



## Meeting Summary June 9, 2021

### Attendance

#### Panel Members:

Fred Marino, Chair  
Robert Gorman, Vice Chair  
Ethan Marchant  
Larry Quarrick  
Dan Lovette

#### DPZ Staff:

Anthony Cataldo, Nick Haines, Melissa Maloney

#### Applicants and Presenters:

Dash In - Jen Bass, Ted Connelly, Tony Williams, Jason Belt, Adam Baker  
Kerger Pond – Sam Alomer, Jacob Hikmat

1. **Call to Order** – DAP Chair Fred Marino opened the meeting at 7:07 p.m.
2. **Review of Plan No. 21-05: Dash In, Ellicott City MD**

Owner/Developer: Dash In - Wills Group

Engineer: Bohler

Architect: BCT Design Group

### Background

The proposed Dash-In convenience store with associated fuel canopy and full-service carwash will be located at the southeast corner of Baltimore National Pike (U.S. Route 40) and St. Johns Lane in Ellicott City. The site's existing conditions consist of an 8-MPD fuel canopy, existing Dash-In convenience store, and Splash-In car wash with associated parking and interior landscaping are to be razed with the new buildings, infrastructure, and landscaping replaced.

Existing access to the site from both Baltimore National Pike and St. Johns Lane are to be maintained while the site's general layout will also remain and will be similar to the existing design today. Two (2) additional MPDs are being proposed with the larger fuel canopy and the proposed convenience store will feature a new "Dash-in Kitchen" concept which will provide a wider variety of convenience items and ready to order food for customers. The proposed full-service carwash will offer a range of carwash options in addition to the proposed covered vacuum spaces provided adjacent to the carwash building for patron use. The drive aisle and stacking for the carwash will be isolated from the customer parking field and will wrap around the rear of the convenience store as to avoid conflict with cars accessing the site for fuel and convenience store use.

## **Applicant Presentation**

This project is a redevelopment of an existing Dash-In site located at 9075 Baltimore National Pike in Ellicott City, at the southeast corner of Baltimore National Pike and St. Johns Lane and is just west of the US-29 interchange. There is an existing 2600 square foot Dash-In convenience store, 8 MPD fuel canopy and a 1300 square foot car wash along the western property line with an existing underground tank field with 4 tanks in the northwest corner of the property. The site and surrounding area are zoned B-2. Adjacent to the property there is retail to the west and office retail space to the rear. There is another gas station across from St. Johns Lane and a SunTrust Bank across Baltimore National Pike. The presenter displayed photos of the surrounding area and existing conditions. The Wills Group is looking to expand the size of the convenience store to a 4500 square foot space with a Dash-In kitchen concept. The carwash will remain along the western property line and will be expanded to a 3000 square foot car wash with an addition of 2 MPDs to make for a 10 MPD proposed fuel canopy in the front. The underground tanks will remain in the same location but will be limited down to 2 - 20,000-gallon underground tanks in lieu of existing 4 tanks. Access to the site will remain from Baltimore National Pike as right in and right out and along St. Johns Lane the applicant will keep the right in and right out access but are proposing to expand it to have a larger triangle median to restrict the right in and right out access to and from St. Johns Lane. The applicant proposes to keep the carwash on the western side of the property in order to have access for the carwash and the stacking of cars behind the store to keep it confined to the area so as not to interfere with circulation or blocking parking or access to the store or fuel canopy. There are proposed vacuum spaces in the area as well with 37 parking spaces, but only 29 required by code. These 7 spaces will have vacuum spaces and canopies to provide a better experience. The existing sidewalk along St. Johns Lane will remain and a new sidewalk along Baltimore National Pike for pedestrian access is proposed. The site sits even with grade along St. Johns Lane. There is a significant change in grade as you come down St. Johns Lane with an existing retaining wall along the right of way that will remain. There is also a proposed retaining wall along the rear of the site with a maximum height of 6 feet.

The site is in the Tiber River watershed and storm water management will be designed to meet the county regulations and Ellicott City storm requirements. The presenter displayed pictures of the proposed vacuum spaces and canopies along the carwash. Site landscaping will include shade trees provided along Route 40 and ornamental trees along the rear of St. Johns Lane and the western back corner of the property. Along parking at the corner of the site and at the base of the proposed free-standing sign there will be junipers and roses to screen the parking and to add some color. There will also be some rose bushes along Baltimore National Pike in a hedge line and at the base of the proposed freestanding sign on Baltimore National Pike. Along St. Johns there will be evergreen hedges to screen the parking spaces in the area, along with the access to the car wash and around the proposed dumpster enclosure area at the rear of the site. The presenter showed images of the proposed landscaping specimens and the material for the retaining wall that will match the convenience store. Lighting will be in line with the county ordinance. More details on the proposed fixtures can be found in our initial submission.

