

Erickson at Limestone Valley
Zoning Board Case No.: 1118M
5450 Sheppard Lane, Rt. 108 and 12170 Clarksville Pike, Clarksville, MD 21029 p/o Tax Map
28, Parcel 100; Tax Map 34, Parcel 185; and Tax Map 35, Parcel 259

Initial Zoning Board Meeting
October 12, 2017

MEETING MINUTES

The meeting began at approximately 6pm.

The Zoning Board Chairperson began by explaining the purpose of the meeting and the CEF process.

William Erskine: Explained - a presentation has been prepared and hard copies of the presentation were provided to the Zoning Board members and it would also be available on the project's website.
<https://www.ericksonatlimestone.com>

The proposal is for a rezoning from RC-DEO and B-2 to Community Enhanced Floating Zoning Mixed Use; noting the location of the three parcels that make up the Subject Property/Site and their current uses.

Introduced the members of the team, Adam Kane with Erickson Living, Hank Alinger and Brandon Rowe with Bohler Engineering, Mark Heckman and Mike Blake with Marks Thomas, Carl Wilson and Wes Guckert with the Traffic Group and Roger Caplan with the Caplan Group.

Noted - Erickson Living (the "Petitioner"), operates continuing care retirement communities ("CCRC") and believes that its proposed CCRC will be a benefit to Howard County - this belief is substantiated by a 2015 report prepared by the Howard County Dept. of Citizens Services - found that beginning in 2015 and over the next 20 years 28,000 more residents over the age of 75 will be living in Howard County.

Explained that the proposal satisfies a number of the goals set forth in Howard County's General Plan, noting particularly Policy 6.1 which provides that the county shall maintain adequate facilities and services to accommodate growth. Under this particular policy, it is set forth that there should be limited Planned Service Area (the "PSA") expansion and it is important to know that PlanHoward does not prohibit future expansions of the PSA; but rather it states that it should be limited and sets forth the criteria of when such expansions should occur. There are two criteria for expansion, pointing out that it is the second criteria under which this proposal falls squarely in line with - provides that proposed expansion of

the PSA includes a zoning proposal that is consistent with the General Plans Smart Growth Policies.

Noted - Simultaneously with this rezoning request a corresponding petition was filed with the Chairman of the Howard County Council to consider expanding the PSA, and within that petition it is the request of the Petitioner that the PSA be expanded - but if within a certain period of time (3 years?), if the Subject Property is not developed as a CCRC then the PSA would revert back to what it is today without any further action of the County Council - the public should not be concerned that if the PSA is expanded and the CCRC does not go forward that they could be left with a Target or a Walmart, etc.

The petition for expansion of the PSA is a separate action that proceeds as a Council Bill and would go before the Planning Board, and eventually if introduced it would go before the County Council and would have separate hearings, with opportunities for community members to come forward. Noted - That the Petitioner realizes that it is incumbent upon it to justify that expansion, but that is not the purpose of this meeting - for purposes of the review tonight and the zoning case, the Petitioner believes the appropriate position to take is to assume that the Site is in the PSA but the Zoning Board can't make a final approval of this zoning request unless and/or until the County Council first incorporates this Site into the PSA.

Noted - The Dept. of Planning & Zoning (DPZ) evaluation, determined that this proposal satisfies each of the six intentions of the community enhanced floating zoning district.

Adam Kane:

Provided an overview of the Petitioner, explaining that a great deal of thought was given to how the Petitioner's product fits in with Howard County and that the theme is keeping families together in Howard County – because building a product that is providing healthcare and housing for seniors you are really helping seniors live in a great environment and helping their families.

Plan Howard 2030 Policy 9.4, specifically recognizes the importance of having senior housing options for residents to remain in their communities.

Noted - the Petitioner is a national leader in building CCRCs, and have 20 communities in eleven states, and are one of the top five senior housing developers and operators in the country - the Petitioner has over 30 years of experience creating CCRCs which have been a value to residents and families, and noted that the Petitioner is local with its headquarters in Catonsville and have a lot of people in their office and communities that live in Howard County - providing care to lots of residents many of which

moved from Howard County to one of the two Erickson Living Maryland communities, Charlestown Retirement Community and Riderwood Retirement Community – one in Catonsville and the other in Silver Spring.

Explained that the Petitioner's CCRC is a multilevel enriched housing environment for seniors. It consists of predominately independent living units, and affiliated health care units which includes skilled nursing, memory care and assisted living. The concept is that people move in when they are approximately 78, 79, 80 years old and are looking to downsize or maybe they are having some issue with their health or perhaps their spouse is needing some assistance, and they move into independent living where they can easily access all the services and amenities, if they need some greater assistance they can access onsite services for their physicians and home health and ancillary services; as well as being able to move to the different levels of care within the healthcare building as needed.

Noted – A CCRC is different from an active adult community because their residents' average age is 78, 79, 80 where typically in an active adult community the average age is much younger and from a planning perspective the CCRC produces significantly less traffic per capita than residential uses; also, since the typical age is about 78 - 80 they have never had one documented case of generating any school aged children at all in their entire history.

