



July 16, 2018

My name is Fred Dorsey and I live at 10774 Judy Lane, Columbia 21044. I am President of Preservation Howard County (PHC) in support of CB 58-2018

Scenic Roads was one of several areas listed to protect historic resources provided in the Howard County Historic Preservation Plan. The plan specifically stated:

“Ensure Scenic Roads are appropriately protected from abutting land of new developments” This addresses the concern of ingress and egress.

“Ensure the character of Scenic Roads is protected when making improvements”

The following is a recommended amendment to ensure the characters of scenic roads are addressed and maintained.

Page 3 Line 26 to read “scenic roadway characteristics of Subtitle 14 Section 16.1402 and elements of Subsection (B)(1)-3 above with the”

Many scenic roads have been negatively impacted by the manner in which ingress and egress has been permitted. This bill addressed that issue and the passage of this bill is an appropriate corrective action.

Board

- Martha Clark*
- Fred Dorsey*
- Virginia Frank*
- Jacque Galke*
- Barbara Kellner*
- Laura Manning-Attridge*
- William Miller*
- Allan Shad*

HOWARD COUNTY COUNCIL
 RECEIVED
 2018 JUL 16 PM 1:49

Sayers, Margery

From: Frances O'Connor <chettyoak@yahoo.com>
Sent: Monday, July 23, 2018 8:00 PM
To: CouncilMail
Cc: Kittleman, Allan
Subject: Support for Council Bills 56 & 58

Dear elected official,

I am writing to express my support for Council Bills 56 & 58. I would like to see both passed as written, with no grandfathering clauses or development loopholes. We are at a critical juncture for our county with regards to infrastructure and the future of Main Street Ellicott City. It is imperative that we slow down and get it right! Lives literally depend on it.

Regards,
Frances Keenan
5463 Autumn Field Court
Ellicott City, MD

Sayers, Margery

From: Stephanie K Mummert <skmummert@gmail.com>
Sent: Monday, July 23, 2018 11:08 PM
To: CouncilMail
Subject: Testimony re: CB 58

Good evening,

I listened to the testimony regarding this bill tonight and after hearing from Mr Huff and Mr Erskine, and reviewing the text of a the amendment again, I feel compelled to send in written testimony in vehement support of this bill. I support it because scenic roads need to stay scenic and allowing for the type of dense development advocated by Mr Erskine directly on these roads does not benefit the county or its CURRENT residents.

I live in Kings Contrivance on Summer Park Court. My daughter attends Hammond Elementary and I drive on two of the very few scenic roads in this part of Howard County. These two scenic roads take me directly past the Milk Co-op parcel on a daily basis during the school year, usually right in the thick of rush hour.

Murray Hill is one of the two local scenic roads near my home. It has had such an increase in traffic since Maple Lawn, Emerson and Wincopia Farms were developed that a stop sign on Murray Hill at the intersection with Vollmerhausen, presumably to slow down traffic and increase safety.

Murray Hill intersects with another scenic road, Gorman Rd. Gorman is extremely windy and where it intersects with Murray Hill, traffic often backs up all the way to Gorman Farm during rush hour. Again, where Gorman intersects with Leishear, traffic is pretty much a nightmare. The relatively new 3 way stop helps, but it is already a dangerous intersection. Imagine adding 375+ new homes on the Milk Co-op parcel directly adjacent to this intersection and both of these scenic roads? I really don't want to imagine it because if you don't pass this bill to protect both of these scenic roads and at least open their development to community input and discussion as proposed in the amendment, we will all have to live with it.

While I have sympathy for the financial position the Milk Co-op owners put themselves in, frankly, that should not be our problem. If you approve this bill, its not as if their development will fall apart immediately. Instead, it will move from the "as of right development" they prefer and it will be put up for public scrutiny that actually carries the weight and protection of the county government. Currently, without this bill, we all feel pretty helpless to do anything more than point out the existing disastrous traffic problems this new development will only exacerbate.

