

Calvin Ball, Howard County Executive,
Howard County, Council Members:

Liz Walsh, Opel Jones, Christiana Mercer Rigby, Deb Jung, David Yungman

My Name is David W. Elsaesser. I reside at 5737 Whistling Winds Walk, Clarksville MD and I am a member of the River Hill Community and Howard County Council District 4.

I am opposed to County Council Resolution CR-3 2019 which identifies the expenditure of \$1.26 Million of Howard County Capital funds for realigning Shepard Lane to the west onto Limestone Valley Farm because this realignment is very clearly **NOT IN THE PUBLIC INTEREST**. A much better road realignment of Sheppard Lane to the east that is **IN THE PUBLIC INTEREST** is available and it is consistent with current State and Howard County planning documents, and preserves the scenic character of Sheppard Lane. I ask the County Executive and the County Council to act in the best interest of Howard County citizens and taxpayers as developers, including, the River Hill Garden Center (RHGC) redeveloping as the River Hill Square (RHS), the Security Development Corporation (SDC), and Erickson Living Continuing Care Retirement Community (CCRC), act to reshape our roads for their benefit.

While CR-3 2019 appears to be a routine action by the County Government authorizing a non-competitive bidding process to construct MD108 and Sheppard Lane, per the F-18-099 development plan, **it is important to point out that the realignment of Sheppard identified therein has been kept SECRET from the public and that CR-3 2019 is the FIRST PUBLIC NOTICE of the SDC's plans to change our roads. The community is very concerned about this section of MD108, it is how we get to our schools. It is in our school zone!** SDC acting on behalf of the RHGC owner has submitted a plan for developing the Limestone Valley Farm, on behalf of and for the benefit of the RHGC/RHS. This plan was not submitted by the land owner, the Limestone Valley Farm. There is no evidence that the Limestone Valley Farm agrees to this plan, had authorized SDC to submit this plan, or is even aware of this plan. I believe that the Limestone Valley Farm will only to submit to this plan in order to enable the sale of its land for the development of the Erickson Living CCRC! This road realignment is not even beneficial to Erickson, it is only beneficial to the RHGC and SDC which is the developer for RHGC, owner of the the Freestate Gas Station and broker for the sale of the rural conservation lots to Erickson! These developers and landowners are colluding against the good people of River Hill, Clarksville and Howard County! Neither the Limestone Valley Farm nor SDC has conducted a pre-submission meeting to advise the community of this plan to use Rural Conservation (RC) farmland for the purpose of realigning Sheppard Lane to the west. If a presubmission plan had been conducted, many of the ideas and suggestions contained herein would have been provided to the County Planners and the developers.

If the County Council approves this resolution it will be acknowledging and approving the SDC's defective plan for MD108 and Sheppard Lane.

Therefore, I ask the County Executive to retract CR-3 2019 as an ill-informed action carried over from the previous administration. If he declines, I ask that the County Council not approve CR-3 2019. The new county executive and the new county council should set the right tone by saying NO to special interests! The new County Executive and the new County Council should act the best interest of the citizens and tax payers of Howard County!

BASIS for the statement that the CR-3 2019 SHEPPARD LANE REALIGNMENT TO WEST IS NOT IN THE PUBLIC INTEREST

The Sheppard Lane and MD108 road changes are not "road improvements" for the public. The obvious purpose of the realignment is to move Sheppard Lane and its traffic signal to the west in order to provide a signalized entrance for the River Hill Garden Center (RHGC), which is redeveloping as a shopping center called the River Hill Square (RHS). The RHS and its developer, the Security Development Corporation (SDC), are moving a public county road for their benefit, i.e., this is a road improvement for them that allows implementation of a specific development plan designed to maximize use of the RHGC triangular property for a new shopping center. However, this new road configuration is detrimental to safety on Sheppard Lane and traffic flow on MD108, which carries 20,000 county and state commuters daily. As shown on page A3 of the attached Appendix, Sheppard Lane must be bent first to the west and then to back to the east on very hilly terrain to the west of its current location in order to align to the proposed RHS entrance. The resulting vertical and horizontal curvature of the proposed Sheppard Lane exceeds the standards of Howard County Road Design Manual. The DPZ and DPW waived the requirements of the Design Manual for Roads based up the developer's assertion that their design was the only way to realign Sheppard Lane to improve the substandard 55 degree acute angle of the current Sheppard Lane intersection with MD108. This is absolutely false and the DPZ should not have granted the waiver because a far superior realignment of Sheppard to the east is presented below. In fact, the realigned Sheppard only improves the angle from 55 degrees to between 60 and 70 degrees, due to requirement to maintain alignment of the road with an internal driveway connecting to the entrance. This driveway runs parallel to the eastern boundary of the RHGC triangular property which is also at an acute angle of 55 degrees to MD108. Therefore the insistence on moving Sheppard to the west to provide a signalized entrance supporting the specific development plan of this property limits the potential of bringing Sheppard into a full/standard 90 degree intersection for the benefit of the community and road safety. **HOWEVER, THE MOST DETRIMENTAL EFFECT** of the westward realignment of Sheppard Lane is that it makes the single lane choke point through lane on MD108 eastbound at Sheppard **PERMANENT** and introduces traffic patterns that hinder traffic flow through the intersection. As shown on page A3, three lanes will now merge into this single lane choke point. Page A4 and A5 show backups of MD108 Eastbound traffic at Linden Linthicum Lane, 1200 feet from the Sheppard Lane intersection, that occur in the morning and evening rush hours due to the single lane choke point. These backups extend to MD32, three-quarters of a mile to the west of Sheppard Lane. These backups will become even worse because there will be at least two extra phases on the relocated Sheppard Lane traffic signal to get vehicles into and out of the new high throughput shopping center.

The MD108/Sheppard Lane road plan on pages A2 and A3 was presented to the previous Howard County Council by Erickson Living CCRC in October of 2017 as part of a concept plan for a Community Enhanced Floating (CEF) Application, for rezoning and developing the farmland opposite of the RHGC on the north side of MD108 between Linden Linthicum Lane into a retirement community. SDC is a party to this application because it owns Freestate Gas station which will also be redeveloped as part of the CEF proposal and it is acting as broker in the sale of the farmland, including the Limestone Valley Farm. The application says these developers were proposing to realign Sheppard lane as shown as part of that CEF

proposals, and as an enhancement to the local Howard County roads, specifically the Sheppard Lane intersection. I gave testimony at that meeting to show that this plan was adverse to the public interest, as did other community members. Subsequently, in 2018 SDC submitted the plans to relocate Sheppard Lane relocation to the west as a separate development plan, removing it from the more detailed scrutiny of the CEF rezoning request. SDC's refusal to conduct a pre-submission meeting for the Sheppard Lane road realignment is evidence of its intent to hide the road realignment from the community in order to prevent community input and any potential for opposition.

