

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

**Pre-submission Community Meeting  
November 8, 2017**

**MEETING MINUTES**

The meeting began at approximately 6:30pm.

Roger Caplan of the Caplan Group began by introducing himself and the other Erickson at Limestone Valley project team members; Steve Montgomery and Scott Sawicki of Erickson, Mark Heckman of Marks Thomas, Carl Wilson with the Traffic Group, Hank Alinger and Brandon Rowe of Bohler Engineering, and Bill Erskine with Offit Kurman.

The presentation of the proposed project utilized a power point.

Steve Montgomery: Discussed: The study commissioned by Howard County in 2015 regarding the anticipated growth of the senior population in Howard County, which found that over the next 20 years a significant increase in the number of residents 75-85 years and older – approximately 1,100 per year. Gave an overview of Erickson Living: develops, owns and operates over 20 communities around the country – serves over 24,000 residents, with over 30 years of experience – considered a leader in the industry, providing integrated health and wellness with an individual centered approach to aging; provides a health care plan – Erickson Advantage; and is the largest geriatric healthcare provider service in the country. Explained: Continuing Care Retirement Community (“CCRC”) are communities that provide the full continuing care – independent living, assisted living, skilled nursing, memory care, home support and home health services all provided on site; average age of residents is 80, they are individuals that have been out of the workforce for at least 15-20 years and are not looking for an encore career. The typical Erickson community provides a full range of services within the community – healthcare, restaurants, fitness and wellness centers – everything in a campus style setting, eliminating the need to go offsite unless the resident desires too. Noted: CCRCs are very different from active adult 55 and older communities. Noted: Charlestown and Riderwood communities are fully occupied and with waiting lists – with approximately 200+ residents that were formally Howard County residents. Commented on the community outreach to date and interest in continued communication with the community.

Roger Caplan and Bill Erskine: Pointed out and explained the sign-in sheets and hand-outs available.

Hank Alinger: Explained the Site and surrounding area (neighborhood), describing the uses, zoning, environmental features and topography.

Mark Heckman: Spoke about the proposed plan - the shape; position of the buildings (Noted: that the position and orientation of buildings was done in response to the environmental features of the site); the collection of buildings are referred to as neighborhoods: pointing out neighborhood one on one side of the stream and neighborhood two is located on the opposite side of the stream that runs through the Site; the location of the care center; and the path and bridge connections of the different buildings throughout the Site. Noted: the buildings will range from one to five stories, and that the plan locates the lower buildings along Clarksville Pike – pointed out the dramatic slope from Clarksville Pike down to the back of the Site, and that the taller buildings located in the back portion of the Site will be receding away from the road; the primary entrance for the Site is proposed to be on Clarksville Pike across from the old entrance the River Hill Garden Center property (which is meant for residents and visitors); proposed a public access road with a second entrance for employees and service deliveries; resident parking will be under the buildings; employee parking will primarily be located under the buildings as well (this allows more green space on the Site).  
Noted: Total 1,200 independent living units, and approximately 200 – 240 care center units: assisted living, skilled nursing and memory care.  
Explained that the proposal includes the removal and relocating of the Freestate gas station in order to put in the new access road.  
The proposed project will buildout as the market demands, the first thing to be construct is a sales center with about 50 parking spaces, near the proposed entrance of the Site, (Noted: traffic improvements and streetscape improvements would be done before any residents would move in). Each resident building will be constructed as the market demands, typically takes 6 -10 years to fully buildout but that can shift based on the market.  
Commented: building designs have not been finalized at this point, the intention is to respect and consider the local building traditions, so that what is designed for the Limestone Valley community will fit in and look like it belongs in the larger surrounding community.

Hank Alinger: Described some of the community enhancements, noting the Clarksville Pike Streetscape Plan – which was used as the guideline when working on plan, noting the linear park with a multi-use path along the roadway, seating and landscaping and other pathways; crosswalks at Shepard Lane and the new access road, Linden Linthicum and other potential sidewalk

links with surrounding communities; and proposing a dog park and a playground at the perimeter of the Site.

Carl Wilson:

Reviewed the traffic improvements that would be required with a typical development outside of the CEF process with a similar amount of trips (discussing the turn lanes, access points, etc.).

Noted that those improvements would cost approximately \$750,000 and that those improvements would not solve any of the current operation issues that are present on Clarksville Pike today but basically are self-serving.

