	77	219	33	0	1892
5:30-6:30	0	14	391	58	4	0	20	510	247	0	0	95	90	14	3	0	52	169	26	0	1693
5:45-6:45	0	14	339	51	3	0	20	450	197	0	0	86	94	12	3	0	49	152	23	0	1493
6:00-7:00	0	12	321	44	4	0	18	411	177	0	0	80	92	11	3	0	47	145	26	0	1391

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:45-5:45	0	17	508	52	12	0	30	603	276	0	0	109	93	14	3	0	92	234	46	0	2089

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: Uniontown Road & MD 31
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	N/A Northbound					Bell Road Southbound					Adams Mill Road Eastbound					Adams Mill Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4
6:45-7:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
7:00-7:15	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	1	0	6
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	5
7:30-7:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
7:45-8:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	4
8:00-8:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	2	0	6
8:15-8:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	4
8:30-8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
8:45-9:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6
9:00-9:15	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	1	0	5
9:15-9:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	6

Hourly Totals																					
6:30-7:30	0	0	0	0	0	0	7	0	2	0	0	1	1	0	0	0	0	0	7	0	18
6:45-7:45	0	0	0	0	0	0	6	0	2	0	0	1	1	0	0	0	0	0	7	0	17
7:00-8:00	0	0	0	0	0	0	5	0	2	0	0	1	2	0	0	0	0	0	8	0	18
7:15-8:15	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	2	9	0	18
7:30-8:30	0	0	0	0	0	0	5	0	1	0	0	0	2	0	0	0		3	6	0	17
7:45-8:45	0	0	0	0	0	0	4	0	1	0	0	0	2	0	0	0	0	3	8	0	18
8:00-9:00	0	0	0	0	0	0	6	0	1	0	0	0	1	0	0	0	0	3	9	0	20
8:15-9:15	0	0	0	0	0	0	7	0	1	0	0	0	1	0	0	0	0	2	8	0	19
8:30-9:30	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	1	11	0	21

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
8:30-9:30	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**21**

Weekday Evening Peak Hour (4 pm - 7 pm)

	N/A Northbound					Bell Road Southbound					Adams Mill Road Eastbound					Adams Mill Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	6
4:15-4:30	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	1	0	0	6
4:30-4:45	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3	0	7
4:45-5:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4
5:00-5:15	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	5
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0	5
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45-6:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	2	0	6
6:00-6:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	0	6
6:15-6:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	5
6:30-6:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
6:45-7:00	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	5

Hourly Totals																					
4:00-5:00	0	0	0	0	0	0	10	0	0	0	0	1	2	0	0	0	0	2	8	0	23
4:15-5:15	0	0	0	0	0	0	9	0	1	0	0	1	2	0	0	0	0	3	6	0	22
4:30-5:30	0	0	0	0	0	0	5	0	1	0	0	1	2	0	0	0	0	4	8	0	21
4:45-5:45	0	0	0	0	0	0	3	0	1	0	0	1	1	0	0	0	0	3	7	0	16
5:00-6:00	0	0	0	0	0	0	3	0	1	0	0	2	1	0	0	0	0	4	7	0	18
5:15-6:15	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	5	9	0	19
5:30-6:30	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	3	9	0	19
5:45-6:45	0	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	3	8	0	19
6:00-7:00	0	0	0	0	0	0	7	0	1	0	0	1	0	0	0	0	0	2	7	0	18

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**8**	**0**	**23**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: Adams Mill Road & N/A
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	N/A Northbound					Adams Mill Road Southbound					MD 852 Eastbound					MD 852 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	0	0	0	1	0	2	0	0	0	4	0	0	0	0	1	1	0	9
6:45-7:00	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	1	0	0	5
7:00-7:15	0	0	0	0	0	0	1	0	1	0	0	1	2	0	0	0	0	1	0	0	6
7:15-7:30	0	0	0	0	0	0	1	0	0	0	0	2	4	0	0	0	0	4	2	0	13
7:30-7:45	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	1	0	7
7:45-8:00	0	0	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	1	2	0	8
8:00-8:15	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	1	3	0	8
8:15-8:30	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	1	3	0	10
8:30-8:45	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	1	2	0	8
8:45-9:00	0	0	0	0	0	0	2	0	1	0	0	2	3	0	0	0	0	2	1	0	11
9:00-9:15	0	0	0	0	0	0	2	0	1	0	0	1	2	0	0	0	0	2	1	0	9
9:15-9:30	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	3	3	0	10

Hourly Totals

6:30-7:30	0	0	0	0	0	0	5	0	3	0	0	4	11	0	0	0	0	7	3	0	33
6:45-7:45	0	0	0	0	0	0	4	0	3	0	0	4	9	0	0	0	0	8	3	0	31
7:00-8:00	0	0	0	0	0	0	3	0	4	0	0	3	11	0	0	0	0	8	5	0	34
7:15-8:15	0	0	0	0	0	0	4	0	3	0	0	3	10	0	0	0	0	8	8	0	36
7:30-8:30	0	0	0	0	0	0	3	0	4	0	0	1	11	0	0	0		5	9	0	33
7:45-8:45	0	0	0	0	0	0	4	0	2	0	0	1	13	0	0	0	0	4	10	0	34
8:00-9:00	0	0	0	0	0	0	5	0	2	0	0	3	13	0	0	0	0	5	9	0	37
8:15-9:15	0	0	0	0	0	0	5	0	3	0	0	3	14	0	0	0	0	6	7	0	38
8:30-9:30	0	0	0	0	0	0	6	0	3	0	0	4	10	0	0	0	0	8	7	0	38

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
8:15-9:15	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**3**	**14**	**0**	**0**	**0**	**0**	**6**	**7**	**0**	**38**

Weekday Evening Peak Hour (4 pm - 7 pm)

	N/A Northbound					Adams Mill Road Southbound					MD 852 Eastbound					MD 852 Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	0	0	0	0	2	0	0	1	0	1	3	0	0	0	0	6	2	0	14
4:15-4:30	0	0	0	0	0	0	2	0	2	2	0	0	5	0	1	0	0	3	1	1	13
4:30-4:45	0	0	0	0	0	0	2	0	2	0	0	2	1	0	0	0	0	3	2	0	12
4:45-5:00	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	6	1	0	11
5:00-5:15	0	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	0	1	1	0	9
5:15-5:30	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	0	3	2	0	13
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	8	2	0	14
5:45-6:00	0	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	4	3	0	15
6:00-6:15	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	4	3	0	12
6:15-6:30	0	0	0	0	0	0	2	0	1	0	0	2	3	0	0	0	0	2	0	0	10
6:30-6:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	4
6:45-7:00	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	2	0	0	6

Hourly Totals

4:00-5:00	0	0	0	0	0	0	7	0	4	3	0	4	11	0	1	0	0	18	6	1	55
4:15-5:15	0	0	0	0	0	0	7	0	4	2	0	5	11	0	1	0	0	13	5	1	49
4:30-5:30	0	0	0	0	0	0	5	0	3	0	0	6	12	0	0	0	0	13	6	0	45
4:45-5:45	0	0	0	0	0	0	3	0	1	0	0	5	14	0	0	0	0	18	6	0	47
5:00-6:00	0	0	0	0	0	0	4	0	1	0	0	4	18	0	0	0	0	16	8	0	51
5:15-6:15	0	0	0	0	0	0	2	0	2	0	0	3	18	0	0	0	0	19	10	0	54
5:30-6:30	0	0	0	0	0	0	4	0	2	0	0	4	15	0	0	0	0	18	8	0	51
5:45-6:45	0	0	0	0	0	0	5	0	2	0	0	3	12	0	0	0	0	12	7	0	41
6:00-7:00	0	0	0	0	0	0	5	0	2	0	0	4	7	0	0	0	0	10	4	0	32

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**4**	**3**	**0**	**4**	**11**	**0**	**1**	**0**	**0**	**18**	**6**	**1**	**55**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: MD 852 & N/A
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Tuesday, June 4, 2024
Jurisdiction: Carroll County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	MD 31 Northbound					MD 31 Southbound					MD 852 Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	8	59	0	0	0	0	45	12	0	0	15	0	5	0	0	0	0	0	0	144
6:45-7:00	0	4	56	0	0	0	0	40	15	0	0	14	0	3	0	0	0	0	0	0	132
7:00-7:15	0	2	61	0	0	0	0	52	10	0	0	25	0	5	0	0	0	0	0	0	155
7:15-7:30	0	1	60	0	0	0	0	43	9	0	0	22	0	2	0	0	0	0	0	0	137
7:30-7:45	0	2	69	0	0	0	0	49	12	0	0	19	0	5	0	0	0	0	0	0	156
7:45-8:00	0	4	71	0	0	0	0	58	11	0	0	19	0	4	0	0	0	0	0	0	167
8:00-8:15	0	3	68	0	0	0	0	58	14	0	0	21	0	3	0	0	0	0	0	0	167
8:15-8:30	0	4	54	0	0	0	0	48	12	0	0	19	0	3	0	0	0	0	0	0	140
8:30-8:45	0	1	76	0	0	0	0	50	13	0	0	14	0	0	0	0	0	0	0	0	154
8:45-9:00	0	1	57	0	0	0	0	40	14	0	0	18	0	2	0	0	0	0	0	0	132
9:00-9:15	0	2	43	0	0	0	0	41	21	0	0	16	0	3	0	0	0	0	0	0	126
9:15-9:30	0	3	54	0	0	0	0	35	22	0	0	20	0	5	0	0	0	0	0	0	139
Hourly Totals																					
6:30-7:30	0	15	236	0	0	0	0	180	46	0	0	76	0	15	0	0	0	0	0	0	568
6:45-7:45	0	9	246	0	0	0	0	184	46	0	0	80	0	15	0	0	0	0	0	0	580
7:00-8:00	0	9	261	0	0	0	0	202	42	0	0	85	0	16	0	0	0	0	0	0	615
7:15-8:15	0	10	268	0	0	0	0	208	46	0	0	81	0	14	0	0	0	0	0	0	627
7:30-8:30	0	13	262	0	0	0	0	213	49	0	0	78	0	15	0	0		0	0	0	630
7:45-8:45	0	12	269	0	0	0	0	214	50	0	0	73	0	10	0	0	0	0	0	0	628
8:00-9:00	0	9	255	0	0	0	0	196	53	0	0	72	0	8	0	0	0	0	0	0	593
8:15-9:15	0	8	230	0	0	0	0	179	60	0	0	67	0	8	0	0	0	0	0	0	552
8:30-9:30	0	7	230	0	0	0	0	166	70	0	0	68	0	10	0	0	0	0	0	0	551
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**13**	**262**	**0**	**0**	**0**	**0**	**213**	**49**	**0**	**0**	**78**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**630**

Weekday Evening Peak Hour (4 pm - 7 pm)

	MD 31 Northbound					MD 31 Southbound					MD 852 Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	3	62	0	0	0	0	64	17	0	0	20	0	7	0	0	0	0	0	0	173
4:15-4:30	0	2	68	0	0	0	0	84	16	0	0	15	0	3	0	0	0	0	0	0	188
4:30-4:45	0	9	74	0	0	0	0	70	16	0	0	18	0	1	0	0	0	0	0	0	188
4:45-5:00	0	11	74	0	0	0	0	93	16	0	0	16	0	3	0	0	0	0	0	0	213
5:00-5:15	0	4	100	0	0	0	0	89	15	0	0	25	0	3	0	0	0	0	0	0	236
5:15-5:30	0	4	76	0	0	0	0	101	21	0	0	21	0	0	0	0	0	0	0	0	223
5:30-5:45	0	1	59	0	0	0	0	88	24	0	0	22	0	4	0	0	0	0	0	0	198
5:45-6:00	0	3	60	0	0	0	0	72	19	0	0	14	0	0	0	0	0	0	0	0	168
6:00-6:15	0	2	60	0	0	0	0	55	24	0	0	13	0	2	0	0	0	0	0	0	156
6:15-6:30	0	4	50	0	0	0	0	54	12	0	0	10	0	1	0	0	0	0	0	0	131
6:30-6:45	0	4	37	0	0	0	0	42	11	0	0	12	0	0	0	0	0	0	0	0	106
6:45-7:00	0	0	32	0	0	0	0	42	20	0	0	20	0	0	0	0	0	0	0	0	114
Hourly Totals																					
4:00-5:00	0	25	278	0	0	0	0	311	65	0	0	69	0	14	0	0	0	0	0	0	762
4:15-5:15	0	26	316	0	0	0	0	336	63	0	0	74	0	10	0	0	0	0	0	0	825
4:30-5:30	0	28	324	0	0	0	0	353	68	0	0	80	0	7	0	0	0	0	0	0	860
4:45-5:45	0	20	309	0	0	0	0	371	76	0	0	84	0	10	0	0	0	0	0	0	870
5:00-6:00	0	12	295	0	0	0	0	350	79	0	0	82	0	7	0	0	0	0	0	0	825
5:15-6:15	0	10	255	0	0	0	0	316	88	0	0	70	0	6	0	0	0	0	0	0	745
5:30-6:30	0	10	229	0	0	0	0	269	79	0	0	59	0	7	0	0	0	0	0	0	653
5:45-6:45	0	13	207	0	0	0	0	223	66	0	0	49	0	3	0	0	0	0	0	0	561
6:00-7:00	0	10	179	0	0	0	0	193	67	0	0	55	0	3	0	0	0	0	0	0	507
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:45-5:45	**0**	**20**	**309**	**0**	**0**	**0**	**0**	**371**	**76**	**0**	**0**	**84**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**870**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
231 NAJOLES ROAD, SUITE 250
MILLERSVILLE, MD 21108
www.lenharttraffic.com

Intersection: MD 852 & MD 31
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, June 5, 2024
Jurisdiction: Carroll County

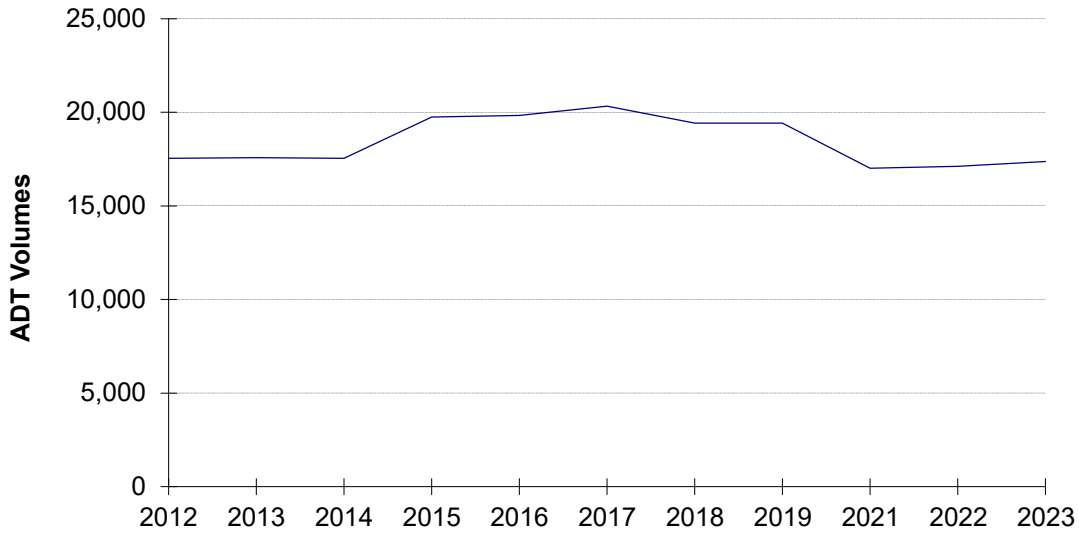
TRAFFIC GROWTH PROJECTION

LOCATION: MD 140 west of Royer Rd

REPORT DATE: 12-Aug-24

AVERAGE GROWTH:	0.08%
MATHEMATICAL GROWTH:	-0.10%

Year	ADT Volume	Vol. increase	% increase	Average %
2012	17,540			
2013	17,581	41	0.23%	0.23%
2014	17,532	-49	-0.28%	-0.02%
2015	19,740	2,208	12.59%	4.18%
2016	19,841	101	0.51%	3.27%
2017	20,322	481	2.42%	3.10%
2018	19,420	-902	-4.44%	1.84%
2019	19,421	1	0.01%	1.58%
2021	17,010	-2,411	-12.41%	-0.17%
2022	17,111	101	0.59%	-0.09%
2023	17,372	261	1.53%	0.08%



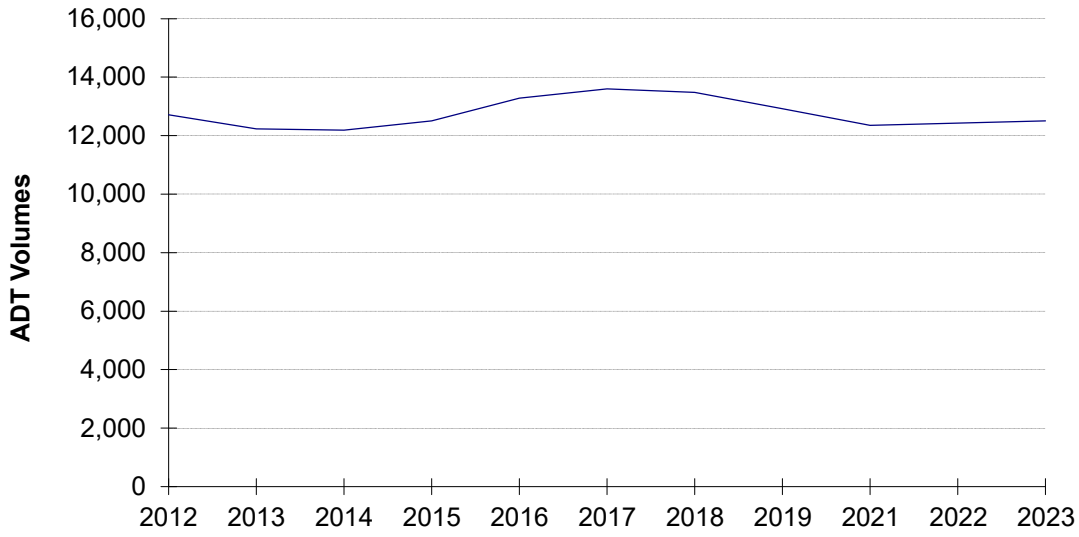
TRAFFIC GROWTH PROJECTION

LOCATION: MD 31 south of MD 140

REPORT DATE: 12-Aug-24

AVERAGE GROWTH:	-0.12%
MATHEMATICAL GROWTH:	-0.17%

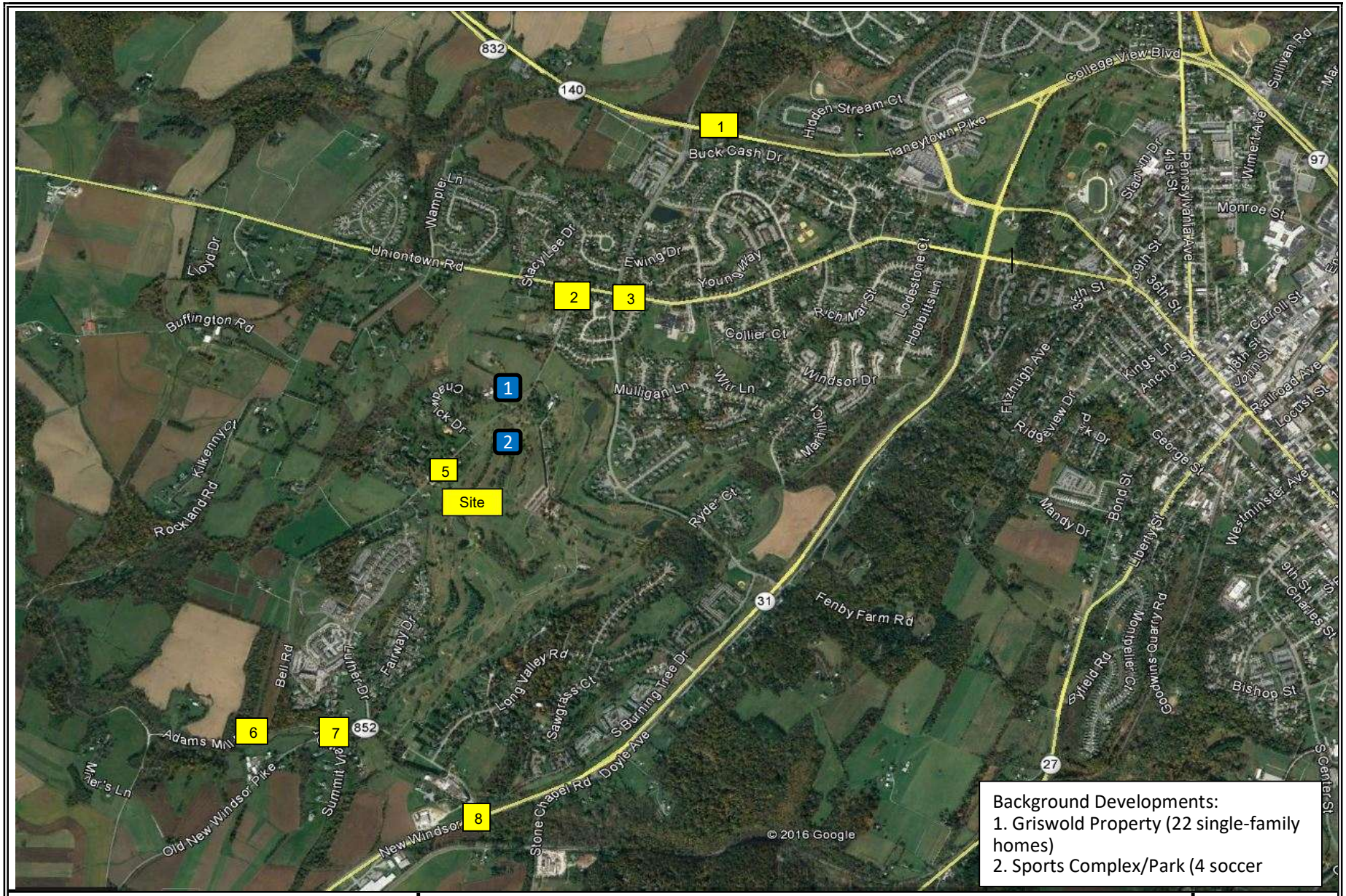
Year	ADT Volume	Vol. increase	% increase	Average %
2012	12,721			
2013	12,230	-491	-3.86%	-3.86%
2014	12,191	-39	-0.32%	-2.09%
2015	12,512	321	2.63%	-0.52%
2016	13,280	768	6.14%	1.15%
2017	13,601	321	2.42%	1.40%
2018	13,482	-119	-0.87%	1.02%
2019	12,920	-562	-4.17%	0.28%
2021	12,352	-568	-4.40%	-0.30%
2022	12,433	81	0.66%	-0.20%
2023	12,510	77	0.62%	-0.12%