BASIS: MOVING SHEPPARD LANE TO THE EAST IS IN THE PUBLIC INTEREST and is consistent with planning documents

An eastward relocation of Shepard Lane is far superior realignment for safety on Sheppard and throughput on MD108. Page A6 shows the Howard County Interactive Maps of the current Sheppard Lane/MD108 intersection. It shows a large right-of-way on the east side of Sheppard bending to the east away from Sheppard as it approaches MD108. The plat for Clearview Estates shown on page A7 states that the right of way is "for the purpose of a public road." County and State planners obviously provided the curved right of way in order to provide the option of gently bending Sheppard lane to the east into a safe standard/perpendicular intersection. The elevation contour lines on page A6 show that the terrain on the east side of Sheppard is less hilly than the west side and provides a total elevation rise smaller by at least 10 feet compared to the west realignment. Page A8 shows a drawing constructed in Google Earth, using standard width lanes, for bringing Sheppard Lane into a standard configuration with MD108 at their intersection. Furthermore, planners provided a large right-of-way on the north side of MD108 along the Clearview Estates and along the RC lots that Erickson Living is seeking to develop into a retirement community. This right of way is for the purpose of expanding MD108 and it alleviates the constraints caused by the practically non-existent right of way along the south side of MD108. By expanding MD108 to the north from the white line on the south side of MD108 it is possible to construct a five lane section of MD108 continuous with and extending the existing 5 lane MD108 corridor in the River Hill commercial district and through the relocated Sheppard Lane to River Hill High School, see page A9. This configuration provides an extra through lane to greatly enhance throughput on MD108 east and a middle lane for left turns onto Sheppard northbound. The middle lane also enables a left turn at the location of RHGC Center entrance. In redeveloping as the RHS the developer could use its current entrance and if concerned about the difficulties of vehicles making a left hand turn out of this development, they could provide a barrier to enable a "protected left" turn onto MD108 east.

Concurrence with planning Documents.

- a. I have already shown above that the county/state intent was to realign Sheppard to the east by providing the large/curved right-of-way on the east side of Sheppard lane and on the Clearview Estates property.
- b. In addition, the MD State Highway Administration's (SHA) Highway Needs Inventory lists 17 major Howard County MD state road sections that should be converted to multilane roads. Of those 17 only 3 are given a high priority by Howard County. MD108 between Guilford Road (west of MD32) and US29 is one of the three roads given priority status by Howard County. The

approval of F-18-099 and making the single lane choke point at the Sheppard Lane/MD108 permanent is contrary to that plan. However, as shown here, the east realignment of Sheppard allows expansion of MD108 into a continuous 5-lane section of roadway up to River Hill High School (page A8, A9).

- c. Finally, during the Howard County's Development of the River Hill/Clarksville Design Guidelines the county hired the Sabra Wang engineering firm to consider alternatives for redesign of MD108 and for studying traffic on MD108 in River Hill. Sabra Wang engineers proposed expansion of MD108 at Sheppard to add a through lane on MD108 eastbound at the Sheppard Lane Intersection, as shown on page A14 below. The developers plan is not consistent with this study funded by and accepted by Howard County, because it will make the second through lane on MD108 east impossible.

Sheppard Lane is identified as a Howard County Scenic Road. As such, it is protected by Howard County code. Any changes to the road should be minimal and maintain the scenic character of the road. The scenic character of the current Sheppard Lane intersection at MD108 is one of diving down into a forest as you head to the farmland of western Howard County. The developer's plan will destroy that character by contorting the last several hundred feet of Sheppard and lifting it onto the Limestone Valley Farm. The developer's plan calls for guard rails and streetlights to compensate for the excessive curvature. Motorists will have to focus their attention keeping their vehicle in a curving lane, rather than experiencing the forest and anticipating the rural farm land. On the other hand, the eastward realignment would enhance the character of Sheppard Lane. The single direction gentle bend away from the current Sheppard land will be easy for motorists to navigate and new trees can be planted on the removed roadway to the west, which would add to effect of heading into a forest (see page A8, below). In addition, this forest would help to screen the multi-story retirement community placed on the RC farmland—should the county approve that plan.

The DPZ says it is forced to approve a plan by law if it meets minimum standards. However, the Sheppard Lane realignment does not meet minimum standards and the county design manual only allows a waiver if an alternative is not available. As demonstrated here a superior alternative is available. Consequently, the county should withdraw its approval for F-18-099, the development plan for moving Sheppard onto the Limestone Valley Farm.

I have previously made DPZ and other county officials and these developers aware of the safer and superior realignment of Sheppard to the east. If vehicular accidents occur on the sub-standard realigned Sheppard Lane identified in CR-3 2019, Howard County may be liable for damages and injuries occurring on this road because county officials were aware that a much safer realignment was available for Sheppard Lane and negligently failed to consider or implement that option.