Finally, A. Kane commented that the Petitioner believes that this proposal will help meet the demand of the aging population in Howard County and is aware that traffic in the area is a great concern for the community - as a stakeholder, if approved the Petitioner is also concerned about the traffic flow as well and have proposed significant road improvements. Additionally, the Petitioner is very interested in the Clarksville Streetscape and Design Guidelines, and want to be respectful of the environmental features of the area and Subject Property. The Petitioner is also very committed to community engagement, our residents and employees are volunteers and love to engage in the community. He went on to note the community meetings which have already taken place and that Erickson Living is committed to having many more.

Michael Blake:

Described the Subject Property, noting that it is approximately 60 acres, situated north of Clarksville Commons and right off of Rt. 108/Clarksville Pike, with agriculturally preserved land adjacent to the Subject Property.

Noted - Other neighborhoods in the area of the Subject Property and the nearby River Hill High School and Clarksville Elementary School. Explained the process used in designing the campus and how they look to

the surrounding community to help design a campus that will be a good fit. He presented the initial concept plan: 1,200 independent living residences and a care center with 200 – 240 beds which will have assisted living, memory care and skilled nursing components.

Noted - buildings will range from one to five stories, the lower scale buildings will be aligned along Clarksville Pike; the main entrance is off of Clarksville Pike (this is the resident and visitor entrance); the employee and service entrance will be via a proposed public access road along the south edge of the site; other features include a variety of amenity spaces, organized by “neighborhoods” – sometimes within dedicated community buildings and sometimes integrated within the residences themselves - provide a variety of services: restaurants, fitness areas, clubrooms, retail and services stores that support the community. All of the amenities are connected to the residences via covered and protected links. Parking for the residents will be provided beneath the buildings, the only surface parking will be for visitors and for staff – this significantly reduces the impervious surface and allows the campus to have a greater amount of greenspace, 50% of the Site is greenspace under this plan – Petitioner wants to respect existing floodplains, stream buffers, wetlands and tree stands that currently exist on the site.

Pointed out that having the service station as part of this project, allows an opportunity to improve the architectural design and improving lighting and other aspects.

Wes Guckert:

Presented the improvements proposed to be made in contrast with what would be required without the CEF.

Noted - that a traffic impact study has been done and reviewed by Howard County and the State Highway Administration and was found to be very acceptable in the way that the proposed improvements have been designed - the work undertaken for the Petitioner’s projects in the Baltimore area over the last many years, it has been found that with approximately 1,200 independent units and 240 assisted living beds, this Site would generate approximately 230 – 250 peak hour trips, in comparison this is the same number of trips that will be generated by Clarksville Commons, and the Petitioner is proposing to undertake a dramatic amount of road improvements for its approximate 250 trips. The intersections would operate at a very acceptable level of service with these proposed improvements.

Described - the proposed realignment of Sheppard Lane to have it intersect with Rt. 108 at a 90 degree, additional road improvements at that intersection will result in lanes that do not exist today, an extension of the Rt. 108 eastbound left turn lane into Sheppard Lane - it is currently 150

feet, the extension would bring it to 1,200 feet for the dedicated left turn lane, explaining this will allow for a substantial improvement of the operation of this intersection. With the proposed improvements to the Rt. 108 and Sheppard Lane intersection the morning peak hour would operate at a level of service B and a very good level of service C during the evening peak hour.

Described - the intersection at Rt. 108 and Linden Linthicum Lane, the proposal includes a reconstruction of the gasoline services station with improvements to give two through lanes and a dedicated left turn lane along westbound Rt. 108 at Linden Linthicum Lane; recommendation of the installation of the traffic signal, which we believe it will help reduce some of the cut-through traffic to the south and west. Noting that the proposed public access road is also a dramatic improvement in this corridor, by allowing a connection not only for the site and gasoline service station but for other commercial uses to the left to provide an opportunity to get out on the road and to a traffic signal to make a left turn on to Rt. 108.

Hank Alinger: Spoke about the Clarksville Streetscape Guidelines, and how the proposal will bring in a multi-use path, add seating areas and landscape to create an environment that is park like.

Noted – that the proposal follows the guidelines and helps reinforce the character of the area and work well for the community.

William Erskine: Summarized the CEF proposal, noting that if approved the local community would receive many public benefits including:

- Upgrade to the Sheppard Lane and Clarksville Pike intersection;
- Extension to Sheppard Lane of the five lane section of Rt. 108 that goes through the commercial corridor of Clarksville;
- By developing the number of parcels in concert with each other the proposal allows for one main entrance to the site from Rt. 108;
- Proposed traffic signal at Linden Linthicum Lane and Rt. 108 which the Petitioner is willing to escrow the cost of upon zoning approval;
- Proposed public access road with a secondary access to the site, which would also allow an opportunity for Clarksville Commons to have another access point and if property owners were interested, an opportunity to further extend the public access road to Auto Drive bringing to fruition the long talk about a Clarksville By-pass;
- With the realignment of Sheppard Lane and the installation of a traffic signal at Linden Linthicum Lane, State Highway Administration would have an opportunity to synchronize the lights from Ten Oaks Road all the way along Rt. 108 to Sheppard

- Lane – further improving the flow of traffic;
- An opportunity to redesign and enhance the appearance of the Freestate gasoline station;
- Economic value to the commercial businesses and the village center; and
- Helping to fulfill the growing need for senior housing and allowing Howard County residents to remain in their community.

Noted - the website for the project and that additional detail regarding the current traffic conditions and the projected traffic conditions after the proposed improvements are available. At this point the Petitioner's presentation was concluded.

