



HCCA

Howard County Citizens Association

Since 1961... The Voice of the People of Howard County

Date: 7 March 2019

The Howard County Citizens Association, HCCA requests the Planning Board's denial of this case. Your decision should by all means be one of the easiest you will ever make as Board Members. Why – because what has changed when Royal Farms came before the Planning Board in September 2015 and the case was denied 4 to 1. Two members of the Board – Phil Engelke and Erica Roberts both had the wisdom to say, “DENIED.” In fact, Mr. Engelke's rationale was clearly articulated when he said he has “grave concerns about the uncoordinated development along Snowden River Parkway.”

Congratulations to both of you for telling the Department of Planning and Zoning (DPZ) their recommendation in their 2015 Technical Staff Report to Approve was wrong as it is today! Yes – this is indeed a rare moment for this Board to go against DPZ. I believe you did this on only one other occasion since this time. We have heard some member's state that whenever DPZ approves a proposed plan they weigh it extremely favorably. What is the major difference between this TSR and the one in 2015? Has the Layout, Buffers, Setbacks and Traffic changed since 2015? No they have not but the Traffic is worse! How many times does the Petitioner get to refuel? CB73-2018 was introduced by the Council on 1 October 2018. The purpose was to amend Section 2 of Council Bill 46-2016 to correct for and accommodate an interpretation of the original legislation which did not reflect the Council's original intent. The mere fact the Council on 29 October 2018 chose to withdraw the Bill clearly states to the public the Council's failure to commit whatever their intent of CB46-2016 in no way should be up for interpretation.

Tonight all you have to do is ask yourselves what has changed and what is so compelling since 2015 to make you think this was a mistake. The mistake would be if you as Members were to approve such a mega gasoline station which does not belong on a designated Parkway. How is such even permitted on a designated Parkway? Where does one find the definition of a Parkway in the zoning code? The definition of a Parkway in Webster's is defined as “a wide road with trees and grass along the sides and often in the middle.” We see this on the George Washington and Baltimore-Washington Parkways with no commercial sites. Even on Broken Land Parkway there is almost no commercial and what little bit there is at least the setback is far enough from the road and doesn't look like another Route One. Tell us what is the vision of this area and for that matter Howard County? This SDP should stand for Stop

Development Promptly because nothing has changed when you denied this project in 2015 except the worsening of Traffic. Hopefully our Testimony will matter!

Stu Kohn

HCCA, President