TRAFFIC GROWTH
MD 31 south of MD 140

Appendix B

Background Developments



Background Developments:
1. Griswold Property (22 single-family homes)
2. Sports Complex/Park (4 soccer

Traffic Impact Analysis	Background Development Map	**Exhibit B-1**
LENHART TRAFFIC CONSULTING, INC. 231 NAJOLES ROAD, SUITE 250 MILLERSVILLE, MD 21108 www.lenharttraffic.com		

Trip Generaton Rates

	Trip Distribution (In/Out)
Single-Family Detached Housing (ITE-210, Units)	
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12	26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27	63/37
Soccer Complex (ITE-488, Fields)	
Morning Trips = 1.12 x (Fields)	57/43
Evening Trips = 17.70 x (Fields)	67/33

Trip Generaton Totals

				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached (ITE-210, Units)	22	units	5	14	19	15	9	24
LU Code 488	Soccer Complex (ITE-488, Fields)	4	fields	2	2	4	48	23	71
			Total:	**7**	**16**	**23**	**63**	**32**	**95**

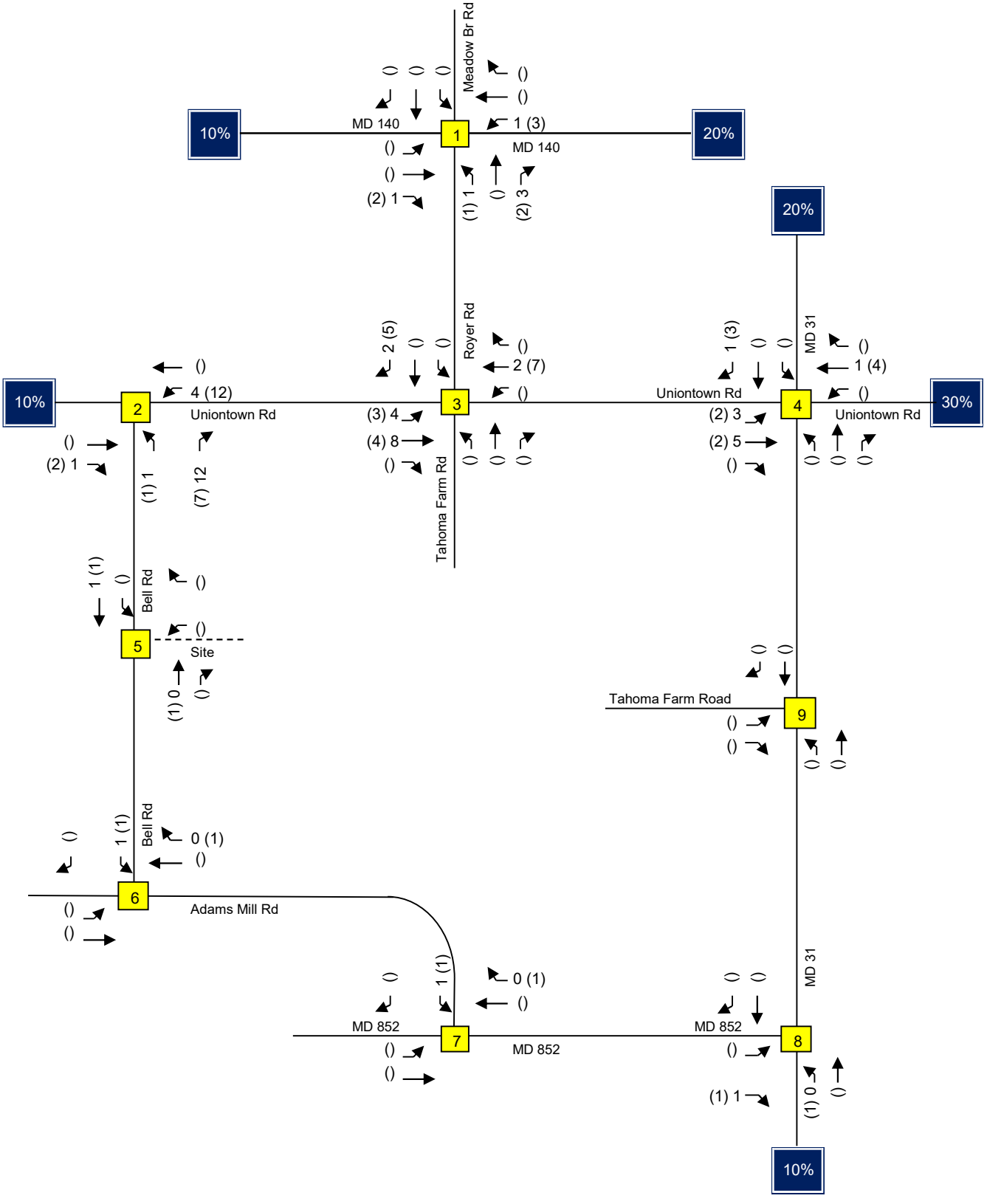
NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis

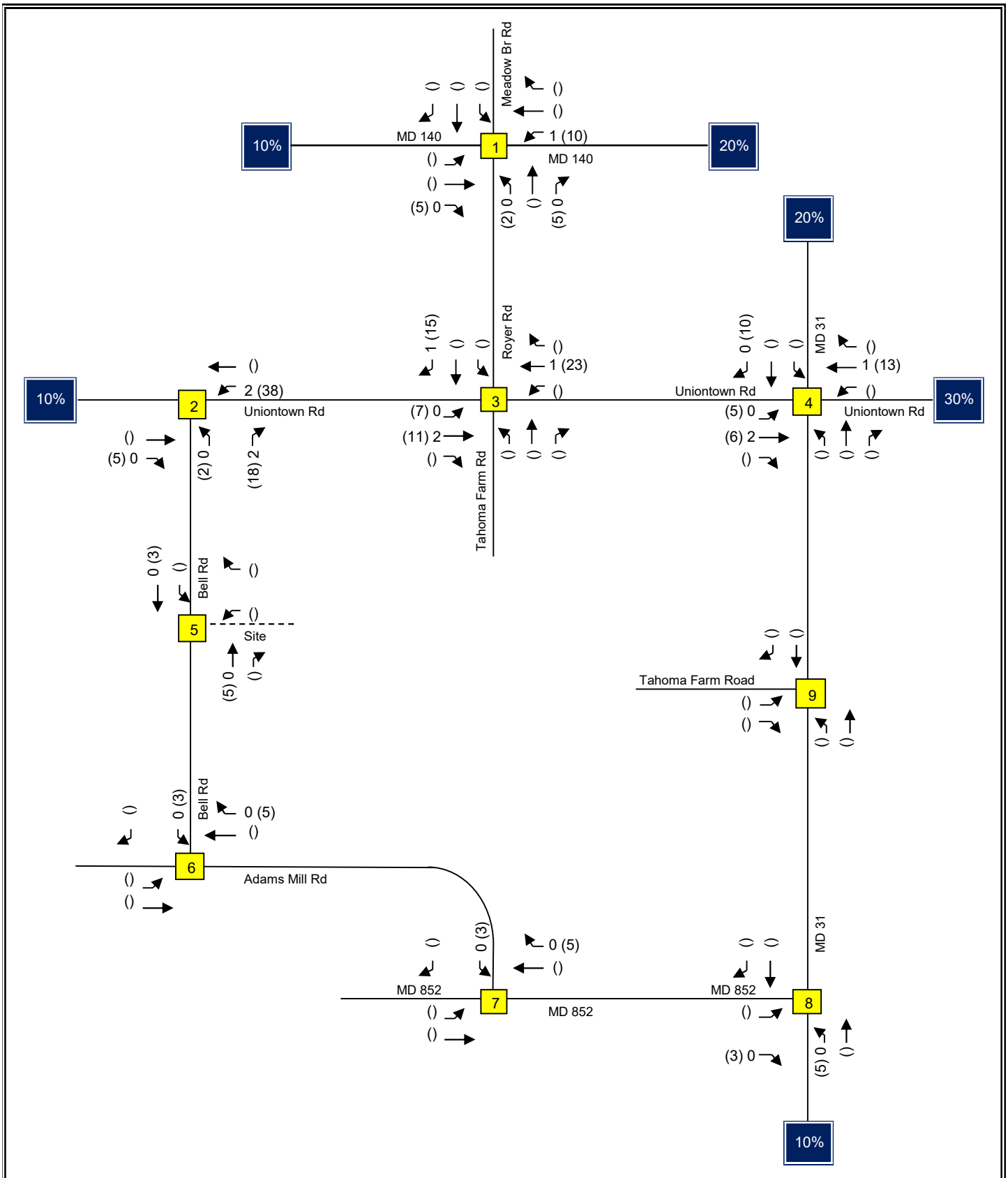
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Trip Generation for Background Developments

Exhibit B-2



Traffic Impact Analysis	Trip Assignment for Griswold Property	**Exhibit B-3**
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Traffic Impact Analysis	Trip Assignment for Soccer Complex/Park	**Exhibit B-4**
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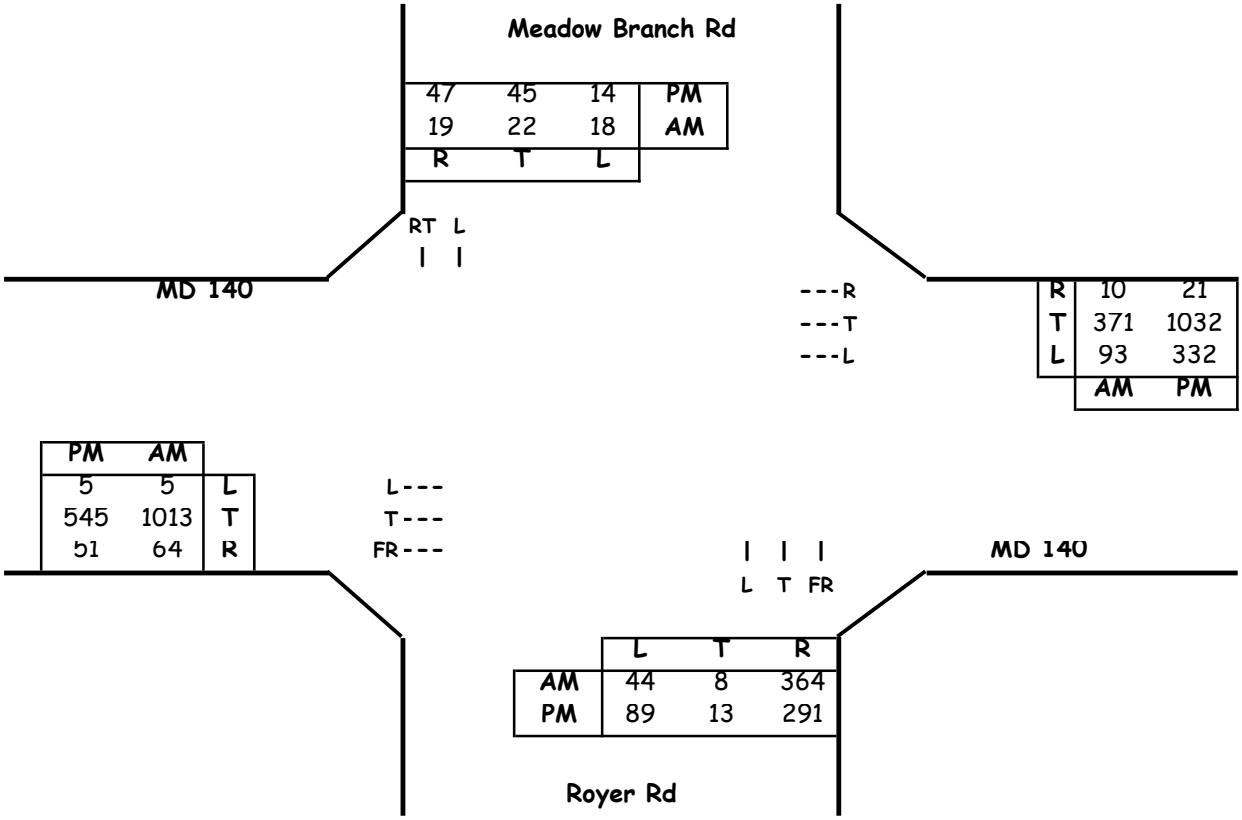
Appendix C

Level of Service (CLV & HCS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd
Study Period: EXISTING TRAFFIC
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	8	1.00	8	18	1	18	85
SB	41	1.00	41	44	1	44	
EB	1013	1	1013	93	1	93	1106
WB	371	1	371	5	1	5	

CLV TOTAL= **1191**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	13	1.00	13	14	1	14	181
SB	92	1.00	92	89	1	89	
EB	545	1	545	332	1	332	1037
WB	1032	1	1032	5	1	5	

CLV TOTAL= **1218**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis

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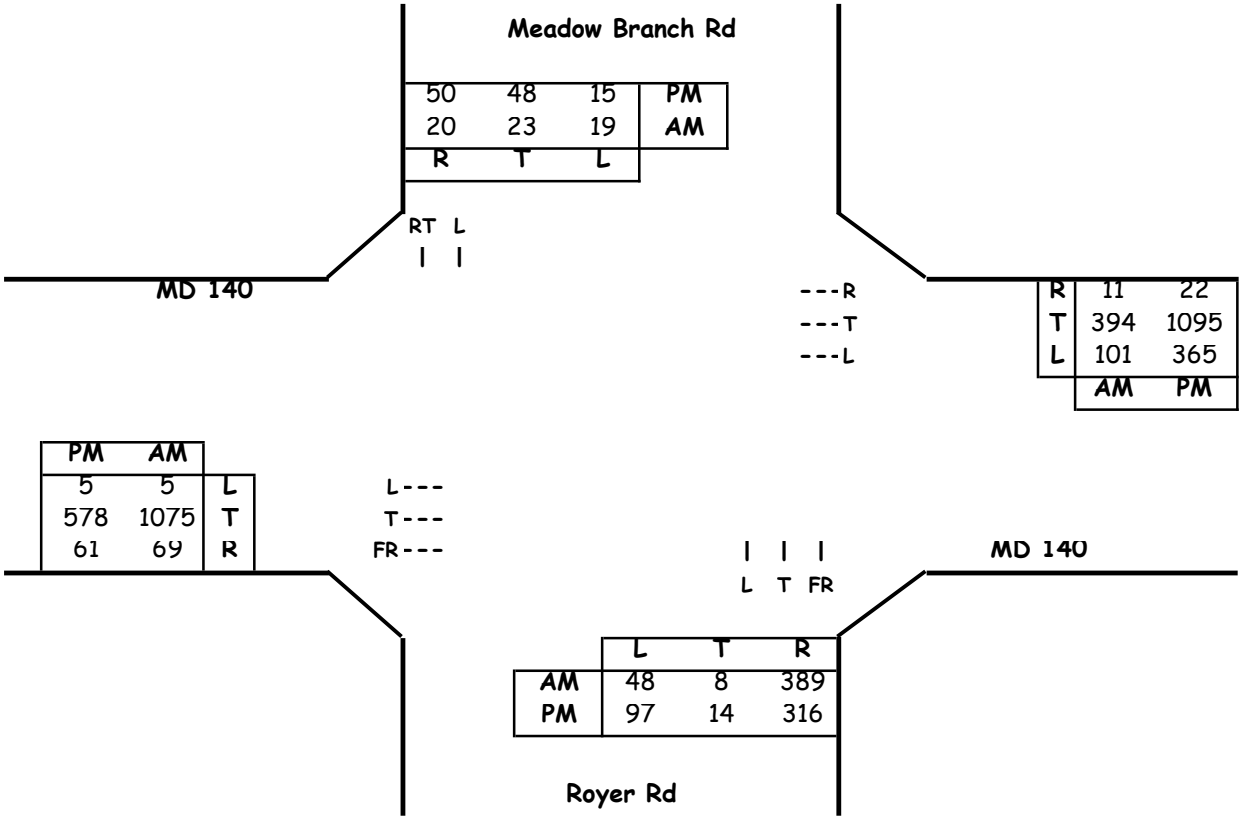
MD 140 &
Royer Rd
(EXISTING TRAFFIC)

Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd
Study Period: BACKGROUND TRAFFIC
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	8	1.00	8	19	1	19	91
SB	43	1.00	43	48	1	48	
EB	1075	1	1075	101	1	101	1176
WB	394	1	394	5	1	5	

CLV TOTAL= **1267**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	14	1.00	14	15	1	15	195
SB	98	1.00	98	97	1	97	
EB	578	1	578	365	1	365	1100
WB	1095	1	1095	5	1	5	

CLV TOTAL= **1295**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis

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MD 140 &
Royer Rd
(BACKGROUND TRAFFIC)