Explained the proposed traffic improvements for this proposed CEF: from Linden Linthicum Lane to beyond Sheppard Lane – a continuation of the 5 lane section available today along the west side of Linden Linthicum – would continue along the Site’s frontage to beyond Shepard Lane; Shepard Lane intersection improvements – realignment of Sheppard Lane in order to come in at closer to a 90 degree angle to Rt. 108 (Noted - the alignment concept has been reviewed and approved by both Howard County DPW and SHA), proposed second lane on Shepard Lane to allow for a left turn lane from Shepard Lane onto Rt. 108; traffic light phasing; additional through lane that begins to form on the east side of Rt. 108 in the westbound direction so the five lane section continues all the way along the Site frontage.

Noted: that the proposed road improvements are estimated to cost approximately \$4-\$5 million.

Discussed the levels of service, noting that under background conditions (which accounts for regional growth and implementation of other approved developments in the area) the intersection of Rt. 108 and Sheppard Lane are operating at a level F in the morning and evening peak hours - with the proposed improvements the level of service will be B in the morning and C in the evening.

Reviewed the proposed improvement at Rt. 108 and Shepard Lane: extending the existing 150’ left turn lane with a current storage of about six vehicles, extending the left turn lane by approximately 1,200’ - will reduce the occurrence of the left turning cars blocking the Rt. 108 through lane which causes congestion (Noted: it satisfies the anticipated demand and provides very adequate deceleration length and maneuvering length at the intersection).

Reviewed the site access improvements (commented on the right turn lane in and separate left turn lane into the Site that does not interfere with the extended left turn cue on Rt. 108 for Shepard Lane); traffic movements and channeling; proposed traffic signal at Linden Linthicum Lane; pedestrian crossings; synchronizing of signals from Rt. 32 down to Shepard Lane.

Bill Erskine:

Discussed the land use approvals that are required for this proposed CCRC, noting that there are two processes that will run parallel to each other. First: the Site needs to be incorporated into the Planned Service Area (“PSA”), for both public water and sewer (Noted: the PSA directly adjoins the Site on at least two sides but needs to be extended to incorporate the Site). This extension is necessary because it is a very efficient and environmentally friendly waste disposal, and it is required for a CEF zoning – in order for a CEF to be approved the Site must be served by public water and sewer (Noted: it is not necessary to be in the PSA at the time you submit your application, but it is required before the Zoning Board can give a final decision of approval - the Site must be incorporated) – this is why there are two parallel processes, the legislative process of extending the PSA to incorporate the Site (which must conclude first) and the zoning process for the CEF.

Explained what the CEF zoning, Community Enhancement Floating zoning (Noted: it is approved by the Zoning Board only, it cannot be done during Comprehensive Zoning which is a legislative process which the County Council votes on); intended to have a public or community benefit – an enhancement that benefits the community at large not just the proposed development (Noted: a large portion of that enhancement for the proposed project is trying to solve Clarksville’s terrible traffic situation – one of the proposed project’s goals is to enhance the community by undertaking extraordinary traffic mitigation efforts which would not normally be required of any developer in the development process).

Described the CEF zoning approval process, community notifications, initial Zoning Board meeting, Pre-submission Community Meeting, Design Advisory Panel, etc. (Noted – the question of whether it is appropriate to submit a Petition to Amend the Zoning Maps when the Site is not already included in the PSA - he conducted research and consulted the Howard County Office of Law and determined this is the proper process to follow when applying for CEF zoning, citing the Howard County General Plan). Explained the next steps of the process.

Noted: low impact of the CCRC land use; vibrancy of the River Hill Shopping Center.

Noted: He prepared and submitted the Petition to Amend the General Plan on behalf of Erickson and modeled the language to say that if the Zoning Board does not approve the proposed CEF or Erickson does not go forward with the proposed CCRC, the PSA will revert back to the prior location with no further action of the County Council.

Noted: Balloon test already conducted, and plan to conduct another balloon test now that the leaves have fallen from the trees.

Steve Montgomery:

Commented: questions/comments already been made during prior meetings and response (displayed on Power Point slide).

Roger Caplan: Noted: That although community members are not able to talk/comment at the Design Advisory Panel meeting, they can submit written comments.

**Opened to Questions and Comments:**

Community Member: - Question: Is this a part of the Columbia Association?

Bill Erskine: No, the Site is not part of the Columbia Association.

Community Member: - Question: Is natural gas coming in to the Site?

Steve Montgomery: We are studying that right now but I believe the plan is to have natural gas at the property.