Sincerely,

// Signed//

David W. Elsaesser, 5737 Whistling Winds Walk, Clarksville, MD 21029

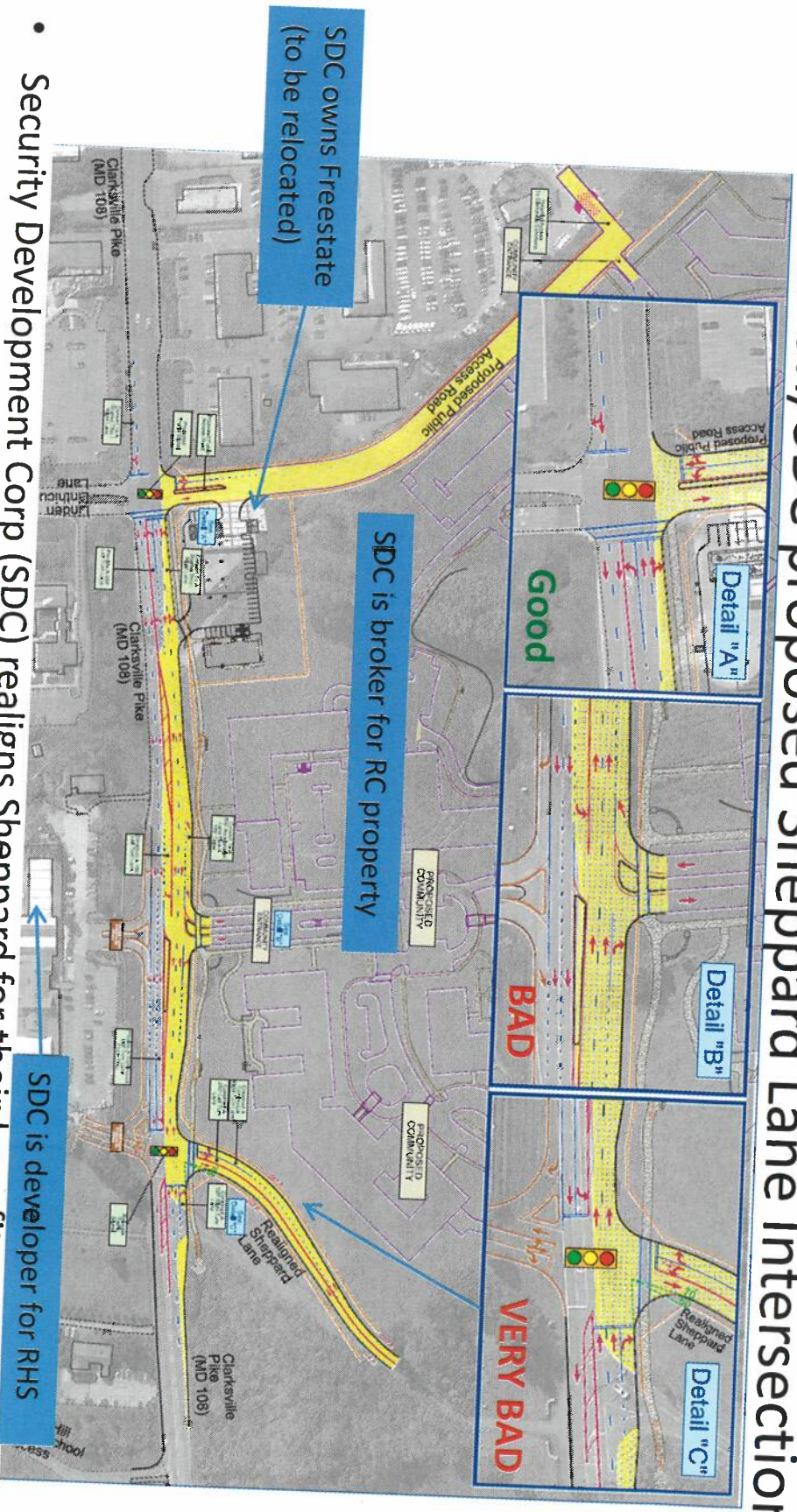
Traffic, Community and Policy Issues

Related to

Erickson/RHS Proposed Changes to
MD108 and Sheppard Lane

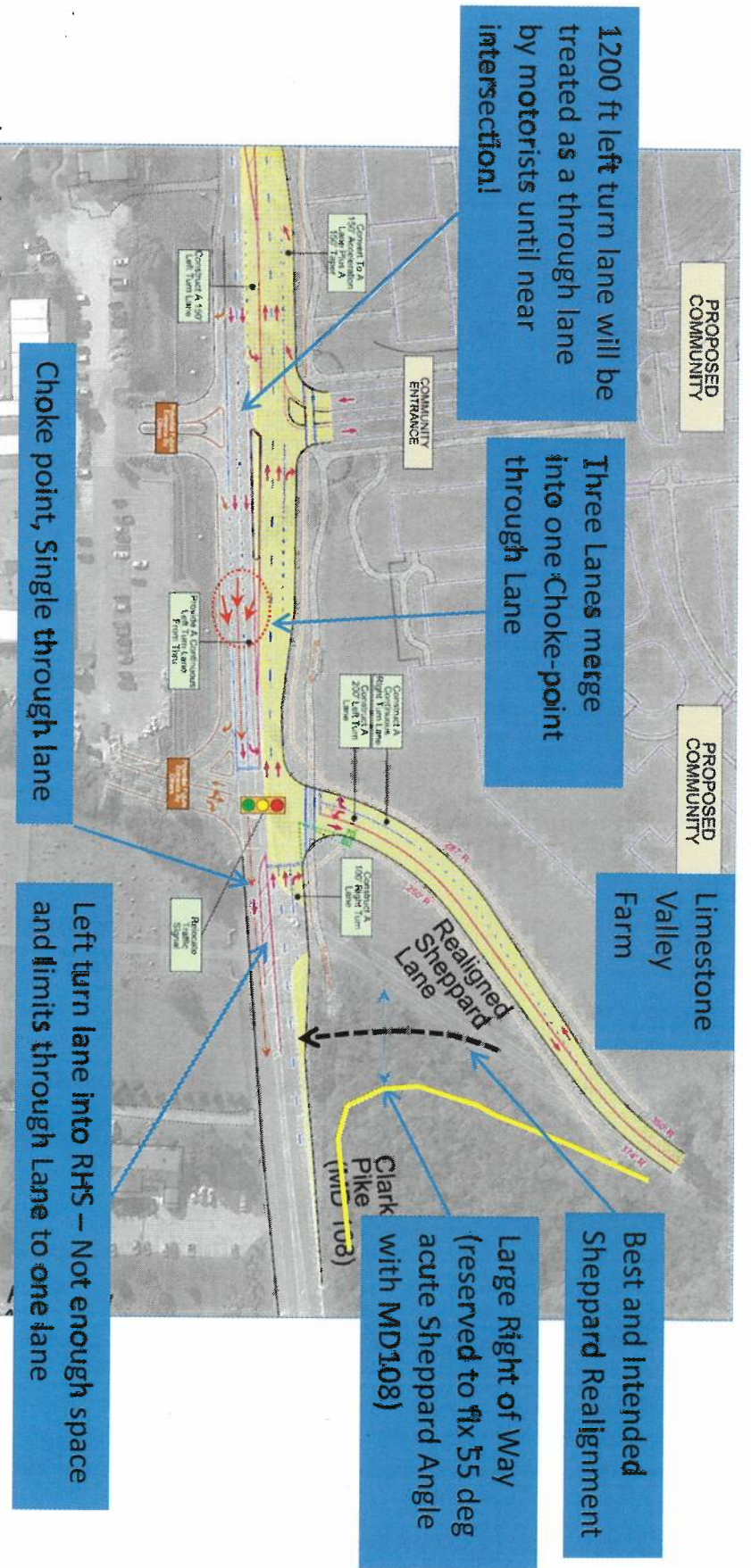
- David Elsaesser
5737 Whistling Winds Walk, Clarksville, MD 21029
- Discussion with DPZ on 6 Aug 2018
- Presented to Howard County Council
on 22 Jan 2019

Erickson/SDC proposed Sheppard Lane Intersection



- Security Development Corp (SDC) realigns Sheppard for their benefit – not for community
 - SDC is the developer for River Hill Square (RHS) redevelopment of RH Garden Center
 - SDC is the owner of the Freestate Gas Station property
 - SDC is broker for sale of 60 acres Rural Conservation (RC) Lots for Erickson CCRC
- **CEF: enhancements beneficial to the community ...free and open to the general public, as opposed to a commercial use.**
- No benefit of moving Sheppard West for Erickson – doing it for their SDC broker
- Realignment of Sheppard solely to implement a high throughput shopping center at River Hill Garden Center (Square) -- bad for traffic flow on MD108, Schools, Community

Proposed Sheppard Lane Intersection Bad for Community



- Dangerous bend as Sheppard approaches MD 108 (Requires a waiver), meets MD108 at 60-70 deg angle
- Single through lane to the East is a choke point on MD-108
 - Three lanes funnel into one through lane at Sheppard causes delays at peak traffic times
 - Developer brags of 1200 ft turn lane onto Sheppard North. Motorists will treat it as a through lane until near Sheppard intersection, then try to merge into single through, blocking left lane
 - Extra 2 phases on traffic light at Sheppard for RHS further causes delays
 - Highway Needs Inventory specifies 5-lane MD-108, between Rt32 and Rt29—this proposal is counter to this regional road plan
- **COMMUNITY GETS A BAD INTERSECTION BECAUSE LAND OWNER BOUGHT A TRIANGLE**
and is trying to turn it into a high-throughput shopping center.

