

Sayers, Margery

From: Wayne Davis <wayne.davis103@gmail.com>
Sent: Monday, July 16, 2018 7:14 PM
To: CouncilMail
Subject: Testimony in Support of Council Bill 58-2018

I strongly support Council Bill 58-2018 to amend the requirements for new developments on Scenic Roads. We are losing the quality of life in Howard County due to over-development that ignores the remaining scenic nature of our County. There are only three scenic roads in southeast Howard County, and two are greatly endangered by development of open space. We need our scenic roads and open space. We moved to Howard County, and specifically Columbia, to enjoy the scenery, trails, and open spaces. For 25 years I have treasured traveling on two scenic roads regularly, sometimes several times a day.

I would specifically like to comment on the Gorman and Murray Hill Scenic Roads.

Councilmembers Calvin Ball and Jen Terrasa introduced this bill which calls for more transparency and protection of scenic roads in Howard County.

GORMAN ROAD. Road names are customarily taken from families or individuals. Peter Gorman was born in Woodstock and moved to this area in the 1840s. He worked on building the first B&O rail line between Ellicott Mills and Woodstock. Peter and his son, Arthur Pue Gorman, lived just up the hill from the current Vollmerhausen Road. Arthur was elected as US Senator in 1881 and represented Maryland well.

The Gorman family has a storied history, but I can give it only a mention here. Gorman Road connected the Columbia Pike to Savage Mill and passes several historic houses. Before it became known as Gorman Road in the 1960s, it was referred to as Johnson Lane for Arthur Gorman's son-in-law and president of the Laurel Race Track.

MURRAY HILL ROAD was named for Murray Peddicord, an influential farmer and businessman, who lived in the historic Stewart-Earp House across from Clocktower Lane, called Granite Hill. The families farming the land wanted to connect Gorman Road to the Guilford Factory, which was producing cotton and granite from the quarries. They made a request for a new road in 1868 which was granted the following year for a fee of \$150.

Murray Hill Road also passes famous historic houses including Granite Hill, which was built in the early 1800s, before the quarries were commercially operating.

We need these scenic roads to be protected and treasured. Does the Council know about this history and appreciate the identify it provides to the community?

Thank you for considering this testimony in support of CB 58-2018

Source – most of the material was taken from the very valuable document “History of the Murray Hill Road and Gorman Road Area” by Dr. Larry Madaras, Associate Professor of History and Government, Howard Community College, April 1985.

Written Testimony regarding CB58-2018 proposed amendments to Howard County Code Section 16.125 Protection of Scenic Roads and 16.1404 Alterations to Scenic Road Right-of-Way.

General comment:

I support the proposal for additional public meetings and coordination with Department of Planning and Zoning and the Planning board when considering alterations of scenic roads. I do not support the amendment language in Section 16.125 (b) (4) and Section 16.1404 (a) (3) *Alternate Ingress and Egress*. These sections unnecessarily restrict options that could increase the safety and lessen adverse traffic impacts to bordering residents and nearby communities. Section 16.125 (b) (3) and Section 16.1404 (a) (2) as written in the County Code adequately addresses the protection of scenic roads for development of land abutting a scenic road. Further, the proposed amendment in Section 16.125 (b) (5) and Section 16.1404 (a) (4) adequately addresses the need for public meetings and Planning Board review for ingress/egress of new developments to scenic roads.

Specific recommendation:

Remove Section 16.125 (b) (4) and Section 16.1404 (a) (3)

Alternate Ingress Egress

Any new development that adjoins a scenic road shall to the extent practicable provide ingress/egress at a non-scenic road. Any new vehicular ingress and egress along a scenic road shall be approved by the Planning Board in a public meeting after determination that such vehicular ingress and egress cannot be practicably located on a non-scenic road.

Reasoning: This provision could promote adverse impacts to public safety and communities by limiting ingress and egress options for developments that border scenic roads. The protection of scenic roads is adequately addressed in the preceding Sections 16.125 (b) (1-3) and Sections 16.1404 (a) (1-2) and in the amended language proposed in Section 16.125 (b) (5) and Section 16.1404 (a) (4). With regard to the development of the Milk Producers property in southeastern Howard County, a distributed ingress/egress which includes Gorman Road would be a better option for the larger community, particularly for the residential areas fronting Leishear and Gorman roads.

