

**Mount Airy Crossing - Workshop
Questions/Comments & Responses**

3/8/2024

#	Council Person/PC/Staff	Comment or Question	Response
1	Council President Washabaugh	Currently there are 333 dwelling units in the proposed plan are senior housing deed restricted. While this restriction will ensure the owners of the unit are 55+, I would like to see the deed set a maximum occupancy for each unit as well as a stipulation that all persons who occupy the unit must meet the 55+ age requirement. This will ensure no occupants residing in these units will impact our school system.	Covenants will be recorded in the land records and will apply to all age-restricted units, in perpetuity. All deed restrictions must comply with the Housing for Older Persons Act regulations which apply to 55+ senior housing communities (see separate document). At a minimum the Act requires that no persons under the age of 18 are permitted to occupy any dwelling as a permanent resident, therefore ensuring no impacts to schools. Additional restrictions can be added at final approval.
2		What is your definition of a "Villa"? Attached? Detached? Duplex? Town home? Which description would you give a "villa" when it pertains to our towns code?	Villas are single family attached homes for seniors which are designed for single level living including a first floor bedroom/bath suite. Under the Town's code they would be considered townhouses.
3		On the West Side you state that 3 of the 5 multi-family buildings have been revised from 4 stories to 3 stories, and that the other 2 remain a 3/4 story split due to site topography. Is this topography natural? Or will this topography exist after the grading process? My opinion, topography should not dictate the number of levels, or be an excuse to add additional levels in excess of our town code	The apartments have been eliminated from the plan in response to comments from the Town Council and Planning Commission.
4		It was stated that "pedestrian connectivity will be a standard throughout the proposed development for enhanced walkability to open spaces, and businesses". I do not see how this is possible without safe passageway from the west side of the property to the east side, or vice versa? A standard crosswalk being used to cross MD Route 27 is not a safe passageway and therefore this plan does not have pedestrian connectivity. At a minimum, a bridge or tunnel would have to be part of the plan to make this statement accurate or receive my support as our citizens' safety is paramount.	The plan now includes the potential for safe pedestrian crossing of MD Route 27, either as a bridge/tunnel (by others), or signalized crosswalk. We will work with the Town and SHA regarding a safe, acceptable solution. The West and East sides of Mount Airy Crossing also achieve walkability separately, by providing safe sidewalks, low speed streets, safe neighborhood crosswalks, on-street parking (to naturally slow down vehicles), minimal driveway curb cuts to minimize cars crossing sidewalks (rear load alleys and garages), street lights, and trails, and more. Moreover, and consistent with the MXD zoning, each of the West and East sides will include a diversity of commercial uses, recreational amenities (pickle ball courts, potential ballfields, informal play areas, or playgrounds for example), open spaces dispersed throughout (so that homes are always within close walking proximity), civic uses or structures (gazebo, pavilion, or clubhouse, for example), and housing types (with households of different sizes and demographics). These design considerations will enable people of all ages and backgrounds to safely walk to each other's homes, to a restaurant, coffee shop, or store, to open spaces and civic uses, and for recreation, health, and wellness. We are being advised by our professional engineers that a bridge or tunnel is not necessary to create a safe crossing of MD 27. The intersection of MD 27 & Center Street is proposed to be redesigned and signalized with the development. The standard practice at signalized intersections in the state is to provide at-grade crossings with protected pedestrian phases. The specific design of the traffic signal will be coordinated with MDOT SHA to ensure appropriate incorporation of the latest pedestrian crossing technologies; including high-visibility crosswalks, countdown pedestrian signals (CPS), accessible pedestrian signals (APS), and ADA compliant ramps/curbs/sidewalks. Tunnels can create real or perceived-danger (crime) for pedestrians, and are subject to flooding. Bridges can impair sight distance at signalized intersections and are often not utilized by pedestrians even when present. The maintenance cost of either option vastly exceeds the maintenance cost of at-grade, protected crossings and it is unlikely that MDOT SHA would be willing to bear the increased maintenance costs.