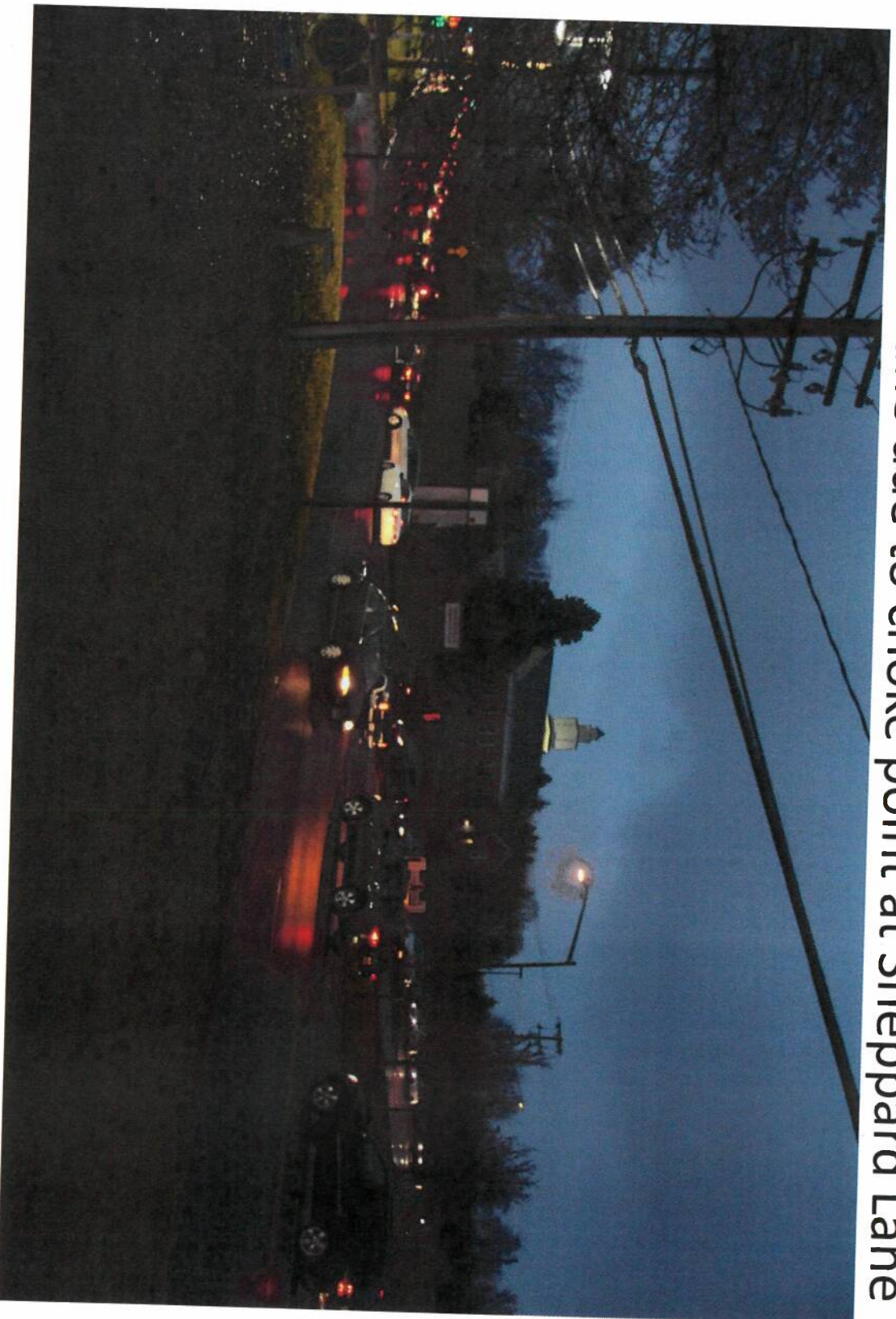
PM Traffic Congestion

- 5pm, Thursday, Dec 5, 2013 at MD108/Linden Linthicum Lane due to choke point at Sheppard Lane

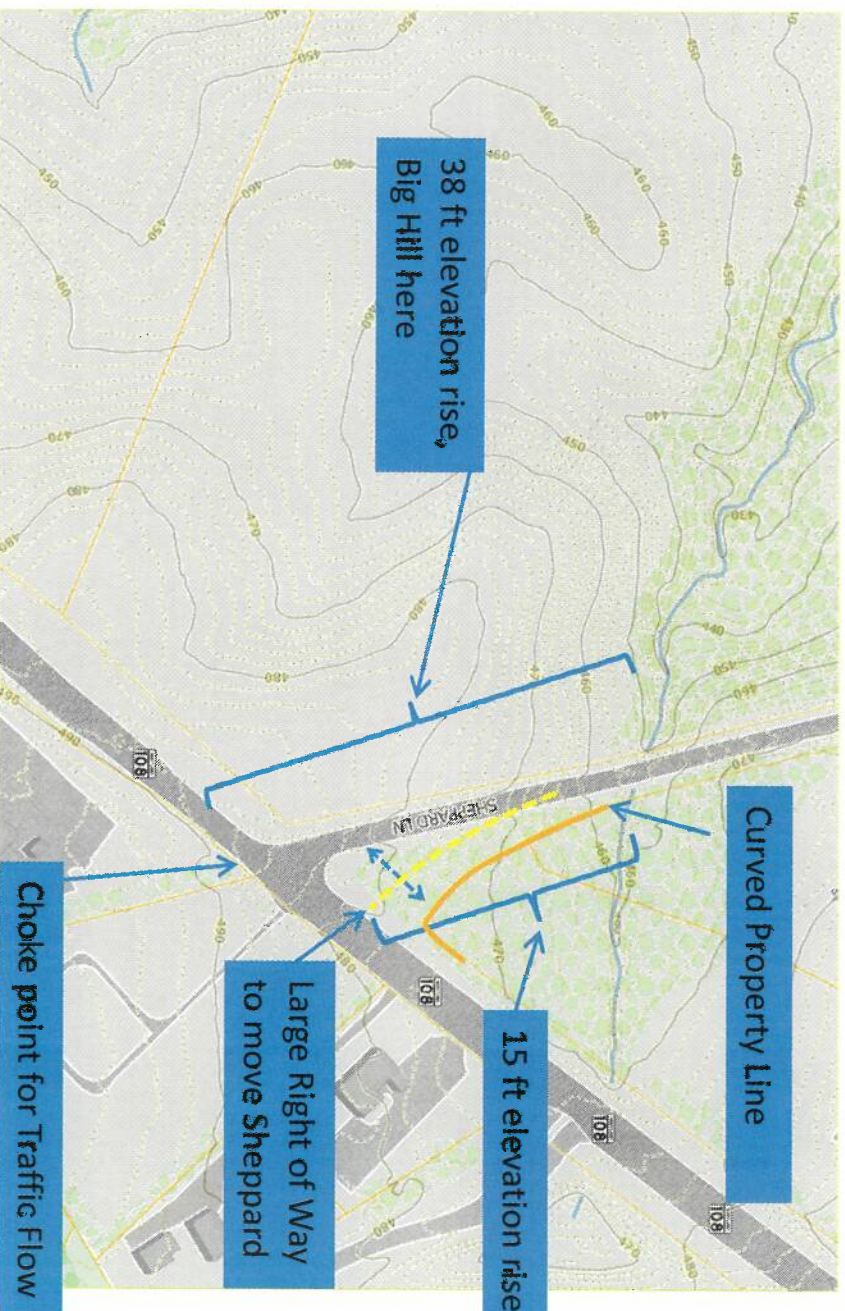


AM Traffic Congestion

- 7:15 AM, Friday, Dec 6, 2013 at MD108/Linden Linthicum Lane due to choke point at Sheppard Lane