Chris Beaverson
Resident of District 3
Howard County (20723)

Sayers, Margery

From: Joshua Greenfeld <jgreenfeld@marylandbuilders.org>
Sent: Monday, July 16, 2018 8:04 AM
To: Feldmark, Jessica; Ball, Calvin B; Smith, Gary; Weinstein, Jon; Terrasa, Jen; Sigaty, Mary Kay; Fox, Greg; Knight, Karen; Pruum, Kimberly; Clay, Mary; CouncilMail; Wilson, B Diane; Lazdins, Valdis; allan.kittleman@howardcountymd.gov; Kittleman, Allan; Wimberly, Theo
Cc: Lori Graf; Jamie Fraser
Subject: MBIA Opposition to CB56 and CB58
Attachments: MBIA Opposition Letter to CB58 – Scenic Road New Regulations.pdf; MBIA Opposition Letter to CB56 – Ellicott City Development Moratorium.pdf; CB58 Impacts - Scenic Road Bill.pdf

Dear Chairwoman Sigaty and Members of the Howard County Council:

In anticipation of tonight's Council meeting, the Howard County Chapter of the Maryland Building Industry Association (MBIA) writes in opposition to Council Bill 56 and Council Bill 58.

Council Bill 56 creates a one year moratorium on grading and building permits in the Tiber-Hudson Watershed despite the County's McCormick Taylor study concluding development was not the cause of flooding in Ellicott City.

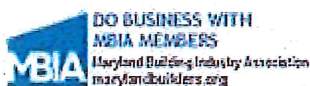
Council Bill 58 requires any new ingress to a scenic road or a project of 100 or more residential units within 1 mile of a scenic road to obtain approval from the Planning Board and/or the Department of Planning and Zoning (DPZ) while arbitrarily allowing the County to require projects pay for road improvements or have their projects put on hold. Please see attached map showing over half of the County impacted by this new, anti-business legislation.

Importantly, neither of these bills contain grandfathering provisions, so projects in the pipeline and even those nearing completion, will be halted and in some cases, killed entirely. The MBIA urges the Council to vote against both of these bills and at a minimum, to pass grandfathering amendments to protect existing investments in the County.

Thank you for your attention to these vital issues. If you have any questions about these comments and would like to discuss MBIA's position further, please do not hesitate to contact me at jgreenfeld@marylandbuilders.org or (443) 515-0025.

Best regards,

Josh Greenfeld, Esq.
jgreenfeld@marylandbuilders.org
Vice President of Government Affairs
Maryland Building Industry Association
11825 W. Market Place
Fulton, MD 20759
Ph: 443-515-0025



MACO Golf Outing & Reception - August 16
Golf at Glen Riddle & Reception at Seacrets. [Register here.](#)

Networking BBQ with the Eastern Shore Chapter - August 21
Join us on the Shore for this FREE Event. [Register here.](#)

Diamondback Brewery Fundraiser - August 21
To Support the Ulman Cancer Fund for Young Adults. [Register here](#)

MBIA's Southern Maryland Crab Feast - August 22
At the Olde Breton Inn in Leonardtown. [Register here.](#)

Check out NAHB's Member Advantage Program at www.nahb.org/ma

July 16, 2018

Re: OPPOSITION TO CB58 – Scenic Roads New Regulations

Dear Chairwoman Sigaty and Members of the Howard County Council:

The Howard County Chapter of the Maryland Building Industry Association (MBIA) writes in opposition to Council Bill 58, requiring any new ingress to a scenic road or a project of 100 or more residential units within 1 mile of a scenic road to obtain approval from the Planning Board and/or the Department of Planning and Zoning (DPZ). The bill also arbitrarily allows the County to require projects to pay for capital costs of road improvements or have their projects put on hold. Importantly, this legislation contains no grandfathering provisions, so projects in the pipeline and even those nearing completion, could be required to go back and get Planning Board and/or DPZ approval to proceed.

While this legislation appears targeted at one specific project, this broadly written legislation impacts over 50% of the County and could impact numerous current and future projects (*See attached map*). On the back of CB1 creating a moratorium on almost all projects in the county, except in the rural West, this new anti-business legislation is another nail in the coffin for the local home building industry. Specifically, there are no standards for which the Planning Board should judge scenic road access and limited basis for Planning Board and DPZ approvals for developments of 100 or more units. This uncertainty makes investing in Howard County even more challenging while opening the County up to significant legal challenges.

In addition to creating new hurdles to investment, this legislation decreases housing supply making housing less affordable and exacerbating income inequality. Making projects more costly in virtually the only area CB1 left open makes moving into or up in Howard County more challenging denies lower income and even average income individuals and families the opportunity to experience the high quality of life in the County.

The MBIA urges you to vote against these costly and arbitrary new regulations that will decrease investment while exacerbating income and wealth inequality. If the Council does move forward with this legislation, it must contain a grandfathering clause to protect existing investments and the business climate of the County.

Thank you for your attention to this vital issue. If you have any questions about these comments and would like to discuss MBIA's position further, please do not hesitate to contact me at jgreenfeld@marylandbuilders.org or (443) 515-0025.

