



**Friends of Harford, Inc.** focuses on Harford's land use issues, working for a fair balance between the rights of those wanting to develop a property and the rights of neighbors who might be impacted by that development.

Land use is controlled by the County Executive and County Council members. In anticipation of the upcoming election, **Friends of Harford** is asking you to please respond to the questions below, so we may understand your perspectives and reasoning on these issues. We will post your responses on our website and notify our members that they are available.

Responses from candidates are due back to us by June 20, 2022 ([email@friendsofharford.com](mailto:email@friendsofharford.com)). Thank you for your cooperation and assistance in keeping Harford County citizens aware and informed of your goals and objectives.

---

1. The Master Plan, Harford NEXT, calls for a study on expanding the development envelope in an area beginning at I-95/MD 543 moving northwest along MD 543/Shucks Road to Harford Community College and beyond to US 1 at Hickory. What is your view on expanding the development envelope, specifically the aforementioned MD 543 proposal?

I'm not in favor of expanding the development envelope until I can understand why the existing development envelope is no longer supportable. Additionally, I feel it is essential to understand the intent of the development envelope when it was originally introduced. Understanding the original intent of the development envelope will shed light on the true nature and motives. This original intent needs to be evaluated in comparison to current conditions and recommended expansion. Until the development envelope questions I've posed are evaluated, I'm not in favor of any further expansion, to include the mentioned MD 543 proposal.

Will you support any expansion of the Development Envelope? If yes, what location(s) and reason for expansion?

I would ask for what we refer to in the military as a "tactical pause" on any expansion until we understand better the intent and progress of this initiative. Originating questions like: Why was the envelope chosen, what was the rationale, was it ever the intent that a rural, residential area ever intended to be a part of the original intent of this revitalized route 40 corridor?

2. Would you approve a request by a landowner or other interested party, as done in neighboring Baltimore County, to downzone their property? If yes, under what circumstances?

Before considering downzoning, I would want to learn more from Baltimore County Council Rep - David Marks on why he introduced this measure and how it is working to solve the problem. If there were relevant measures provided by downzoning, I would explore these for possible amendments to the overall Master Land Plan given the near term review. Downzoning by nature is largely driven by the owners of the property and needs to be contrasting with the County Master Land Plan.

3. Would you consider introducing legislation to define, measure and reduce noise, light and air pollution?

Yes

4. Traffic congestion problems are encountered daily by Harford County citizens. What do you propose to address traffic issues?

First, upgrading to adaptive traffic signals as the city of Columbus, Ohio does, for example. By getting a better idea of traffic flow and how long a vehicle idles at stop lights, the city can better modify traffic signal timing with the changes in traffic throughout the day. Second, we must adapt to what many European nations have used for decades, the transition to traffic circles (or roundabouts) versus traffic lights. Studies show traffic circles see



fewer crashes and less severe crashes. Roundabouts benefit from good geometry, exhibiting only a fraction of the troublesome crash patterns typical of right-angle intersections. They result in lower vehicle speeds. A standard stop sign or traffic signal controlled intersection always has at least one direction of traffic stopped. There is less vehicle pollution. Vehicles entering a roundabout must yield at entry, but are not required to stop if the roundabout is clear. Circles result in lower maintenance costs as compared to a traffic signal. A traffic signal requires electricity 24 hours a day. Circles allow for increased landscaping opportunities. A standard intersection requires a large paved area to accommodate all the turning movements.

5. Would you support amending approval procedures of Zoning Code 267-39 - Retention and Afforestation, specifically (F) tree waiver grants and, to commission a Waiver Advisory Board?

Yes

6. Do you commit to meeting with advocates to discuss the amendment or repeal of legislation that citizens find changed the Zoning Code unfavorably?

Yes

For example, Bill 21-003 Motor Vehicle Filing or Service Stations and Bill 18-036 Zoning Definitions Intermittent Streams and Perennial Streams?

Yes

7. Do you approve of Light Industrial (LI), Commercial Industrial (CI) or General Industrial (GI) zoning adjacent to residential communities or within a Village District?

No

If not, would you amend the zoning code to uphold your views?

Would you research and recommend increased protections for residences from commercial and industrial neighbors by increasing buffers and their types?

Yes

8. Do you support legislation to create graduated zoning districts next to residential except Mixed Use districts?

Yes

9. Would you consider reestablishing the public's right to receive a timely interpretation of the Zoning Code rather than the current determination definition used? If not, why?

Yes

10. Why are you running for office?

Everyone deserves to be heard. There are real feelings, ideas and concerns that have gone on deaf ears for too long in our community. It seems our Council representative no longer advocates for all the people. We need fresh perspectives, tested leadership, and sincere compassion to help our citizens and community thrive. I'm running to bring the people's voice back to the County Council. I've dedicated my entire life to public service with over 30 years in the U.S. Army. Because of this experience, I'll govern on principles not politics and utilize my sense of duty to reach across party lines and get things done. Public service is a sacred trust and privilege and it's not about me. I take my campaign slogan very seriously: People First, Community Always.