Board Member: Commented - very good presentation and if it can be done with a lot of the things discussed, he would be supportive as there is need – especially in the west with aging family members and others that are starting to look at downsizing, and that something at this location is still in the proximity to the fire station, hospital, etc.

Noted – although some of his concerns were addressed – concerns that remain: the ‘what ifs’ - such as things reverting back, like the amendment to the General Plan and even with that what about if something has been built/or partially built and the market place changes and you can't sell the 55 and over anymore and you may want to do something else... perhaps covenants could come into play as to the types of residential... although this is really more institutional, and perhaps there are opportunities since this is similar to commercial (from a commercial tax base standpoint)... he would like to make sure as the process continues that there is no way to give an out...

W. Erskine: There would be covenants...

Board Member: Noted - who the covenants would be with, maybe Mr. Johnson might have some thoughts on that... other concerns from the community would be with traffic, safety on Rt. 108 specifically at the intersection with Sheppard Lane, are there other ways to perhaps realign Sheppard Lane....

W. Erskine: Commented – it was investigated and the preferred alignment with both State Highway and Howard County was the alignment proposed here - the problem with aligning it the other way is that would require the elimination of about 150' of well-established forest and with the residents right behind that it would really impact those residents that live in the Clearview area....

Board Member: Question - ...about the queuing, slide 16, at the community entrance....

W. Guckert: Noted - what you see here is a dedicated left turn lane (for Sheppard Lane) that extends back about 1,200 feet, plus a dedicated left turn lane into the community entrance – there are two lanes and there is a simulation that shows how the queuing happens. We used existing traffic volumes without any improvements and once traffic stops at the signal (to make a left turn onto Sheppard Lane) you have six or seven cars that will back up and end up blocking the through lanes because there are so many cars that want make that left turn.... the next simulation shows the proposed improvements with the traffic conditions and with the growth, with the extension of the turn lane you no longer have the situation where left turning vehicles end up blocking the through lanes... the operation will be dramatically improved at this intersection (Rt. 108 and Sheppard Lane)....

Board Members: Question - Hickory Ridge which is somewhat nearby, and has similar facilities although not exactly operating the same as this, what is that size - wise, how similar is it, have you looked at that....

Sunrise, Lorian, Harmony Hall....

W. Guckert: Those are typically 80 – 100 unit type of facilities, so 200, 300, 400 units not what we are talking about here....

Board Members: Commented - And it is much less acreage than this proposal, much smaller....

Will there be a way for pedestrian crossing...

W. Guckert: There will be dedicated cross-walks, dedicated pedestrian crossing signals.

Board Member: Are you considering the timing for the elderly to cross, etc.....

W. Guckert: Yes, that will be part of any design we do – the State of Maryland has guidelines that require any new intersection to have “accessible pedestrian signals” which are specifically designed for those that have sight and/or hearing loss, and those that are wheelchair bound.

Board Member: You mentioned DPZ, are they okay with this....

W. Guckert: We have worked very closely with DPZ and the Maryland State Highway Administration District office, and have provided them with this model and all of the plans we have shown on these slides, we worked with them and adjusted them....

Board Member: Question - Have these changed since DPZ wrote their evaluation, because it says that some of these enhancements for transportation did not exceed what was required.... so they agree with you that this exceeds....

W. Guckert: They concur with the improvements, analysis, results and simulation that we have prepared....

Board Members: Noted - Part of what you need to do with a CEF is enhancements, your yellow and blue designations, you were saying that the yellow are additional but I believe on page 4 and 5 (of the DPZ evaluation)... that they did not exceed... and the transportation enhancements....

Are you supportive of the DPZ recommendations...?

Do you see any issues, maybe you are not ready to stipulate but...?

W. Guckert: Noted - If you look at page 5, Office of Transportation recommended additional community enhancements – a public transit stop on Rt. 108, which we can do; roads must be designed to provide appropriate transition for multi-use path..... these are more details that will come with the designs that we have to do... this was really focusing on the operations of the automobile those other items are details that will go into the design when we get to that point.... they are asking for additional enhancements, and there are about 5 – 7 bullets that follow that we would end up doing as part of our design....

W. Erskine: Noted - we are in agreement that we need to look at this and investigate and evaluate the feasibility, cost and all those other sorts of things.... this a process, we are at step one....

W. Guckert: Noted - these items are related to the street scape design, not the traffic improvements and these additional items are part of the street scape design vs. the operational improvements that we had just gone through....

Board Members: DPZ's memo under Section B covers features and enhancements beneficial to the community in accordance with Section 121.0.G, not necessarily just traffic enhancements....

Although you may be looking at some of these things as enhancements, if you were developing a site like this... many of those things would be required to be done.... DPZ acknowledged that maybe some would not be required but they would not know that until traffic studies, etc. were done.... They were noting that it should not be assumed that these improvements go above and beyond....

That is what the yellow and blue were supposed to show....