5		In the response regarding open space and recreation it was stated that "the open space proposed by the developer includes larger areas as well as neighborhood scaled open space including greens and plazas" and "he proposed open space in the pre concept plan meets the towns definition of open space", while that may be true, the amount of open space the applicant is providing is the minimum to QUALIFY for consideration of the open space waiver now set at 3 acres per 100 new residents. I would like to advise the applicant that providing that space does not automatically get the waiver granted, because again 3 acres per 100 residents is the minimum to qualify. As per ordinance 2023-8 the Planning Commission will take many other things into account before issuing a recommendation to the Town Council including but not limited to "Whether the proposed open space is suitable for multiple uses (e.g., active and passive recreation, programmed activities and events)" or "Whether the proposed open space addresses a critical Town need". When the waiver request comes to the council table I plan to utilize all of Ordinance 2023-8 when considering whether to grant or deny the request. As the current plan sits now the proposed open space provided in this plan serves the town no purpose. At a minimum I would expect to see in this pre concept plan a developed full size multi-purpose field which is a critical need of our town, New active recreation facilities including but not limited to playgrounds, pavilions, basketball/pickleball and tennis courts, baseball and softball fields that would help serve both the new and current residents as the already existing town facilities are overly burdened, and our current residents already struggle to find the space needed for sports and recreation, especially our youth.	The current plan for Mount Airy Crossing meets both the Purpose and Objectives of the MXD Zone, as demonstrated at the workshop, the charrette, and the public hearing. We believe this will be both an award winning mixed use development and a very successful new neighborhood in the Town of Mt. Airy. The plan has been revised further to address various comments made at the workshop. It includes preservation of forested areas including passive recreation (as noted in the Master Plan as being desired by many town residents), creation of parks/gathering areas for residents and smaller areas among the housing units to "breakup" the massing of them, and an area that can be used by the town for the construction of a multipurpose or full size field. The Open Space is consistent with input from the public at the charrette and public hearing. The public expressed a desire to preserve forested area which the plan accomplishes. Construction of recreational fields is the responsibility of the Town. Open Space is now provided above the required 3 acres/100 population of the development.

6		<p>Sticking with open space, one of the major factors in determining the amount of open space necessary in a new community is the total amount of new residents that community expects to bring in. The proposed plan has 476 total units for a population count of 949 new residents. The applicant came to this number by utilizing a population to unit ratio of 2.75 people for all single family detached homes (33 units), and single family attached homes (110 units). The applicant's population number then drops to 2 persons per unit for all senior housing non apartments (173 units) and then drops again to 1.5 persons for all senior housing apartments (160 units). The problem is that Mount Airy calculates 2.75 persons per unit regardless of the type of unit, or if it is designated senior housing. Therefore, the actual population count for this proposed plan should be 1,309 new residents This change would require the applicant to provide additional open space to abide by the town code of a minimum 3 acres per 100 new residents or remove units to lessen the population impact (360 additional residents/9 more acres of open space to meet the minimum requirement for the town's waiver).</p>	<p>The latest plan and calculation have been revised using 2.75 persons per unit for all unit types. The open space requirement of 3 acres per 100 people has been satisfied and exceeded. $350 \text{ units} \times 2.75 = 963 \text{ Population}/100 \times 3 \text{ acres} = 28.9 \text{ Acres Open Space Required}$ (31.8 acres are provided).</p> <p>We have previously submitted to the Town for consideration, a survey of local Senior housing communities which provides a rational basis for using 2.0 residents per Senior Single Family units rather than the 2.75, which is the number the Town has insisted we use. This far exceeds the expectations for senior housing (e.g., Howard County uses 1.7 for senior housing as an average persons per units, supporting a lower number; see additional data in the December survey).</p>
7		<p>Due to our time restraints the final questions I have for this evening is in regards to water usage for the proposed development. The new proposed plan has an estimated usage of 100,000 GPD for water and sewer. What is planned to meet this need? Of the 5 wells tested on the beck property only 1 is suitable for the town to accept as a municipal well due to it possibly meeting our minimum requirement of 75,000GPD. Let it be noted that the other 4 wells all had a max yield of no more than 30,000GPD which would not meet our minimum standard or be fiscally responsible for the town to accept as municipal wells. Both the previous and existing developers have stated that 100% of the water needs will be provided as part of the development and this development will not impact the town's current water source. With that being said, and the fact that there is no allocation for water available in the mixed-use category I am extremely concerned that there will not be enough water to support this proposed plan, and while I understand this needs to be proven in the concept plan phase, I would expect some sort of an idea on how this major issue can be solved before approving any pre concept plan. Furthermore, if water is found, and it meets the towns minimum requirements it will also require a new water treatment and booster pumping station to treat the water onsite, that must include PFAS and other treatment technology approved by the MDE and the town, are you prepared to provide this water station?