Terrain at Sheppard Lane MD108 intersection

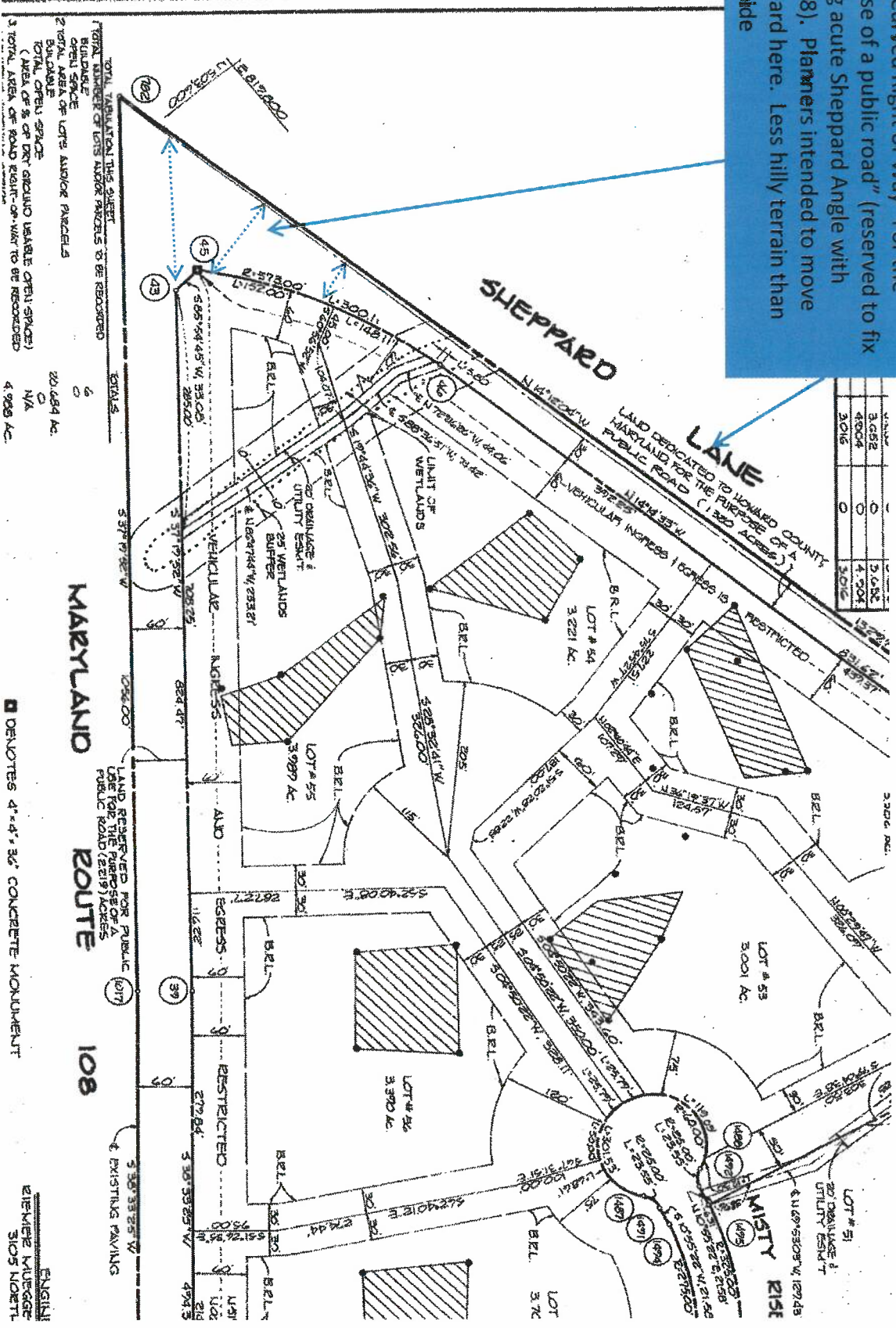


- Moving Sheppard lane to east into the large right-of-way is much better because:
 - The terrain less hilly to the east, and there is a smaller elevation rise east of the current Sheppard location compared to Erickson's proposal of the West (10-12 ft)
 - The Right of Way is curved to the East indicating that its intention was to gradually bend Sheppard to the East and bring it into a standard perpendicular intersection
 - The easement on the plat indicates this ROW is for Sheppard Lane Road improvement
- You only have to bend Sheppard one way, gradually to the east. **No crazy, dangerous bends!**

Clearview Estates Plat ... "For the purposes of a public road"

Large Curved Right of Way "For the purpose of a public road" (reserved to fix 55 deg acute Sheppard Angle with MD108). Planners intended to move Sheppard here. Less hilly terrain than west side