Community Member: -Question: Agricultural Preservation grants given to farms rollover, have you studied what Limestone in back of this development might do in the future?

William Erskine: Noted: based on his general knowledge as land use attorney of Agricultural Preservation Easements: there are two here in Howard County – Howard County Preservation Easement, and the State of Maryland easements (like Limestone's) have a provision that if after 25 years from when the easement was put in place, if farming is no longer economically feasible then the farmer can petition in order to be released from the easement (Noted: never represented anyone that has tried but such petitions have been made, and to my knowledge none have been granted to date); this concern/issue that was raised at the initial Zoning Board meeting, and one of the things that we are exploring is a memorandum of understanding with the adjoining farmer for a farm to table concept – to help guarantee that they are able to continue farming and it would be a benefit to our residents by having the fresh foods, vegetables, etc. and ag tourism.

Community Member: Could not hear question/comment...

William Erskine: Response: The current zoning for the Site: there are three parcels – the Freestate Gas Station parcel which is currently zoned B-2 which is general business; the other two parcels that adjoin that are currently zoned RC-DEO. There are three separate owners involved, the Site comes to 63 acres +/- total; the two which are currently used agriculturally are zoned RC-DEO which is Rural Conservation Density Exchange Option, the density exchange option means that you can transfer density from one property to another – you can buy density or you can sell your density – remove density from the land and sell it to another property owner to bring in additional residential density. All three parcels are proposed to be rezoned to CEF - the only reason to involve the Freestate is to provide

adequate space for the proposed public access road, the Freestate gas station needs to be bumped a little bit toward Sheppard Lane, so that the road can come through - one of the benefits to doing that is that we can also greatly enhance the architectural design and lighting of the gas station as well.

Community Member: - Question: Are they also zoned the same? The adjacent properties in the agricultural preservation – what is preventing them from, if the CEF is approved for these three parcels, also petitioning and changing from their agricultural preservation to another CEF use or other use because of the approval for these properties here? – now the landscape, the area has lost the agricultural aspect along Rt. 108 and down Sheppard Lane – it is kind of a domino effect that you have...

William Erskine: It is sort of the slippery slope question – it is all zoned RC-DEO, but everything that adjoins us is in agricultural preservation, Maryland State Agricultural Preservation Easement that is over top of it. Anything can happen, but there is a very reasonable basis to believe that the Planned Water and Sewer Area would not go any further because there is the agricultural preservation - you can't really use the land other than the uses provided under the easement, similarly with the zoning – there is not much of a reason to rezone it because the easement is what is the most restrictive document.

Community Member: - Question: Is Clearview Estates considered an adjoining community? If so, we as the individual residents have not receive any notice other than reading in the Columbia Flyer about these meetings, if we are considered adjacent properties then we need to be included in your total distribution of communication.

William Erskine: To clarify my remarks when I say adjoining, what adjoining means under the county regulations is that the Site is literally touching your property or on the other side of the road – so, any property that touches our property or is on the other side of the road we send written correspondence to – in addition we send written correspondence to all established Homeowners' Associations or Community Associations, and we are required to send notices to the public schools and PTA. But if you don't directly adjoin Sheppard Lane than you would not have directly received correspondence from us; Site has also been posted with signs – there are eight signs along the road right now....

Community Member: - Question: Why is the State allowing you access to Rt. 108 when you have opportunity on Sheppard Lane to make that your primary access?  
- Commented: You have a choke point at Sheppard Lane and Rt. 108, if you observe the traffic on any given day and you want to raise it to a C level for P.M. the right lane becomes Clarksville dragstrip and you have

River Hill High School and Clarksville Elementary School where you are going to have drivers that will try to beat the traffic in the right lane which will create a hazard for the children and the community, especially going toward Rt. 29 on Rt. 108...

-Question: Why is the State allowing you to create this supposed improvement and create a choke point from where it is now at Linden Linthicum – which is an issue and move it to Sheppard Lane and make it the Clarksville dragstrip which it is today – your proposal for improvements on the roadway are unreasonable with logical thinking.

Carl Wilson:

In reference to access on Rt. 108, we only control about 300' of frontage on Sheppard Lane, and it is a scenic road that also has vertical curves to it – so we are not sure that we would be able to achieve the site distance there, also we are getting very close to the intersection and the cues from the intersection along Sheppard Lane, so what we are doing is separating it to provide that access on Rt. 108, that it makes it a safer more efficient access with where it is proposed. In regard to the comment about the dragstrip along Rt. 108, the proposal – when you look at the traffic volumes there is a very heavy left turn movement from Rt. 108 onto Sheppard Lane, that demand is almost as high as the through movement – we are trying to separate that traffic and provide additional storage to allow the traffic to flow through the intersection a lot more efficiently than it does today.

