

TESTIMONY

Clay, Randy

From: Lazdins, Valdis
Sent: Sunday, November 08, 2015 5:30 PM
To: Jervis Dorton
Cc: Clay, Randy
Subject: Re: Clarksville Pike Streetscape Plan and Design Guidelines

Thanks Jervis I'll take a look

Sent from my iPhone

On Nov 8, 2015, at 2:55 PM, Jervis Dorton <jervisdorton@yahoo.com> wrote:

Val

I have read the final draft on the DPZ web site. It is a great step forward toward realizing a better built environment. However, I would like to suggest some improvements to the text that might avoid ambiguity and thus ease its implementation.

OVERVIEW page 3

quote: "The Streetscape Plan and Design Guidelines for Clarksville Pike will address streetscape improvements WITH IN the Public Right of Way". The width of the ROW necessary to accommodate these improvements should be added so that the proposed location of new buildings relative to curb is clear when reading the ARCHITECTURAL DESIGN GUIDELINES section.. However elsewhere in the text (eg. page 40) it states that "constrain rights-of-way occur throughout the corridor" which casts doubts on how the Streetscape can be implemented. An explanation up front here would be best.

STREETSCAPE DESIGN GUIDELINES page 28

Stormwater management techniques, quote : "Run-off from street to be captured by Rainwater Planters along the curb". But winter salt washed off the highway may well kill the trees and plants!!

COMPLETE STREETS page 30

The plan of a typical portion of the Pike is excellent graphically, but needs dimensions added to be most informative. For example :-

NW pedestrian zone 6 ft, tree planting zones 10 ft, travel lanes and median each 12 ft, SW shared-use pathway 10 ft. plus curbs equals 100ft ROW.

STREETSCAPE ZONE page 32

quote: "The tree planting zone should be a minimum of 5 feet wide. This zone accommodates treepits, rainwater planters, light poles , street signs, benches and bike racks". Realistically, this zone should be 10 feet wide to accommodate all this stuff AND so that the street trees can be back far enough from the street curb to avoid them being a hazard to traffic and causing curb and sidewalk damage as they mature. (a 5 foot zone puts the tree trunk less than 2 feet from the street when mature)

RAINWATER PLANTERS page 62

quote: " Planters 30 square feet and 4 feet wide minimum". This is really too small for street trees to flourish. The minimum should be 36 sq. ft. and 6 feet wide excluding any curbs.

ARCHITECTURAL DESIGN GUIDELINES page 76

Site Design Principles quote: "New buildings should be set WITH IN 25 feet of the (highway) curb". This infers that there is more latitude than there really is. The buildings can not be closer than 20 feet along the NW side or 16 feet along the SE side without encroaching on the Street Improvement Zones and the public ROW. This should be mentioned.

I hope this is useful. My interest in good design extends beyond Columbia !

Regards
Jervis

Testimony

Clay, Randy

From: Blaumanis, Dace
Sent: Monday, October 19, 2015 8:17 AM
To: Clay, Randy; Bolinger, Kate
Subject: FW: Clarksville Pike

From: Mohammad saleem [<mailto:msaleemnoor@yahoo.com>]
Sent: Sunday, October 18, 2015 3:19 PM
To: O'Connor, Kristin; Blaumanis, Dace; Phylis Cook; Hank Alinger; pengelke amazingspace. us. com; Rob Hollis; Don Taylor; Peggy White
Subject: Re: Clarksville Pike

I found the guidelines, put together pretty well. Following are some of my comments:

- Page 40: How about providing an internal pedestrian connection between Clarksville Center, Clarksville Square, Kendal Square & Pizza Hut etc besides the one on the Clarksville pike.
- Page 56: Sidewalks, I would prefer not seeing asphalt bike paths. These should have constructed edges & different color than the pedestrian walkways.
- Page 80: Bulding Form & Massing:
 - Design approach to be contemporary, fresh & forward looking.
 - Create more of an urban look, staying away from traditional aesthetics / fake colonial approach with heavy cornices, mouldings & gable roofs.
 - Asphalt shingle roofs @ River Hill Village Center with wavy red shingles should not be used as an example to follow.
 - Page 88, use of Eifs should not be allowed. Also why allow vinyle shutters of buildings, they signify single family residential.

Thanks.
Mohammad Saleem, AIA

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- **From:** "O'Connor, Kristin" <koconnor@howardcountymd.gov>

To: "Blaumanis, Dace" <dblaumanis@howardcountymd.gov>; Phylis Cook <PCook@brokenboxes.com>; Mohammad saleem <msaleemnoor@yahoo.com>; Hank Alinger <halinge@bohlereng.com>; pengelke amazingspace. us. com <pengelke@amazingspace.us.com>; Rob Hollis <robhollis27@gmail.com>; Don Taylor <dwtaylor@dwtaylor.com>; Peggy White <P.White@axiom-ed.com>
Sent: Thursday, October 8, 2015 10:00 AM
Subject: Staff comments - Dorsey Overlook

Testimony

October 14, 2015

Kristin O'Connor Mazerski
Supervisor, Comprehensive and Community Planning
Howard County Government
Department of Planning and Zoning
3430 Courthouse Drive
Ellicott City, MD 21043

Re: Final Draft Clarksville Pike Streetscape Plan and Design Guidelines

My comments:

1. The design guidelines appear to be comprehensive and in keeping with the Design Guidelines for other areas of Howard County that have been adopted to date.
2. Shared-use paths (page 58). A shared-use path appears to be the pathway provided for bicyclists traveling along Clarksville Pike. This is fine for some, especially younger riders, but not especially helpful for bicycle commuters or those thru-bikers traveling longer distances. The bike box would seem to cater to bicyclists traveling along the roadways, however it doesn't look like provisions have been made for enlarging travel lanes or sharrows to allow bikes and cars to travel side-by-side.
3. The shared use path images depict separate lanes for bicycles with bicycle stamps on the pavement, however the only mention made in the text to indicate that separate lanes would be provided for cyclists is the note that a center line would be provided and the shared-use paths shall conform to SHA requirements.
4. If I were riding my bike along Clarksville Pike I would probably not use the shared-use path because pedestrians are usually in the way and it is especially dangerous to a cyclist if anyone is walking a dog. That's why I would prefer to ride with the traffic, although a wider shoulder on the road would certainly make it safer.

Sincerely,



Phyllis Cook, AIA
DAP Chair