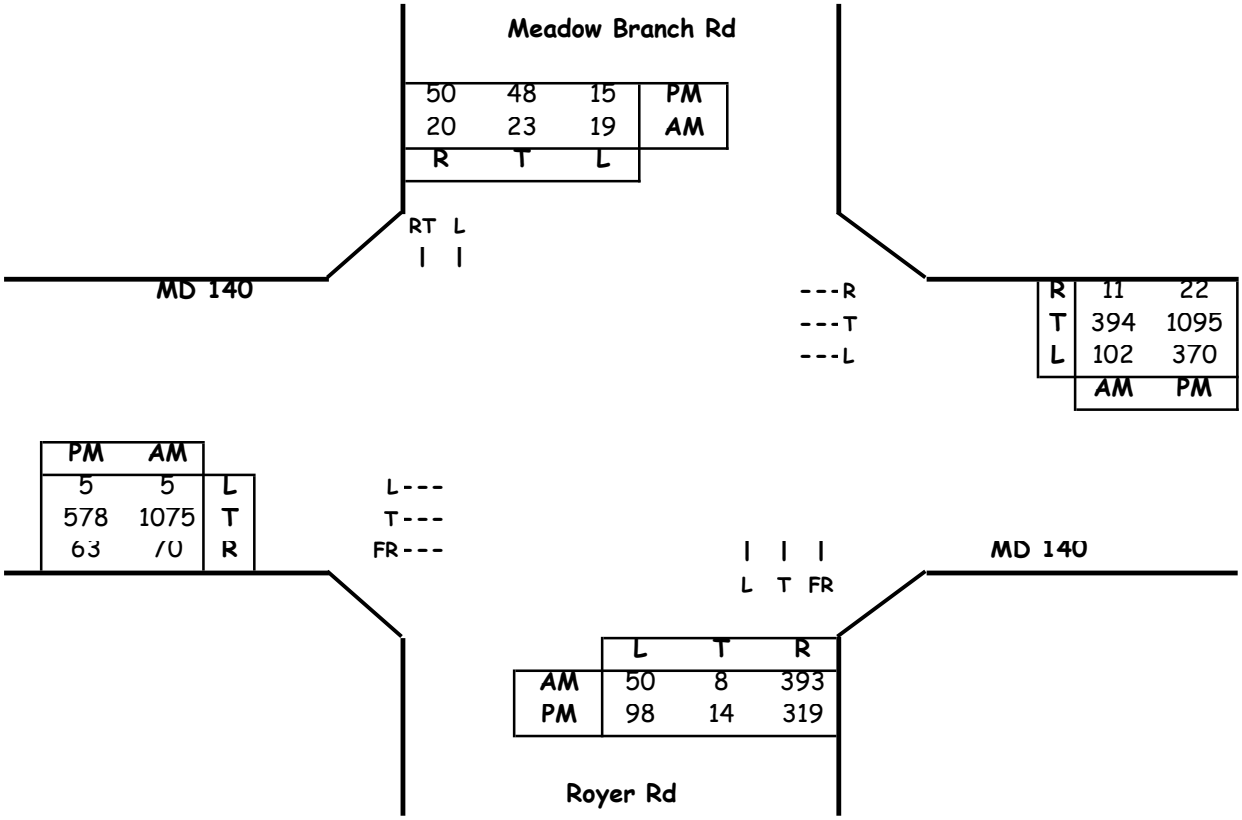
Intersection
1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 140
Minor Street: Royer Rd
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	8	1.00	8	19	1	19	93
SB	43	1.00	43	50	1	50	
EB	1075	1	1075	102	1	102	1177
WB	394	1	394	5	1	5	

CLV TOTAL= **1270**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	14	1.00	14	15	1	15	196
SB	98	1.00	98	98	1	98	
EB	578	1	578	370	1	370	1100
WB	1095	1	1095	5	1	5	

CLV TOTAL= **1296**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis

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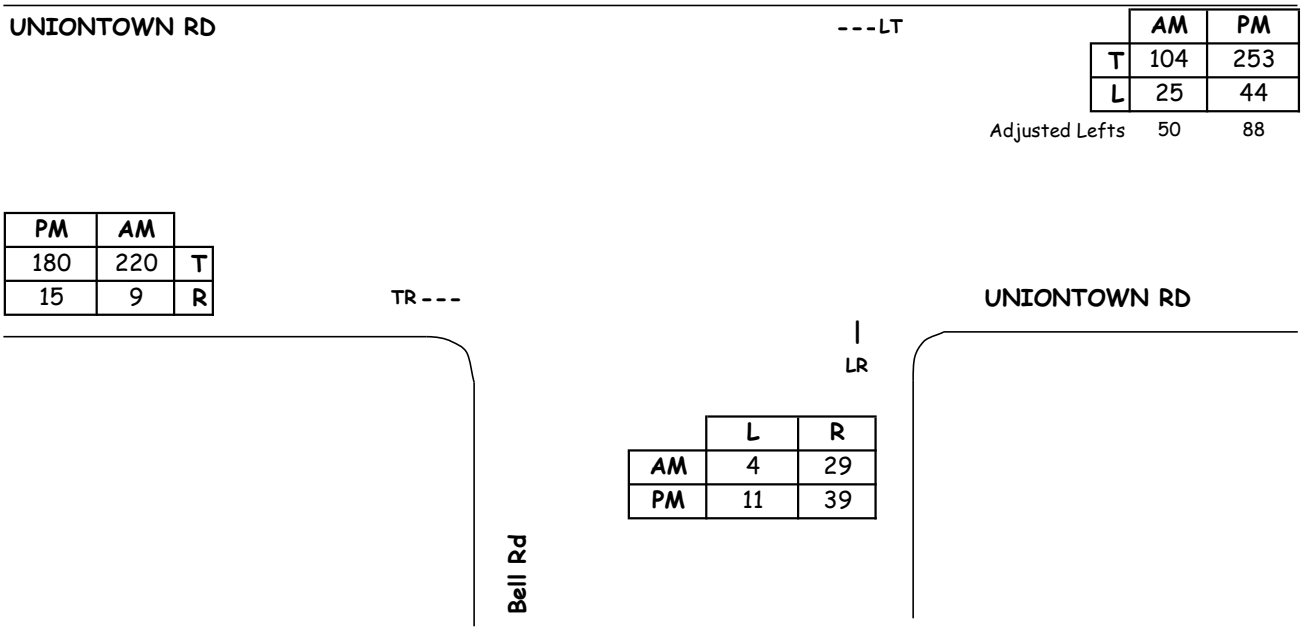
MD 140 &
Royer Rd
(TOTAL TRAFFIC)

Intersection
1

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic



	AM	PM
T	104	253
L	25	44
Adjusted Lefts	50	88

PM	AM	
180	220	T
15	9	R

	L	R
AM	4	29
PM	11	39

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	33	1.00	33				33
EB	229	1.00	229	25	1.00	25	254
WB	154	1.00	154				
			CLV TOTAL=				287
			Level of Service (LOS)=				A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	50	1.00	50				50
EB	195	1.00	195	44	1.00	44	341
WB	341	1.00	341				
			CLV TOTAL=				391
			Level of Service (LOS)=				A

Critical Lane Volume Analysis

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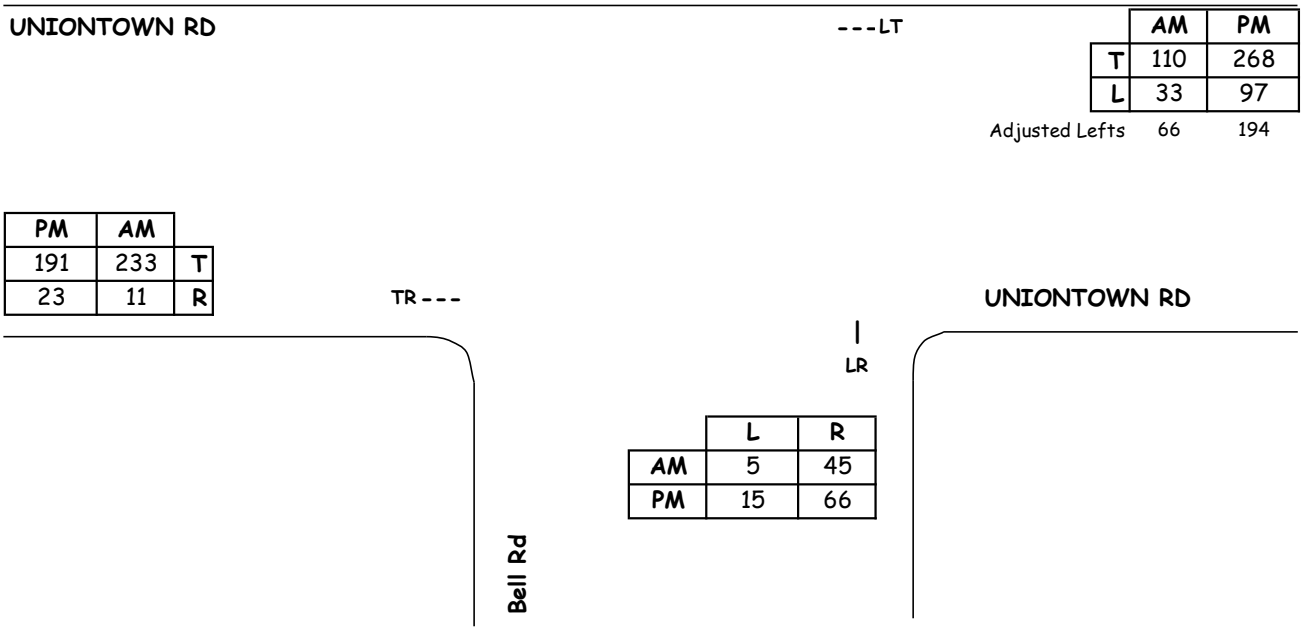
Uniontown Rd &
Bell Rd
(Existing Traffic)

Intersection
2

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic



	AM	PM
T	110	268
L	33	97
Adjusted Lefts	66	194

PM	AM	
191	233	T
23	11	R

	L	R
AM	5	45
PM	15	66

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	50	1.00	50				50
EB	244	1.00	244	33	1.00	33	277
WB	176	1.00	176				
						CLV TOTAL=	**327**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	81	1.00	81				81
EB	214	1.00	214	97	1.00	97	462
WB	462	1.00	462				
						CLV TOTAL=	**543**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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Uniontown Rd &
Bell Rd
(Existing Traffic)

Intersection
2

Critical Lane Volume (CLV) Methodology

Main Line: Uniontown Rd
Minor Street: Bell Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

UNIONTOWN RD ---LT

	AM	PM
T	110	268
L	37	115
Adjusted Lefts	74	230

PM	AM	
191	233	T
25	12	R

TR ---

UNIONTOWN RD

LR

	L	R
AM	7	63
PM	16	76

Bell Rd

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	70	1.00	70				70
EB	245	1.00	245	37	1.00	37	282
WB	184	1.00	184				
						CLV TOTAL=	**352**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	92	1.00	92				92
EB	216	1.00	216	115	1.00	115	498
WB	498	1.00	498				
						CLV TOTAL=	**590**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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Uniontown Rd &
Bell Rd
(Existing Traffic)

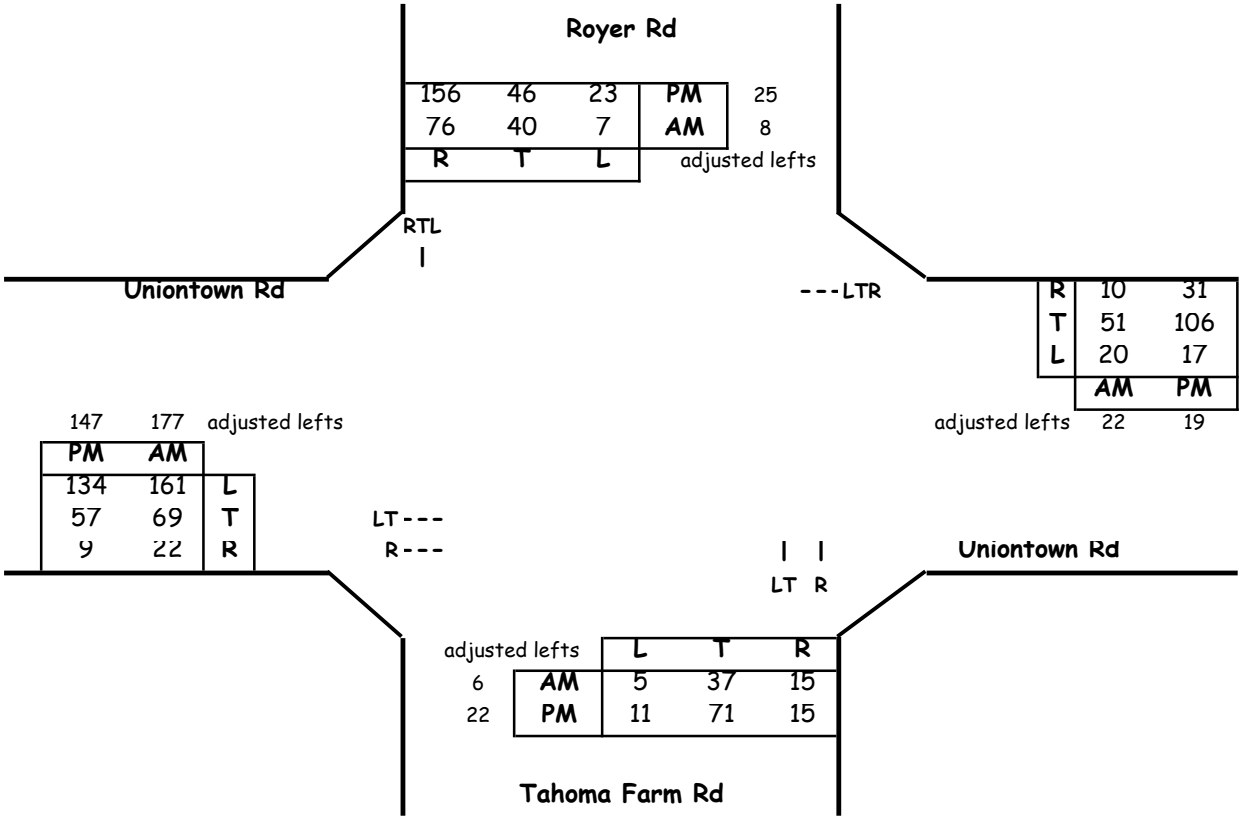
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd
Study Period: EXISTING TRAFFIC

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	43	1.00	43	7	1	7	129
SB	124	1.00	124	5	1	5	
EB	246	1	246	20	1	20	266
WB	83	1	83	161	1	161	

CLV TOTAL= **395**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	93	1.00	93	23	1	23	238
SB	227	1.00	227	11	1	11	
EB	204	1	204	17	1	17	290
WB	156	1	156	134	1	134	

CLV TOTAL= **528**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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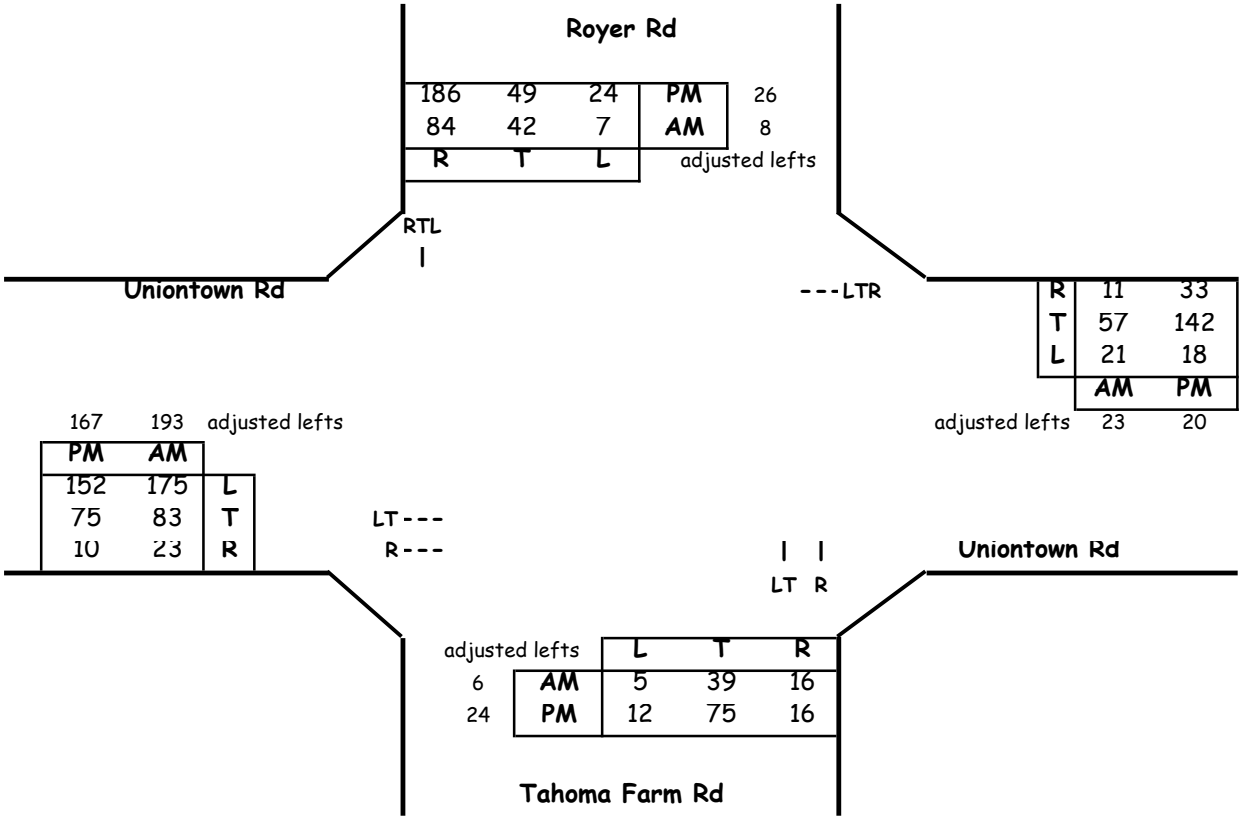
Uniontown Rd &
Tahoma Farm Rd
(EXISTING TRAFFIC)

Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd
Study Period: BACKGROUND TRAFFIC
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	45	1.00	45	7	1	7	139
SB	134	1.00	134	5	1	5	
EB	276	1	276	21	1	21	297
WB	91	1	91	175	1	175	

CLV TOTAL= **436**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	99	1.00	99	24	1	24	273
SB	261	1.00	261	12	1	12	
EB	242	1	242	18	1	18	347
WB	195	1	195	152	1	152	

CLV TOTAL= **620**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Uniontown Rd &
Tahoma Farm Rd
(BACKGROUND TRAFFIC)

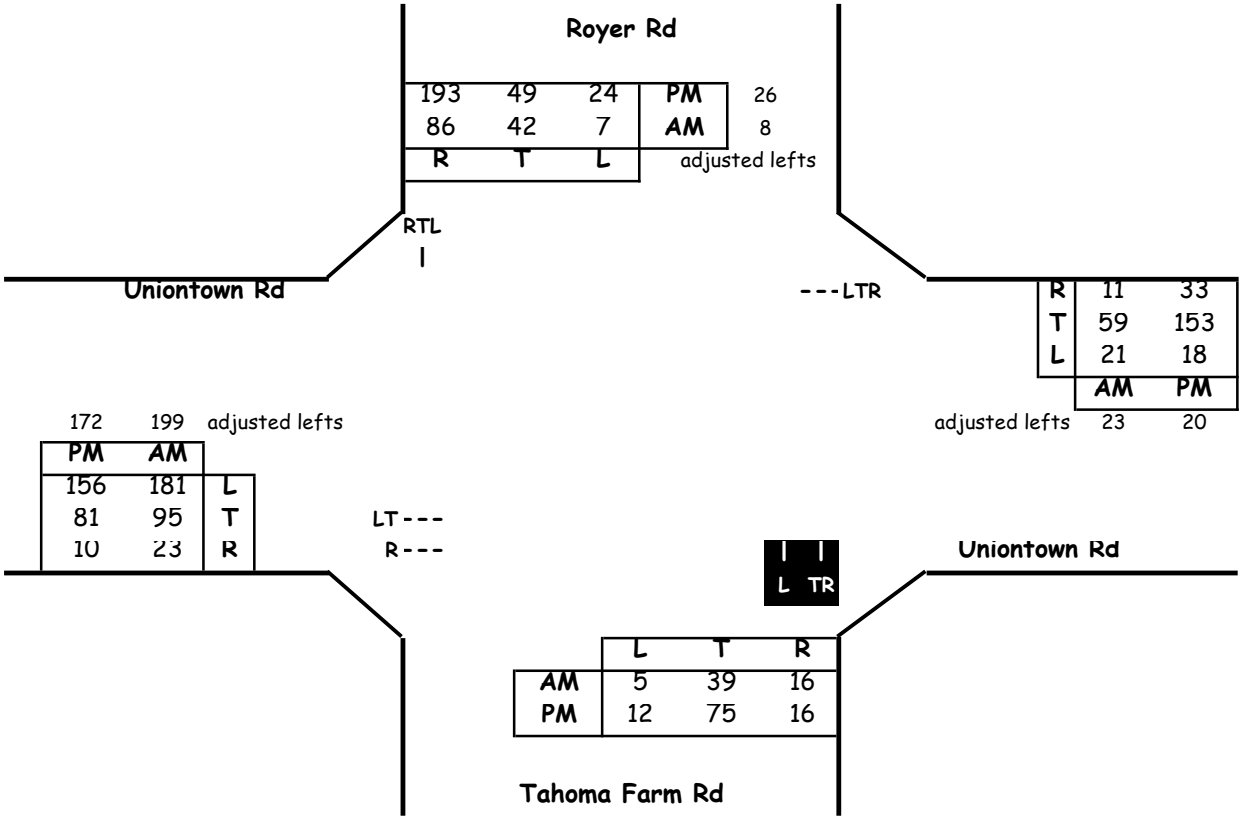
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Uniontown Rd
Minor Street: Tahoma Farm Rd
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	55	1.00	55	7	1	7	141
SB	136	1.00	136	5	1	5	
EB	294	1	294	21	1	21	315
WB	93	1	93	181	1	181	