Best regards,

Josh Greenfeld, Vice President of Government Affairs

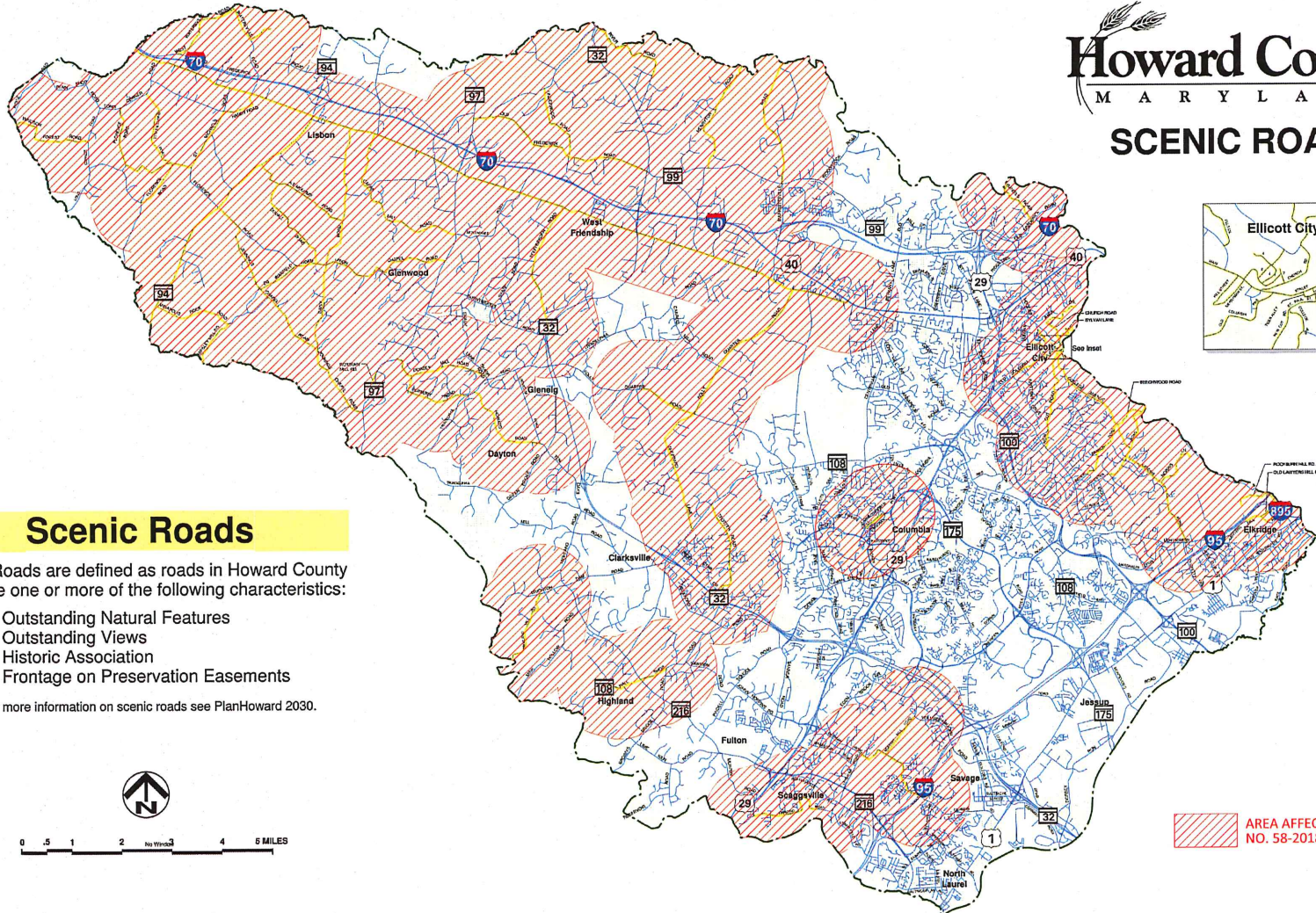
Cc: Councilman Jon Weinstein
Councilman Greg Fox
Councilman Calvin Ball
Councilmember Jen Terrassa

County Executive Allan Kittleman
Diane Wilson
Valdis Lazdins, Planning Director

Howard County

MARYLAND

SCENIC ROADS



Scenic Roads

Scenic Roads are defined as roads in Howard County that have one or more of the following characteristics:

- Outstanding Natural Features
- Outstanding Views
- Historic Association
- Frontage on Preservation Easements

For more information on scenic roads see PlanHoward 2030.



G:\MIF_Dpz\Projects\Research\ScenicRoads\ScenicRoads.wor Revised: March 2016

AREA AFFECTED BY COUNCIL BILL NO. 58-2018