- W. Erskine: Noted – we have evaluated it, and I guess that we sort of disagree with DPZ on that point because we did the evaluation, we did the APFO evaluation, now it was not an official... they may not have gotten into depth about it but we are pretty comfortable at this point, and I can tell you that the added expense is about 4.5 million dollars of additional road improvements that will be provided under the CEF than if this was not a CEF....
- Board Members: As time goes on that evaluation will be made, if it turns out that it wasn't, ...in our opinion you would need to be prepared to look at what other things would be done, and I would understand that if you are correct then that is a different story.
- Can you tell us about the level of very acceptable service that is...?
- W. Guckert: Noted - we are at B and C at Sheppard Lane and level of service C down at Linden Linthicum and Great Star....
- Board Member: And those right now they are....
- W. Guckert: Commented - you can see that Sheppard Lane now is currently at a level of service F because the cars simply cannot get through there.... Linden Linthicum is not signalized right now and therefore it does not carry a designated level of service... once we were to signalize it and make our improvements we believe it would be in the C, C/B range....
- Board Member: Is there anything in writing that talks about what the difference is between the F and the B/C....
- W. Erskine: Noted - the traffic impact study submitted with the initial zoning proposal to DPZ, I don't know if it had a comparative....
- W. Guckert: Noted - it would have shown the existing conditions and the proposed conditions, there is a chart and a table in the report that shows existing vs. proposed, proposed with the improvements.
- Board Member: There is a pathway that stops right there by Clearview, have you talked to the Clearview community about how that may interact with ending over there by them. And... if you can give us some of the feedback that you have received from the public, and how you have changed or may changing anything relating to that feedback, with the various meetings that you have had?
- W. Erskine: Noted - one of the things that we did was in September we conducted a balloon fly, with 6' in diameter helium balloons, tethered in the location of and rising 10' above the proposed building heights, in advance we let the

neighbors know when this was to be conducted and photographed. We are pleased to inform you that none of the balloons were visible from any of the residential areas surrounding, but the leaves were out so that means the balloons were not visible above the trees. So, we plan to schedule another balloon fly that will probably be in the November timeframe when the leaves are down, but we feel good that the proposed buildings are not visible above the tree line. Now will they be visible through, I think probably it won't be invisible but we are hopeful that the residents will feel that at the considerable distance, because the homes that are most visible are about a half mile away.... If they can see it through the trees once the leaves fall it will really be distant.

Board Members: Commented - I have been doing a lot of meetings and want to continue to do meetings, generally we find that people are supportive of the use and understand the need... overwhelmingly people talk to use about traffic on Rt. 108 and the signalized access at Linden Linthicum and so most of the comments have been concentrated on that and that is why we have spent most of time working on a comprehensive traffic plan...

I would agree that generally as stated before the traffic flow and safety as it relates to that stretch is tough, it is probably one of our worst areas – the question is how real are the improvements vs. the gain in activity, as well as listening to the feedback from those who drive it every day....

W. Guckert: Noted - A correction and a statement, at page 38 you will find in our traffic study Table 4.3 which is the summary - our five year projection which is 2023 the intersection at Sheppard Lane would go from a level of service F to a C in the evening peak hour; and I previously misspoke about Linden Linthicum we did analyze that as an existing situation and the level of service is E with background traffic an F and then it goes to a B, so as just stated it is one of the worst around and that is evidenced by level of service F and we are taking that level of service F and cutting it basically in half.... It is a dramatic improvement to the traffic conditions.

Board Member: Commented - And I would again note that there be a protection that if there are changes that there is nothing else that could... basically everything would revert back.

W. Erskine: Understood.

Board Member: Question - Is the public access road a public road or a private road?

W. Erskine: Public.

W. Guckert: Privately built, publically dedicated.

Board Member: We are going to go to community comments, questions.

Community Member: Clearview resident – Opposes this development: criteria for a change in zoning, enhancement to the community – does not view this as an enhancement to the community - the size of this proposal... the zoning in this area would be one house per three acres.... the size of the proposed change... basically what is put in there is a city... this is a huge change to the zoning and what are we getting, this backs up to agriculturally preserved land and if we give that up we are never getting it back, and there has already been hearings before the County Council regarding the agricultural preserved land that directly... they were trying to get out of it and the County Council voted against that.we are going to have to deal with what is Erickson's future, Erickson has had financial issues in the past – if the real estate market goes down people aren't going to be able to come up with \$600,000 to buy into this community... I am not sure what the number is but it is a lot of money... it is a small portion of the elderly community that is targeted by Erickson, the wealthy portion. ...as to traffic... I propose that they put their community in a place where it is zoned to be put in, there is plenty of property in Howard County where they can put their community in, where they wouldn't disturb the neighborhood... and the traffic, Sheppard Lane may not be a problem but Rt. 108 will be, Rt. 108 continues well passed that intersection, they are only talking about a small segment of the whole area this will adversely affect the general area even though they can perhaps make it better in this small few intersections....

Community Member: Resident of Miller's Grant – Also, expressed concerns with traffic and the impacts caused all the way out to Rt. 32. Additionally, being a resident of Miller's Grant which is on 50 acres with 241 independent living units - couples and single individuals living in the units – when this project is proposing 1,200 units you are probably talking about 1,500 to 1,700 or more residents in these proposed 1,200 independent units – concerns for the folks in Miller's Grant, is that you are giving a tremendous economic advantage to Erickson – at Vantage House there are 212 independent living units, CCRCs are different than nursing homes, because of the different levels – independent living, assisted living and nursing care units, if this proposal were approved could impact the existing CCRCs by possibly devaluing the existing CCRCs causing financial difficulty... an even playing field would be 250 independent living units for this project....

Board Member: Commented - good point, that developer should look at the institutional zoning district as it relates to some of the development criteria that would be similar...