Roger Caplan:

Noted: Anyone can sign-up to receive notices on the Howard County government website.

Community Member:

- Noted: He is from the Greater Highlands Crossroads Association, approximately 2.5 miles down the road, and will potentially be positive and negative effects from this development...

- Question: Why can't you locate this in the PSA? (Noted: Residents to the west would be concerned with an expansion of the PSA, is the precedent that it would set... we already have had in the last 10 years, two serious disagreements about the expansion of the PSA to south of here in Clarksville and over in Fulton... the expansion of the PSA is problematic for us because we view the restriction of the PSA west of 108 generally as one of the principal means of controlling development – there are two – zoning regulations and the PSA vs. non-PSA. Think it you should locate this within the existing PSA.)

-Question: How many additional trips the 1,400 units would generate generally?

Carl Wilson:

The 1,200 units will generate 202 morning peak hour trips and 245 evening peak hour trips, and to give some perspective on that – it is about the same as 250 single family homes, or 400 apartments, or 150,000 square feet of office, or 75,000 square feet of retail.

William Erskine: One of the reasons it is difficult to locate within the PSA is that there is not land available – for the Erickson model to work, they need to have a certain size campus and are not able to locate on three acres here, or five acres there – also, there are restrictions within the code itself - for example: a CEF cannot be located in New Town, so most of the PSA is Columbia and none of Columbia can accommodate this... suggestions have been made for the Rt. 1 area, another area that is not permitted is M2, TOD (Transit Oriented Development), MXD zoned areas (so we can't go to Maple Lawn) and you can't go to PGCC (Planned Golf Course Community). (Noted: He recently contacted the Director of Howard County Research Department, Jeff Bronow and asked if he could run a query on – we went down to 55 acres in the PSA and there were two properties; one the County is negotiating for a school site and the other is the Milk Producers Plant in Scaggsville area – which is a site that is not for sale - they had entertained moving approximately a decade ago and for internal reasons they decided not to sell.) Howard County does not have land.

Commented: I understand the concerns with the expansion of the PSA – be comforted by the fact that there is deeded easements, it can't go onto the rest of Limestone, other than if farming is ever not feasible and it is released from that easement, than it is a possibility – I am not going to say that it can never happen but from a reasonable prospect....

Community Member: - Question: Has your petition been accepted as legally sufficient?

William Erskine: I submitted our petition to the Chairman of the County Council, and they referred it to DPZ for a technical staff report and a Planning Board recommendation – a determination of technically legally sufficient will be made before the bill is introduced, that is when it would happen.

Community Member: - Noted: By legally sufficient, I mean that it fits within the requirements of the General Plan...

William Erskine: I think that determination would be made when the legislation is put in, but we obviously feel that it does.

Community Member: -Question: Why would they accept it if it doesn't fit the requirements?

William Erskine: Citizen Services did an exhaustive study on the aging population, according to that study there is going to be 28,000 people aged 75 or older - I believe it was 1,100 per year for the next 18 years. This project is not the answer but only the part of the answer, this entire project could not accommodate but one year of people turning 75 in Howard County, and this model is not for everyone – some people prefer to be in smaller environments; it is nice to have housing and care choice....

Noted: One of the policies for the General Plan is expand housing opportunities for aging seniors and this clearly meets that criteria, and the (General) Plan does not prohibit the expansion (of the PSA) it just really restricts it – there are two opportunities to expand it, if it is to be considered, and this is one of them - all we are asking is that it be considered.

Community Member: - Commented: 50 year Howard County resident, attended the prior community meeting and the initial Zoning Board meeting.  
- Noted: observations – presentation at tonight’s hearing was excellent, it filled in some spaces that needed to be filled in; happy to have Erickson come to Howard County - their existing communities are wonderful, family and friends that have lived/live at Charlestown for years are very happy; the location for this project is excellent it benefits the whole River Hill/Clarksville area, the shopping and restaurants, and high school students that could be employed to work there at the community; over 62 years of age is the fastest/largest growing part of our community and we need these facilities, we have two great CCRCs in Howard County with Vantage House and Miller’s Grant – Vantage House has a long waiting list and surely in the not so distant future Miller’s Grant will be seeing the same success - we need another facility like you are suggesting. The traffic is a problem, but is a problem that can be fixed and what you have suggested is excellent.  
- Noted: if this proposed project is not built, than what will be developed on that site, a commercial strip mall? – believes that the proposal of Limestone Valley is low impact when you consider what else could be built there. Very much in favor of your proposed community.