3.652	0	3.652
4.804	0	4.804
3.016	0	3.016

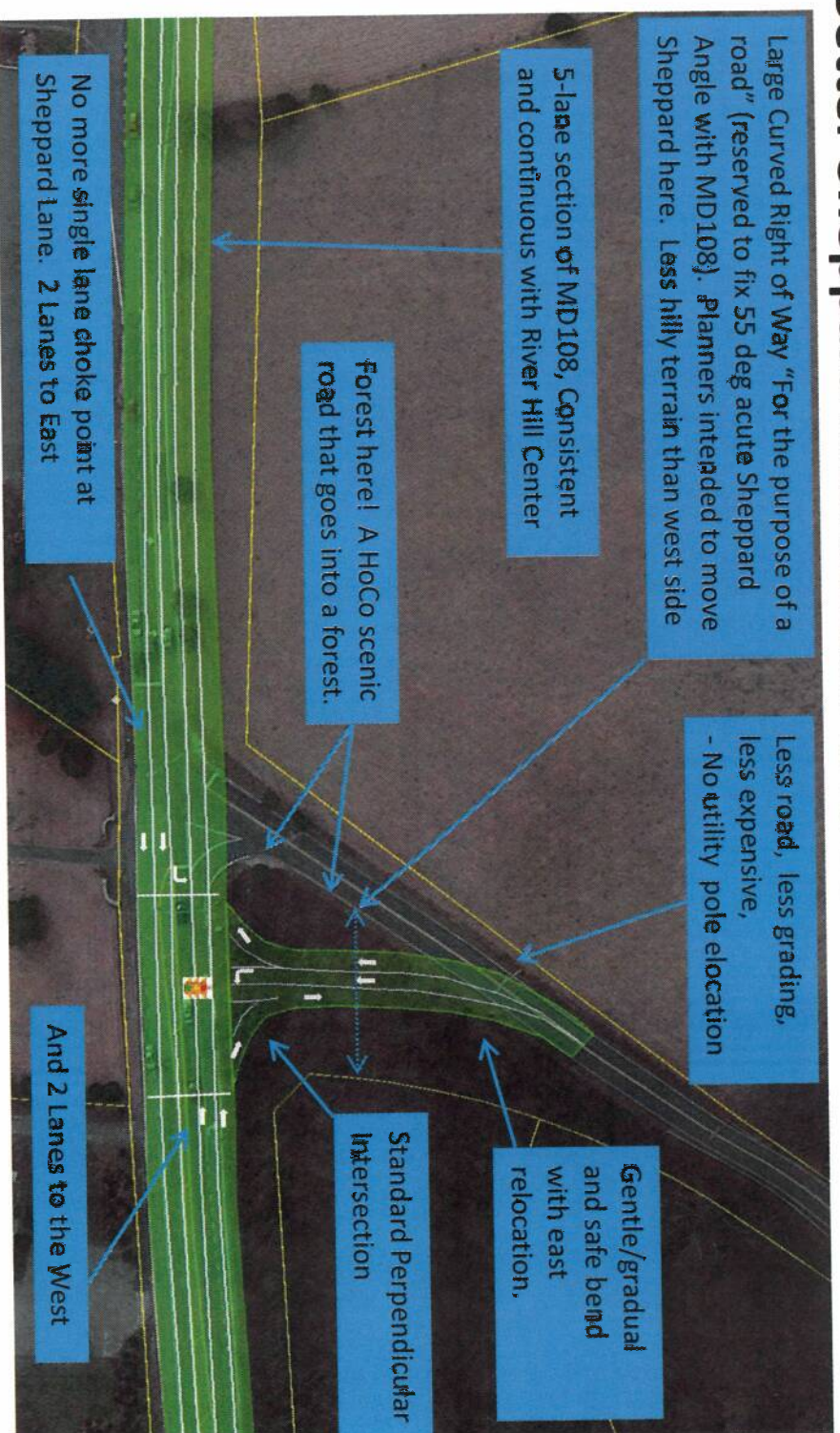


TOTAL TABULATION THIS SHEET
 TOTAL NUMBER OF LOTS AND/OR PARCELS TO BE RECORDED: 6
 BUILDINGS: 0
 OPEN SPACE: 0
 TOTAL AREA OF LOTS AND/OR PARCELS: 20.484 AC.
 BUILDINGS: 0
 TOTAL OPEN SPACE: 0
 (AREA OF % OF DRY GROUND USABLE OPEN SPACE): N/A
 3. TOTAL AREA OF ROAD RIGHT-OF-WAY TO BE RECORDED: 4.988 AC.

DEVOTES 4'x4'x30" CONCRETE MONUMENT

REVIEWER MURGER-3105 NORTH

Better Sheppard Intersection and Better MD108 Throughput



- Bend Sheppard Lane to the east for the benefit of the community!
- Better traffic flow: Allows TWO through lanes to east and TWO through lanes to the west
- Safer: Standard Perpendicular/90 degree Sheppard Intersection with MD108
- Safer: Less and more gradual bending of Sheppard Lane as it approaches MD108
- Extra Lane ensure no backups due to high traffic volumes and due to sharing of a single lane with the RH High School entrance
- **WHO IN THE COUNTY AND STATE ARE ADVOCATING FOR THE COMMUNITY!!!**

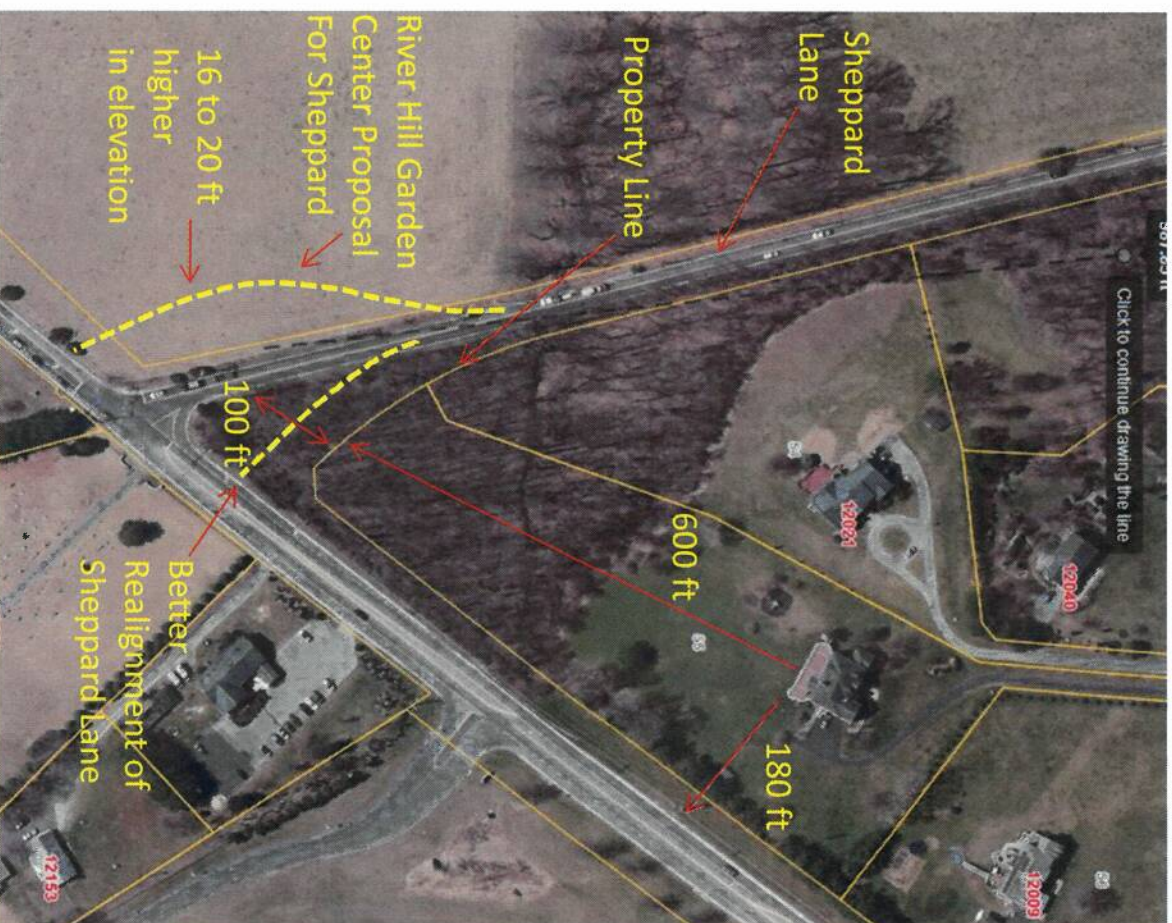
Baseline MD108 Design Requirements: Continuous 5 lane MD108 From Village center to Schools and Safe MD108/Sheppard Intersection



- Clarksville and Howard County need a continuous 5 lane section of MD108 through commercial center and to or past the Clarksville Elementary School
- Better for traffic flow on MD108, especially in light of new/upcoming changes:
 - New Clarksville Commons Shopping Center, New Shopping Center at Ten Oaks Rd, Residential Community at Guilford Rd., Rt32 Expansion, School Redistricting
- Safer for School zone/buses, this is the only way for residents to drive to RHHS, CES
- Better throughput for safety vehicles during rush hour
- RH Square can use its existing entrance, with a protected left if necessary

No Clearview Residential Impact

- Developer/Attorney for RHGC/Erickson argues that moving Sheppard east into Right of Way is bad for single Clearview Resident on north east side of Sheppard
 - Claim moving road into ROW as shown will cause a nuisance to neighbor
 - Asked neighbor if he wants the road closer to his property and of course neighbor is concerned/opposed
- **Moving Sheppard East will not cause nuisance to Clearview neighbor**
 - Neighbor has at least 600 ft of separation to east relocated road, 350 foot of thick woods
 - Relocated Sheppard only 10-15% closer to neighbor -- insignificant
 - Potential Sheppard nuisance
 - insignificant compared to MD108 -- vehicles moving faster here, and MD108 only 180ft from resident
- **Moving Sheppard west for RHGC will put it 16ft higher in elevation, potentially more of a sound/visibility nuisance to neighbor**