Community Member: Continued – expressing concerns with the density - in Ellicott City we have 50 acres with 241 independent living units and if you visit you will see that it is pretty dense now... and then think about this proposal with 62.7 acres with 1,200 independent living units plus 240 assisted/nursing units – it is a question of density, and when they talk about green space...

Community Member: Sleeping Dog Lane, Columbia resident – Comments: amending the General Plan does it make sense to do that...? Worked on the Howard County Plan for Older Adults, is there an actual need for another CCRC? Would like to see their market plan analysis..., particularly with what happened with Erickson in the past. Miller's Grant is a CCRC and it took them 8 years to make that a viable project.... you have to dispose of your own property in order to be able to go into these... statistics: 33% of seniors live solely on social security, about 50% live on social security and some savings – the 1,200 that age every year, is not 1,200 - it is a much smaller subset of that 1,200 that can afford to buy into these very expensive places. Another concern -they will only go forward with this if you amend the General Plan, and if I understand this correctly the cost of extending the water and sewer would be on the County, it is not proposed to be paid for....

W. Erskine: Noted - the Petitioner would pay for any extension.

Community Member: Continued - it is his belief that this is the wrong location for this type of facility, there is Harmony Hall which is on a major thoroughfare, Sunrise that is off of Snowden River Parkway, and there are underutilized industrial parks and commercial space in Columbia where it would make more sense to put this particular development, instead of doing it on green fields, those areas need to be redeveloped... noted concerns about traffic.

Community Member: Resident of Miller's Grant - expressed support for the statements made by prior Community Member – adding that her main concern is the magnitude of this community, expressing that she has no objections to a new CCRC within the area but the magnitude does concern her with numbers of people who would really want to move there and would appreciate more information about the demographics and marketing rationale...

Community Member: Resident of the Village of River Hill – expressed concerns relating to size and scope of proposal, and traffic concerns related to adding thousands of people... second concern - enhancements, noting that they need to be free and open to the public and these facilities they are gated, walled off communities and with the traffic fixes proposed these are minimal public benefits... does not believe this development is providing enhancements for the public because it is not open to the public - no public park, Blandair - is there something that we are gaining, is there something the

surrounding residents are gaining and I think the answer is no. Final comment - it does not fit with this area, and agreed with the prior statement that it is adding a mini city, and the surrounding area are one, two, three acre lots all around it....

Community Member: Whistling Winds Walk, Clarksville resident – expressed concerns with the changes to the various intersections – Linden Linthicum Lane the changes at that intersection is very good because that is just a horrible intersection... the public access road is great, being able to tie into Clarksville Commons - but it was noted that it could go all the way to Auto Drive and the problem with that is it is going to run into the Maryland State Preservation Easement, so unless you condemn that land I don't believe you would be able to continue that road... Commented – what the River Hill Garden Center wants to do is to convert their property into a high throughput shopping center and the way they are going to do that is to use this access road – pushing Sheppard Lane into a really bad configuration, and the CEF enhancements should be beneficial to the community, free and open to the general public as oppose for a specific commercial use, moving the road in that direction is really for a specific commercial use, it is no benefit to Erickson... Noted - that he is not opposed to the Erickson community going in at this Site, but the realignment of Sheppard Lane has been identified as a benefit to the community and he does not believe it is a benefit to the community. Noted - that he believes the bend on Sheppard Lane is not safe, the plan notes that 70 degrees is the minimum that the State will allow.... Commented - the proposed left turn lane is 1,200 feet but believes that the people in that lane are really not going to know that and think of it as a two lane through and have to come over to the one through lane... and there will be a lot of congestion at this intersection if realigned in the proposed way since there will be turning vehicles from different locations and the traffic traveling straight through the area on Rt. 108...

Board Member: Question - What exits from the River Hill Garden Center property will there be...?

W. Erskine: On the plan it is proposed that the Garden Center property would be able to access the signal, therefore people could leave by the signal and they could make a right turn only, today they can make a right or left turn and the left turn is extremely difficult – under this illustration cars could make a right in and a right out at the center of the Garden Center Property but more than likely they would avail themselves to use the entrance with the signal....

Board Member: Commented - There is a concern about those two mixing, is that something you can address... maybe a no right on red for example...

W. Erskine: The whole thing has been studied and access permits are required from State Highway....

Board Members: If you can take into consideration as you are working with the community, it makes sense to look at that access....

Mr. Elsaesser if you are working with the other developer, perhaps they could look at if that right in/ right out and if they need it or could it all be handled by that intersection to take away some of the other cut-ins....

Community Member: Continued - Noted: the main point is that there appears to be a lot of lanes there but there is still only one through lane to the east... another thing in having this realignment so that River Hill Garden Center can have this signalized entrance that is going to force left turn lanes....

Board Members: Noted - DPZ evaluation on page 5 states that they recommend that MD 108 improvements address traffic congestion especially related to peak traffic volumes associated with River Hill High School...

Question – I believe it may have been asked before but the right turn, they couldn't do that because it is not their property that is why they did the alignment...

Community Member: Continued – Commented – there is a large right-of-way provided, as if it was intended for bringing Sheppard Lane into perpendicular alignment with Rt. 108; the topography on the east side of Sheppard Lane is less hilly than it is on the west side.... the one lot that would be the most affected by realigning Sheppard Lane to the east is not dramatically affected. Commented - traffic flow needs to be carefully considered not just for this proposal but considering other developments happening in the area, such as Clarksville Commons, a shopping center at Ten Oaks Road, etc.