</p>	<p>As requested by the Council, we have expedited our well improvements during the Pre-concept Phase. We are currently in the middle of MDE permitting and the new 30 day pump test as recently required by the new Town ordinance. Current pump testing results indicate water production to be better than originally expected, in excess of 120,000 gallons per day. Our proposed design demands have been between 85,000 and 100,000 GPD of water to support the development. The water demand based on the updated unit mix is approximately 85,000 GPD. Although the final results are not required to be confirmed and approved until the Adequate Public Facilities review at the Concept Phase, final 30 day pump testing results will be made available to the Town as soon as they are completed. We are working in cooperation with town engineer throughout this process and we will provide the treatment facility including PFAS treatment if required.</p>
8	Councilman Domotor	<p>At the last Charrette we were given the promise of an award-winning mixed-use development. Much progress has been made, but more work is needed to achieve this vision, as the current plan does not fully progress has been made, but more work is needed to achieve this vision, as the current plan does not fully achieve the objectives of our MXD Ordinance in an authentic way for Mount Airy. There is a Need for a Strategic Recalibration of This Plan.</p>	<p>Our team is working very hard to balance the current plan for Mount Airy Crossing to meet both the Purpose and Objectives of the MXD Zone, as well as requests made at the workshop and charrette public hearings. We truly want Mount Airy Crossing be both an award winning mixed use development and a very successful neighborhood within the Town of Mt. Airy. The plan has been revised further to address various comments made at the workshop. Additional details and outlines of space planning have been provided to help visualize the possibilities within the amenity space. Ultimate details and final selections will be refined in coordination with the Town at the Concept Phase.</p>
9		<p>What We Want: Our citizens are looking for realization of MXD on the West side that implements the vision put forth in the DT Vision Plan with all of the positives that MXD has to offer. On the East side citizens envision a MXD development more like what they are used to and comfortable with, and what our Town is made up of: that is- more single family homes on $\frac{1}{4}$ to $\frac{1}{2}$ acre lots consistent with our bedroom community feel and design that has drawn so many people to our Town, and for which our citizens have sacrificed so much for in order to live here. This approach is readily achievable. Our MXD Ordinance provides broad design flexibility. There is nothing that prevents you from creating this revised vision.</p>	<p>The DT Vision Plan was based on town planning principles, that are reflected in the MXD zone, including a connected network of pedestrian-friendly, walkable streets; a variety of neighborhood open spaces; a mix of uses; and a variety of housing options and types. The entire property, on both sides of Route 27 is zoned MXD and the Preconcept Sketch Plan has been designed in keeping with these planning principles and the MXD Zone rather than other conventional suburban zoning districts in the town. MXD zoning, unlike conventional large lot single-family detached zoning, calls for a balanced variety and a mix of housing types, sizes, and lots to ensure a diversity of households, price points, configuration, character, and scale. Both the West and East sides of Mount Airy Crossing achieve these important MXD goals. Homogenous, single-use developments comprised of all same/similar sized lots are the antithesis of MXD. The plan, on both sides of Route 27, has been further revised to include more diversity and mixing of types, including reducing the unit count and adding more Single-Family Detached homes to the corners and some mid-block locations. With these revisions, the plan addresses the variety of comments received from the community while adhering to the intent of the MXD zone and the principles of town planning.</p>

10		<p>Key Point: This Plan is Out of Balance -There is too much Senior Housing. This is not "mixed use." Your own Mt. Airy Crossing web site says, "Striking a Balance." "Striking a Balance: Our plan is intentionally balanced between a mix of uses - creating a natural extension of Mount Airy's Downtown, offering a blend of senior housing, single family homes and boutique shopping and dining options." This plan is not "balanced." Senior housing is 70% of the plan. AND the entire East side is senior housing. This is not harmonious with surrounding neighborhoods. Further, of this 70% senior housing, less than 8% is senior single family detached. So especially for the East side, this is high density housing under the guise of MXD.</p>	<p>The plan has been revised to eliminate the Senior Apartments so that the mix is approximately 53% non-senior and 47% senior housing. The Preconcept Sketch plan is harmonious with surrounding neighborhoods, exemplified by the Wildwood Park senior housing neighborhood, which is located nearby and has lot sizes that are 3,500-6,000 square feet. In addition, existing lots along Carroll & Frederick Avenue (directly adjacent to the property) have lot sizes similar to those proposed in Mount Airy Crossing. Furthermore, the Twin Arch Crossing and Windy Knoll townhouses, located directly adjacent to the property, have home sizes that are also similar to those proposed for Mt. Airy Crossing. While these existing neighborhoods have a homogeneous housing types, Mount Airy Crossing will have a unique mix of housing types as required by the MXD Zone. Balance is achieved by having a variety of housing types, lot sizes, and price points that appeal to a diversity of households - singles, young married professionals, families with toddlers, with school age kids, no kids, active adults, married and single seniors, etc.</p>