Even if the bill were passed tomorrow and the Milk Co-op development fell apart as a result, it's not as if the property could not be sold for another use. This is not an all or nothing proposition as presented at the meeting. Please do not be swayed away from the many merits of this bill by their pleas of financial hardship.

This bill is not about being anti business or about punishing developers or farmers. It is about finally increasing transparency in the development process and including the community in the process. As Mr Erskine so helpfully pointed out, even if this bill passes, it won't impact the density of development. He's probably right, but I'm hopeful that including community input into the approval process near these roads can help shape this and future development plans. Neighbors know their community best and they are your best resource to lessen the impact on the neighborhood and increase the safety of the elementary and middle school students who will be directly impacted by these homes. Listen to all of us and pass this bill.

Thank you,

Sayers, Margery

From: Nicholas LaGrasta <fenwysth@gmail.com>
Sent: Tuesday, July 24, 2018 1:48 AM
To: CouncilMail
Subject: CB58-2018

Council Members Terrasa, Ball, Sigaty, Fox and Weinstein,

Thank you for proposing CB58, the "Scenic Roads" bill. Gorman Road desperately needs some help.

I am a 24 year resident of North Laurel, currently in Warfields Range just off of Gorman Road (the non-scenic part). My wife and I have been seeing first hand the great increase in traffic along Gorman in the last ten years, especially in the last two years. I'm sure you are well aware of the traffic congestion in our communities along Gorman, as the county has recently, out of necessity, installed 3 way stops signs at Gorman and Leishear, Gorman and Murray Hill, and Murray Hill at Vollmerhausen. When exiting my development in the morning on my way to work (that is, now during the summer school break), it is very common to see 10 or more cars pass by before I can get out, as well as backups at the intersection of Gorman and Leishear and the traffic circle on Gorman at Rt. 29. It's much worse during the school year. Just the other day as I was stopped, waiting to pull out onto Gorman, a car heading east on Gorman turned left in front of me into Warfields Range and was nearly struck by another car heading west on Gorman, which could have driven both vehicles directly in to the spot where I was stopped! I also bike (along with many other local cyclists) along these local roads and can tell you that it is more than a bit nerve wracking at any time of day. Just walking along Gorman between Leishear and RT 29 (where there are no sidewalks) is also quite dangerous.

It is clear to me that this recent increased traffic on Gorman through our communities is a direct result of continuing increased development density in the southeast county. There is both good and bad in this. Yes it is great to have nice restaurants, shopping and more local employment nearby in Maple Lawn, but Gorman Road and its surrounding communities are bearing the brunt of traffic congestion that will not be slowing down any time soon. With the proposed Milk Plant development adding nearly 400 residences into the mix (with only one egress on to Leishear!), this can only create a much higher and more dangerous traffic density on these two lane secondary roads. Clearly Gorman, Leishear and Murray Hill, in their current states, are not capable of handling such a volume of traffic. More must be done to help our North Laurel communities deal with this ever increasing density. CB58 is a step in the right direction. I applaud your efforts to preserve what is left of the scenic portion of Gorman and the quality of life in the surrounding communities. I wholly support the Scenic Roads bill and urge the Council to pass it into law, I also urge you NOT to "grandfather in" the Milk Plant development.

I have some additional comments regarding the proposed Milk Plant development. I was in attendance on 7/23 at the Council session where testimony was taken on the bill. We heard from a number of North Laurel community members testifying in favor of the bill as well as a number of folks with direct or indirect financial ties to the Milk Plant testifying against the bill. While I sympathize with the Milk Co-op's financial situation, and realize that the development proposal is well within zoning requirements and the County General Plan, our local community (roads and schools) simply cannot support the proposed housing density. I was also in attendance at both pre-submission meetings where public comments were taken by the representatives of the Milk Plant. I know that Council Member Terrasa was at those meetings to see and hear the overwhelming community opposition to this development. Beyond the traffic congestion, this development as proposed would adversely and severely impact the local school capacities, creating a cascading effect of re-districting throughout the southeast county. It would also increase stormwater runoff into the Hammond Branch and exacerbate flooding in low lying areas downstream.