The gas station has existed for many years and was expanded in the early 90's to the current footprint. As part of the proposed redevelopment they are seeking to amend the underlying conditional use approval so the applicant will be filing a conditional use petition along with a variance petition to allow for a 4-foot setback in lieu of the 10-foot required setback. There is a parking spot on the western edge of the property along St. Johns Lane which is proposed to be set back 4 feet from the road and for that parking spot, the applicant will need relief from the Zoning Regulations. The applicant will be aiming to file these zoning petitions as soon as they can. The applicant feels that the proposed redevelopment and the site itself will meet not only the general requirements of 131.0B, but also the specific requirements for motor vehicle fueling facilities found in 131.0.0.2.

The designer for Dash-In also designed Arbor Terrace Assisted Living on Scaggsville Rd and used many of the same design cues and materials. The proposed store is a new design that enables Dash-In to expand their food and retail opportunities and will include indoor seating. It will have a warmer, more subdued color palette with a contemporary sophisticated design that includes wood beams, molded brick and fiber cement siding. The design and materials are carried through all elements proposed on the site. The rooftop equipment located at the rear of the building is shielded by a screen wall.

The signage details have been provided in the materials and meet Howard County code. The applicant will file petition for variances as necessary that will be separate from the initial conditional use and site variants. There will be 2 free standing signs. One will be the Dash-In Kitchen sign with fuel prices (corner St. Johns Lane) and the other will be a Splash-In sign with LCD screen for the car wash located where the existing sign is today along Route 40 near the carwash. Ellicott City will be the premier location for the Dash-In Kitchen concept where the applicant plans to have a sophisticated menu with fresh, healthy options.

The applicant is proposing a state-of-the-art car wash with an 85-foot tunnel that works on a conveyor belt system like an airport walkway. The belt will be continually moving, and this will eliminate stacking and delays at the exit. Biodegradable chemicals will be used as well as a water reclamation system. The building will contain a restroom, small retail area that sells automotive supplies. There will not be detailing services provided. There will be an escape lane if patrons decide to get out of line to leave. The site is designed to handle 50 washes per hour.

### **Staff Presentation**

The Department of Planning and Zoning noted that the design group put together a very thorough explanation of the proposed gas station and convenience store site. The site is 1.78-acres, Zoned B-2 and is located at the intersection of St. Johns Lane and Route 40. The project is subject to a conditional use, and with moving forward through the process the applicants and hearing examiner will be taking DAP comments into consideration. DPZ requested the panel to evaluate the orientation layout of the proposed convenience store and gas station site and make any recommendations on street escape and landscape improvements that have been proposed. Comments on the vehicular circulation and pedestrian connections were also requested. DPZ also requested recommendations on the frontage signs as this project faces Route 40 and is subject to the design guidelines set in the Route 40 manual. DPZ would also like recommendations on the location orientation and the style of the proposed structures and if they fit into the context of the area and surrounding structures.

### **DAP Questions and Comments**

#### Site Design

DAP appreciated the thorough and in-depth presentation from the applicants. DAP agreed with the description of a contemporary, sophisticated design and can see similarities to the design of the age restricted building on Scaggsville Rd. They noted the contemporary architecture seems to fit in with the general area as well and the design is warm and welcoming and the muted colors are desirable. DAP asked if the applicant has considered the net 0 carbon initiative by 2035 and thought to add solar panels to the canopies over the gas pump or the roof of the building possibly for future projects. It would fit in with the design and the surfaces are not being used and just lead to more runoff. DAP also asked if the applicant considered including charging stations for electric cars. The applicant advised that their organization has been looking at these recommendations however regarding the charging

stations, typically a larger lot is needed. The applicants noted that this is something that was not factored into this design, but it is something they will contemplate in the future. DAP inquired if they considered adding community art to the one large dark façade of the building and that it could be incorporated into this wall and could include images of old Ellicott City or the history of the area. The applicant advised they would take this into consideration.