CLV TOTAL= **456**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	91	1.00	91	24	1	24	280
SB	268	1.00	268	12	1	12	
EB	253	1	253	18	1	18	362
WB	206	1	206	156	1	156	

CLV TOTAL= **642**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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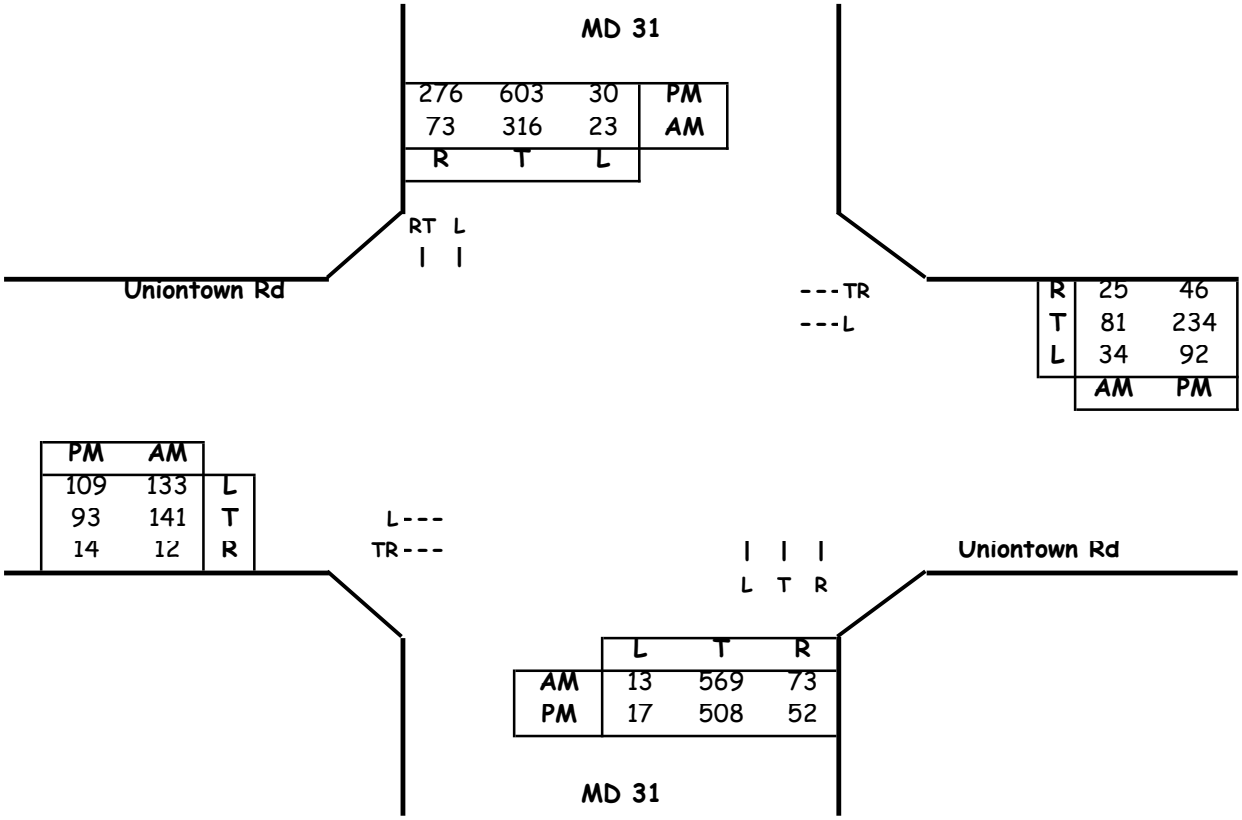
Uniontown Rd &
Tahoma Farm Rd
(TOTAL TRAFFIC)

Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd
Study Period: EXISTING TRAFFIC
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	569	1.00	569	23	1	23	592
SB	389	1.00	389	13	1	13	
EB	153	1	153	34	1	34	239
WB	106	1	106	133	1	133	

CLV TOTAL= **831**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	508	1.00	508	30	1	30	896
SB	879	1.00	879	17	1	17	
EB	107	1	107	92	1	92	389
WB	280	1	280	109	1	109	

CLV TOTAL= **1285**
Level of Service (LOS)= **C**

Critical Lane Volume Analysis

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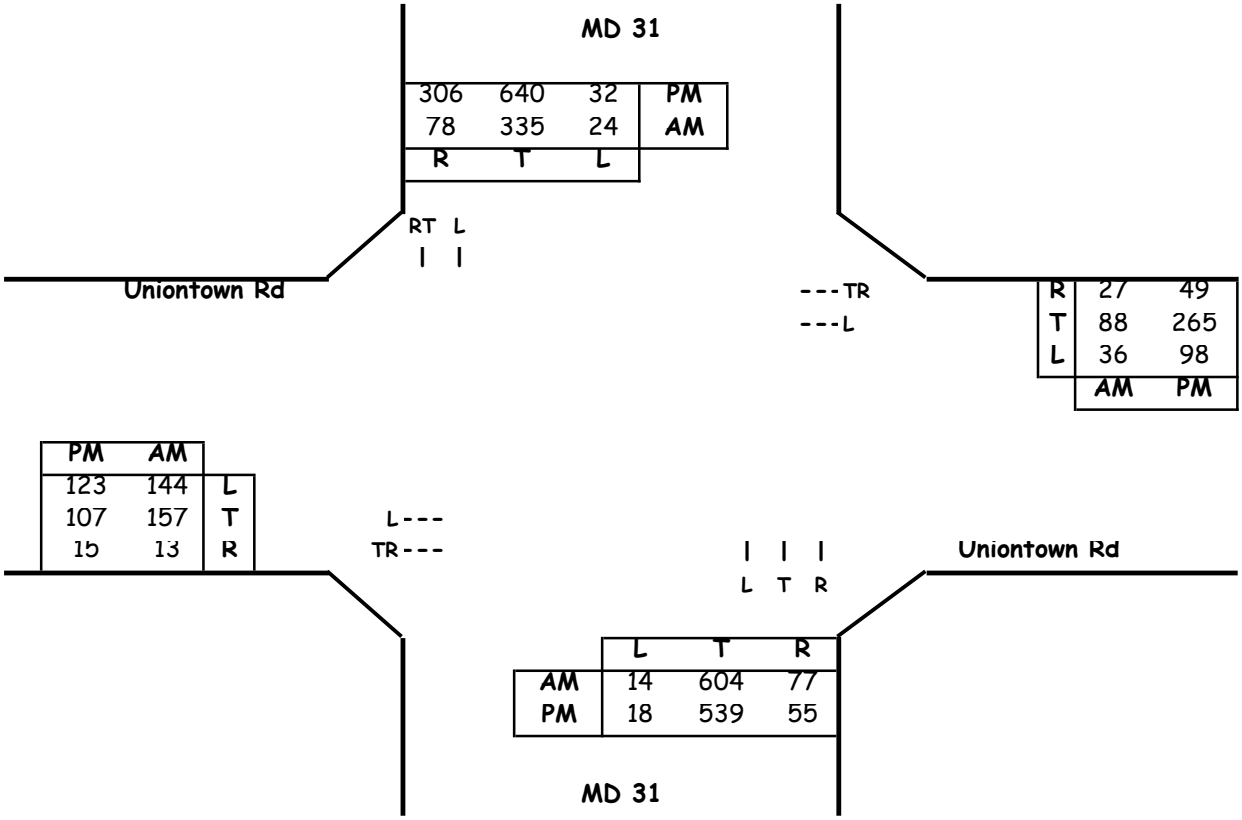
MD 31 &
Uniontown Rd
(EXISTING TRAFFIC)

Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd **Analyst:** Lenhart Traffic
Study Period: BACKGROUND TRAFFIC

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	604	1.00	604	24	1	24	628
SB	413	1.00	413	14	1	14	
EB	170	1	170	36	1	36	259
WB	115	1	115	144	1	144	

CLV TOTAL= **887**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	539	1.00	539	32	1	32	964
SB	946	1.00	946	18	1	18	
EB	122	1	122	98	1	98	437
WB	314	1	314	123	1	123	

CLV TOTAL= **1401**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

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MD 31 &
Uniontown Rd
(BACKGROUND TRAFFIC)

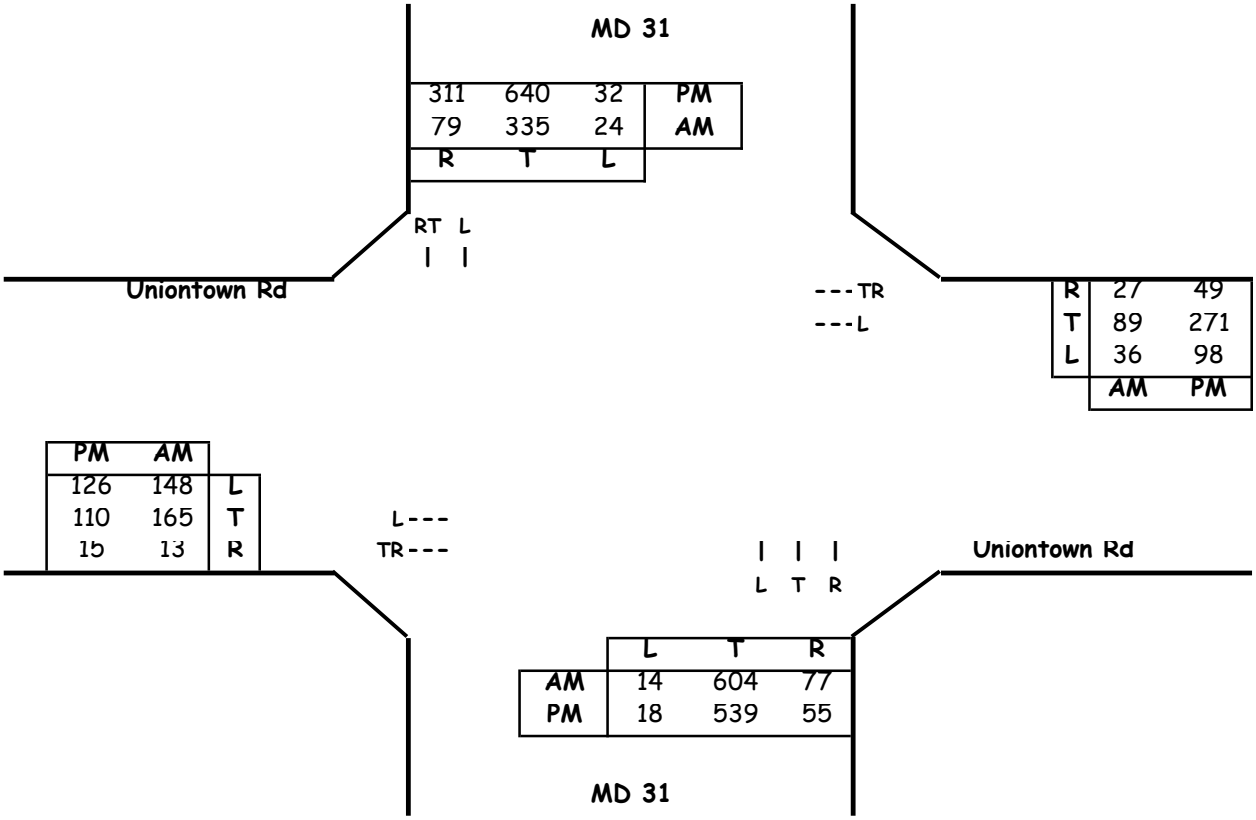
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 31
Minor Street: Uniontown Rd
Study Period: TOTAL TRAFFIC

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	604	1.00	604	24	1	24	628
SB	414	1.00	414	14	1	14	
EB	178	1	178	36	1	36	264
WB	116	1	116	148	1	148	

CLV TOTAL= **892**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	539	1.00	539	32	1	32	969
SB	951	1.00	951	18	1	18	
EB	125	1	125	98	1	98	446
WB	320	1	320	126	1	126	

CLV TOTAL= **1415**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

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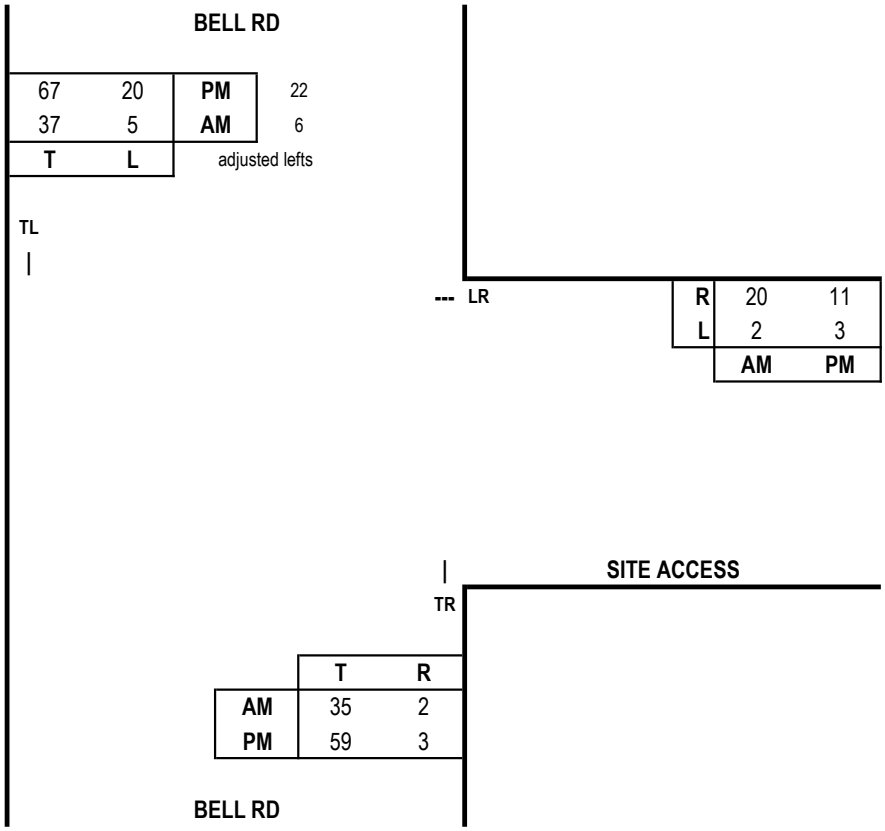
MD 31 &
Uniontown Rd
(TOTAL TRAFFIC)

Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Site Access
Conditions: Existing Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	22	1.00	22				22
NB	37	1.00	37	5	1.00	5	43
SB	43	1.00	43				
						CLV TOTAL=	**65**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	14	1.00	14				14
NB	62	1.00	62	20	1.00	20	89
SB	89	1.00	89				
						CLV TOTAL=	**103**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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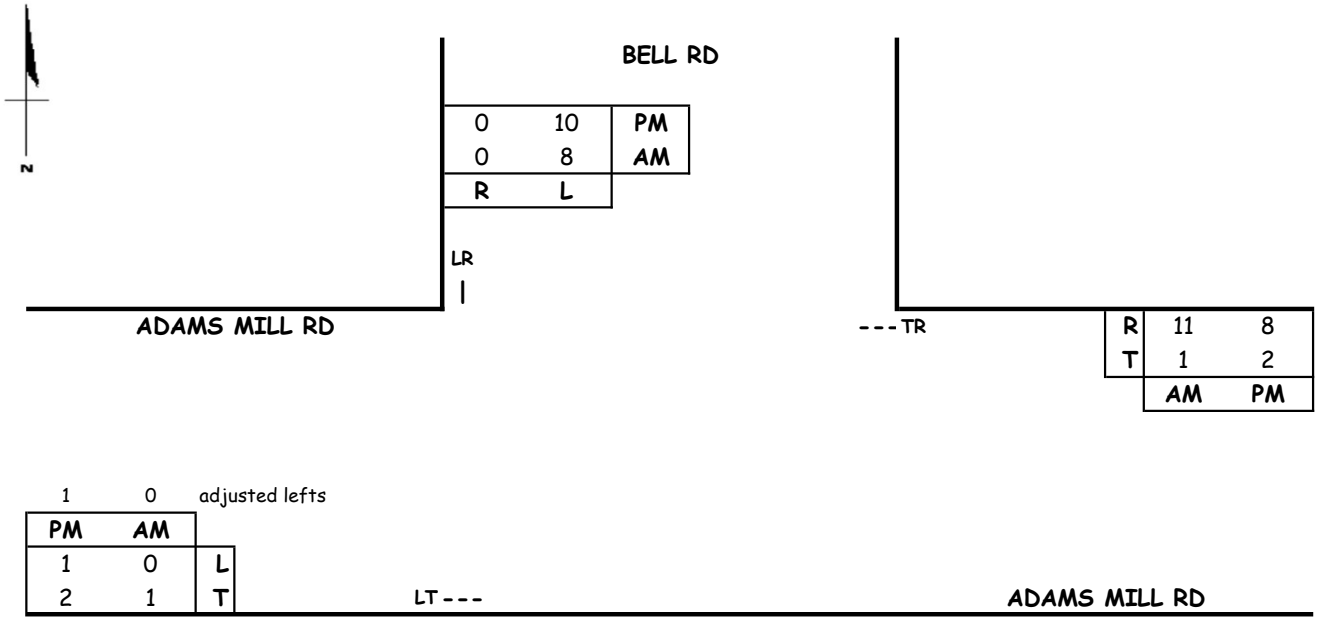
Bell Rd &
Site Access
(Existing Traffic)

Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Existing Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	8	1.00	8				8
EB	1	1.00	1				12
WB	12	1.00	12	0	1.00	0	
					CLV TOTAL=		20
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	10	1.00	10				10
EB	3	1.00	3				11
WB	10	1.00	10	1	1.00	1	
					CLV TOTAL=		21
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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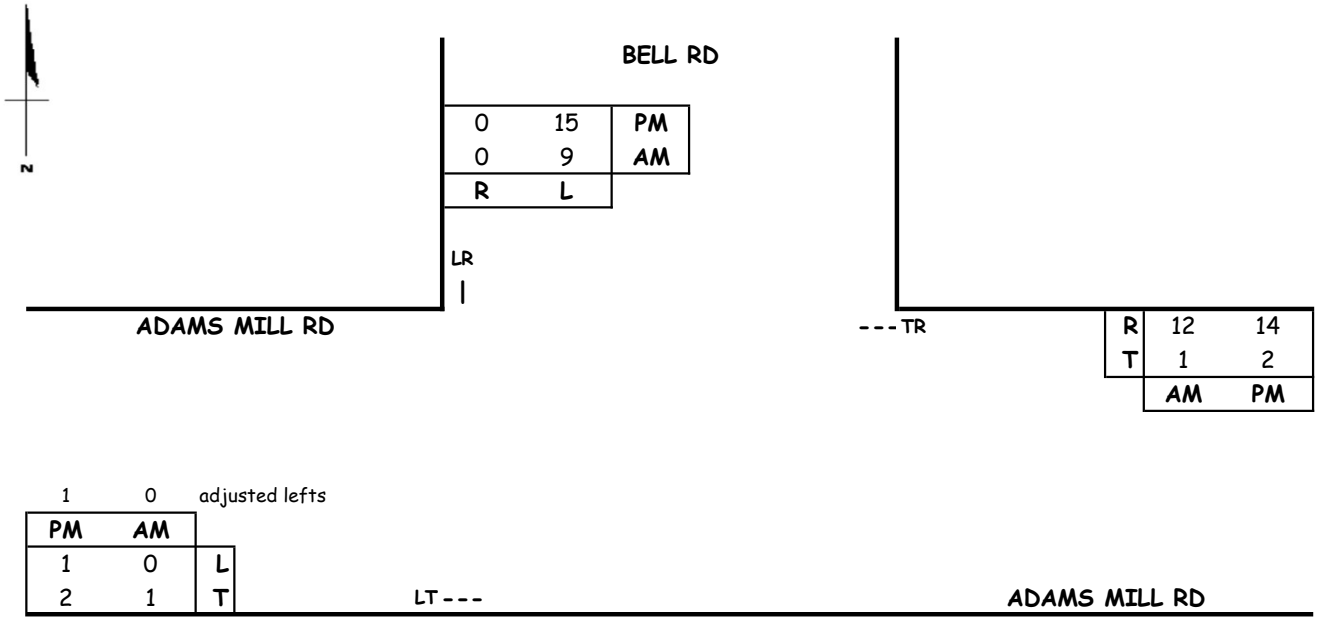
Bell Rd &
Adams Mill Rd
(Existing Traffic)

Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Background Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	9	1.00	9				9
EB	1	1.00	1				13
WB	13	1.00	13	0	1.00	0	
						CLV TOTAL=	22
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	15	1.00	15				15
EB	3	1.00	3				17
WB	16	1.00	16	1	1.00	1	
						CLV TOTAL=	32
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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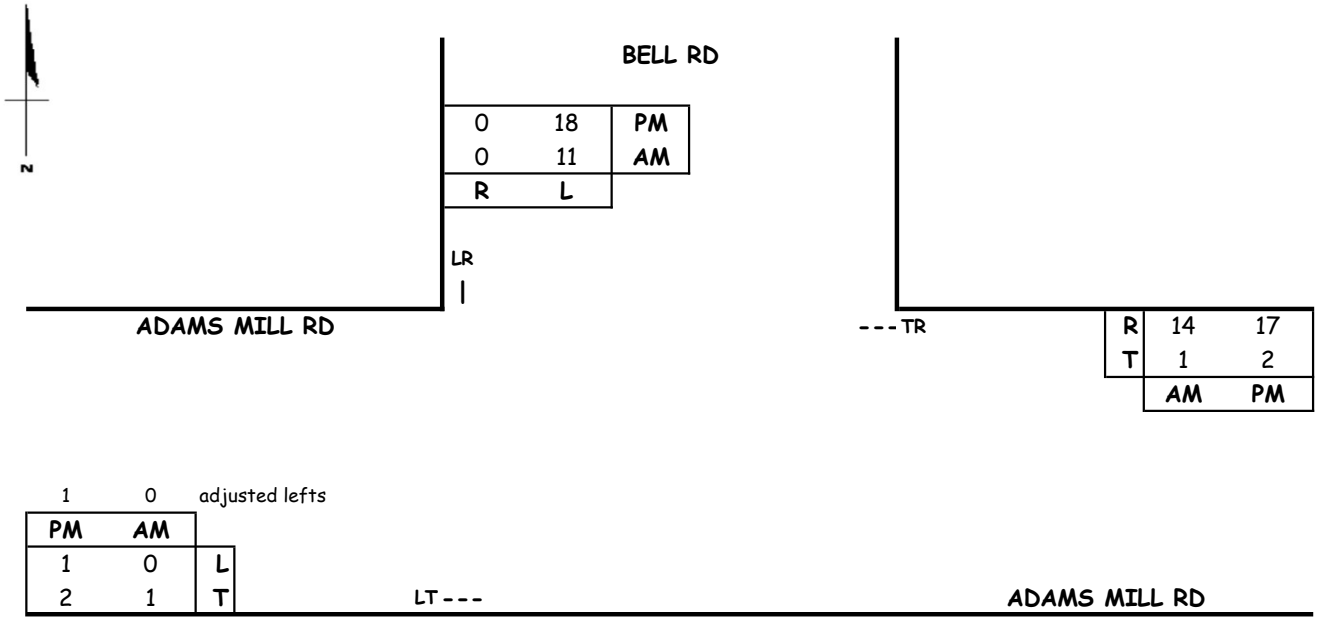
Bell Rd &
Adams Mill Rd
(Background Traffic)

Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Bell Rd
and: Adams Mill Rd
Conditions: Total Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	11	1.00	11				11
EB	1	1.00	1				15
WB	15	1.00	15	0	1.00	0	
					CLV TOTAL=		26
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	18	1.00	18				18
EB	3	1.00	3				20
WB	19	1.00	19	1	1.00	1	
					CLV TOTAL=		38
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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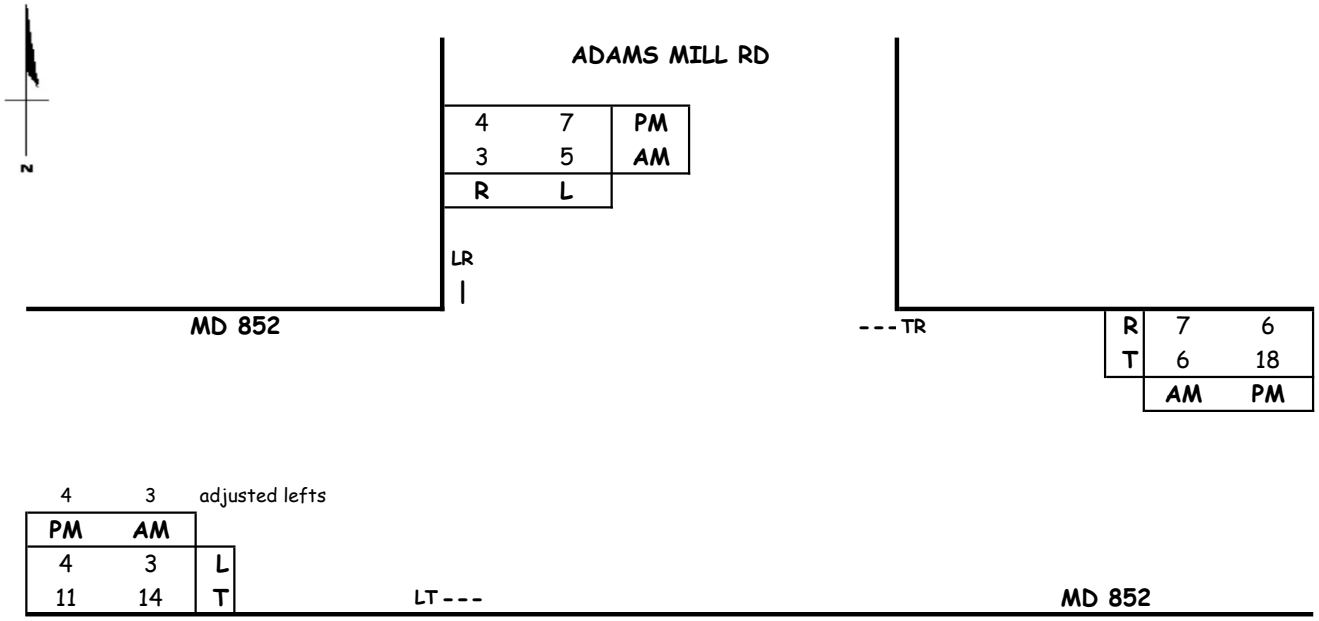
Bell Rd &
Adams Mill Rd
(Total Traffic)

Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Existing Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	8	1.00	8				8
EB	17	1.00	17				17
WB	13	1.00	13	3	1.00	3	
					CLV TOTAL=		25
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	11	1.00	11				11
EB	15	1.00	15				28
WB	24	1.00	24	4	1.00	4	
					CLV TOTAL=		39
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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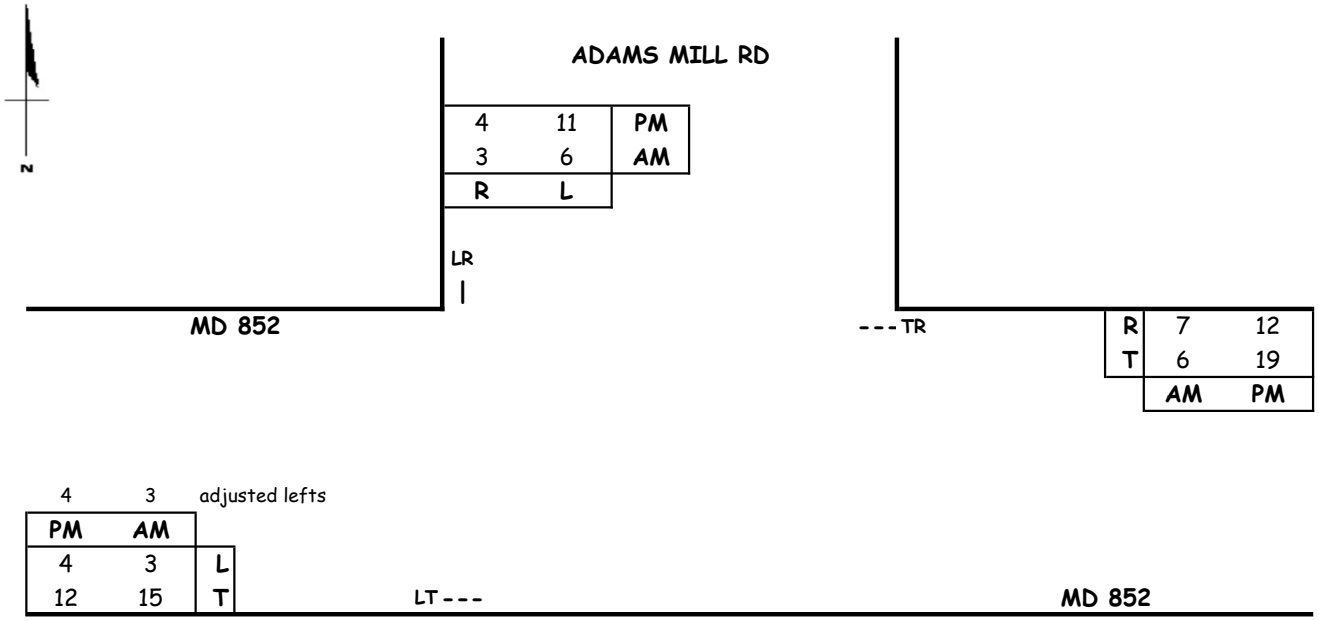
Adams Mill Rd &
MD 852
(Existing Traffic)

Intersection
7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Background Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	9	1.00	9				9
EB	18	1.00	18				18
WB	13	1.00	13	3	1.00	3	
					CLV TOTAL=		27
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	15	1.00	15				15
EB	16	1.00	16				35
WB	31	1.00	31	4	1.00	4	
					CLV TOTAL=		50
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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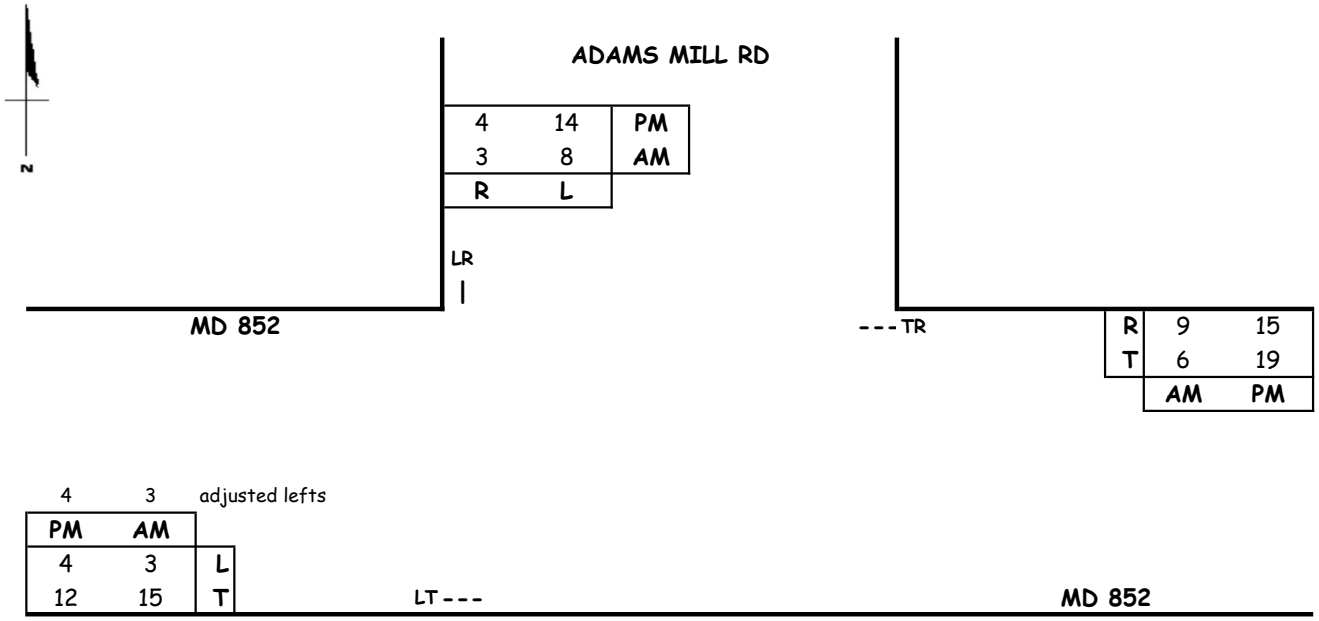
Adams Mill Rd &
MD 852
(Background Traffic)

Intersection
7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Adams Mill Rd
and: MD 852
Conditions: Total Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	11	1.00	11				11
EB	18	1.00	18				18
WB	15	1.00	15	3	1.00	3	
					CLV TOTAL=		29
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	18	1.00	18				18
EB	16	1.00	16				38
WB	34	1.00	34	4	1.00	4	
					CLV TOTAL=		56
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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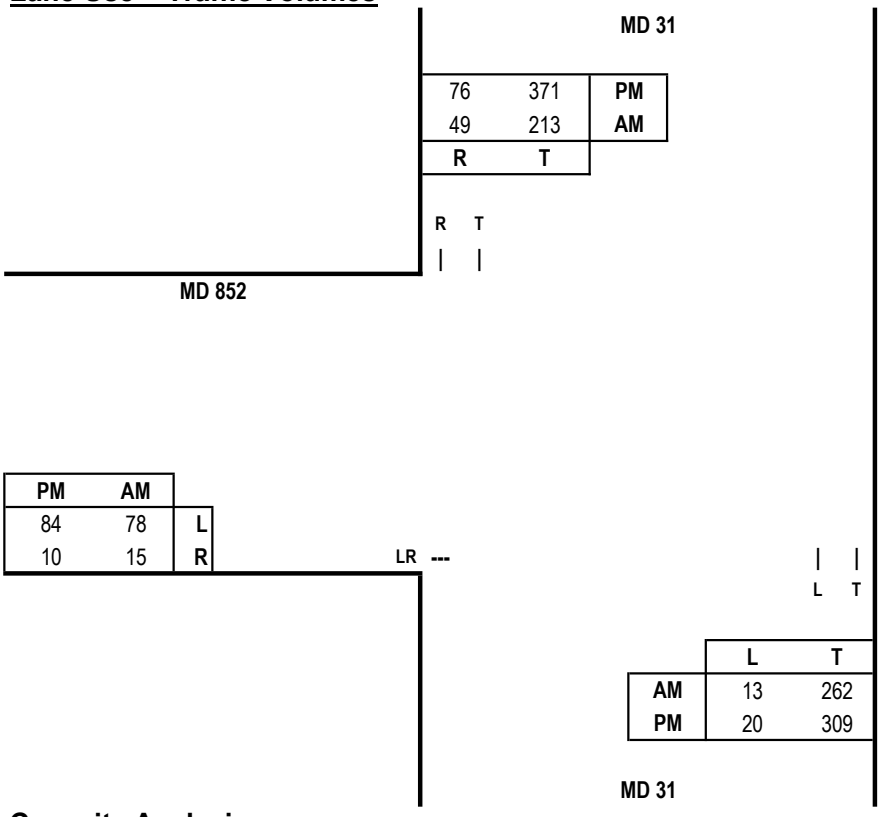
Adams Mill Rd &
MD 852
(Total Traffic)

Intersection
7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Existing Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	93	1.00	93				93
NB	262	1.00	262				262
SB	213	1.00	213	13	1.00	13	
					CLV TOTAL=		355
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	94	1.00	94				94
NB	309	1.00	309				391
SB	371	1.00	371	20	1.00	20	
					CLV TOTAL=		485
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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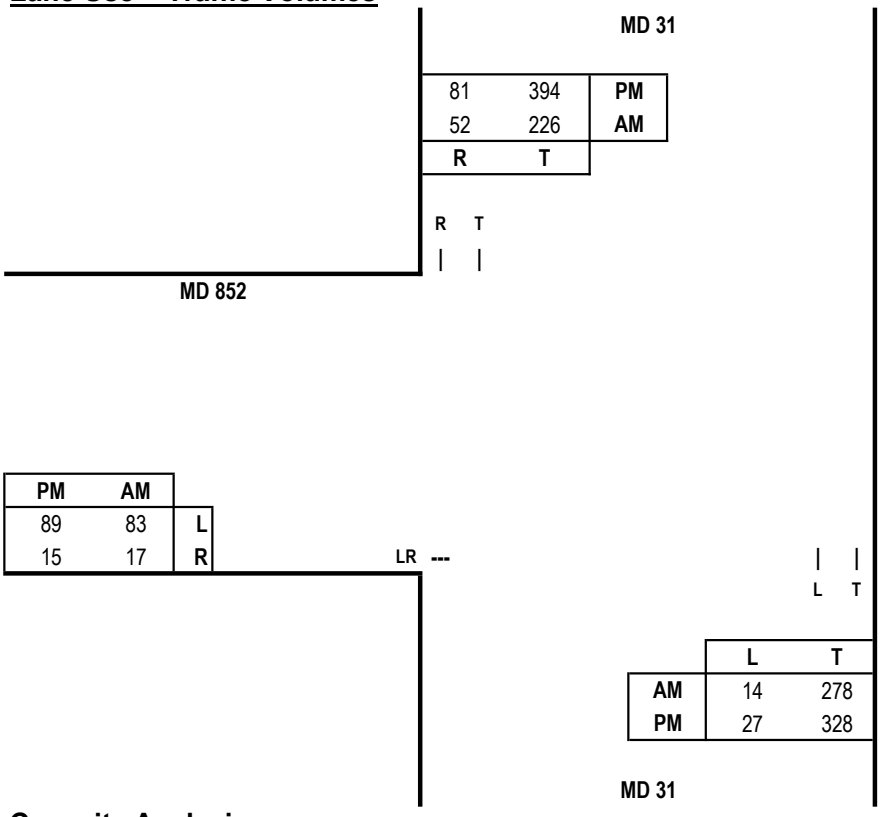
MD 31 &
MD 852
(Existing Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Background Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	100	1.00	100				100
NB	278	1.00	278				278
SB	226	1.00	226	14	1.00	14	
						CLV TOTAL=	378
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	104	1.00	104				104
NB	328	1.00	328				421
SB	394	1.00	394	27	1.00	27	
						CLV TOTAL=	525
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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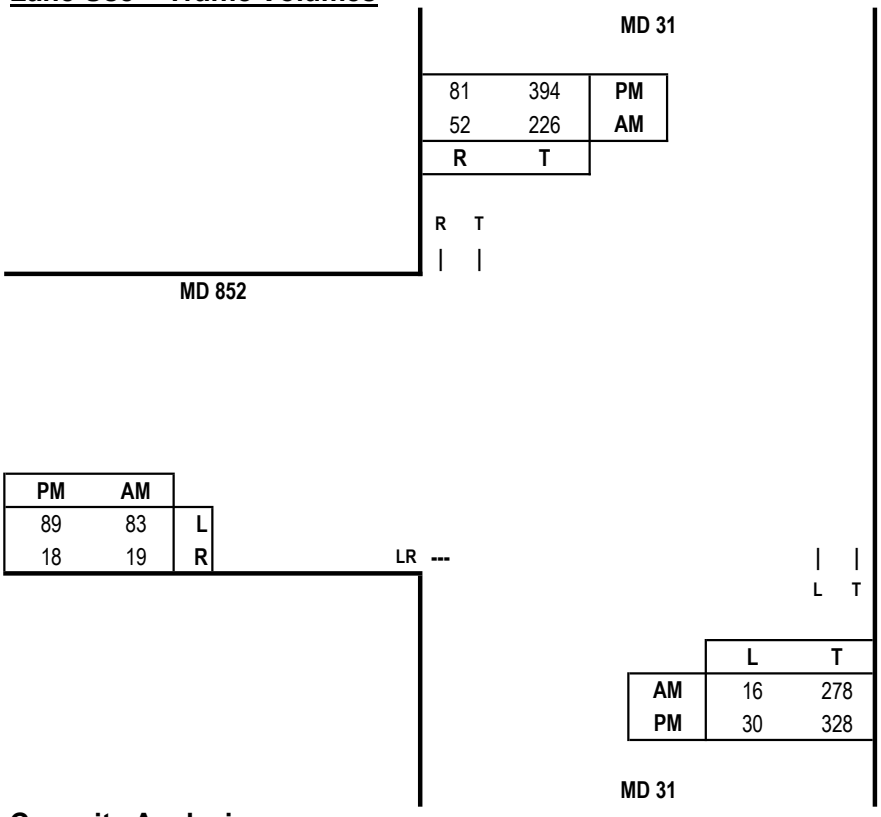
MD 31 &
MD 852
(Background Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 31
and: MD 852
Conditions: Total Traffic **Analyst:** Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	102	1.00	102				102
NB	278	1.00	278				278
SB	226	1.00	226	16	1.00	16	
					CLV TOTAL=		**380**
					Level of Service (LOS)=		**A**