Board Member: As you have proposed that the realignment of Sheppard Lane more to the east toward Clearview, could that same concept be used and push it instead further to west and into their own property...

Community Member: Continued – Noted - that would be a bigger bend... the other issue with that is that River Hill Square's latest plan is trying to use its triangle, and it is trying to use that side of the triangle as a driveway that goes all the way down the triangle... roadwork by the developer is always part of a development, DPZ was suggesting maybe they should build a park, a suggestion as an alternative to a park is maybe a sidewalk and/or bike path on Rt. 108 which would help with connecting the community... another idea is a crosswalk at the high school and elementary school... CEF is for development and redevelopment of commercial and residential properties

and that this is not really a commercial or residential... RC district is to preserve agricultural and farm land and it is not really for residential and certainly not commercial – this proposal is somewhat a misuse of the CEF to convert this agricultural land into high density residential.... It may be better to do this within the comprehensive zoning process...

Board Member: Have you shared these recommendations with Erickson...

Community Member: Continued – Stated - Erickson representatives have met with me and other community members and I have shared some of these concerns I have stated tonight with them already....

Community Member: River Hill resident – expressed opposition due to the scope and size of the proposal and that it does not fit in with the area... expressed concerns with the traffic, concerned about the additional people that will come from this new community and the strain it will put on the existing businesses, roads, emergency and fire services and the public receives no benefits... noted concerns about the impacts on the wetlands on the property, impervious services.... the PSA is there for a reason. Stated his belief is that there is no benefit to the surrounding community and this proposal will have adverse impacts...

Community Member: River Hill resident – Commented - agrees with many of the concerns already expressed, and stated a concern about what flows into the intersections of Rt. 108 and Linden Linthicum Lane and Sheppard Lane, noting that the Great Star and Rt. 108 intersection regularly has accidents... drivers funneling off of Rt. 32 will cut through Great Star and further congest that road... and wanted to further address the strain that a retirement community will put on emergency services, suggesting that it will be once a day if not several times a day that the ambulances will be going there...

Community Member: Trotter Road resident – Commented - preserving the character of the town and that this proposal is to dramatically increase the density at that site.... it is a beautiful view when traveling along this Site... the quality of the town will be dramatically affected by this... main concern is the level of density proposed.

Community Member: Clarksville Pike resident – Noted – believes that it is too early to be here, first should be the expansion of the PSA and that requires a comprehensive study and review of certain criteria - is there any other location already within the PSA where this development could occur... Noted - concerns relating to the expansion of the PSA... Noted - consideration should be given to potential future developments and its effects on traffic and schools... Commented - does not believe that the traffic study takes into account the employees that will be needed to staff

the CCRC facility, wonders if the staff will be paid well enough to afford housing in Howard County, are there any requirements for this development to include low cost housing....

Board Member: Can the process be that the rezoning process begin before the PSA expansion is decided....

Paul Johnson: Noted: it is not his decision but that he believed it had been determined that this is the informal meeting where they are just getting suggestions, etc. ...thinks that obviously you would not be able to go forward with the rezoning without it being in the PSA...

Board Members: Would they be able to apply for the rezoning without it being in the PSA?

The PSA goes in front of the Council....

Paul Johnson: That is correct, they can apply – there is nothing that says you can't apply until you are in the PSA, it says you have to be in the PSA before you are approved.

Community Member: Continued - Noted – that he was mentioning a comprehensive plan, comprehensive study, comprehensive report....

Board Member: Commented - understood, but that is a different issue – I was asking more because it requires it to be in the PSA should it even be brought forward as a CEF at this time.

W. Erskine: Noted - There are some zoning districts, maybe the Planned Senior Community that the regulations require that at the time of the initial application that it be in the PSA, and notably the CEF does not say that but states that before approval or grant the request... Commented – I believe that the law is clear that you can hear the PSA expansion request in your capacity as the County Council at the same time that the Zoning Board is considering the CEF proposal, but one thing that does have to happen is that before a decision and order is signed the Council has to approve the expansion of the PSA...

Board Member: I do not anticipate that we would schedule the official zoning hearing before we hear the PSA....

W. Erskine: Not the final hearing but I do believe that there will likely be more than one hearing... you might conclude the evidentiary portion...

Wendy Crommiller: Erickson's Chief Compliance Officer – Noted: speaking primarily on behalf of her father who is 85 years old and lives on Audubon Drive in Columbia, which is where she grew up - she shared concerns about

development.... Stated - but bear in mind that when I grew up none of these things were here there was no River Hill, no Giant... a lot has changed since I rode my bike on Rt. 108 which is hard to imagine now... Commented – she is interested in this because this is still her home, has lots of friends in the area, her father still lives here, and mother is buried in the cemetery across the street.... thinks Erickson is at the right place at the right time... this is a wonderful area and Erickson communities live their ethics and mission... Erickson is well established... heard some mention the scope/size... it is such because of all that it offers to its residents...