DAP commented that with the redesign will increase the amount of impervious surface area and asked what the applicant plans to do for storm water management. DAP advised that they will need to be creative since this is a smaller site with limited greenspace available to get approval for water quality from the state. DAP asked if they considered using a green roof which may not have enough room or putting in a bioswale. DAP also suggested the applicant may want to consider using impervious pavers in the parking area, but there will be required maintenance for the pavers in the future. The applicants advised they are looking into storm water management and anticipate having facilities to meet the requirements. Some of the suggestions made are on the list of options to explore. DAP asked what the plan was for the water leaving the car wash since even with reclamation some of the water will be draining out. The applicant confirmed that run off will be going into the sewer. DAP commented that the right in right out at St. Johns Lane seems to be where all the water will be draining out. The applicant advised they are planning to have trench drains at the exit that will collect the flow to prevent it from dropping down to St. Johns Lane.

With regards to the variance for the encroachments of the 3 parking spaces, DAP recommended that the applicant possibly reduce the parking spaces by 2 or maybe consider 2 parallel parking spaces along the edge. This would still leave an additional 19 spots and would maintain a robust landscape buffer. DAP recommended that option as opposed to reducing the buffer. Since the applicant is already over the amount of parking spaces required this is kicking in a variance that is not needed. The parallel spots would keep everything in compliance with a result of more green space. The applicant also may be able to pick up 10 parallel parking spaces along that side.

DAP recommended that along Route 40 across the entrances where the sidewalks are located that the applicant paint crosswalks to aid pedestrians.

DAP inquired where the dumpster would be located, and the applicant advised it will be in the back corner of the property near St. Johns Lane.

DAP asked to verify the colors and materials of the canopy at the fuel pumps and vacuum stations. The applicant advised that the canopies for the vacuum stations at their other location are blue, and the canopy for the fuel station will be like the colors of the building. However, if another color was recommended, they could accommodate that request. DAP responded that the blue color was fine.

DAP noted that the only competition in the area is Dolly's Car Wash also located on Route 40 and it does get very busy. DAP inquired about the plan for queuing up customers to pay and go through the car wash and if this will become congested looping back around to go to the vacuums. The applicant responded that there is an exit if the customer wants to get out of line and there is enough space for 16 cars to stack in line for the car wash and only 10 are required per code. Space was included for multiple cars to stack coming out of the car wash so they can exit the site or to circle back to the vacuums. The applicant confirmed that there will not be a dryer attendant at the exit of the car wash since that is built into the tunnel, but they will have an attendant at the entrance to make sure that the cars enter the conveyor belt correctly.

DAP noted that DPZ had asked if everything should be shifted forward in the site and agreed that the design does look tight in the rear of the lot but moving it forward would create more concern with

vehicles coming in very fast off Route 40. DPZ advised that another project at Chatham, one block away, is currently under construction and there was a lot of discussion about pulling the building forward towards the street. DPZ noted that location also sits on a corner, and DPZ wanted to make sure they were consistent with the reviews. DAP commented that given the existing access points and vehicle circulation, and the store location where it is today and expressed concern about moving the building further north into the site given that vehicles come into the site at higher speeds.

### Landscape

DAP had no issues with the proposed trees and shrubs but suggested that if there are street trees across St. Johns Lane near the Qdoba that they try to match them to create uniformity along Route 40. If there are no street trees to respond to, DAP encouraged the applicant to switch the proposed trees. Currently the design calls for Linden trees, which are small and narrow, along Route 40 and Swamp White Oak trees at each corner of the Dash-In store. DAP noted the scale of the White Oaks would be better suited out on the street because they are more massive in size and can have room to grow into mature shade trees. These trees do not thrive when they are planted in small parking islands. The applicant advised that this section of Route 40 does not have any street trees, so they will be setting the precedent. DAP also recommended switching out the Swamp White Oaks, which do better in wetland environments, for the Willow Oak which does better in a drier area. DAP also recommended not having one Zelkova tree by itself, but to switch that out to match the other trees along Route 40 (Swamp White Oak or Willow Oak).

DAP cautioned the applicants to ensure that any street trees along Route 40 do not obscure the vision of the drivers trying to exit the site. Traffic along Route 40 can move very fast and it is very important to see oncoming traffic. The applicant advised they will be mindful of this and will ensure the landscape architect keeps this in mind.

### Architecture

DAP advised that they like the design of the building and how it is matching, including the canopy of the car wash. DAP inquired if they will only be using landscaping to screen the dumpster pad. The applicant advised that there will be a dumpster enclosure with the same brick material as the building as well as evergreen shrubs for screening. DAP commented that they liked that the theme continued to this element as well.