Community Member: - Noted: Resident of Miller’s Grant.  
- Commented: Not everyone can afford or desires to live in a CCRC, and that there are programs that help make it more feasible for those aging individuals that wish to remain in their homes.  
- Question: Has the Office on Aging feasibility study been done, and if so what are the results of that?

Adam Kane: The Maryland Dept. of Aging – a regulatory process and feasibility study, that has not been done – we are a few years away from something like that  
- first we have to go through the zoning process. We have done some internal marketing studies and we are going to release some of that information, as a CCRC fills you typically have about 10% turnover per year, with Vantage House and Miller’s Grant that would not serve the amount of people that have the potential of moving to this type of a product. We will be happy to release more information about that.

Community Member: - Noted: Clearview resident.  
- Commented: There has not been the outreach that you said, it is misleading... it is useful to meet as we are very much affected by what happens here, there is runoff from this property that goes to the back of our property where kids fish; the traffic is a real problem and the way that you have addressed it does not make any sense to us; size of the project is enormous.  
- Question: What is the upfront investment?

Steve Montgomery: Approximately for full buildout, it could be over \$100,000,000.00.

Roger Caplan: Noted: Just to clarify, we have been in contact with Mr. Richard Smith – representing as the president of the HOA and we have asked a number of times for a community meeting, we have met with him, and walked part of Sheppard Lane with him the day of the balloon test... we want to hear everything...

Community Member: - Question: The gas station, how much will it move? How much in meters or feet?

William Erskine: It will move slightly toward the east, toward Sheppard Lane.

Steve Montgomery: With the feedback from DPZ, the proposal right now is to look at a location closer to the intersection and in keeping with the streetscape recommendations that Hank mentioned earlier, it is still subject to additional review, the service station would come under the new/current code requirements – lighting, aesthetic, landscaping, pedestrian improvements, etc.

Community Member: - Question: What will happen in terms of what is underground, the storage of the gasoline that is part of the infrastructure that is there now?

Steve Montgomery: I can't speak to that, the owners would have to address that – my presumption is that it would have to be relocated with the plans that are being proposed, but I don't know the specifics on that yet.  
- Commented: To add to that, you mentioned confusion on the traffic – there is a lot here to digest and we are willing to come meet with you or your group to help clarify what we are proposing.

Community Member: Mr. Smith: to clarify for the folks from Clearview so we are on the same page, for those of you that were not at the original meeting with Zoning Board, we stated that we are not as a community taken a position on this project until we meet with the team and setting up of a meeting is in process. So there has been a level of communication, but we have not taken an official position yet.

Scott Sawicki: We can always do a better job, and are willing to meet with small groups, large groups...

Community Member: - Commented: She is running for County Council.  
- Noted: There are a lot of people that love the Freestate Gas Station it is one of the few things that makes our gas stations in this area competitive, if you would keep that in mind.  
- Question: Is Erickson a non-profit corporation?

Adam Kane: Erickson itself is not a non-profit corporation, it does work with non-profit corporations but Erickson is not a non-profit organization.

Community Member: - Commented: I remember that at some point Charlestown was a non-profit....

Adam Kane: That is correct, Charleston is a non-profit - Erickson developed Charlestown, but Erickson no longer owns any part of Charlestown it just has a management agreement with Charlestown....

Community Member: - Question: Would Limestone be a non-profit?

Adam Kane: We are not sure yet, we are looking at different models, Erickson has some models where it wholly owns the community; we have some where we work with a non-profit; and some where we have a joint relationship with a non-profit but that has not been decided yet...

Community Member: - Noted: I am a non-profit attorney, and non-profits don't pay taxes and I think the community should be aware that if Limestone becomes a non-profit corporation you may be totally exempt from paying property taxes...

Adam Kane: In Maryland, the non-profit community does not get a tax exemption from real estate taxes...

Community Member: - Noted: It can, if you request it.

Adam Kane: For example Charlestown does not have an exemption... we would be happy to agree to that, so that even as a non-profit corporation it does generate property tax income for the county.