Community Member: Clarksville Pike, Clarksville resident – Noted – Supports the Proposal and his mother-in-law is a resident at Charlestown – Commented: concerns expressed this evening, benefits to the surrounding community – economic side benefits are tax revenue, residents will support the local businesses and houses of worship, Howard County needs senior housing – this allows seniors to have options within their community to move to and sell their home at affordable prices to give different housing options to younger families to move to, Erickson provides a great service to seniors, gives work opportunity with college scholarships to younger employees... traffic - the older residents may have vehicles but do not drive as much (many keep their vehicle for a feeling of independence and do not necessarily drive it very often)... with Erickson’s shuttle service, the residents drive themselves less often, the Erickson CCRC provides safety to the elderly residents within the campus, comments made about EMS should also take into account that much of the medical care the residents need is done on site within the community... relief given to family members in knowing that an aging parent is taken care of and safe, noting that many people do want to remain in their home as long as possible but many people don’t and that as children age and enter into their sixties with their parents in their eighties, there are times when the adult children are not able to physically take care of their elder parent the way they may want to.... this is why a community like this is important. Noted – comments about the esthetics, the first meeting showed that the buildings are built and arranged with the topography so that they are not sticking up dramatically – an example is St. Louis Church in Clarksville and you will see the big church that they built is down at the level of the other buildings.... Recommended – individuals go for a tour of Riderwood or Charlestown to have a better idea of the facilities and see how well it is maintained... Noted – that we do have traffic issues in the Baltimore/Washington area but it is not going to be solved with one development but they are working hard to take care of these things but we need to take it down to a human level too and provide support for the seniors living in Howard County....

Board Member: Question - What is the size of the other two facilities mentioned?

- A. Kane: Noted - They are larger, Charlestown is over 1,500 independent living units and Riderwood is about 2,000 independent living units.... Both are essentially fully occupied with long waiting lists.
- Matt Narrett: Chief Medical Officer at Erickson, resident of Ellicott City for 24 years – Commented – hearing the feedback, he is pleased to have not heard any negative comments about the services provided. One of Erickson’s principals is to provide a facility that allows residents to stay on campus; Erickson Advantage – a Medicare advantage program, is an insurance program offered that has achieved the highest rating of 5 star for the past two years, on-site physicians throughout the week that offer same day service, thirty minute appointments and they are right down the hall... avoid a lot of unnecessary hospitalizations and emergency room transfers, if seniors are residents of Howard County and not at our communities they go to the hospital much more often than our residents, our system of care is essentially built to avoid hospitals... it is a wonderful company with a fabulous mission....
- Community Member: Clarksville resident – Noted - also a member of the River Hill Village Board – Stated: River Hill prides itself on being a multi-generational community with lots of seniors, a great diversity of races and religions, etc. and are looking at the Erickson community and want that community to be part of the River Hill community... with that in mind we are looking at things like enhancing Erickson like having paths that would allow bikers to cross Rt. 108 to go into Erickson... Erickson would almost add 60% more residents to our (although not in our village) area and we want things that incorporate it, pathways, crossings over Rt. 108 and perhaps a playground in that community... we are looking at the traffic because it is bad... Noted - that she does not expect that Erickson can cure all of the problems currently seen with our traffic but it is something that needs to be kept in mind... other concerns are the environmental wetland, health and safety – infrastructure, our EMS and hospital...
- Board Member: Will this be part of the village?
- W. Erskine: Noted - It is not part of New Town but it is right across the street, so we consider ourselves part of the community.
- Pastor: Linden Linthicum United Methodist Church – Commented –we have not as a church taken an official position yet, but we see some benefits – the traffic light at Linden Linthicum Lane... very concerned about traffic, two lanes – not two lanes only one through lane and does not believe that will be adequate... Rt. 108 is a nightmare and would really like it not to get worse – traffic is the biggest issue.

Community Member: Broad Meadow Lane, Clearview Estates resident – Noted: He leads the Clearview Neighborhood Group is our voluntary HOA and is the Chair of the Church Council for Linden Linthicum United Methodist Church and a Trustee on its Board. Commented - the Clearview Neighborhood Group has not taken an official position yet... the balloon test was generally positive, you could not see any balloons from the neighborhood, but as mentioned the leaves had not fallen yet and Erickson agreed to come back and do it when the leaves are off the trees, one of the challenges aside from the height will be lighting... Noted – that they have not spoken with the individual that owns the lot at Sheppard Lane and Rt. 108 – since there has been some discussion about moving the alignment of Sheppard Lane and trees that would be involved but that is not something we have talked about as an organization... Noted - his personal views are: very supportive of the project, if done appropriately it will benefit the community in a lot of ways... the Subject Property's parcels are going to be developed and he would much rather see the Erickson project rather than anything else go there... mentioned that his father-in-law lives in Charlestown and envious of him/his lifestyle there whenever he goes to visit... very supportive of the project but the devil is in the details – Concerns: traffic and the Sheppard Lane/Rt. 108 intersection, the impact on the River Hill Square parcel, crosswalk at Linden Linthicum Lane – there are no sidewalks on the other side, so a crosswalk to what... Noted - additional discussion and focus on the details is necessary as the process goes on, this is a great opportunity connect the north/east part of Clarksville into the central part of Clarksville and more discussion is needed on how that is going to happen.

Community Member: Brighten Damn Road resident. Noted: Supportive of the project, both he and his wife have aging parents and it would be nice to have a CCRC right in their community that is an option for them. Commented on - youth employment, his family has had first hand experiences with Erickson – more than a decade ago he worked at Charlestown, a few years ago his son when he was in high school, his first job was at Charlestown and for both of them it was a very positive experience... the model of student employment is a great opportunity - with six kids he has been discouraged by how many businesses are not willing to higher teenagers at least not until they are eighteen. Interested/concern: what will pedestrian traffic be like, could see a lot of the River Hill High School students walking from the school to the Erickson community to work.... Encouraged to see the light at Linden Linthicum Lane, sidewalk near the service station... this would improve the safety.