11		<p>Key Point: Lack of Multigenerational Livability. The most enjoyable thing I get to do as a Councilman is spend time with our seniors. And what I heard from them is, just last week: Your senior living focus is a missed opportunity in that it does not embrace and design for multi-generational livability. Multigenerational living can be in the same house or in close proximity in the same neighborhood. National AARP policy states that when multigenerational living is intentional, it is associated with better health outcomes, decreased loneliness among older adults, and better educational outcomes among children. YOU - the developer - play an important role in building housing that can accommodate multiple generations. Please do not miss the boat on this.</p>	<p>As stated above, Mount Airy Crossing will include a variety of housing types, lot sizes, and price points that appeal to a diversity of households - singles, young married professionals, families with toddlers, with school age kids, no kids, active adults, married and single seniors. While the East Side is age-restricted in response to other comments and concerns voiced, the West Side is not. While some seniors may desire to live among other seniors on the East Side, others may choose to live on the West Side, with more immediate connection to Main Street, the commercial on Center Street, and homes with people of all ages. The variety of housing options will allow someone who buys or rents a home at Mount Airy Crossing to move and stay in the neighborhood when their household and lifestyle needs change. This is the very definition of multi-generational housing, and, with the benefits stated (when intentional, it is associated with better health outcomes, decreased loneliness among older adults, and better educational outcomes among children), its the reason why the MXD calls for a variety of housing types.</p>
12		<p>Key Point: Open Space. You chose to develop during a time when we have an eighty-acre deficit of open space. It is not simply the amount of open space, but the locations and quality and amenities associated with the open space that come together in an optimized way to promote a high quality of life. My question is: Where are the amenities? There are some blocks of open space - but there are no purposely designed town plazas, or water features or art installations, or ball fields, pickleball courts, or event stages or amphitheaters as pictured in the DT Vision Plan that you said you would re-create. In reviewing your plan against the Open Space Guidelines as part of the open space waiver determination process, I do not see a robust case for the granting of such a waiver. What amenities and qualities of open space will you add to this plan for a waiver application to be most competitive for obtaining a favorable waiver determination by our Planning Commission? As stated in recent land planning journals on the traits of successful MXDs: "Experience driven, mixed-use environments appeal to people's desire for connection in a post-pandemic world, where residents are increasingly drawn to environments that reflect their communities in an authentic way, layering culture, history, and activities for a better experience. As communities emerge from the pandemic, spaces for gatherings and spontaneous interactions have never been more important."</p>	<p>The Preconcept Sketch Plan density has been further reduced and the plan has been revised to include additional open spaces of various sizes that can accommodate various types of amenities. A drawing that includes examples of the types of amenities that may be provided within the various open spaces has been added to the Preconcept Sketch Plan. A more detailed plan for amenities will be refined during the Concept Plan and will include additional Town collaboration. Final density and understanding associated projects costs will determine the feasibility of amenities that can be provided.</p>
13		<p>Closing Remarks. I appreciate all the progress you have made and your attention to the process. My philosophy in everything I do as a Councilman is: "Good enough is not good enough. Only the best is good enough for the citizens of Mount Airy." I look forward to reviewing a revised plan that is harmonious for the town and citizens of Mount Airy, and fully achieves the objectives contained in our MXD Ordinance in an authentic way. Thank you.</p>	<p>The development team continues to work very hard to comply with all of the Town and community requests. We continue to respond to input, throughout the process, with modifications to the plan following each stage of the process. This process, began with a 1-day charrette, followed by the 4-day charrette, followed by the public hearing, and now the workshops. Although some comments have conflicted with one another and other comments have conflicted with the intent of the MXD zone itself, we continue to revise the plans in attempt to address the comments, in a balanced manner, that align with the MXD zone, satisfy community comments, and not lose hold of the planning principles at its core.</p>

14	Councilman Munder	Plans indicate a lack of preliminary incorporation of town design standards. a. Severe over grouping of housing types that have a common wall as part of their design except apartments.	The updated plan shows buildings and lots to help visualize that no more than 6 THs in a row are proposed. We continue to revise the plans to meet the Town's standards and MXD Zoning requirements. The previous plan showed lots only, without buildings on the lots, and may have been difficult to read. The updated plan shows the buildings as well as the lots, to clarify that there are no groupings with more than 6 units, in compliance with the Town design standard. Further refinement of specific standards will be determined with the Concept Plan Phase Pattern Book.