### **DAP Motions for Recommendations**

DAP Member Larry Quarrick made the following motion:

The applicant should consider the following changes to the landscape plan:

1. Move the 4 Linden trees that are currently shown along Route 40 to the area where the 4 White Swamp Oaks are located.
2. Swap the 4 Swamp White Oak trees to either Willow Oak trees or another type of large, drought-tolerant tree and place those along Route 40 where the Lyndon trees were located.
3. Swap the Zelkova street trees to match those trees along Route 40.
4. Ensure that the ground level shrubbery and trees do not obstruct the site line of customers pulling out and entering traffic heading east on Route 40.

DAP Vice Chair Robert Gorman seconded the motion.

Vote 5-0

DAP Vice Chair Robert Gorman made the following motion:

The applicant should evaluate the 3 parking spaces along St. Johns Lane that will require a variance and consider changing the spaces to parallel parking or eliminating them since the applicant is already over the parking requirement.

DAP Chair Fred Marino seconded the motion.

Vote 5-0

### **3. Review of Plan No. 21-06 Kerger Road ARAH, Ellicott City MD**

Owner/Developer: The Estate of Thomas Charles O'Connor

Engineer: Mildenberg Boender and Associates Inc.

#### **Background**

The 8.35-acre site is zoned R-20 (Residential: Single) and is comprised of Parcel 497; with access to Kerger Road. Age Restricted housing is permitted in R-20 zoned properties with the approval through a conditional use hearing. The proposed use will be subject to the requirements established in the Howard County Zoning Ordinance for age restricted housing. The property currently contains one single-family residence, detached garage, barn and sheds. The property contains a farm pond, wetlands, stream and forest. The surrounding neighboring properties are single family residential. There is forest encumbered with a forest conservation easement that borders the property on the eastern edge.

#### **Applicant Presentation**

The site is R-20 zoned and is located at 5263 Kerger Road in Ellicott City on 8.35 acres. The applicant is proposing 30 age restricted semi-detached units with a density of 4 units per acre. The site is surrounded by forest conservation, partially to the south and the west from Kerger Road. The applicant is proposing to enhance and increase the forest conservation areas and landscaping on 3 sides of the site with a private road. The applicant noted that DAP had commented on the size and number of the units in the previous meeting, but other communities in the county have been built with similar unit sizes, number of units and site density such as Ellicott Hills and the Enclave at Park Forest and many others. This model has been used and shown to be in demand. The applicant stated they are required under conditional use to have 35% of open space and they are providing 50% and have been able to move the community center to the middle of the private road. Also, on street parking has been increased from 7 to 13. The micro bio-retention pond was able to push further away from the units to give more space in the back of the units and the walking path has been wrapped around the pond as proposed. More picnic tables and a gazebo have been added to that area of the pond. Regarding architecture, the applicant commented that shutters will be included, and covered porches will be an option to prospective buyers. The depth of the driveway will be a minimum of 20 feet beyond the parking spot. The slope of the road will be maximum of 5%, same as the slope of the driveway. Street trees have been added and they are showing extensive landscaping on all perimeters of the project. More information has been submitted regarding the landscape detail and the types of trees that will be planted and the applicant will be complying with the landscape and forest conservation manuals. They are adding more along the perimeters than required. 3 of the 4 perimeters will be surrounded by forest preservation.

#### **Staff Presentation**

This is the second presentation for this project and was last presented to DAP on April 6, 2021. The proposed number of units has remained the same, but the layout has been slightly updated to address previous comments made. With the proposed design there are some things the applicant will need to consider. Regarding the walking trail that is proposed here there are some minor encroachments into some of the environmentally sensitive areas and the applicant will need to requesting removal of a specimen trees. Those items will require an alternative compliance and the applicant will need to go

through that process during plan processing. DPZ would like DAP to make recommendations again on the orientation layout and the configuration of this revised age restricted development. The applicant did provide some edge treatments from this proposal to the surrounding neighborhood. DPZ would also like DAP to make recommendations on the amenity space since they have done some refinement there and make comments on the exercise trail proposed. Also, DPZ would like to know if the architecture is more suited to the existing neighborhood to provide cohesion with the community. DPZ advised that community comments were received through the website portal and those comments have been forwarded to the DAP members. DPZ thanked the participants watching and those that sent in comments. Some of the proposed site changes would require an alternative compliance because they are not meeting the current regulations since this is a conditional use plan. One concern of DPZ is that the amenity space supported by the conditional use may conflict with the requirements. The applicant is trying to work through them to find the best resolution for the community amenities and it may be more advantageous redesign those now than to have a conditional use plan that is approved in conflict with county regulations.

