

Sayers, Margery

From: LISA MARKOVITZ <lmarkovitz@comcast.net>
Sent: Tuesday, April 2, 2019 10:16 PM
To: CouncilMail
Subject: CB 11 thank you so much

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Thank you for your long, hard work on CB11. Many interesting issues were discussed. I was especially interested in the side issue raised regarding which is better for public input and technical review of plans, the Planning Board or the Design Advisory Panel.

They both meet twice per month. The Planning Board hopper is more full, but they don't meet less often. I know that many in the community deeply wish the DAP had more authority as a decision-maker and enforcer of their recommendations. Please consider this issue in the future.

Take care,

Lisa Markovitz

Sayers, Margery

From: Mary Cochran <mc.jhmi@gmail.com>
Sent: Monday, April 1, 2019 6:22 PM
To: CouncilMail
Subject: CB 11

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Respected Council Members,

A few points/questions on Council Bill 11 and its proposed amendments which seeks to clarify and improve protections for public roads:

This is a pretty benign bill. It allows the intent of the bill to be clear, the execution to be thorough and words like "extent practicable" to be fairly applied. The purpose, however, appears to be defeated in the amendments.

Amendment 1- I would suggest that you don't- by statutory language- regulate native species. This can be done by regulatory language, I think. Climate change and a rapidly evolving definition of native versus non-native, invasive versus noninvasive and the relative value of each plant makes these terms a moving target.

Amendment 2- appears to gut the intent of the bill. A scenic road is a scenic road. Whether it is within the Route 1 Corridor, Route 108 or Route 40, it deserves protection. Section II appears to arbitrarily reduce the buffer, based on subjective considerations and the creation of berms- which have literal and unintentional downstream repercussions by changing the natural course of stormwater runoff and road drainage. And Section III would completely gut scenic road legislation by saying "as practicable" and "public safety". A codified excuse for straightening and widening scenic roads so that they are, well, no longer scenic.

Amendment 6- I don't understand why a proposed law would be applied differently for rural residential and rural conservation districts?

Thank you for your consideration of my questions and concerns,

Mary Catherine Cochran
Ellicott City 21042

Sent from my iPhone

Sayers, Margery

From: Marjorie Valin <mvalin@frankbiz.com>
Sent: Monday, April 1, 2019 5:53 PM
To: CouncilMail
Subject: Please vote in favor of CB11

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members:

I ask that you please vote for CB11 and any amendments that strengthen it. As a business owner, I have never been anti-development, but enough is enough. We need curbs like this bill to protect the character of the community - the wooded areas, scenic roads, historic properties, and overall landscape that represents far more economic value over the long-term than any short-term or limited financial gain the county can generate from more development.

My family and I have lived in Howard County more than 20 years. When I first moved here, I was happy to see development because we did not have a critical mass of commercial and residential options. Now we have gone overboard. Eastern Howard County is one big building project and traffic jam. To allow developers now to run roughshod over scenic areas will, at best, take away their appeal, and at worst, turn those byways into eyesores.

If the county is going to designate areas as scenic, please make developers follow those rules - no easy out variances or exceptions. Please pass CB11 and legislation like it.

Thank you,

Marjorie Valin
Gerry Frank
Columbia

Sayers, Margery

From: Jack Guarneri <jackguarneri@gmail.com>
Sent: Monday, April 1, 2019 4:16 PM
To: CouncilMail
Cc: Walsh, Elizabeth
Subject: Support for Council Bill CB11-2019
Attachments: Testimony Council CB11_2019 4_1_19.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

The Bicycling Advocates of Howard County (Bike HoCo) strongly support CB11-2019 in its intended purpose of keeping scenic roads scenic and maintaining the quality of life that drew many of us to live and bicycle in Howard County. We also strongly support eliminating Amendments that do not provide clarification but rather offer means of bypassing the Bill's intent.

Attached is our written rationale for supporting this Bill.

Respectfully,

Jack Guarneri
President, Bicycling Advocates of Howard County





Bicycling Advocates of Howard County

Testimony to County Council on CB11-2019

AN ACT amending the Howard County Code by altering the minimum buffer of existing forest or wooded area between a road and a new development that is required for any new developments located along scenic road

The Bicycling Advocates of Howard County (Bike HoCo) was founded as a 501(c)4 non-profit in 2008 by groups representing over 1000 cyclists. There are two major objectives that have remained consistent: to increase cycling safety through infrastructure improvements and greater awareness and to be proponents that bicycling should be a part of an energy efficient, environmentally sustainable transportation system for Howard County and the region, a forward-looking system that meets the needs and desires of all between the ages of 8 to 80+. Bike HoCo has functioned as a subject matter expert and provided advice to the County Government and the County Executive on bicycling issues in Howard County since 2009. Bike HoCo is uniquely positioned to help identify, analyze, comment, prioritize and advise on the impact of proposed developments on recreational bicycling and bicyclist safety.

Scenic Roads, whether they are in the more populated areas of Ellicott City or in the rural Western portion of Howard County, are often the most heavily cycled roads. The reasons that County residents chose to cycle recreationally or for transportation vary from health reasons to financial to enjoyment of nature/sightseeing to concern with their impact on the environment. We strongly support Council Bill 11-2019 for several reasons:

- Current Development Regulations do not consider road usage impact (traffic studies) on any users but automobiles. All developments, especially those on scenic or rural roads, should consider both the traffic and scenic impact of the development on adjacent roads for bicyclists and walkers/hikers as well as the impact of additional school or shuttle buses generated by the development – none of these are considered in current development regulations.
- The impact of development (= increased automobile traffic) on major cycling routes, both scenic and formerly rural, has been cumulative with each development and each waiver causing significant impacts on cycling safety. Therefore, the size of developments does not in itself matter. Even a relatively small development of less than 20 units coupled with others in proximity to/or feeding into the same roads does have an impact.
- The only mitigation required in current development regulations to new developments is minimal in nature with the developer improving ingress and egress and at times being required to put in a pocket (mini) bicycle lane where a bicycle route or wide enough shoulder exists. This often creates a more hazardous transit for cyclists without other design changes that are not currently required in the HC Public Works Design Manual (Volume III Roads and Bridges).

