



HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Lynda Eisenberg, AICP, Director

www.howardcountymd.gov

FAX 410-313-3467

TDD 410-313-2323

August 14, 2025

Mr. Robert Vogel
Vogel Engineering & Timmons Group
3300 North Ridge Road, Suite 110
Ellicott City, Maryland 21043

Re: Maryland International School
Design Manual Waiver
SDP-24-024

Dear Mr. Vogel:

I am writing in reference to your submission letter dated July 9, 2025, requesting a waiver to Design Manual, Volume III, Section 1.3.C, Table 1-13, Howard County Street Types for New Construction. This Division, along with the Division of Land Development and the Department of Public Works approve the request contingent upon the following frontage improvements:

1. Shared-Use Path (SUP) Continuity:

- A Neighborhood Street Type 2 section with parking calls for a SUP on one side and the property already features a SUP-width sidewalk from the 30' private driveway north to (and past) the gated bridge. Please upgrade the remainder of the site frontage to the same width (8 feet minimum) up to at least the north property line.

2. Curb and Sidewalk Adjustments:

- On the west side of the sidewalk, shift the existing curb toward the roadway centerline and stripe the remaining spaces for emergency vehicle use only, as previously noted. The curb shift is intended where the existing sidewalk width becomes narrower from around BGE pole #85792 to further north where the existing sidewalk ends, which is also where the existing parallel parking spaces are being converted to emergency vehicle access. The goal is to create sufficient sidewalk width (SUP standard) while still preserving emergency vehicle access. By moving the curb toward the roadway centerline in this section, the additional width can be taken from the travel lane.
- Where the emergency vehicle access area ends, maintain the current street-side edge of the sidewalk and widen the walk on the school side, reducing or eliminating the existing "kink" in the alignment. If eliminating the existing "kink" in the sidewalk alignment would require creating a new one due ROW constraints, the preference is to minimize abrupt changes in alignment rather than remove one kink only to introduce another. Where a straight alignment is not feasible, design the transition to be as gradual as possible. The priority is to maintain pedestrian comfort and visibility, even if that means a slight horizontal shift remains.

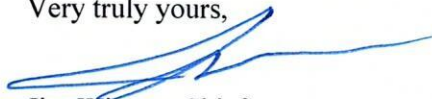
3. **Full Frontage Upgrade:**

- Continue the SUP-width sidewalk (or as close as possible without impacting the recorded Forest Conservation Easement on Plat 380) along the entire development frontage.
- Continue SUP-width sidewalk as far as the right-of-way allows, then taper to Design Manual Volume IV compliant width to connect with the existing sidewalk south of Lebanon Lane.

Please revise SDP-24-024 per all conditions of this waiver and provide a general note regarding this design manual waiver. Please also provide a larger scale plan view with clear labels of the frontage within the SDP.

Please contact Ms. Heather Akers or me at 410-313-2420 if you have any questions regarding this matter.

Very truly yours,



Jim Witmer, Chief
Development Engineering Division

cc: Yosef Kebede, Director, Department of Public Works
Daniel Davis, Bureau Chief, Department of Public Works
Jill Manion, Department of Planning and Zoning
David Marc
Frederick Marc
Michael Marc
Macy Nelson, The Law Offices of G. Macy Nelson, LLC
Alexandra Votaw, The Law Offices of G. Macy Nelson, LLC