Community Member: - Question: Will there be any affordable units at Limestone, or is everything going to be at the same price?

Adam Kane: The County has affordable unit requirements, and that is something that we are going to have to work through with the County – the challenge on this type of product is that this is not just housing, this is housing and

services. So it is more complicated, but we are anticipating an affordable unit requirement and none of that has been worked out yet with the County, but it is something we anticipate and have done in other jurisdictions.

Community Member: - Question: When you submit your plans will it indicate what you think will be the percentage of affordable units....

Bill Erskine: The code does require that 10% of the units be what is called Moderate Income, but it also allows flexibility which means that the requirement could be satisfied off-site which sometimes has the advantage of being able to get more units – it is not just the cost or affordability of the home but the affordability of the lifestyle – if they are close to work, close to school, if they have transportation – the overall cost of living can be less, but we have not fleshed it out yet, we have met with the Community Housing Department but we have not decided whether we will do 10% on site, but if we don't do it on site we will have to do the equivalent cost – there is a cost to providing that and it gets quantified and then you have to pay it to the county Housing Department.

Community Member: - Commented: Noticed that videotaping, and requested that the recording be made available or posted online.

Bill Erskine: We put that up on our website.

Community Member: - Question: Can you go over the process from here on, does this go before the Planning Board first, and then the Zoning Board... are residents allowed to directly communicate with their representatives in the County zoning department to express their opinions?

Bill Erskine: In the County zoning department yes, in Howard County our County Council (which is legislative), also sits as the Zoning Board – as the Zoning Board they act as administrative judges – it is called a quasi-judicial proceeding and in a quasi-judicial proceeding they are not supposed to have ex parte communications; so we do not speak with them regarding the zoning map amendment because it is a quasi-judicial proceeding and that would be an ex parte proceeding. You can speak with them about a legislative matter, my feeling is that you can certainly talk to them about the General Plan Amendment – whether the PSA should be expanded because that is legislative, but I imagine that they would probably not speak with the public about the zoning map amendment because it would be ex parte – but you can certainly speak with the Dept. of Planning & Zoning, the County Executive, etc. on both subjects.

Community Member: - Question: When do you submit the zoning request?

Bill Erskine: We can't submit until this meeting is held and then we also have to have recommendations from the Design Advisory Panel – as I said when I spoke earlier of the next steps, we could be before DAP sometime in December and then once we receive the written recommendations we would then file our official petition.

Community Member: - Question: After the DAP then do you go to the Planning Board?

Bill Erskine: Correct, that will be the sequence – as Roger pointed out, at DAP you can submit written questions. At the Planning Board you can come in and speak about either proposal, they do limit you to three minutes typically, and five minutes for a group at the Planning Board. At the Zoning Board, you are not limited in terms of time typically, but they do have the right – the Chairperson can say that the testimony is repetitive and they can curtail it but there is not a pre-established timeframe in a quasi-judicial proceeding.

Community Member: - Noted: River Hill resident. - appreciates the amendments that have been made but is in opposition to the current plan.  
- Commented: Bill Erskine had filed something that would allow CCRCs to not be in the PSA, so you doing it both ways...

Bill Erskine: No, I did not file anything that would allow a CCRC to not be in the PSA. I filed a separate zoning regulation amendment that affects the B-1 zone, and that was to have not CCRCs but nursing homes and skilled care facilities in a B-1 zone, that was for Normandy Shopping Center over on Rt. 40.

Community Member: - Question: And that would not apply here...

Bill Erskine: No.

Community Member: - Noted: The size and scope are major concerns, thousands of new residents and 10 maybe 20 new buildings with hundreds and hundreds of new cars... will have a negative effect on our lives. While we appreciate your traffic improvements, to us they do not meet the CEF requirements they are not open to the public, they are improvements to the road - your improving the road but adding thousands of people, so it balances itself out. This community is not open to the public, it is gated we can't enter - appreciate the road improvements, the park and the little bit of greenspace - opposed to the current plan and would be in support if improved, benefits are worked out, the size and scope are worked out.

Bill Erskine: There are benefits to an Erickson size model CCRC, not only to the residents of the community but also the residents of the greater community. It is the size of the proposal that allows the high level

medical care that takes place on site, there is a physicians group that is located there on site and only sees Erickson residents, they can come in without an appointment and get a 30 minute time slot with their doctor... it is because they have a critical mass of residents present on site.