Evening Peak Hour

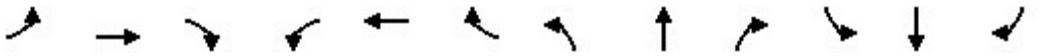
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	107	1.00	107				107
NB	328	1.00	328				424
SB	394	1.00	394	30	1.00	30	
					CLV TOTAL=		**531**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis

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MD 31 &
MD 852
(Total Traffic)

Intersection
8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1075	70	102	394	11	50	8	393	19	23	20
Future Volume (vph)	5	1075	70	102	394	11	50	8	393	19	23	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1732	
Flt Permitted	0.50	1.00	1.00	0.03	1.00	1.00	0.73	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	937	1863	1583	63	1863	1583	1353	1863	1583	1400	1732	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	1168	76	111	428	12	54	9	427	21	25	22
RTOR Reduction (vph)	0	0	23	0	0	4	0	0	0	0	17	0
Lane Group Flow (vph)	5	1168	53	111	428	8	54	9	427	21	30	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		Free	6		
Actuated Green, G (s)	115.3	114.2	114.2	130.3	124.7	124.7	40.5	40.5	179.8	40.5	40.5	
Effective Green, g (s)	115.3	114.2	114.2	130.3	124.7	124.7	40.5	40.5	179.8	40.5	40.5	
Actuated g/C Ratio	0.64	0.64	0.64	0.72	0.69	0.69	0.23	0.23	1.00	0.23	0.23	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	605	1183	1005	155	1292	1097	304	419	1583	315	390	
v/s Ratio Prot	0.00	c0.63		c0.05	0.23			0.00			0.02	
v/s Ratio Perm	0.01		0.03	0.47		0.01	0.04		c0.27	0.01		
v/c Ratio	0.01	0.99	0.05	0.72	0.33	0.01	0.18	0.02	0.27	0.07	0.08	
Uniform Delay, d1	11.6	32.1	12.4	61.3	11.0	8.5	56.2	54.2	0.0	54.8	54.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	22.9	0.0	14.6	0.2	0.0	1.3	0.1	0.4	0.4	0.4	
Delay (s)	11.6	55.0	12.4	75.9	11.1	8.5	57.5	54.3	0.4	55.2	55.3	
Level of Service	B	D	B	E	B	A	E	D	A	E	E	
Approach Delay (s)		52.2			24.1			7.7			55.3	
Approach LOS		D			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	179.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

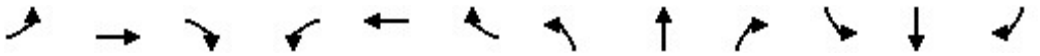
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	233	12	37	110	7	63
Future Volume (Veh/h)	233	12	37	110	7	63
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	253	13	40	120	8	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			266		460	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		460	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	91
cM capacity (veh/h)			1298		542	779

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	266	160	76
Volume Left	0	40	8
Volume Right	13	0	68
cSH	1700	1298	745
Volume to Capacity	0.16	0.03	0.10
Queue Length 95th (ft)	0	2	8
Control Delay (s)	0.0	2.2	10.4
Lane LOS		A	B
Approach Delay (s)	0.0	2.2	10.4
Approach LOS			B

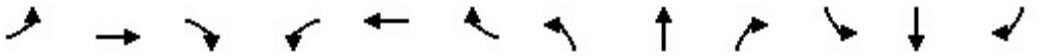
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	92	23	21	59	11	5	39	16	7	42	86
Future Volume (Veh/h)	181	92	23	21	59	11	5	39	16	7	42	86
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	100	25	23	64	12	5	42	17	8	46	93
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76			125			738	628	62	598	635	70
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76			125			738	628	62	598	635	70
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			98			98	88	98	97	86	90
cM capacity (veh/h)	1521			1459			221	341	989	307	338	978

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total	247	75	99	47	17	147
Volume Left	197	0	23	5	0	8
Volume Right	0	25	12	0	17	93
cSH	1521	1700	1459	322	989	571
Volume to Capacity	0.13	0.04	0.02	0.15	0.02	0.26
Queue Length 95th (ft)	11	0	1	13	1	25
Control Delay (s)	6.4	0.0	1.8	18.1	8.7	13.5
Lane LOS	A		A	C	A	B
Approach Delay (s)	4.9		1.8	15.6		13.5
Approach LOS				C		B

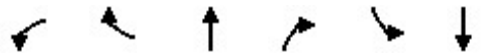
Intersection Summary				
Average Delay	7.5			
Intersection Capacity Utilization	37.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	163	13	36	89	27	14	604	77	24	335	79
Future Volume (vph)	147	163	13	36	89	27	14	604	77	24	335	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1842		1770	1798		1770	1863	1583	1770	1809	
Flt Permitted	0.62	1.00		0.46	1.00		0.47	1.00	1.00	0.35	1.00	
Satd. Flow (perm)	1155	1842		862	1798		877	1863	1583	652	1809	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	160	177	14	39	97	29	15	657	84	26	364	86
RTOR Reduction (vph)	0	3	0	0	11	0	0	0	23	0	5	0
Lane Group Flow (vph)	160	188	0	39	115	0	15	657	61	26	445	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	18.1	18.1		18.1	18.1		70.7	70.7	70.7	70.7	70.7	
Effective Green, g (s)	18.1	18.1		18.1	18.1		70.7	70.7	70.7	70.7	70.7	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.72	0.72	0.72	0.72	0.72	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	213	340		159	332		633	1346	1144	471	1307	
v/s Ratio Prot		0.10			0.06			c0.35			0.25	
v/s Ratio Perm	c0.14			0.05			0.02		0.04	0.04		
v/c Ratio	0.75	0.55		0.25	0.35		0.02	0.49	0.05	0.06	0.34	
Uniform Delay, d1	37.7	36.2		34.0	34.7		3.8	5.8	3.9	3.9	5.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.8	1.9		0.8	0.6		0.1	1.3	0.1	0.2	0.7	
Delay (s)	51.6	38.1		34.8	35.3		3.9	7.1	4.0	4.1	5.7	
Level of Service	D	D		C	D		A	A	A	A	A	
Approach Delay (s)		44.2			35.2			6.7			5.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	97.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

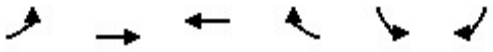
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	20	35	2	5	37
Future Volume (Veh/h)	2	20	35	2	5	37
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	22	38	2	5	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89	39			40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89	39			40	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	909	1033			1570	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	40	45
Volume Left	2	0	5
Volume Right	22	2	0
cSH	1021	1700	1570
Volume to Capacity	0.02	0.02	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.6	0.0	0.8
Lane LOS	A		A
Approach Delay (s)	8.6	0.0	0.8
Approach LOS	A		

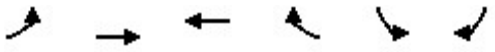
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	14	11	0
Future Volume (Veh/h)	0	1	1	14	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	15	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	16				10	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	16				10	8
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1602				1011	1073

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1	16	12
Volume Left	0	0	12
Volume Right	0	15	0
cSH	1602	1700	1011
Volume to Capacity	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	15	6	9	8	3
Future Volume (Veh/h)	3	15	6	9	8	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	16	7	10	9	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	17				34	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	17				34	12
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1600				977	1069

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	19	17	12
Volume Left	3	0	9
Volume Right	0	10	3
cSH	1600	1700	999
Volume to Capacity	0.00	0.01	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.2	0.0	8.6
Lane LOS	A		A
Approach Delay (s)	1.2	0.0	8.6
Approach LOS			A

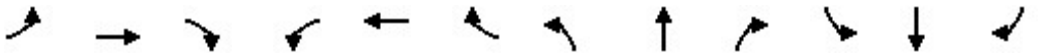
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	19	16	278	226	52
Future Volume (Veh/h)	83	19	16	278	226	52
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	21	17	302	246	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	582	246	303			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	582	246	303			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	97	99			
cM capacity (veh/h)	469	793	1258			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	111	17	302	246	57
Volume Left	90	17	0	0	0
Volume Right	21	0	0	0	57
cSH	508	1258	1700	1700	1700
Volume to Capacity	0.22	0.01	0.18	0.14	0.03
Queue Length 95th (ft)	21	1	0	0	0
Control Delay (s)	14.1	7.9	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	14.1	0.4		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	578	63	370	1095	22	98	14	319	15	48	50
Future Volume (vph)	5	578	63	370	1095	22	98	14	319	15	48	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1720	
Flt Permitted	0.06	1.00	1.00	0.25	1.00	1.00	0.64	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	105	1863	1583	466	1863	1583	1200	1863	1583	1393	1720	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	628	68	402	1190	24	107	15	347	16	52	54
RTOR Reduction (vph)	0	0	31	0	0	8	0	0	0	0	16	0
Lane Group Flow (vph)	5	628	37	402	1190	16	107	15	347	16	90	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		Free	6		
Actuated Green, G (s)	71.4	70.7	70.7	91.8	86.6	86.6	28.0	28.0	128.8	28.0	28.0	
Effective Green, g (s)	71.4	70.7	70.7	91.8	86.6	86.6	28.0	28.0	128.8	28.0	28.0	
Actuated g/C Ratio	0.55	0.55	0.55	0.71	0.67	0.67	0.22	0.22	1.00	0.22	0.22	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	67	1022	868	500	1252	1064	260	405	1583	302	373	
v/s Ratio Prot	0.00	0.34		c0.10	c0.64			0.01			0.05	
v/s Ratio Perm	0.04		0.02	0.47		0.01	c0.09		0.22	0.01		
v/c Ratio	0.07	0.61	0.04	0.80	0.95	0.02	0.41	0.04	0.22	0.05	0.24	
Uniform Delay, d1	27.8	19.8	13.4	14.5	19.2	7.0	43.3	39.8	0.0	39.9	41.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	1.1	0.0	9.1	15.1	0.0	4.8	0.2	0.3	0.3	1.5	
Delay (s)	28.3	20.9	13.4	23.6	34.3	7.0	48.1	39.9	0.3	40.2	43.2	
Level of Service	C	C	B	C	C	A	D	D	A	D	D	
Approach Delay (s)		20.2			31.2			12.5			42.8	
Approach LOS		C			C			B			D	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	128.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

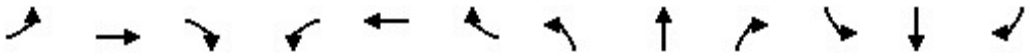
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	191	25	115	268	16	76
Future Volume (Veh/h)	191	25	115	268	16	76
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	208	27	125	291	17	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			235		762	222
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			235		762	222
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		95	90
cM capacity (veh/h)			1332		338	818

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	235	416	100
Volume Left	0	125	17
Volume Right	27	0	83
cSH	1700	1332	659
Volume to Capacity	0.14	0.09	0.15
Queue Length 95th (ft)	0	8	13
Control Delay (s)	0.0	3.0	11.4
Lane LOS		A	B
Approach Delay (s)	0.0	3.0	11.4
Approach LOS			B

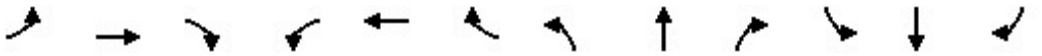
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	81	10	18	153	33	12	75	16	24	49	193
Future Volume (Veh/h)	156	81	10	18	153	33	12	75	16	24	49	193
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	88	11	20	166	36	13	82	17	26	53	210
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	202			99			894	676	50	666	663	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	202			99			894	676	50	666	663	184
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			91	75	98	89	84	75
cM capacity (veh/h)	1367			1492			138	323	1008	245	328	827

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total	214	55	222	95	17	289
Volume Left	170	0	20	13	0	26
Volume Right	0	11	36	0	17	210
cSH	1367	1700	1492	273	1008	554
Volume to Capacity	0.12	0.03	0.01	0.35	0.02	0.52
Queue Length 95th (ft)	11	0	1	37	1	75
Control Delay (s)	6.6	0.0	0.8	25.0	8.6	18.3
Lane LOS	A		A	D	A	C
Approach Delay (s)	5.2		0.8	22.6		18.3
Approach LOS				C		C

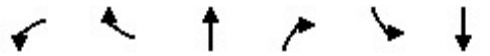
Intersection Summary				
Average Delay	10.5			
Intersection Capacity Utilization	52.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	110	15	98	271	49	18	539	55	32	640	311
Future Volume (vph)	126	110	15	98	271	49	18	539	55	32	640	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1830		1770	1820		1770	1863	1583	1770	1771	
Flt Permitted	0.25	1.00		0.61	1.00		0.11	1.00	1.00	0.36	1.00	
Satd. Flow (perm)	458	1830		1131	1820		214	1863	1583	676	1771	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	120	16	107	295	53	20	586	60	35	696	338
RTOR Reduction (vph)	0	4	0	0	5	0	0	0	20	0	11	0
Lane Group Flow (vph)	137	132	0	107	343	0	20	586	40	35	1023	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	31.2	31.2		31.2	31.2		82.0	82.0	82.0	82.0	82.0	
Effective Green, g (s)	31.2	31.2		31.2	31.2		82.0	82.0	82.0	82.0	82.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.67	0.67	0.67	0.67	0.67	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	116	467		288	464		143	1250	1062	453	1188	
v/s Ratio Prot		0.07			0.19			0.31			c0.58	
v/s Ratio Perm	c0.30			0.09			0.09		0.03	0.05		
v/c Ratio	1.18	0.28		0.37	0.74		0.14	0.47	0.04	0.08	0.86	
Uniform Delay, d1	45.5	36.5		37.4	41.8		7.3	9.6	6.8	7.0	15.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	140.3	0.3		0.8	6.1		2.0	1.3	0.1	0.3	8.3	
Delay (s)	185.8	36.9		38.2	47.8		9.3	10.9	6.9	7.3	24.0	
Level of Service	F	D		D	D		A	B	A	A	C	
Approach Delay (s)		111.6			45.6			10.5			23.4	
Approach LOS		F			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	122.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

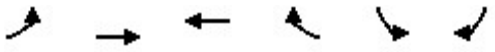
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	11	59	3	20	67
Future Volume (Veh/h)	3	11	59	3	20	67
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	12	64	3	22	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	182	66			67	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	182	66			67	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	795	998			1535	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	15	67	95
Volume Left	3	0	22
Volume Right	12	3	0
cSH	950	1700	1535
Volume to Capacity	0.02	0.04	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	8.9	0.0	1.8
Lane LOS	A		A
Approach Delay (s)	8.9	0.0	1.8
Approach LOS	A		

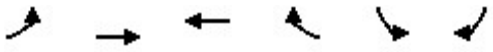
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	2	2	17	18	0
Future Volume (Veh/h)	1	2	2	17	18	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	2	18	20	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	20				15	11
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	20				15	11
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1596				1003	1070

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	3	20	20
Volume Left	1	0	20
Volume Right	0	18	0
cSH	1596	1700	1003
Volume to Capacity	0.00	0.01	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	2.4	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	2.4	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	12	19	15	14	4
Future Volume (Veh/h)	4	12	19	15	14	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	13	21	16	15	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	37				50	29
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	37				50	29
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1574				957	1046

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	17	37	19
Volume Left	4	0	15
Volume Right	0	16	4
cSH	1574	1700	974
Volume to Capacity	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.7	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		2.7	
Intersection Capacity Utilization		14.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	18	30	328	394	81
Future Volume (Veh/h)	89	18	30	328	394	81
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	20	33	357	428	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	851	428	516			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	851	428	516			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	97	97			
cM capacity (veh/h)	320	627	1050			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	117	33	357	428	88
Volume Left	97	33	0	0	0
Volume Right	20	0	0	0	88
cSH	349	1050	1700	1700	1700
Volume to Capacity	0.34	0.03	0.21	0.25	0.05
Queue Length 95th (ft)	36	2	0	0	0
Control Delay (s)	20.4	8.5	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.4	0.7		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

MINUTES

CITY OF WESTMINSTER
Mayor and Common Council Meeting
Monday, March 9, 2026, at 7:00 p.m.
City Hall, 1838 Emerald Hill Lane, Westminster, MD 21157
YouTube Channel Link

CALL TO ORDER

Elected Officials Present: Mayor Becker, Council President Chiavacci, Councilmember Dayhoff, Councilmember Hoff, and Councilmember Pecoraro.

Staff Present: City Clerk Barber, Director of Human Resources Brown, Director of Community Planning and Development Depo, City Administrator Imhulse, Director of Technology Services Moore, Deputy Chief of Police Jones, and Director of Finance Rodgers.

PLEDGE OF ALLEGIANCE AND MOMENT OF SILENCE

Council President Chiavacci led the Pledge of Allegiance and a moment of silence.

MCDANIEL COLLEGE UPDATE

Ms. Jenni Glennon, Associate Vice President for Administration & Government Relations with McDaniel College, provided an update from McDaniel College.

APPROVAL OF MINUTES

A motion was made by Councilmember Dayhoff and seconded by Councilmember Pecoraro to approve the Mayor and Common Council Meeting minutes of February 23, 2026. There was no discussion.

VOTE

AYES: Councilmember Dayhoff, Councilmember Hoff, and Councilmember Pecoraro.
NAYS: None.

CONSENT CALENDAR

A motion was made by Councilmember Pecoraro and seconded by Councilmember Hoff to approve the consent calendar that consisted of the following: Approval of a Professional Services Agreement with SB & Company, LLC, to perform the City's Financial Statement Audits for FYs 2026 through 2028. There was no discussion.

VOTE

AYES: Councilmember Dayhoff, Councilmember Hoff, and Councilmember Pecoraro.
NAYS: None.

REPORT FROM MAYOR

Mayor Becker noted several meetings and events she is scheduled to attend. Mayor Becker closed her report by reminding everyone of the upcoming Celtic Canter Event scheduled for Saturday, March 14, 2026.

REPORTS FROM COMMITTEES

Mayor Becker on behalf of the Arts Council, noted that the Carroll County Arts Council's 19th Annual PEEPshow is scheduled for March 27, 2026, through April 6, 2026, to be held at the TownMall of Westminster.

Councilmember Pecoraro, on behalf of the Finance Committee, noted that preparations for the FY27 Budget are underway and that the committee will be meeting in the near future.

Council President Chiavacci, on behalf of the Public Safety Committee, reported on a recent theft in the City.

Councilmember Dayhoff, on behalf of the Recreation and Parks Committee, noted that he is looking forward to the upcoming Celtic Canter Event scheduled for Saturday, March 14, 2026, and the upcoming City of Westminster season of strolls.

Councilmember Pecoraro, on behalf of the Public Works Committee, thanked the entire Department of Public Works staff for all the project work as well as dealing with all the many daily work tasks.

Councilmember Dayhoff, on behalf of the Technology Committee, thanked the City's IT Department for providing security training to all City employees.

COUNCIL COMMENTS AND DISCUSSION

There were no comments made during Council Comments and Discussion.

ORDINANCE AND RESOLUTIONS

Adoption of Resolution 26-09, a Resolution of the Mayor and Common Council of Westminster Establishing Snow Emergency Streets Pursuant to §§ 155-44 and 155-45 of the Code of the City of Westminster

A motion was made by Councilmember Pecoraro and seconded by Councilmember Dayhoff to adopt Resolution 26-09, a Resolution of the Mayor and Common Council of Westminster Establishing Snow Emergency Streets Pursuant to §§ 155-44 and 155-45 of the Code of the City of Westminster. City Administrator Imhulse and Deputy Chief of Police Jones provided the staff report on the item. The Common Council discussed and noted their support of the proposed legislation.