- Currently the County often approves waivers of existing requirements or 'grandfathering' of new requirements intended to mitigate damage even when the existing issue or concern is urgent. In other cases the County will grant 'fee in lieu' or zoning modifications when the developer offers a non-required amenity (e.g., a sidewalk or cut-through pathway). Amendments to this Bill that would support these types of gaps in coverage would negate the intended impact of the Bill.

The Bicycling Advocates of Howard County strongly support CB11-2019 in its intended purpose of keeping scenic roads scenic and maintaining the quality of life that drew many of us to live and bicycle in Howard County. We also strongly support eliminating Amendments that do not provide clarification but rather offer means of bypassing the Bill's intent.

We look forward to working with you in the future to assess the impact of other Bills that will help safeguard the County's quality of life and transportation system for all users.

Jack Guarneri, President Bike HoCo

Sayers, Margery

From: phyllis.kilby@zoominternet.net
Sent: Monday, April 1, 2019 3:43 PM
To: CouncilMail
Cc: William Erskine
Subject: Scenic roads bill
Attachments: MDL193000 - Milk Producers Renderings - 19-03-29.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council Members,

I have attached for your consideration some renderings and a plan view of the Milk Producers' project. The intent of these drawings is to show you the substantial protection for viewsheds that can be achieved with employing planting requirements that already exist in the Howard County Landscape Manual. Our team chose to utilize a Type C landscaping buffer for the purposes of this exhibit. All of this planting is completed inside a 35' buffer.

Please consider this visual aid when reviewing amendments to CB-11 2019 tonight. Amendments to the bill that permit retaining the 35' buffer, with mitigating landscaping, is a reasonable compromise that our group supports.

We also strongly urge you to vote against any amendment that requires the Planning Board to approve a plan prior to DPZ's approval. In our opinion, this is a deliberate attempt to delay our project. Our group is willing to compromise and proceed to Planning Board or ideally Design Advisory Panel for recommendations to the plan, but this must occur prior to Preliminary Plan or Preliminary Equivalent Sketch Plan and should not prevent DPZ from granting approvals for plans prior to those stages. Given that the majority of you feel that grandfathering plans already in process is unacceptable, this is also a reasonable compromise.

Thanks you for your consideration and time and we look forward to having more productive conversations in the future.

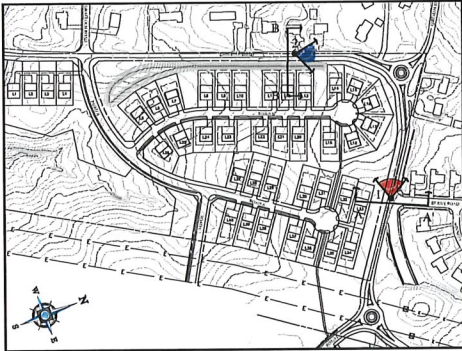
Sincerely,
Phyllis Kilby, member and co-owner
Maryland and Virginia Milk Producers Cooperative



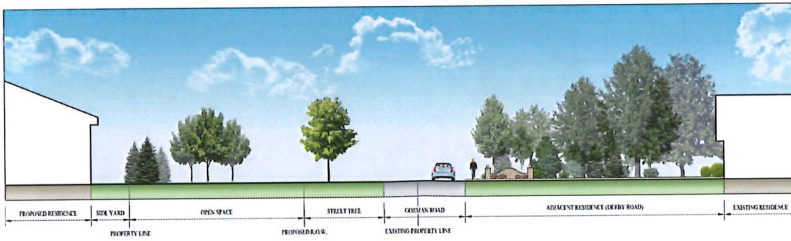
ILLUSTRATIVE LANDSCAPE BUFFER EXHIBIT

MILK PRODUCERS
 LAUREL, MARYLAND



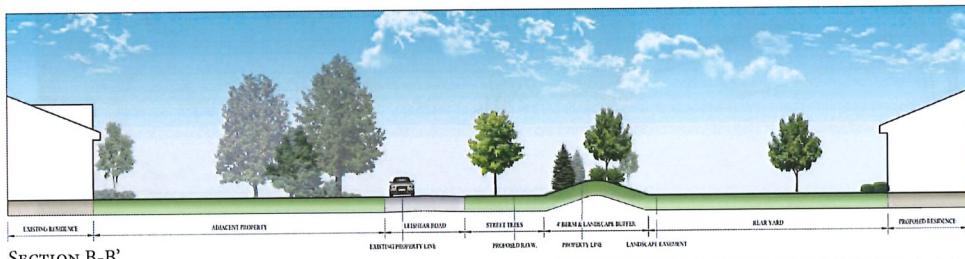


KEY MAP



SECTION A-A

LOOKING WEST ON GORMAN ROAD



SECTION B-B

LOOKING NORTH ON LEISHEAR ROAD



PERSPECTIVE 1 LOOKING WEST ON GORMAN ROAD



PERSPECTIVE 2 LOOKING NORTH ON LEISHEAR ROAD

PROPOSED LANDSCAPE BUFFER-SECTIONS AND PERSPECTIVES

MILK PRODUCERS
LAUREL, MARYLAND