- Noted: Riderwood is 1,900 independent living units and this proposals is about 40% smaller and Charlestown is 1,500 so this is a smaller model.

- Commented: the traffic improvements are extraordinarily expense and because of this project the level of service through Clarksville especially at Sheppard Lane is going to be improved from the current level of service F to a level of service B in the morning and C in the afternoon – and that is incorporating all of the density that is proposed. Is the request that it go to a level A or B, I don't know that that can be done with a smaller model... – I saw on Facebook that someone had posted that this is comparable to the entire Pointers Run community, that is mistaken the reason is because when you compare 1,200 dwelling units at a CCRC where the average age is 82 to a typical Pointers Run dwelling unit which as three kids in school and multiple cars in the driveway... you are comparing apples and oranges... a CCRC unit is not comparable to a Pointers Run unit. The intensity is not the same...

Adam Kane: To add on, there are facilities provided by Erickson, shuttle service provided that helps residents to get outside to the community – instead of driving their car... there is shuttle service provided, not only are you looking at few trips to start with but Erickson provides amenities that help the community to keep those trips lower, so it is a much lower impact... the levels of service that will be enhanced with this proposal it is going to be better than it is today and again that is the community enhancement that is provided.

Community Member: - Commented: While those are added benefits, they are benefits to those residents but not accessed by the general public, I can't walk in to see a doctor there – it is basically a walled off area.

Bill Erskine: There are places that will be open to the general public, the linear park along the frontage of the project along Rt. 108, the dog park and the children's playground...

Community Member: - Noted: And that is what we would like, added benefits to the community so we might get behind this project....

Steve Montgomery: We would welcome the opportunity to sit down and speak with anyone that would be interested.

Community Member: - Commented: The homes in the area where you are planning to build this are generally 1 – 30/40 acres; so if you take 3 acres for a household and perhaps two cars per family, you are looking at 40 cars over 60 acres –

with potentially 1,400 units, 3,000 cars in that same area... I am puzzled how putting in a couple of left turn lanes will absorb the impact of going from 40 cars to potentially 3,000 cars in an area where the roads are very congested to begin with.

Carl Wilson: I am not sure where you are getting the 3,000 number for the cars from, this is a continuing care retirement community – the numbers that we base our projections on are from the Institute of Transportation Engineers – they publish national statistics for similar land uses – we have done a lot of work for other Erickson communities to determine how many trips a similar community makes and the trip rate from our study is less than .16 trips per unit – so 3,000 is nothing like what you are going to see, the peak hour trips of about 200 is about the same for 400 homes. The impact that we are mitigating far exceeds what we will be putting onto the road network.

Steve Montgomery: What we see in our communities is that for our residents their vehicles are their security, but we find once they move into the communities with the services provided they use their vehicles less and less – we find in some of our more mature communities that we are fixing dead batteries and flat tires for the resident vehicles because they want to keep their vehicle even though they do not use it much...

Community Member: - Commented: I am hearing statements from younger people and they don't really understand the senior community – lives in a 55 and older community, tonight is the first time out in the evening in sometime, usually stay in at night... may go out a few times a week and not during peak hours – not adding to the traffic problems, school problems... Miller's Grant is on 50 acres and located on a small road and the only road improvements they did were some turn lanes to get in and out of that community and doesn't see them having traffic problems there... the road improvements that are proposed here will probably benefit the outside community much more than the other community... referenced the average age being 80+ and it is correct that seniors do give up their vehicles after a while because they are fearful of driving at night or they shouldn't be... so this community will not be adding much to the traffic if at all on Rt. 108.

Bill Erskine: It was asked, how can making these improvements but adding this many people make the situation better - there are two ways to solve traffic problems: two dimensional expansions like widening the road, adding lanes; and the other is timing, our residents don't participate in rush hour, they don't use the roads when the rest of us need too... when our residents move to these communities they do bring their vehicles because that is independence and they will drive at times but they select when they go out, it usually is not at night, in the rain, when traffic is heavy...

Community Member: - Noted: neutral to the development, but concerned about the traffic.

Riderwood Resident: - Noted: Lived in Howard County for 33 years and loves Howard County. Reinforced what has been said about the residents and the driving habits/patterns - many residents come with their cars but they stay parked because of the shuttle service, etc. CCRC is the ultimate aging in place situation.

Community Member: - Noted: Clearview resident.  
- Question: Is the medical facility available 24 hours, what is the stress that will be put on the emergency services, Howard County General Hospital, and noise pollution for emergency vehicles...