VOTE

AYES: Councilmember Dayhoff, Councilmember Hoff, and Councilmember Pecoraro.
NAYS: None.

UNFINISHED BUSINESS

There was no unfinished business to be discussed by the Mayor and Common Council.

NEW BUSINESS

There was no new business to be discussed by the Mayor and Common Council.

DEPARTMENTAL REPORTS

Department of Recreation and Parks

City Administrator Imhulse, on behalf of Director of Recreation and Parks Gruber, noted and provided some highlights to the Celtic Canter Event scheduled for Saturday, March 14, 2026.

Department of Public Works

City Administrator Imhulse noted several projects being addressed by the Department of Public Works.

Community Planning and Development

Director of Community Planning and Development Depo reported on the following:

On March 3, 2026, the Board of Zoning Appeals conditionally approved Case 26-01, an application by Carroll Community College for a Special Exception "Trade School" use at 110 Airport Drive.

The Historic District Commission meeting scheduled for March 4, 2026, was cancelled as there were no applications before the Historic District Commission.

The Planning and Zoning Commission's March 19, 2026, meeting is tentatively scheduled to review revised architectural elevations for 404 Malcolm Drive, a medical office building and daycare.

Westminster Police Department (WPD)
Deputy Chief of Police Jones noted that the Police Department will assist the Carroll County Chamber of Commerce's 2026 Leadership Carroll Program for their Justice and Law Day to be held on Tuesday, March 10, 2026.

CITIZEN COMMENTS
Ms. Sallie Taylor introduced herself to the Mayor and Common Council and noted that she was running for election to the Maryland House of Delegates, to represent District 5.

ADJOURNMENT
Council President Chiavacci announced that the next meeting of the Mayor and Common Council would be held on Monday, March 23, 2026, at 7:00 p.m. He adjourned the meeting at 7:26 p.m.

Respectfully Submitted,

Douglass A. Barber, MMC
City Clerk

Full audio version is available on www.westminstermd.gov
Adopted by the City of Westminster Common Council on _____.

Finance

TREASURY REPORTS AS OF February 2026 – UNADJUSTED AND UNAUDITED

GENERAL FUND REVENUES	Budget	Actual YTD	% to Budget
Taxes	$ 18,047,355	$ 15,972,980	89%
Licenses and Permits	536,534	223,336	42%
Intergovernmental	1,975,136	1,706,090	86%
Charges for Services	1,467,247	1,116,078	76%
Fines & Forfeitures	28,000	27,225	97%
Miscellaneous Income	582,598	269,451	46%
Transfers	(2,099,963)	-	0%
GENERAL FUND APPROPRIATION BY ACTIVITY			
Facilities	$ 554,474	$ 249,455	45%
Finance	313,200	157,299	50%
Executive & Legislative	935,852	621,523	66%
Human Resources	296,912	106,435	36%
Planning, Zoning & Development	554,322	189,583	34%
Housing & Preservation Services	149,905	88,705	59%
Public Safety Department	9,947,973	6,637,708	67%
Public Works	4,883,348	2,932,516	60%
Recreation & Parks	2,399,351	1,419,595	59%
Technology	501,566	319,094	64%
Total General Fund Revenues	$ 20,536,907	$ 19,315,161	94%
Total General Fund Appropriations	$ 20,536,905	$ 12,721,913	62%

CAPITAL FUND REVENUES	Budget	Actual YTD	% to Budget
Intergovernmental	$ 17,046,969	$ 2,790,382	16%
Benefit Assessments	170,520	35,199	21%
Loan Proceeds	546,654	-	0%
Other Revenue	3,500	844,604	24132%
Transfers	15,602,883	-	0%
Capital Fund Reserves/Carryforward	1,702,503	-	0%
Capital Projects Benefit Assessments Fund Balance	991,916	-	0%
CAPITAL FUND APPROPRIATION BY ACTIVITY			
Planning	$ 561,986	$ 367,951	65%
Facilities	1,805,513	552,620	31%
Public Safety Department	249,712	153,638	62%
Public Works	4,350,738	1,830,427	42%
Sewer	4,371,493	718,885	16%
Water	23,840,363	8,938,242	37%
Technology	283,000	40,710	14%
Rec & Park	602,139	332,547	55%
Total Capital Fund Revenues	$ 36,064,945	$ 3,670,185	10%
Total Capital Fund Appropriations	$ 36,064,944	$ 12,935,021	36%

UTILITY FUND REVENUES	Budget	Actual YTD	% to Budget
Small Meter - City	$ 6,121,488	$ 3,486,127	57%
Small Meter - County	4,065,147	2,225,058	55%
Large Meter - City	2,815,801	1,714,968	61%
Large Meter - County	2,039,629	1,163,506	57%
Reclaimed - County	40,000	27,854	70%
Charges for Services	1,529,319	1,450,042	95%
Benefit Assessment Fees	507,715	111,444	22%
Carroll County Septage Facility	286,000	239,460	84%
Revenue Related to ENR/Biosolids Project	-	(1,671,697) *	0%
UTILITY FUND APPROPRIATION BY ACTIVITY			
Facilities	$ 88,550	$ 29,749	34%
Finance	937,324	557,778	60%
Executive & Legislative	883,505	568,981	64%
Human Resources	587,454	245,088	42%
Planning, Zoning & Development	506,964	237,444	47%
Public Works	731,160	247,418	34%
Technology	992,584	694,157	70%
Utilities	2,604,187	1,381,200	53%
Water	3,616,526	1,381,790	38%
Wastewater	5,035,284	2,197,202	44%
Total Utility Fund Revenues	$ 17,405,099	$ 8,746,762	50%
Total Utility Fund Appropriations	$ 15,983,539	$ 7,540,806	47%

* Reversal of prior year-end accrual for revenue recognition. Negative due to timing.

FIBER FUND OPERATING REVENUES	Budget	Actual YTD	% to Budget
Provider Fees - Units Passed	$ 438,000	$ 291,876	67%
Provider Fees - Subscriptions	$ 450,000	$ 349,612	78%
Miscellaneous	$ -	$ 167	0%
Loan Proceeds	$ -	$ -	0%
State Debt Grant	$ 1,000,000	$ -	0%
General Fund Subsidy	$ -	$ -	0%
FIBER FUND OPERATING EXPENDITURES			
Public Works	$ 102,688	$ 16,503	16%
Technology	6,833	6,046	88%
Fiber	1,429,836	336,066	24%
Total Revenues	$ 1,888,000	$ 641,655	34%
Total Expenses	$ 1,543,710	$ 358,615	23%
Net Income (Loss)	$ 344,290	$ 283,039	

PUBLIC HOUSING FUND REVENUES	Budget	Actual YTD	% to Budget
Housing Assistance Payments	$ 3,227,232	$ 2,080,613	64%
HUD Administrative Fee Distribution	299,124	222,547	74%
Miscellaneous Income	169,275	191,489	113%
Transfers	9,663	-	0%
PUBLIC HOUSING FUND EXPENDITURES			
Salaries & Benefits	$ 387,450	$ 191,301	49%
Administration	233,168	216,482	93%
Housing Assistance Payments	3,080,438	2,014,670	65%
Facilities	4,238	2,354	56%
Total PHA Fund Revenues	$ 3,705,294	$ 2,494,649	67%
Total PHA Fund Appropriations	$ 3,705,294	$ 2,424,806	65%

Disbursements between $10,000 and $25,000
from February 18, 2026, through March 16, 2026:

Invoice Date	Vendor Name	Total
1/23/2026	TRUIST BANK	$10,450.00
1/8/2026	FROEHLING & ROBERTSON INC	$11,225.00
2/20/2026	THE LINCOLN NATIONAL LIFE, INSURANCE COMPANY	$11,425.94
2/10/2026	TOTAL CONTRACTING, INC	$11,465.40
2/24/2026	RED HILL LAWN SERVICE, INC.	$11,935.00
2/4/2026	CARROLL COUNTY COMMISSIONERS	$12,353.29
2/26/2026	FREDERICK WARD ASSOCIATES, INC	$12,387.50
2/5/2026	FROEHLING & ROBERTSON INC	$12,855.00
1/28/2026	RED HILL LAWN SERVICE, INC.	$13,130.00
2/24/2026	EXETER SUPPLY CO INC	$13,134.00
1/27/2026	RED HILL LAWN SERVICE, INC.	$13,460.00
1/29/2026	RED HILL LAWN SERVICE, INC.	$13,615.00
2/26/2026	DANA SAFETY SUPPLY INC	$13,807.75
1/25/2026	RED HILL LAWN SERVICE, INC.	$15,395.00
1/26/2026	RED HILL LAWN SERVICE, INC.	$15,395.00
2/12/2026	EASTERN SALT COMPANY INC.	$15,398.96
2/27/2026	NATIONWIDE RETIREMENT SOLUTION	$17,676.91
3/13/2026	NATIONWIDE RETIREMENT SOLUTION	$17,735.15
2/19/2026	EASTERN SALT COMPANY INC.	$17,749.91
2/4/2026	GHD INC	$18,150.43
3/2/2026	WASTE MANAGEMENT DISPOSAL SERV, OF PENNSYLVANIA, INC.	$18,314.29
3/6/2026	HOFF-KELLY, INC	$19,137.00
2/20/2026	SINGH & SONS CONTRACTING, LLC	$20,500.00
1/22/2026	TRUIST BANK	$22,296.12
3/13/2026	COMPTROLLER OF MARYLAND	$22,413.94
2/2/2026	SOUTHERN STATES COOP INC	$22,517.06
2/27/2026	COMPTROLLER OF MARYLAND	$24,548.72
2/26/2026	HERMAN RESTORATION LLC	$25,000.00

Housing Services

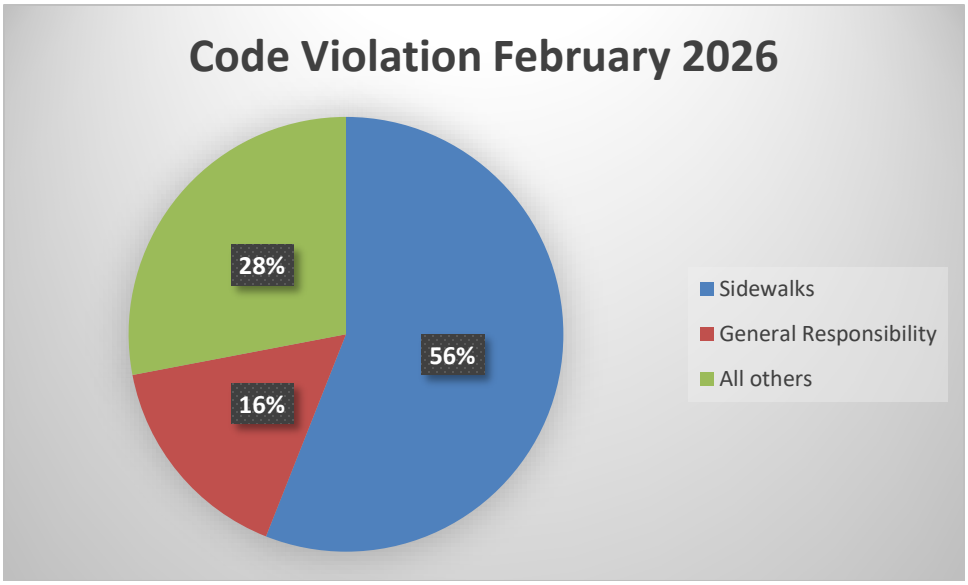
Housing Choice Voucher Program

- Housing Assistance Payments (HAP) = $252,634
- Number of vouchers under lease as of the last day of the month = 256
- Wait list total active applicants = 742
- Number Ports into City =17
- Housing inspections = 19
- Filing rate in PIC = 96.38%
- Waiting List Status: Closed

Code Enforcement

During the month of February 2026, the Code Enforcement Officer issued 25 code violations, of which 19 were closed during the period, leaving 6 open as of the end of the month. Those that remained open at the end of the month were open because the time to remedy the violation was after the end of the month.

Below is a depiction of the violations by type for the month of February 2026.



Technology Service

Help Desk Tickets

There were a total of 313 tickets received in the month of February.
Broken down by department (by total):

Technology Services - 77
Recreation and Parks - 43
Police Department - 38
Office of the City Administrator - 29
Finance - 28
Public Works - 27
Planning - 20
Human Resources - 15
Housing - 12
Public 11
Engineering - 7
Mayor and Common Council - 6

Community Planning & Development

COMMUNITY PLANNING AND DEVELOPMENT PERFORMANCE MEASURES	
	February 2026
Historic District Commission	4
Planning and Zoning Commission	4
Building Permits Approved	19
Business Owner Inquiries	5
Downtown Businesses Visited	14
Use and Occupancy Issued	3

COMMUNITY PLANNING AND DEVELOPMENT

The Department of Community Planning and Development ("DCPD") provided professional staff reports and support for the Mayor and Common Council ("M&CC"); Economic and Community Development Committee of the Mayor and Common Council ("ECDC"); Water and Sewer Allocation Committee of the Mayor and Common Council ("WSAC"); Historic District Commission ("HDC"); Board of Zoning Appeals ("BZA"); and Planning and Zoning Commission ("PZC").

- On February 3, 2026, **BZA** meeting was cancelled as there were no applications before the BZA. The next scheduled BZA meeting is March 3, 2026.

- On February 4, 2026, at the **HDC** meeting, DCPD staff presented the following items:

    - Annual History Day Expo

    - Save the Date for Westminster Cemetery Commemorative Marker

    - Historic District Commission Implementation Plan

    - The Nation's 250th Anniversary: Ongoing: Historic District Street Signs, Historic District Entrance Signs Phase 2, Downtown Preparations – Façade Improvement Funding and Business Contest, Residential Decorating Contest, 250th Commemoration Plaques for Revolutionary Era Homes, May Preservation Month Social Media Campaign, Liberty Tree Plaque, 250th Meeting Updates

    - Items Completed: Westminster 250th Logo, Historic District Entrance Signs Phase 1 (Uniontown Rd. and E. Main St.), 250th Commemoration Sign in Belle Grove Square

- On February 9, 2026, at the **M&CC** meeting, DCPD staff presented the following items:

    - Public Works Agreement A-1177 for new connections to the City's public water service and sanitary sewer service at 2 Black Oak Lane, Westminster, Maryland 21157 to

construct one single-family detached dwelling unit. *M&CC approved as part of the Consent Agenda.*

- Introduction of Annexation Resolution No. 26-03 (Annexation No. 72), Patamy, LLC Petition for Annexation to enlarge the corporate boundaries of the City of Westminster by annexing into the City certain property containing ± 2.9443 acres, contiguous to and adjoining to the City's existing corporate boundaries, consisting of real property located at 10 Sullivan Road, Westminster, Maryland 21157, also identified as Tax Account Number 07-048408, Map 0039, Grid 0013, Parcel 0752 and comprising of ± 1.4983 acres and ± 1.446 acres of right-of-way containing a portion of College View Boulevard (Maryland Route 140/Maryland Route 97), belonging to the Maryland Department of Transportation State Highway Administration. *M&CC introduced Annexation Resolution No. 26-03.*

- On February 19, 2026, at the **PZC** meeting, DCPD staff presented the following items:

  - 2025 City of Westminster Planning Annual Reporting Information Certification. *PZC approved the Annual Report and voted to have the Chair sign a letter of approval to be returned to the County.*

  - Approval of Final Resubdivision Plat, Chick-fil-A. *PZC conditionally approved the Final Plat for Chick-fil-A.*

  - Approval of Sign Permit 2014, Boot Barn. *PZC conditionally approved Sign Permit 2014.*

  - Work Session on Zonal Map Amendment ZMA 24-01, The Willows Architectural Review. *PZC discussed architectural options and decided to forward both Option A and B to the M&CC.*

Other Activities Completed by **DCPD**:

- On January 5, 2026, staff attended and managed the DBA meeting with the DBA Leadership, led by Chairperson Tiombe Paige, with Cultivated Boutique. This was a Follow-up discussion from the Miracle on Main Street and Shop Small Saturday business community concerns. It was decided that the Westminster Wednesday event would be held each month, and businesses can use the promotional material as needed; however, the live music portion would be available only during the warmer months, i.e., April – October. Opportunities exist for the DBA to participate in the celebration of the PEEP show, working with the Carroll County Arts Council and TownMall of Westminster.

- On February 10, 2026, DCPD staff received 11 applications for the Downtown Westminster Façade Improvement Program.

- On February 20, 2026, DCPD staff attended the Wakefield Valley Park Event Center Ribbon Cutting Ceremony and Open House event.

- Nineteen (19) building permits were reviewed and approved for projects within the City. Three of the approved permits were for a Final Release, four were for new commercial businesses or commercial renovations, and twelve were for residential decks and miscellaneous projects. The following highlights a few of these permits:

a. Building Permit for the new Wingstop located at 536 B Jermor Lane

- Temporary Use and Occupancy for Cultivated Boutique at 10-12 W Main Street.

- Use and Occupancy for Divine Hands Home Health at 15 E Main Street.

- Finally, DCPD staff members continue to manage site development plans, plats, simplified site plans, and permits submitted to the City for review and compliance with adopted rules and regulations and answer hundreds of inquiries every month via email, by phone, via Zoom, and in person. DCPD continues to meet with applicants and their attorneys to discuss annexations, proposed site development plans, building permits, water and sewer allocations, zoning determinations, verifications, and certificates, and a variety of City applications and processes.

Human Resources

HR Employee Relations, Projects, and Benefits & Wellness

- HR Associate – Began Seasonal Hires-Pool & Camp
- HR team met with employees in-person (one-on-one) and made phone calls to answer benefit-specific questions.
  - Accessing benefit information, registering accounts, and requesting benefit cards
  - Requesting various types of leave (FMLA, STD, Worker's Compensation)
  - Qualifying Life Events for changes to insurance
- HR team managed interview and onboarding activities for the Police, Utilities, Streets, Human Resources, Recreation and Parks, Technology Services (IT), Wastewater, and a Contractor.
  - Prescreen vetting, in-person, and computer conferencing interviews.
  - Roles ranged from entry- to senior-level; all full-time.

Recruitment Activities

Advertisements and Application Reviews:

	Internal Advertisements	External Advertisements	Internal Application Reviews	External Application Reviews
Full-time	2	22	0	52
Part-time	0	0	0	0
Temporary	0	1	0	2
Seasonal	0	4	0	16

Vacant Titles per Department:

- **Police: 2**
  - Entry-level Officer
  - Lateral Officer
- **Streets**: **1**
  - Equipment Operator I or II
- **Wastewater Plant**: **1**
  - Plant Operator I or II (3rd Shift)
- **Utilities: 1**
  - Equipment Operator I or II

- **Recreation and Parks: Multiple**
  - Group Fitness/Yoga Instructors
  - Recreation Program Coordinator
  - Camp Counselor, Camp Director, Assistant Camp Director, and Lifeguards
- **Contractor: 2**
  - Wakefield Event Coordinator

Employee Changes Completed:

	New Hires	Employee Orientations	Internal Transfer	Promotion	Terminations/ Retirement
Full-time	**2**	**2**	**0**	**5**	**3**
Part-time	**0**	**0**	**0**	**0**	**0**
Temporary	**1**	**1**	**0**	**0**	**1**
Seasonal	**0**	**0**	**0**	**0**	**0**

Hires and Promotions in February 2026 by Title:

Police:

- Recruit Officer (1)

Technology Services (IT):

- Help Desk Technician (1)
- Technical Support Analyst (1)
- Technical Support Specialist (1)

Utilities:

- Equipment Operator II (1)

Water:

- Assistant Superintendent (1)

Risk Management

- Insurance Claims Filing

Automobile	Liability	Mobile Equipment	Property	Sewer Back-up	Workers' Compensation
4	0	0	0	0	0

- Continued random drug testing for 2026 quarter 1 per the City's Drug-Free Workplace Policy.
- Correspondence with LGIT, Chesapeake, and employees on workers compensation and insurance claims.

