

Testimony:

Mr. Necker explained the technical changes and changes to the criteria regarding setbacks. OPZ supported the changes and modified wording regarding setbacks will be worked out with OPZ staff.

MOTION: Ms. Mann moved for APPROVAL subject to clarification of wording which would apply the reduced setback provision to the front yard only.

Mr. Harrison seconded.

VOTE: Yea 4. Nay 0.

PUBLIC HEARING:

PB Case 243 - The Howard Research & Development Land Co.

Presented by: Leonard Sheubrooks

Petition: For approval of a Comprehensive Sketch Plan and Criteria, FDP-205, for a portion of the New Town District, Village of Hickory Ridge, Sec. 6, Area 3, proposed for 37 acres of land zoned for "Single Family Low Density," 17.5 acres of land zoned for "Commercial," 19.2 acres of land zoned for "Open Space-Credited" and 1.6 acres of land zoned for "Open Space Non-Credited" in the New Town Zoning District.

Petitioner's Representative: Joseph Necker, Jr., Director of Engineering, HRD

Other Testimony by:

- Edward Walters, Traffic Engineer for Howard County
- David Southall, 10817 Braeburn Road
- R. A. Wunderlich, Cedar Lane
- Katherine Yates, Vice-President of Clemens Crossing Elementary School PTA
- Charles Crouse, 6436 Cedar Lane
- Richard Loughlin, 10445 Sternwheel Place, Columbia
- David Bradley, adjacent owner across Freetown Road
- Jane Parrish, Village Manager of Hickory Ridge
- John Hamilton, 1806 Braeburn Road
- Anita Gerhardt, President of Braeburn Community Association

OPZ Recommendation: 1. That the petitioner should provide a through road connection via Quarterstaff Road as the preferred design and road alignment; however, an alternate design improving Freetown Road would still be acceptable.

Zoning Case 1119M - HRVC

Applicant/Protestant

Exhibit # 16 Date 6/24/20

- 2. Compliance with all subdivision and review committee comments
- 3. (Deleted by staff - regarding parking spaces) To remain as proposed by applicant at 3 spaces per 1,000 sq. ft. of net leasable office area.
- 4. Since the proposed sketch plan provides no indication, the petitioner is encouraged to provide adequate landscaping.

With the above recommendations and change the OPZ recommended approval.

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Mrs. Hantman stated the biggest concern was that the reason the signal was put in was for the public exiting Harmony Hall. The backup is excessive.

Mr. Walters explained the reason for the traffic backup and stated that synchronization of signals would cause cars to "clump" and provide spaces where cars could exit onto Cedar Lane.

David Southall, 10817 Braeburn Road, at the corner of Cedar Lane, was sworn in and stated that Mr. Walter had ignored one hazard that would continue at the Harmony Hall exit if there is no traffic light: coming out to the left the view is obscured. He addressed the adverse impacts on residents of Braeburn due to a four-fold increase in traffic. He opposed moving the traffic light, as it would create a problem for Braeburn residents. They requested that the alternative road be implemented, i.e., Freetown Road.

TAPE 2

Mr. R. A. Wunderlich, owner of adjacent property on Cedar Lane, was sworn in and stated that the widening of Cedar Lane would take frontage from his property and may make access difficult for him.

Ms. Katherine Yates, first Vice-President of Clemens Crossing Elementary School, was sworn in and stated their opposition because of the projected increase of students beyond the capacity of schools to accommodate. Children going to Atholton High school would be forced to walk, which is dangerous, she stated. Clemens Crossing Elementary PTA asked that the Planning Board not approve the comprehensive sketch plan.

Charles Crouse, 6436 Cedar Lane, was sworn in and spoke in opposition to the proposed plan. He questioned provision of sewerage and water, to which Mr. Necker responded.

Richard Loughlin, resident of Clemens Crossing, was sworn in and spoke of concerns about traffic. He concurred that Freetown Road would not be a suitable collector. He was concerned about velocity of traffic on both Freetown and Quarterstaff roads and asked what traffic controls would there be. Mr. Walter stated he did not know but would presume Freetown Road would have a stop sign and that Quarterstaff would move freely. Mr. Loughlin questioned Mr. Necker about open space and parking spaces and stated he had not been aware of the alternate proposal for Quarterstaff Road. He asked what difference would there be if Quarterstaff were to deadend instead of continuing through to Cedar Lane.

Mr. Necker stated there would be no change in the land uses; Quarterstaff Road would cul-de-sac and Freetown Road would have to be improved especially at the turn. The religious facility would still be there.