## **DAP Questions and Comments**

### Site Design

DAP commented that the applicant was not in compliance with the amenity requirements for a 55 and older community and was asked to consider taking greater advantage of the lake and the generous space surrounding it. DAP also felt that where the community center is located is really an afterthought. To have an amenity for the community and to meet the requirements of the code the applicant should put it in the center where units 20 and 21 are located in the wide part of the open space next to the lake and would be central to the project instead of squeezing it in at the elbow area on the north side. This option would require that 2 units be dropped as was suggested in the last meeting and would make the development more palatable to the surrounding community. The applicant advised that the community center was moved from the front of the community to the middle but moving it to where units 21 and 22 are located would reduce the number of units. This option was discussed with the developer and is not feasible with this project due to the economic impact. The applicant believes the design looks very good and the community center has been made larger and moved to the center. There is a clear walking path and the open area is accessible and will include picnic tables and a gazebo. DAP commented that the community center is not connected to the pathway system, has no amenity space surrounding it, is crowding the units on either side of it and is not in compliance. DAP advised that the only driver can not be economics.

The site must make sense how it is laid out and the applicant was requested at the last meeting to look at smaller units and less units and to make it more contextual to the community. The applicant responded that there are many other projects around the county that are similar, and they feel they are meeting all the requirements and are trying to accommodate DAP's comments. The applicant noted the community center only needs to have a common space and with 700 square foot they have 40% more than they are required to have. If the applicant is forced to move the community center, the number of units will not be changed and will go from duplexes to townhouses. The applicant stated that if the community center needs to be moved, they can put a 4-unit townhouse sticks on both sides, but they feel that is detrimental to the overall project.

DAP asked if the unit sizes were reduced. The applicant advised they cannot reduce the unit size since they have 1<sup>st</sup> floor master bedrooms and they need to be large or have an elevator, which is not desirable by the customers. These types of units are around the county and are built by NV Homes, Ryan homes, etc. DAP commented that these are very adaptable homes and asked if the units 21 and 22 could be made into 3-unit clusters to give space for the community center on the lake side which would allow the space to be opened while allowing the applicant to keep the same number of units.

The applicant advised that the initial design included townhomes on the right-hand side, but the community advised they preferred semi-detached units instead. DAP advised this could be called a triplex and not a townhome. The applicant declined to make that change.

DAP advised again that it does not look compatible with the neighborhood and it looks like as many units were crammed into the site as possible. DAP was frustrated and summarized that, at this point the, County will need to decide how to proceed. The DAP commented that they agree with their colleagues and feel that the applicant may check the boxes of the regulation, but do not meet the intent of the regulation. Because of the natural features of the site the applicant needs to consider that each duplex is on .55 acres and the units are crammed into 60% of the overall area and the buildings are too close together, too large and do not match the context of the surrounding neighborhood. DAP noted that the proposed design should not be recommended for support as a conditional use of this site.

Another DAP member echoed the sentiments previously stated that there is not much room between the units and the units are closely packed together. DAP commented that he wasn't sure why the units were so large and some of the community comments were concerned about the number of people living in the unit since this is an age restricted community. DAP inquired if a family of 4 could live in these units if they had a parent or grandparent that were 55 and older that would qualify them. Per DPZ, the key points of the regulations for who would be permitted to live in this community for age restricted adult housing states "A development that contains independent dwelling units, each with a full kitchen that is designed for and restricted to occupancy by households having at least one member who is 55 years of age or older. ... Children less than 18 years of age shall not reside in a dwelling unit for more than a total of 90 days per calendar year..." This community is intended for older adults and there is an age restriction on anyone less than 18.

DAP noted that the density could be a problem with the number of people and cars in the community. DAP also noted that the community center does look like an afterthought that was wedged into its current location. If it was relocated it would allow the entire community to enjoy the views of the pond and not just the 6 units that border it. The recreational amenities are down the slope and the only way to get to them is to go from the end of the cul-de-sac around the pond or from the front of the development and walk the other way. It was suggested there should be a direct connection between the recreation building and the amenities and if the community center was relocated where units 21 and 22 are residents could access the amenities by a switchback pathway or ramp. DAP commented that the pathway is narrow at 4 feet and should not be any less than 6 feet wide and paved as a gravel path will not serve the needs of someone that is handicapped and wants to enjoy the outdoor amenities.