It is my understanding that the Council/Zoning Board does not directly vote on approval of the plan for the Milk Plant development. I am told that it goes through DPZ. Whoever has any say in getting this development plan modified, I would strongly suggest the following changes:

-Significantly reduce the housing density by 25-40%. 400 homes is just way too many, despite what is allowable by zoning.

-Add a direct egress onto MD 216 in addition to the egress onto Leishear. I understand this is in the county General Plan. Yes this would require a crossing over the Hammond Branch and significant time and expense of joining into a state road. We've heard about dedicated turn lanes on Leishear and a traffic circle at Leishear and Gorman. In my opinion those modifications create more traffic issues and do not adequately address the overall traffic impact of this development. A second egress is needed and it definitely should not be onto Gorman.

-Add a walkway/bike path within the development on the north edge at Leishear and Gorman, connecting this development to Emerson. This would help increase bicycle safety, allowing cyclists to bypass some of the heavy car traffic on Gorman and development residents to safely walk/bike to the schools and recreation in Emerson. Safe pedestrian and bike crossing across Leishear into Hammond Village at Graeoch also needs to be addressed.

I realize these are modifications that would cost both the county (taxpayers like me) and the milk producers a significant amount of money and take more time than the milk plant would like. I also realize this land will be developed in some form at some point in time. It is the county's responsibility to address the needs of current and future residents and quality of life in our communities as well as the needs of local businesses when considering the impact of such high density developments. There needs to be a much better balance in Howard County than we've had in recent years. What is the cost now vs. the costs of dealing with more severe infrastructure issues in the future? What is the price of quality of life in our communities? I urge the Council and DPZ to do whatever they can to get the Milk Plant development modified to integrate into the existing community in a more reasonable and responsible way. Do the right thing for the North Laurel community.

Thank you very much for your time and attention.

Nick LaGrasta

Sayers, Margery

From: Stephanie Mummert <skmummert@gmail.com>
Sent: Tuesday, July 24, 2018 12:30 AM
To: CouncilMail
Subject: Fwd: Testimony re: CB 58-2018

I just realized I didn't include the full number of the bill in my first email. I want to make sure my written testimony in support of CB 58-2018 as attached below is considered. Thank you!

----- Forwarded message -----

From: **Stephanie K Mummert** <skmummert@gmail.com>
Date: Monday, July 23, 2018
Subject: Testimony re: CB 58
To: councilmail@howardcountymd.gov

Good evening,

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Thank you,
Stephanie Mummert

Sayers, Margery

From: Sue Ashman <ashmanmom@gmail.com>
Sent: Tuesday, July 24, 2018 4:48 PM
To: CouncilMail
Subject: Scenic Roads bill

Dear County Council,

PLEASE vote yes on the Scenic Roads bill and NO to any amendments that would permit grandfathering of any current projects, such as the Milk Plant development. As a resident of Hunters Creek for the past twelve years, I have seen the traffic on Gorman Road and Murray Hill

Road already grow to overload. Preserving Gorman Road's status as a scenic road is so important to this region of the county, and continued development will destroy what little "scenic" appeal there still is.

Thank you for your consideration in this matter.

Sue Ashman

Resident of Hunters Creek

Sayers, Margery

From: Paul Perdue <pperduejr@aol.com>
Sent: Tuesday, July 24, 2018 4:32 PM
To: CouncilMail
Subject: Scenic Bill (CB-58)

Please vote "yes " to Scenic Bill (CB-58) and vote "No" to any amendments to permit grandfathering any projects.

Regards,

Paul Perdue
Hunter's Creek Resident