Steve Montgomery: There will be a doctor on call, and once the care center is open there will be staff there 24/7... a protocol is in place, within each apartment there is a pull cord, if the resident has a problem/not feeling well they can call for the security at the front desk, an assessment of the situation is made and determination of whether it should be elevated to a 911 call or if the staff can handle internally... data from our 20 communities suggests that the majority of those pull cord calls that come through are handled internally...

Community Member: - Question: Have you done a study of the number of ambulance trips that may be required?

Steve Montgomery: Our experience at a fully mature larger community, averaging perhaps 3 trips per day... you have to keep in mind this is with a fully mature community with residents that have been living there in some cases for about a decade and we see an increase in those calls because of the increased frailty of those residents....

Community Member: - Noted: As an adjoining community this is one of our concerns...

Scott Sawicki: One of the huge advantages of the CCRC, with all of these support services is that hospital admissions and readmissions are lower than for seniors that live in their own home... not only does it generate a lot less ambulance trips than one would think, it is an optimal environment for the senior...

Community Member: - Noted: No doubt this type of community will serve its residents well, but as a resident of the surrounding community if I have to hear an ambulance going by a few times a day that is a disturbance and that is one of my concerns....

Community Member: - Question: Was Erickson bought out of bankruptcy by Steve Bisciotti?

Adam Kane: Erickson was bought out of bankruptcy after the recession, none of the communities were impacted at all and remain strong and full, by Redwood Partnership managed by James Davis who is related to Mr. Bisciotti, but Mr. Bisciotti is not involved in the corporation.

Community Member: - Commented: The traffic improvements are awesome, impressed that you are not cutting down a lot of trees – if these traffic improvements are not made what is the County going to do... it does not look like the County is going to do anything... this looks like an opportunity to resolve the problem with a very low impact use...

Community Member: - Noted: The community outreach has been great, maybe a couple of communities have not communicated well within themselves... for future presentation – maybe have a meeting just regarding traffic and when you put up your enhancements for the traffic, you should address the impact on the property across the street...

Bill Erskine: So as to not leave anyone out, I believe that what you are referring to is the River Hill Garden Center property and that with this proposed realignment of Sheppard Lane, it could provide an ancillary benefit to an off-site property, the River Hill Garden Center property; by allowing it to have signalized access to Rt. 108 (Noted: Full disclosure I represent River Hill Square that is going through its proposal); and in the past some community members have opposed that because there was a variance required, but this proposed realignment will do away with the need for the variance - in other words it will not encroachment on the cemetery... there are benefits to the greater Clarksville area, it is only with this signal that the U.S. Post Office will come there, we have gone without a post office in Clarksville for 5-6 years and the garden center redevelopment has a signed letter of intent from the U.S. Postal Service to bring the post office back, but if that signal goes away then no post office. Another benefit is that currently the garden center property has full access, meaning that when someone is leaving the garden center they have the right to turn left or right out of the property, there will be a right in and right out only and the ability to make a left out only at the light, which enhances safety...

Community Member: - Question: Will traffic leaving your site will they be able to make a left out?

Carl Wilson: No, you are not going to be able to make a left out.... To turn left they will have use the access road to get to the light...

Community Member: - Question: Has there been a study to show how many cars will come out of the River Hill Garden Center property if they have the signal access?

Carl Wilson: The River Hill Garden Center will have to do their own traffic study, but when we conducted our traffic study we took into account as part of the background development, the River Hill Garden Center development even though it has not been approved yet... it was factored in to our study...

Community Member: - Question: That was factored into the number of cars....

Bill Erskine: It was not considered/included in the trip generation, the trip generation number given was just for our site, but the potential redevelopment of the River Hill Garden Center was factored into the level of service, the improved level B in the morning and C in the evening, along with Enclave at River Hill (and other approved developments in the area) and a growth factor of 1.5% in the background traffic, when you bring in all of those things the improvement is from a service level F to level B in the morning and C in the afternoon....

Carl Wilson: The 245 trips generated are for our Site only, but as part of the background traffic – when we talk about the background that includes all of the approved developments in the area, we have a list of 8 approved developments that we factored in with our trips and we went above and beyond and included the River Hill Garden Center redevelopment even though it is not approved because we know how relevant to what we are doing and our Site...

The meeting was concluded at approximately 9pm

The Power Point Slides and video from this meeting are available at:

<https://www.ericksonatlimestone.com/>