DAP stated that at the previous meeting that the request was to look at the entire site layout and look at enhancing the pond layout for not just this community, but the entire neighborhood and that does not seem to have been addressed. The intent was for the adjacent neighborhood to be able to use the amenities of the space around the pond. The applicant responded that at meetings at the beginning of this project the developers were going to remove the pond, but the community had asked that the pond be kept. The new plan retained the pond but at a higher cost. The pond and open spaces of the site will be private so only the residents of the community will be able to use it.

The applicant stated if the community center is to be moved to the other side that they are fine placing 4 townhomes sticks on either side so that no units will be lost. The applicant stated that the pathway needs to be kept at 4 feet wide and suggest that it will not be used very much. The applicant also noted that a waiver is needed from DPZ to incorporate the pathway as shown. A wider path would not be good for the environment and would impact more of the environmentally sensitive areas but agreed that the path can be 6 feet if that is what DAP requests. DAP responded that since COVID many people want to walk, and the pathway could be a great amenity, but it needs to be accessible to someone that



has a cane, or a walker and a 4-foot gravel path is not enough. The applicant advised he is fine with the 6-foot path and moving the community center to the other side with townhomes on either side. DAP commented that they did not see how the applicant addressed motion 4 from the previous meeting, which states the applicant study the plan in great detail, even after a reduction in the size of all or some of the units and reducing the quantity of the units to make it more concurrent with the neighborhood. DAP noted that the community is very unhappy with the approach and the DAP agrees and has several concerns and comments.

DPZ advised that they would request the DAP to either reinstate the previous motions or create new or additional motions for the project. The DAP stated that the applicant will need to address the previous motions again with DPZ as they will be applying for the conditional use approval on the site, which will be a separate public hearing, which DPZ will provide a staff report for.

### Architecture

DAP Member Dan Lovette commented that the architectural design was not to his liking but agreed with his colleagues regarding the site plan comments. DAP also commented that the proposed houses are larger than the other houses in the neighborhood as they are supposed to be for a 55 and older community. DAP also did not agree with the applicant's statement that if the 1<sup>st</sup> floor master size was reduced an elevator would be needed.

### **DAP Motions for Recommendations**

DAP Chair, Fred Marino made the following motion:

To reinstate the previous motions with an amendment to the second, previous motion where in the team did address the street trees along the private road.

DAP Member Larry Quarrick seconded.

Vote: 5-0

### **Previous Motions from the April 7, 2021 Meeting for Kerger Pond:**

DAP member Vivian Stone made the following motion:

For the applicant to come back with a plan that shows alternate unit sizes or smaller unit sizes.

DAP Chair Fred Marino seconded.

Vote: 4-0

DAP Vice Chair Bob Gorman made the following motion:

That the applicant considers eliminating Units 21 & 22 to use that space for a community center that meets the code and provides an outdoor recreational area.

DAP member Dan Lovette seconded the motion.

Vote 4-0

DAP Member Vivian Stone made the following motion:

For the applicant to provide outdoor space in the backyards for each unit.

DAP Vice Chair Bob Gorman seconded.

Vote: 4-0

DAP Chair Fred Marino made the following motion:

For the applicant to study the plan in great detail, even after a reduction in the size of all or some of the units and reducing the quantity of the units to make it more concurrent with the neighborhood.

DAP Vice Chair Bob Gorman seconded.

Vote: 4-0

DAP Chair Fred Marino made the following motion:

For the applicant to take another look at the overall site layout and to better embrace the existing pond amenity for the entire neighborhood.

DAP Vice Chair Bob Gorman seconded.

Vote: 4-0

DAP Chair Fred Marino made the following motion:

For the applicant to take a look at the adjacent variety of architecture to make sure the proposed homes are fitting into that vernacular.

DAP Vice Chair Bob Gorman seconded.

Vote: 4-0

DAP Member Dan Lovette made the following motion:

For the applicant widen the proposed walking trail from 5 feet to 6 feet.

DAP Chair Fred Marino seconded.

Vote: 4-0

#### **4. Other Business**

DPZ noted no other business on the agenda.

#### **5. Call to Adjourn**

DAP Chair Fred Marino adjourned the meeting at 8:40 p.m.