Community Member: Secret Waves Lane, Columbia resident. Noted - she currently lives in a 55+ community and looks forward to a day when she can move into an Erickson community, had and has friends and family living at Charlestown and they all have and are having wonderful experiences, very

happy to see Erickson come to Howard County... believes that the county needs more facilities like this, Vantage House and Miller's Grant are wonderful, two different styles but with the growing population of the 55+ in the county there is a need for more CCRCs.... Commented - she is partial to River Hill and would love to be there. Noted - comment that Greg Fox made "what if", and noted that looking at the site and its current zoning her fear is "what if" something like this doesn't happen, it could be commercial or who knows and this proposal, she believes fits in beautifully with River Hill. They have few multi-family facilities, only two condominium groups, everything else is either townhouse or single family... they could handle a community like this...

Board Member: Question - Being in the residential real estate business, what are your thoughts as far as needs and demand?

Community Member: Continued - Noted – at least 75% of her clients are looking to downsize, most of them going into a CCRC and there are many other that will be looking to do that soon. Stated - that she does not want to leave Howard County... it is a wonderful county and we need to work with the people that already live here and want to stay here, that contribute to county...

Community Member: Ed Warfield Road, Woodbine resident. Noted: He is an attorney by profession and practices in Estates & Trusts and Elder law. Agrees that there is a need for an Erickson type CCRC in Howard County... has a number of clients that live in Charlestown and in Riderwood and they are wonderful communities... believes Charlestown could do a little better with their parking but thinks that would be addressed with any new community plans. Noted - A lot of people (clients, folks he knows from church, etc.) have left Howard County to go to these communities, Charlestown and Riderwood – these are not cheap communities, so the residents that we are losing are relatively prosperous and that is a really nice tax base to keep in Howard County, higher income and wealth level individuals that don't have kids in public schools any more – so they are not a burden to the taxpayers of Howard County.... Concerns mentioned – is this the proper location for this community, ...agrees that it would be appropriate for the developer to look to see if there are existing sites within the PSA that could support the community... further misgivings noted, are there any existing multi-unit community that border on Ag. Preservation property, thinks this would be a first for Howard County and would set an unusual precedent to have a high density, Tier One development right next to Ag. Preservation.

Community Member: Paper Place, Highland resident. Noted: a community like this is wonderful, knows people that live or have lived at Charlestown and Riderwood – Erickson does a great job - but this is the wrong spot... Noted – Traffic concerns - 1400 dwelling units, does not work... in

August 1988, the County Executive at that time tried to get a western Bypass through Clarksville... maybe a western bypass can be done but looking at the map you have Ag. Preservation land.... – does not want to lose Ag. Preservation land...

Commented - about the Warfield property on Ten Oaks Road... when Ms. Warfield died, her will said that she wanted that property to remain in Ag. Preservation and inherited as a farm for her grandkids... but in the will it also says that the Trustees can sell the property at any time... that property is in the Ag. Preservation program, to get out of the program you have to go through the state... if farming is no longer viable, that is one of the actions for getting out of it... commented on a land swap.... it is very difficult for a farm to survive with subdivisions/suburban growth around them... these are incompatible uses.... Noted - it has not been in the plan to extend water and sewer lines there, it is not in your General Plan for 2012... that talks about retaining the existing PSA, if it starts here, it is going to keep going... Noted – if anyone tries to extend the water and sewer lines here, there will be an effort to put that on the ballot.... Noted: a better place for this type of community is downtown Columbia.

Community Member: Sheppard Lane resident. Noted - His farm is Limestone Valley Farm, part of the property involved with Erickson. The Warfield Farm over on Ten Oaks Road that Ms. Gray was talking about, Alex and Betty (Trustees) are on deed with Mrs. Warfield nephew, Richard Warfield, and the farm is left in a trust to his daughter, Rachel Warfield – Alex and Betty cannot sell the farm in any way, shape or form. The land swap was a deal with MD Ag. Land Preservation and had been done before, we gave up an acre of good farm land to get the line changed... part of it was a wooded stream valley, which \$40,000.00 worth of trees was sold out of, this can be part of the formula for assessing the value of farm land - its value as woodland and forestry products... there was nothing underhanded about it, it had precedent and they gained an acre more in preservation then there was before... just wanted to get that out there...

Community Member: Worked over at River Hill Garden Center. Noted: Supports the proposal, spends a lot of time in the community and likes the idea of keeping more of multiple generations in Howard County and especially in Clarksville. Commented - that she was excited about more sidewalks, Noting - it is not currently very easy to walk around the area... and likes the idea of potentially having a bypass to Rt. 32, Rt. 108 is congested... and noted that she likes the idea of a putting in a playground.

Board Members: Commented - working with neighbors, considering Ag. Preservation and the By-pass, covenants to protect land should be considered, etc.

Noted: a connection to the high school was an important comment...

Meeting was concluded at approximately 9:35pm

***This is a detailed summary of the meeting, if interested a recording of the Initial Zoning Board Meeting can be found at:

http://howardcounty.granicus.com/MediaPlayer.php?view_id=2&clip_id=3368

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