David Bradley, was sworn in and pointed out his property across Freetown Road. It was not unusual for cars to run off the road onto his property, he stated. He thought Freetown would pose a danger to school students and that Quarterstaff would provide a much better straight shot out. He asked what would be the effect of putting a stop light at Quarterstaff and Cedar Lane.

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Mr. Walter stated that essentially it would make no difference.

Mrs. Hantman observed the State has warrants for traffic lights.

Mr. Bradley wondered if HRD would consider screening along there.

Mr. Necker stated the Criteria provide for established setbacks and that the SDP would be heard by the Planning Board. Historically they had provided landscaping.

Mr. Bradley stated that, as a resident, he would prefer to have less traffic. He asked if it would be possible to place the religious facility at another point.

Mr. Necker stated the problem with relocation of the facility, namely that one would require a special exception and the other an actual zoning change.

Mr. Bradley asked that the Board consider that as an alternative.

Ms. Jane Parrish, Village Manager for Hickory Ridge, was sworn in and stated the Board had discussed these plans at their meeting regarding Quarterstaff Road. There would be an interchange at Seneca Road. If Quarterstaff Road were connected to Cedar Lane, she believed it would draw a lot of people through Clemens Crossing. Their other concern was an additional traffic light on Cedar Lane. After listening to Mr. Walter, she believed there would be a good flow of traffic but did not believe it would be easy to get rid of the light at Freetown Road because of pressure from Harmony Hall residents.

Mr. Southall, speaking again, discussed points made by Mr. Bradley and stated he had been advised that the intersection of Quarterstaff Road and Cedar Lane would not come close to meeting the warrants for a light. He discussed provision of sewerage and asked how they would get gravity flow.

Mrs. Hantman stated they would have to work that out.

Mr. Necker stated a portion of the site drains back to Cedar Lane which meant the sewer would have to be deeper in the road, which might mean there could only be first floor service.

John Hamilton, 1806 Braeburn Road, at the corner of Cedar Lane, was sworn in and stated he wanted to reinforce points made by Mr. Southall regarding the problem of the entrance to Cedar Lane from Braeburn. Extension of Quarterstaff Road to Cedar Lane would seriously impede the flow of traffic into and out of their community. Also, there was the danger of the stop light which would be a detriment to residents of Harmony Hall.

Mr. Necker stated that they would have to provide a connection from the end of the cul-de-sac with a pathway system to the school property so that people would not have to walk down Cedar Lane and Freetown Road.

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Mr. Necker explained that the land uses had been set on the Preliminary Development Plan and the plan was part of the Village of Hickory Ridge. Quarterstaff Road was always envisioned to be a neighborhood collector road. The extension would draw traffic through the community which is part of a collector road's function. They recommended that Quarterstaff be the preferred alignment because of the potential impact of trying to upgrade Freetown to major collector status. They would have to construct the frontage, with the remainder to be a capital project by the County and having an impact on property owners, whereas Quarterstaff would be constructed at their expense.

Mrs. Hantman stated that in her opinion it (Quarterstaff) would be a freeway. She questioned Mr. Necker on the alternative improvement to Freetown Road.

Mr. Necker stated that, if Freetown Road is the main access, the corner will have to be upgraded to meet design standards. The old road would remain in place because of access to off-site properties.

Mr. Bradley stated that if Freetown is made the main road, there would be two dangerous curves and they would not gain anything in terms of safety. It might relieve some of the pressure.

Anita Gerhardt, President of Braeburn Community Association, also testified.

There being no further testimony, Mrs. Hantman CLOSED THE PUBLIC HEARING.

MOTION: Mr. Harrison moved for approval of the petitioner's request for approval of the Comprehensive Sketch Plan and Criteria with two changes: 1) that the 2nd alternative be implemented (use of Freetown Road upgraded instead of Quarterstaff Road), and 2) that lots be no smaller than 14,000 sq. ft. where they are adjacent to R-zoned properties.

Mrs. Hantman seconded the motion.

VOTE: Yea 3. Nay 0. Abstained 1 (Ms. Mann abstained. She did not like either proposal, she stated).

RECESS: 11:30 - 11:45

P. B. Case 252 - Howard County Office of County Administrator

For sketch plan approval for 28 single family attached dwelling units, in a RSC (Residential Single Cluster) Zoning District, known as the "Harmony Lane Housing", located on the northwest side of Harmony Lane approximately 1500 feet north of Whiskey Bottom Road, containing about 7.03 acres in the 6th E.D. of Howard County, MD.

Presented by: Leonard Sheubrooks

OPZ Recommendation: Approval subject to conditions

Rochell Brown, Community Development Coordinator, was sworn in.