Policy Questions

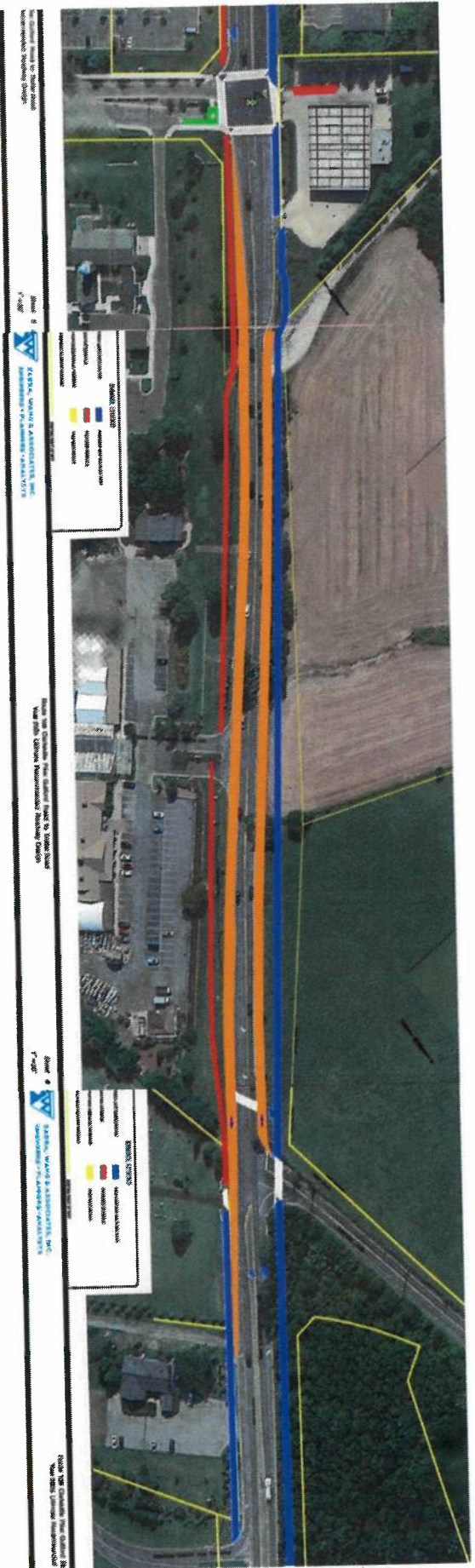
- Who in the Howard County Government and the Maryland State Governments are advocating for road modifications that are in the best interests of the citizens and tax payers?
 - **Answer: NO ONE. HoCo/DPZ and MD/SHA are simply evaluating whether or not developer's proposal meet minimum standards. They say they are required by law to grant these proposals.**
- How can a single developer be allowed to move a road into a configuration that is beneficial for them alone but contrary to the public interest?
 - **Answer: There is no mechanism provided by HoCo/DPZ or MD/SHA for the community to assert its interest in road modifications proposed by developers. The developer's proposal will be adopted if it meets minimum standards. The interest of one developer/property owner will outweigh the interest of thousands of HoCo and MD Residents, Commuters, Tax Payers.**
- Why are the residents of River Hill, Howard County, and the State of Maryland being asked to tolerate a less than optimal intersection because the owner of the River Hill Square bought a triangular property?
 - **Answer: DPZ conducts site-plan review internally and does not provide for public or community review. Community will not know of potentially devastating road changes to MD108 until RHS starts construction!**

RH Square Plan Issues

- If you approve the RHS site plan you will be giving RHS permission to build an entrance at a relocated Sheppard Lane
 - **Answer: Yes. If the RHS can acquire property from the Limestone Valley Farm to move Sheppard to the west and the SHA determines that the realignment meets minimum standards then the SHA will grant access and DPZ will approve the RHS Site plan.**
- Are you granting some interim permission for RHS to:
 - Move the MD108 Intersection to the West?
 - Move Sheppard Lane onto the RC Limestone Valley Farm per the diagrams in the Erickson Plan?
 - **Answer: There would be no interim movement ... it would be the final movement and it would happen without community input and independent of the Erickson proposal for the Retirement Community. Community has only seen proposal to move Sheppard in the Erickson CEF proposal.**
- What happens if the CEF is not approved and the Limestone Valley Farm is not available for the dangerous curved Sheppard road to enable an entrance at the east corner of the RHS?
 - **Answer: If the RHS can purchase land from the Limestone Valley farm it can move Sheppard Lane as soon as its site plan is approved.**

Community Concerns/Interest

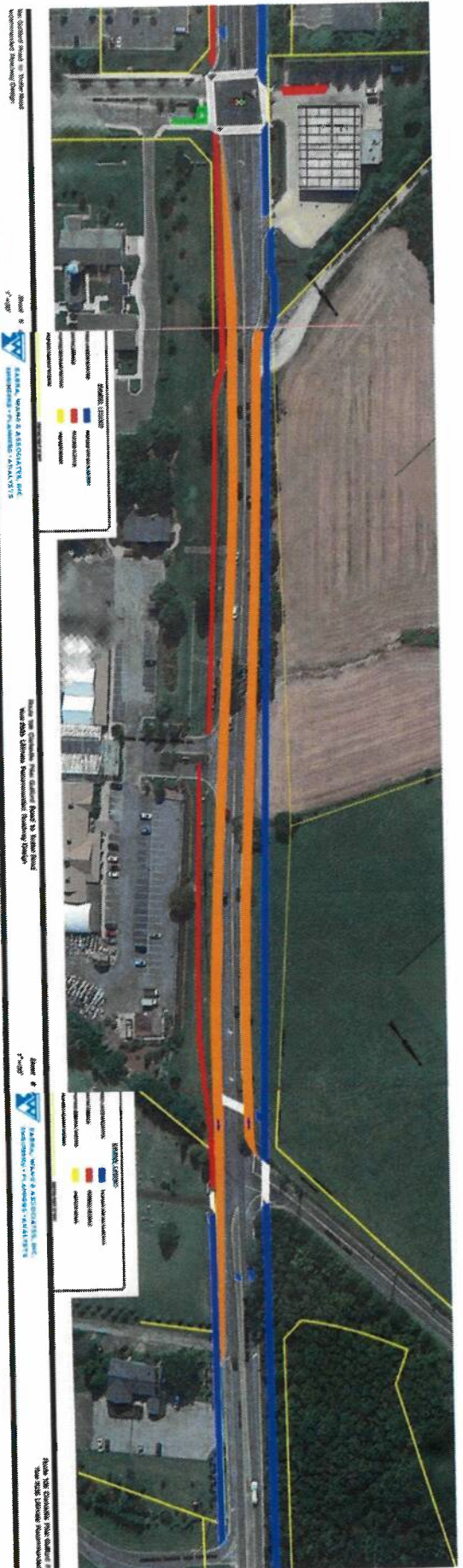
- This section of road is important for community because it is our only way to get to local schools
- Community wants a continuous 5-lane section of MD108 extended from commercial area to the schools
 - Per the Design Guidelines development process, DPZ funded SABRA WANG Traffic Study:



- Community sent hundreds of emails to CEX (Kittleman), Council objecting to providing an entrance to RHGC at Sheppard lane and asked for realignment of Sheppard Lane to the east
- Bottleneck at MD108-Sheppard Lane affects traffic patterns
 - Causes Vehicles to takes shortcuts through our residential streets to access schools via CA Trails
 - Shortcuts to avoid portions of backups on MD108
- The community has not been allowed to publicly address road changes to be imposed on it by the River Hill Square!
- Movement of Sheppard has only been discussed during Erickson CEF proposal and that is under consideration—community does not believe changes are imminent
- County should be advocating for citizens, insisting Erickson moves Sheppard to east for REAL road improvement, COMMUNITY ENHANCEMENT!