15		b. A variety of multipliers were used by the developer to calculate the population that would be added to the town by this development. While there may be disagreement between the developer and the town on the correct multiplier, the town uses a factor of 2.75 people/unit, regardless of housing type. I see this number as an equalizer since many homes now have 4-6 bedrooms and multi-generational/family. By using this number, it equals out in my view, so I would encourage the developer to use this factor in their calculations. That way both the Town and the developer can start with a common number.	The latest plan and calculation have been revised using 2.75 persons per unit for all unit types. The open space requirement of 3 acres per 100 people has been satisfied and exceeded. $350 \text{ units} \times 2.75 = 963 \text{ Population}/100 \times 3 \text{ acres} = 28.9 \text{ Acres Open Space Required}$ (31 acres are provided). We have previously submitted to the Town for consideration, a survey of local Senior housing communities which provides a rational basis for using 2.0 residents per Senior Single Family units rather than the 2.75, which is the number the Town has insisted we use. This far exceeds the expectations for senior housing (e.g., Howard County uses 1.7 for senior housing as an average persons per units, supporting a lower number; see additional data in the December survey).
16		c. Would like to point out that the recently revised MXD ordinance that established the revised max allowed grouping, also requires a development to use standards that are like existing housing types, roads and other features. I do not see that in these plans. Better to have these included now than redo the plans later.	The Preconcept Sketch Plan has been modified to show proposed dwelling units so that it can be more clearly delineated how many units in a single building of attached homes. The plan complies with the MXD Zone and we have incorporated housing types that are very similar to existing neighborhoods around the property, such as Wildwood Park, Twin Arch Crossing, and older subdivisions along Carroll and Howard Avenue adjacent to the property.
17		d. Not a big fan of alleyways in developments. In my view they cause trouble for the development and the town.	As stated above, alleys provide many benefits. Alleys keep cars off the street and from crossing sidewalks, which makes the sidewalks safer and more walkable for children and seniors. Alleys eliminate garages, driveways, and garage doors from the front of houses to create a more welcoming, attractive, and pedestrian-friendly character. By moving garages to the rear, facades are filled with windows, doors, and/or full length porches that increase overall neighborhood attractiveness and appeal. Condensers, trash cans, utilities, and similar unsightly elements are placed in the alley and are not visible from the front or street. Alleys, in some cases, allow children to safely play basketball, ride a bike, and/or roller-skate rather than such activities occurring in the street.
18		2. Would like to see a "real" gallon per day number as it relates to the water that would be potentially available from a well or combination thereof. I believe the developer is currently running or getting ready to conduct a 30-day test on the proposed well by Center Street. Would like to see the results and have the town engineer review them. Not expecting to see the GPO allotment from the State, but at least verification that it is possible and likely to obtain the desired amount of water from the well(s).	As requested by the Council, we have expedited our well improvements during the Pre-concept Phase. We are currently in the middle of MDE permitting and the new 30 day pump test as recently required by the new Town ordinance. Current pump testing results indicate water production to be better than originally expected, in excess of 120,000 gallons per day. Our proposed design demands have been between 85,000 and 100,000 GPD of water to support the development. The water demand based on the updated unit mix is approximately 85,000 GPD. Although the final results are not required to be confirmed and approved until the Adequate Public Facilities review at the Concept Phase, final 30 day pump testing results will be made available to the Town as soon as they are completed.
19		3. Plans indicate a right of way along the WWTP access road from Rt.27. If this has been obtained from the Knill family, then no problem. If it has not been obtained, then the plans moving forward should be altered still allow access to Rt. 27 from this area. I want to see a set of plans that indicate the current conditions that are in place, not a best-case scenario.	We have included an alternative on the Preconcept Sketch Plan that shows the extension of Center Street east of Rt. 27 within the property, as opposed to on the Knill property, so that we can have the option of obtaining the ROW from the Knill's or building the road within the current boundaries of the Beck property. This option requires relocation of some of the dwelling units and commercial space but can be accommodated if necessary.