Police Department

Time Frame	Police Calls For Service	Adult Arrests	Juvenile Arrests	DUI Arrests	Traffic Citations	Foot Patrol Hours
February 2026	828	30	8	3	258	91
February 2025	802	37	7	5	270	113
2026 YTD Total	1697	64	12	8	523	211
2025 YTD Total	1634	35	19	7	617	159

Significant Cases in February:

Crime: **Assault – First Degree**
Date: 02/05/2026
Location: Johahn Drive
Details: A male suspect assaulted and threatened to kill his wife with a hammer.
Status: **Arrest: Ireal Reyes (42 YOA)**

Crime: **Assault – Second Degree**
Date: 02/17/2026
Location: E. Main Street
Details: The suspect ambushed the victim by punching him in the face inside the Boys and Girls Club.
Status: **Arrest: Juvenile**

Crime: **Burglary – Fourth Degree**
Date: 02/23/2026
Location: John Street
Details: The suspect tried to break into the residence through a ground-level window.
Status: **Arrest: John Dacre (46 YOA)**

Crime: **Assault – First Degree**
Date: 02/24/2026
Location: E. Main Street
Details: The male suspect assaulted and strangled his girlfriend. The suspect fled the location before an officer arrived at the location.
Status: **Arrest: John Tingler (61 YOA)**

Departmental Information

1. On 02/10/2026, Joseph Lutz was hired as a recruit. Mr. Lutz will begin the Frederick police academy on March 23, 2026.

Recreation & Parks

Family Fitness Center Membership Usage

Membership Package	% of Total	Entries
1 Adult Family w/ Childcare or Youth	2	80
Family	33	1,329
Family with Childcare	7	286
Individual	45	1,818
Student/Youth	4	176
Class Pass	1	35
Family Knorr Brake Employee	4	144
City Employee	4	156
Total Entries		4,024
Total Unique Members		612

Resident and Non-Resident Membership Packages

Membership Package	# of Members	Percentage
1 Adult Family w/ Childcare or Youth	7	
Resident	4	57%
Non-Resident	3	53%
Family	131	
Resident	74	56%
Non-Resident	57	44%
Family w/ Childcare	13	
Resident	6	46%
Non-Resident	7	54%
Individual	304	
Resident	140	46%
Non-Resident	164	54%
Youth/College Student	44	
Resident	31	70%
Non-Resident	13	30%
Total # of Memberships	499	
Total Resident	255	51%
Total Non-Resident	244	49%
Class Pass	5	

The Westminster Family Fitness Center welcomed 15 new members in February.

Group Fitness Class Attendance:

- Barre/TRX – 247
- Circuit/Interval/Strength – 695
- Group Power/Group Blast - 370
- Cycle – 297

- Pilates/Stability Ball - 233
- Yoga - 342
- Zumba/Pound - 245
- Mobility Training – 65

Total Attendance: 2,494

Public Works

Wastewater Treatment Plant

Total Flow	105.374 MGD
Average Daily Flow	3.763 MGD
Sludge (Integrated Agronomics)	274.01 wet tons
Septage Sludge	67.13 wet tons

- Continuation of the PureWater project. Conewago completed installation of feed water line from Denite facility, completed installation of all below slab conduit and plumbing, as well as in slab conduit and plumbing, began to pour floor slabs
- HRI and their subcontractors have continued to struggle with the startup of the dryer and its various subsystems. The dryer has not been able to operate for more than 12 hours in any consecutive period.
- Continued to work with GHD and HRI to ensure the heat is functioning properly in all buildings.
- HRI has continued to slowly work on miscellaneous punch list items throughout the project.
- Attended meetings, both in-person and via Teams for the PureWater project.
- Attended meetings, both in-person and via Teams for the ENR construction project.
- Performed over 4,000 laboratory analysis.
- Sent Ed McGillicuddy to Seal Analytical in Wisconsin for additional training on the auto analyzer
- Performed routine maintenance throughout the Plant.

Utility Maintenance

- Water leaks
  - 912 Uniontown Road (Main)
  - 549 Crossbridge Drive (Private)
  - 505 Jermor Lane (Private)
  - 141 Bond Street (Private)
  - 80 Ridge Road (Private)
  - 65 ½ Liberty Street (Private)
  - 17 E. Main Private)
  - 119 W. Main (Private)
  - 8 John Street (Private)
  - 37 S Cranberry Road (Main)
  - 25 E Main Street (Private)
  - 840 Market Street (Main/Valve)
  - 20 Westmoreland (Main)
  - 289 E Main Street (Private)
  - 22 N Center Street (Main)

- 814 Ryder Court (Main/Valve)
- 14 Carroll Street (Private)
- 136 Sullivan Avenue (Private)

- Sewer Blockages
  - 200 Baltimore Blvd (Private)
  - 7 Middle Grove Court E (Lateral)
  - 229 Stacy Lee Drive (Lateral)
  - 688 Sunflower Court (Private)
  - 111 Railroad Avenue (Private)
  - 845 Ewing Drive (Private)

- Fiber Drop Installation
  - 60 Carroll Street
  - 7 New Windsor Road
  - 54 John Street
  - 3 Ridge Road
  - 310 Woodward Road
  - 63 Webster Street
  - 469 E Green Street

Water Loss

Water Flushing	0.830 MG
Water Leaks	5.920 MG
Private Leaks	6.582 MG
Sewer Main Flushing	0.020 MG
Street Sweeper	0.010
Meter Exchanges	0.021
Sample & Pump Stations	0.140
Total Loss	**13.523**

- Miscellaneous tasks
  - Fiber, Sewer and Water Service Calls
  - Nonpayment Shut-Offs
  - Fire Hydrant Maintenance
  - 54 water meter changeouts
  - Assist with snow and salting events
  - I&I Phase 6 continuation
  - Hatfield fiber project continuation
  - Valve Bolt Project Phase 4
  - CIP meeting
  - Station #5 check valves cleaning

- Regular maintenance
  - Televise and clean sewer mains
  - Sewer pumping stations
  - Booster stations and water storage stations
  - Leak detection

- Equipment and vehicle maintenance
- Quarterly meter reading, HWB
- Miss Utility Markings
- Fiber Drops
- Hydrant flushing for WTP
- Mass water meter exchange /upgrade on the system

Street Department

- Grounds Maintenance section performed the following tasks:
  - Removed large fallen tree from Congressional Drive
  - Pruned and removed trees at the Wakefield Valley Pavilion for camera installations
  - Prepared Grounds equipment for the upcoming season

- Building Maintenance section performed the following tasks.
  - Replaced 6 inch drain roof pipe in sidewalk in front of Carroll Arts due to it being frozen.
  - Drained hot water lines in the ceiling at 45 West Main for heat due to air pockets in the lines.
  - Hung up Council member plaque on the front of Wakefield club house.
  - Collected meter money and replaced batteries
  - Continued blowing snow and hauling off the streets.
  - Installed crosswalk warning system on Uniontown Rd by Westminster Elementary
  - Painted and relocated offices at the Family Center

- Streets and Alleys section
  - Removed brush, metal, yard waste, and bulk trash
  - Transported materials to County landfill:

Street Baskets	2.03 tons
Bulk Trash	14.33 tons
Brush	1.38 tons
Yard Waste	.91 tons
Leaf Removal	0 tons
Street Sweepings	0 tons
Metal	1.45 tons

  - Scheduled bulk trash collection
  - Set dumpsters for larger piles of bulk trash
  - Assisted with cleaning of City parking lots

- Street Maintenance Section

  - Repaired storm drain at Sherwood Parking Lot
  - Repaired storm drain on Sycamore Street
  - Annual Paving begins March 9, 2026

Engineering

• HRI, Inc. (the general contractor for the ENR/Biosolids Upgrade Project) is working on the startup of equipment and punch list items of the Wastewater Treatment Plant. GHD, the project engineer, continued review of submittals, RFIs, and Project Management/ Inspection.

• I & I phase 6 Guyer Bros. Providing CCTV and evaluation of sewer mains. Waiting for approved permits from MDE/DNR.

• Wickersham Construction is working on the punch list items of Wakefield Valley Events Pavilion and Community Building.

• SFMS, LLC construction is working on the reconstruction of ADA requirements.

• Shoreline Mechanical LLC. Is working on the installation of the HVAC Units at the WTP and 45 W. Main Street Buildings.

• Conewago Construction is working on the construction of the PureWater Project.

Water Plant

RAW WATER TO PLANT IN MG	
RAW METER TOTAL	44.35692
RECYCLED WATER TOTAL	5.02158
% RECOVERED	11.321
CIP WASH WATER / MEMBRANE CELLS	0.14688
TOTAL	44.21004
RAW WATER SOURCES IN MG	
HULL	21.135
CRANBERRY	23.07504
RAW RES	0
OTHER	0
TOTAL	44.21004
TREATED IN MG	
FINISHED WATER FLOW METER	44.39200
STATION WATER	0.031289
TOTAL TREATED	44.36071
BACKWASH WATER / RECYCLE FILTERS	0.3574
DELIVERED TO SYSTEM	44.00331
WELLS IN CRANBERRY SYSTEM IN MG	
WELL 3	1.568927
WELL 4	1.190112
WELL 5	5.72474
WELL 6	1.62778
WELL 7	4.207565
WELL 8	2.903577
WELL 9 & 10	2.567664
WELL 11	2.533997
WELL 12	5.988669
WELL 5 BACKWASH WATER	0.00334
WELL 7 BACKWASH WATER	0.28792
WELL 12 BACKWASH WATER	0.64827
TOTAL DELIVERED FROM WELLS IN MG	28.31303

TOTAL DELIVERED TO SYSTEM				72.316342
TOTAL DAILY AVERAGE				2.3327852
DAY OF MAXIMUM USAGE			22	2.96572
RAINFALL				1.71

Hours operated = 744

Raw Reservoir level = 20.6 feet

Wakefield Well System

Well 1	1.9602 MG
Well 2	3.004652 MG
Total Delivered to System	4.964852 MG
Filter Backwash	0.00477 MG
Daily Average	0.160101565 MG
Day of Maximum Usage – 25	0.290378 MG

- Other tasks included:
  - Performed routine maintenance at the wells and Water Treatment Plant
  - Collected 68 distribution compliance samples between the Cranberry and Wakefield Water Systems.
  - Performed 280 process control checks at 10 Wells.
  - Performed 336 process control checks at the Cranberry Water Treatment Plant
  - Completed monthly operating reports for the Cranberry and Wakefield Systems
  - Hired a new 1st shift operator

To: Mayor and Common Council
From: Abby Gruber, Director of Recreation and Parks
Date: March 15, 2026
Re: Change Order #2-Durbin House, Final Phase

Background

On November 11, 2024, the City authorized a contract with Herman Restoration Inc. for the renovation of the historic Durbin House. The project scope included the following improvements:

- Installation of new electrical, plumbing, and HVAC systems
- Installation of thermal and sound insulation
- Construction of ADA-compliant access and interior stairs to the second floor
- Completion of interior finishes, including flooring, trim, and painting
- Renovation of the adjacent restroom building
- Installation of custom interior storm windows to improve energy efficiency

The project is now complete and requires a final change order to address several incidental costs incurred during the renovation process. These expenses primarily relate to emergency repairs needed to restore damaged electrical, water, and sewer services to the structure. Additional costs were also incurred for necessary life-safety and security upgrades, as well as supplemental interior finishes required to fully complete the project.

All additional expenditures included in this change order were passed through to the City at the contractor's cost, with no contractor markup.

To help offset these additional expenses, the City received grant funding from the Maryland Heritage Areas Authority (MHAA) in the amount of $12,500.

Project Funding

A portion of the change order will be funded through the $12,500 MHAA grant. The remaining balance of $14,607 will be funded from Capital Project Fund balance.

Recommendation

Staff recommend that the Mayor and Common Council approve Change Order #2 with Herman Restoration LLC in the amount of $27,107 to cover the final project costs associated with the Durbin House renovation.

To: Mayor and Common Council

From: Theresa M. Rodgers, Director of Finance

Date: March 23, 2026

Re: Funding for Durbin House, Final Phase; Herman Restoration, Change Order (CO) #2

Background

As part of the FY26 Capital Improvement Plan (CIP), the Mayor and Common Council authorized $420,000 for the restoration and renovation of the Durbin House. The funding sources include MHAA grants, general fund reserves and Capital Project Fund Balance.

Phases I and II of the project have been completed and paid for; the remaining appropriated funds for this project are $154,824.94. Herman Restoration provided CO#2 to address life-safety issues, security upgrades, and provide supplemental interior finishes for a total of $27,107.00. The funding source for this CO is a recently received FY21 MHAA grant for $12,500 that was not anticipated in the FY26 CIP. The remaining balance of the CO, $14,607.00, will be funded using Capital Project Fund Balance.

If the Mayor and Common Council approve Herman Restoration's CO#2, it will be fully appropriated in the FY26 CIP.

cc: Sara Imhulse, City Administrator

RESOLUTION NO. 26-10

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF WESTMINSTER APPROVING WAKEFIELD VALLEY DEVELOPMENT PLAN AMENDMENT DP 24-01

WHEREAS, pursuant to the authority granted under the Charter of the City of Westminster and Chapter 164 of the Code of the City of Westminster (the "Zoning Ordinance"), the Mayor and Common Council of Westminster (the "Common Council") possesses the power and authority to review and approve amendments to previously approved development plans; and

WHEREAS, Section 164-133, "Effect of Prior Approval," of the Zoning Ordinance provides that development plans approved prior to November 5, 1979 shall remain valid and effective regardless of subsequent zoning classification, and further provides that such development plans may be amended in accordance with the procedures set forth in § 164-188.J of the Zoning Ordinance; and

WHEREAS, Section 164-188 of the Zoning Ordinance establishes the procedures, standards, review criteria, and required findings applicable to amendments to approved planned developments, including review by the Westminster Planning and Zoning Commission (the "Commission") and final action by the Common Council; and

WHEREAS, on or about November 16, 2022, Richard Kress and WV Westminster LLC (the "Applicant"), submitted an application for an amendment to the Wakefield Valley Development Plan, designated as Development Plan Amendment DP 24-01; and

WHEREAS, the Applicant initially proposed twenty-five (25) new density rights to Parcel W to construct twenty-five (25) single-family detached dwelling units and dedicate Parcel X to the Carroll Lutheran Village for open space; and

WHEREAS, the Applicant subsequently amended the application, resulting in the current

proposal for thirty-five (35) new density rights on Parcel W to construct thirty-five (35) single-family detached dwelling units, while dedicating Parcel X (approximately 16.0695 acres) to Carroll Lutheran Village and/or the City and 18.84 acres of Parcel W to the City for permanent open space;

WHEREAS, following acceptance of the application on September 19, 2023, the Zoning Administrator introduced DP 24-01 to the Commission on July 18, 2024, and reintroduced the amended application to the Commission on May 15, 2025; and

WHEREAS, in accordance with the notice requirements of the Zoning Ordinance, the Zoning Administrator scheduled and properly advertised a public hearing on DP 24-01, which was held by the Commission on September 18, 2025, with notice published in the Carroll County Times on September 2, 2025, and September 9, 2025; and

WHEREAS, the Commission continued the public hearing to October 21, 2025, and reviewed the complete evidentiary record, including the revised application, staff report and attachments, traffic study, public testimony, and all materials submitted into the record; and

WHEREAS, throughout the review process, the Applicant revised the development plan in response to comments from the Department of Community Planning and Development, the Department of Public Works, and the Commission, including revisions to roadway design, lot layout, density distribution, and the orientation of lots along Bell Road; and

WHEREAS, the Commission, after considering the standards and criteria set forth in §§ 164-188.E, 164-188.H, and 164-188.J of the Zoning Ordinance, determined that the amended development plan meets the criteria for approval set forth in Zoning Ordinance; and

WHEREAS, the Commission further determined that the proposed amendment represents a fair and equitable use of the property and will enhance the character and development of the

Wakefield Valley area; and

WHEREAS, on October 21, 2025, the Commission voted to recommend approval of Wakefield Valley Development Plan Amendment DP 24-01, revised, subject to certain conditions; and

WHEREAS, the Common Council has reviewed the application, the staff report, the Commission's recommendation, and the entire record of proceedings, and finds that DP 24-01 satisfies the purposes and requirements of the Zoning Ordinance and all applicable statutory and regulatory standards.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of Westminster, that Wakefield Valley Development Plan Amendment DP 24-01, as revised, affecting Parcel W and Parcel X, is hereby approved, subject to the following conditions:

1. The Applicant shall provide the required amount of open space for the Wakefield Valley portion of the General Development Plan as depicted on DP 24-01.
2. The development shall comply with the Landscape Manual of the City of Westminster, and the Applicant shall provide additional landscaping as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or as required by the Commission.
3. The development shall comply with the 2016 Development Design Preferences and architectural standards identified in the DP 24-01 staff report, and the Applicant shall comply with additional design preferences and architectural standards as DP 24-01 proceeds through the development plan amendment and preliminary subdivision process, if applicable, or as required by the Commission.
4. The Applicant shall demonstrate that water remains available in accordance with the Memorandum of Understanding between the City of Westminster and Richard Kress dated June 2, 2014, as amended May 1, 2015, and August 15, 2017 for the development of DP 24-01, prior to submission of a preliminary subdivision application.
5. The City of Westminster shall not provide additional water allocation for DP 24-01.
6. The Applicant shall address all remaining comments of the City of Westminster prior to final signature approval of DP 24-01.
7. The Applicant shall abandon the unused stormwater management easement on Parcel Y prior to or concurrent with the recordation of the first record plat associated with DP 24-01.

8. The Applicant shall construct all new trails and improve existing trails on Parcels W and X, as required by the City, and such trails shall be open to the public.
9. The Applicant shall install a sidewalk along Bell Road, a County roadway, in accordance with applicable City and County standards.
10. The Applicant shall dedicate Parcel X to Carroll Lutheran Village and/or the City and approximately 18.84 acres of Parcel W to the City for permanent open space.
11. The Applicant shall obtain all applicable final signature approvals of DP 24-01 prior to submission of a preliminary subdivision application.

AND BE IT FURTHER RESOLVED, that approval of this Development Plan Amendment does not constitute approval of subdivision plats, site plans, or building permits, all of which shall be subject to separate review and approval in accordance with the Zoning Ordinance and other applicable laws and regulations.

AND BE IT FURTHER RESOLVED, that this Resolution shall take effect upon its adoption by the Mayor and Common Council of Westminster.

INTRODUCED this ___ day of _____ 2026

_____
Douglass A. Barber, City Clerk

PASSED this ___ day of _____ 2026

_____
Douglass A. Barber, City Clerk

APPROVED this ___ day of _____ 2026

_____
Dr. Mona Becker, Mayor

APPROVED AS TO FORM AND SUFFICIENCY
this ___ day of _____ 2026

_____
Ramsay M. Whitworth, Esq., City Attorney

CITY OF WESTMINTER

RESOLUTION NO. 26-11

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE CITY OF WESTMINSTER IN SUPPORT OF HB 1142, ESTABLISHING THE TASK FORCE TO MODERNIZE COUNTY AND MUNICIPAL REVENUE SOURCES

WHEREAS, the City of Westminster provides essential frontline services to its residents, including public safety, infrastructure maintenance, community planning, utility distribution and collection, recreation, housing, and general administrative services, all of which rely on stable and diversified revenue streams; and

WHEREAS, municipal governments are facing unprecedented inflationary pressures on construction materials, fuel, and labor, alongside increasing state-mandated costs, making the need for modern and flexible revenue sources more urgent than ever; and

WHEREAS, Maryland's municipalities are a primary driver of economic activity and tourism in the State, yet the current tax structure fails to reinvest a fair share of the wealth generated within municipal borders back into the local infrastructure that supports that very growth; and

WHEREAS, Maryland is one of only six states that fails to share tax revenue from the sale of goods or services with local governments or allow those governments to collect it themselves, creating an over-reliance on property taxes; and

WHEREAS, the current local revenue structure in Maryland has not been comprehensively updated in decades and does not reflect the modern shift toward a service and digital based economy; and

WHEREAS, the proposed Task Force would provide a data-driven, non-partisan forum to study these inequities and recommend solutions that ensure municipal governments can remain fiscally resilient without overburdening local property owners.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Westminster formally supports the passage of HB 1142 and urges the House Ways and Means Committee to issue a Favorable Report.

ADOPTED this _____ day of _____, 2026

_____

Douglass A. Barber, City Clerk

APPROVED this ____day of _____, 2026

_____

Dr. Mona Becker, Mayor

APPROVED AS TO FORM AND SUFFICIENCY

This _____ day of _____, 2026

_____

Ramsay Whitworth, City Attorney