Community Concerns/Interest

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- The community has not been allowed to publicly address road changes to be imposed on it by the River Hill Square!
- Movement of Sheppard has only been discussed during Erickson CEF proposal and that is under consideration—community does not believe changes are imminent
- DPZ will review MD108 Streetscape plan at RH HS on 31 Jan 2019 ... AND THIS IS STILL IN THEIR PLAN!
- **County should be advocating for citizens, insisting Erickson moves Sheppard to east for REAL road improvement, COMMUNITY ENHANCEMENT!**

January 22nd, 2019

Howard County Council
3430 Court House Dr.
Ellicott City, MD 21043

Re: Testimony Against CR3-2019

For the record, I reside at 12061 Broad Meadow Lane in Clarksville, MD and I have testified numerous times since 2004 regarding development of the property currently described as River Hill Square or SDP-18-044. This testimony has been based on my role as a resident, President of Clearview Neighborhood Group, and as a Trustee of Linden Linthicum Church. I live, work and worship in Clarksville and drive through the intersection of 108 and Sheppard lane several times a day almost every day.

Not only am I opposed to Resolution No. 3-2019, I am actually appalled that this resolution is under consideration. My opposition to this resolution is based on the following:

1. The community has already testified against the concept of River Hill Square gaining access to the light at Sheppard Lane in the developer's first attempt to do so:

Between December 12th, 2013 and February 27th, 2014 dozens of Clarksville residents sat through over 5 nights of testimony for BOA Case No. 13-029V. Over two dozen individuals and groups testified against the variance petition and plan by the owner of this property, including the Manager of School Planning of the Howard County Public School System. A major concern of the community was the additional traffic that would be generated by the shopping center being added into the light. This petition was denied.

2. The current process is allowing the developer a second bite at the apple and with no community input:

As far as I am aware, no community input has been sought for the Final Road Construction Plans F-18-099. The design specifics were not reviewed in detail during the community review of Commercial Site Development Plan (SDP-18-044) titled "River Hill Square." It appears this development effort happened much later in the process and is allowing the developer a way around his previously failed attempt to access this light and to do so without community input.

3. Tax dollars should not be spent on this project without community input and evaluation to other more critical improvements needed in Clarksville:

I contend that there are other projects within Clarksville which represent a higher priority for the use of Tax dollars. One such example is the need for a light at the intersection of Linden Linthicum Lane and 108. Has anyone compared the accidents between the

intersections of 108 and Linden Linthicum lane to the Intersection of 108 and Sheppard Lane?

Although there are discussions that separate project "may" involve a light at the intersection of Linden Linthicum Lane and 108 in the future, the project has a long way to go before being approved. Approving Resolution 3-2019 without comparing other critical needs in the community circumvents the opportunity for appropriate input from the community as well as the potential of reducing accidents as versus the supposed benefit of addressing the 108 and Sheppard Lane intersection.

4. The Possibility of alternative designs which alleviate the concerns over the angle of the existing intersection:

Although I am not an expert in traffic engineering, there are alternatives that others believe provide a better and lower cost alternative. The lack of community involvement has not allowed these to be discussed and evaluated in a transparent environment.

5. The owner of the property has already benefited enormously by a past decision of the County Council and continues to push the envelope of its use:

The owner of this property purchased an irregular shaped property which was zoned as R-20 and operated a garden center under conditional use. The owner attempted to rezone the property in 2004 and 2008 but was denied after the community spoke out against it due to concerns over traffic and other potential disturbances should developer move to develop it into a strip mall versus a small café that would support his garden center as he testified in the past. Instead of being happy with his fortune, he continues to push the design to maximize every square foot of the property, regardless of its impact on the community.

6. Lastly, there is an appeal pending F-18-099:

It is my understanding that an hearing is pending to be scheduled (BA 763-D) by David W. Elsaesser Appeal of a letter from DPZ dated 11/14/18 re: F-18-099, MD Route 108 Improvements & Sheppard Lane Re-alignment determining that Final Subdivison Plans are technically complete for 2.68 acres of land. I feel no decision should be made until the outcome of this appeal is known.

I respectfully submit the above information in support of my position against Resolution 3-2019.



Richard A. Smith

To: Howard County Council

From: The Rev. Dr. Gayle Annis-Forder, Pastor of Linden Linthicum United Methodist Church

Re: CR3-2019

Linden-Linthicum United Methodist church abuts the River Hill Garden Center property on the south side along Route 108. In addition, the Linthicum Chapel Cemetery abuts that property on the north side. Although I do not represent the cemetery officially, most of the burials there are people connected to the church at which I preside.

Both the Church and the cemetery Board actively opposed the granting of variances to make the change at the intersection of Rt. 108 and Sheppard Lane, the same intersection we are discussing tonight.

The church's concerns at that time related to traffic congestion, especially as there would be increased traffic in an already problematic area with the signalized entrance into the RHGC property, encouraging high through-put businesses to locate there. We are concerned about safety on 108 (where the un-signalized intersection at Linden Linthicum Lane and 108 is a danger), the safety of the children at the Hilltop Child Care center on LLUMC's campus with a large increase in numbers of people on and passing through the property, and the challenge to peaceful services and visitations to the cemetery by our members with more patrons.

The River Hill community, through a coalition of LLUMC, Linthicum Chapel cemetery, the River Hill Village Board, several community associations, and groups of parents at Clarksville Elementary and River Hill High School, were united in opposition to the variances due to the impact of connecting the RHGC to the Sheppard Lane intersection with a signalized access. We opposed the granting of variances with significant presence at each of 5 very long evenings, and the variances were denied.

It now seems that the issue that we so forcefully opposed is going forward anyway, without opportunity for the community to weigh in, and using government/taxpayer dollars to do something that will create more traffic and congestion, and will not solve the safety issues that trouble the community, like the lack of a traffic light at Linden Linthicum Lane.

LLUMC finds this very troubling, and are still in opposition to this intersection being engineered for the benefit of one property owner, against the will of a significant number of residents of Clarksville. With the RHGC property located between the church and the cemetery, we are the closest neighbors, with long shared property lines on either side. What happens on that property will have a big impact on us, and what happens there is greatly affected by a signal into the property at the Sheppard Lane intersection.

There is a notable lack of trust between various entities in the community and the owner of the RHGC property. That lack of trust has been earned by lack of candor in community meetings and interactions through many years of the process that leads us to this point. We also find it troubling that the proposal is that a lot of public money be provided for a project unsupported by the community, and without competitive bids.



**HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION**

I, Gayle Annis-Forder, have been duly authorized by
(name of individual)

Linden Linthicum United Methodist Church to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR-3 2019 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Gayle Annis-Forder

Signature: *Gayle Annis-Forder*

Date: January 22, 2019

Organization: Linden Linthicum United Methodist Church

Organization Address: 12101 Linden Linthicum Lane Clarksville MD 20129

12101 Linden Linthicum Lane Clarksville MD 20129

Number of Members: 500

Name of Chair/President: Gayle Annis-Forder, pastor; Richard Smith, council chair

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.



**HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION**

I, Naimish Pandya, have been duly authorized by
(name of individual)

Walnut Grove Homeowners Association to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CR-3-2019 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Naimish Pandya

Signature: [Handwritten Signature]

Date: 1/22/2019

Organization: Walnut Grove Homeowners Assoc

Organization Address: Walnut Grove HOA

Number of Members: 5

Name of Chair/President: Daniel Guere

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.