20		4. The plans indicate that underground structures will be used for the stormwater management facilities(SWMF), but these are not shown on the plans. I would like to see approximate locations of these types of SWMF, since even buried any space above them should not be used towards any calculations for open space. The recently completed Brittney Manor development has these types of SWMF's and they were not calculated towards any open space requirement by the town, and I expect the same to be done here.	The Storm Water Management Facilities (SWMF) are now shown on the accompanying Environmental Plan that will show environmental constraints, Open Space, and SWMF. We understand the requirement that SWMF cannot count toward the required Open Space and have allocated an excess amount of area above what is required for SWM facilities.

21		5. Westside concerns. As mentioned earlier over grouping of some housing types that have common walls, Townhomes and villas, this specific concern does not apply to the apartments.	The Preconcept Sketch Plan has been modified to show proposed dwelling units so that it can be more clearly delineated how many units are in a single building of attached homes. The plan complies with the MXD Zone.
22		b. On the apartment buildings that are shown to be 3-4 stories, I am wondering if the lowest level of these buildings specify parking. If not, this should be considered.	The apartments have been eliminated from the plan in response to comments from the Town Council and Planning Commission.
23		c. Would like to see better integration of the existing neighborhoods and the portion of the development that abuts them by redesigning lot sizes and moving/eliminating some units from that area.	See Response to Comment #10 regarding compatible lot sizes. The revised plan shows buildings on the lots, yards, as well as tree save areas and buffers.
24		d. The downtown vision plan indicates the continuation of the commercial/residential nature of the buildings along main street along any portion of Center Street in this development. Are the proposed commercial buildings facing Center Street this type? If not, they should be a design element of the downtown vision plan and an important component of why MXD zoning was considered for this parcel can be fulfilled.	We are continuing the main street character, but with no housing above the commercial uses due to differences in building code requirements. Buildings along Center Street Ext. on the West Side are proposed with second story commercial, anticipated as Office. The taller, multi-storied buildings will emulate the elevations found on Main Street.
25		e. The traffic calming measure of roundabouts should be included in the designs at the intersections of Beck Ave and where Beck Ave meets Center Street.	This will be addressed at the Concept Plan stage based on final density.
26		6. Eastside Concerns a. Homes directly behind the commercial buildings need to be less dense or something. Plans do not indicate where an unloading zone would be for the commercial buildings. As drawn, it appears the road that separates the commercial and residential zone would be the unloading zone, which may cause problems.	There is a separation between the Commercial and Residential, with an area that will allow for screening/landscaping; this can be seen more clearly in the revised illustrative plan. Loading service areas, transformers, and similar will be placed behind or to the side of the commercial buildings, screened from public view, not visible from the front, nor obstructing parking circulation. Further details will be provided at the Concept Plan phase, along with design standards.
27		b. Lack of interconnectivity between the Westside and the adjoining Weis shopping center. For the development to be truly pedestrian-friendly this connectivity needs to be shown on the plans, even if proposed. A grade crossing on Rt. 27 is not a viable option, and the plans do not indicate any other proposed locations for other crossings. Better to design them into the plans than not.	See Response to Comment #4 above regarding the Route 27 crossing. The topography behind the Weis (Twin Arch Shopping Center) is very steep. We will indicate a potential pedestrian connection to the shopping center, but such a connection or trail is dependent upon the shopping center owners' support and grading to create a realistic, safe, and accessible connection.
28		c. Would like to see the continuous open space on this side not be "broken/divided" by a group of homes. This allows for one true continuous ribbon of forested open space.	Homes in this area have been shifted east to save additional specimen trees and provide a continuous open space as requested.
29		d. The open space plans indicate the existing tree line on this side, is there a way to show what the tree line would look like after site development is completed? This way it gives me a better understanding of the number of trees that will be eliminated and what would remain. This goes for the border of trees on the Westside that currently separates the existing homes and any potential development.	Illustrative patterns have been added to the plan to help demonstrate the extent of forested areas after the proposed development.
30		7. Other General Considerations a. Would like to see the active adult housing option spread throughout the project instead of concentrated in one area. This would make the development fit better with how the town has developed throughout the years.	There are opportunities for active adults to not live in age-restricted but live in other housing types. From the standpoint of marketing and building the senior housing, it is not feasible if the homes are sprinkled throughout the project. In addition, the senior component becomes impossible for the home owner's association to manage the use of amenities if they are not located proximate to the senior housing. Moreover, with the diversity of housing types and price points, and the intergenerational aspirations of the plan, active adults will likely live throughout the neighborhood, anyway.
31		b. More information on how the active adult housing would be verified and complied with once the development is completed. Need someone to come and explain this so everyone has a better understanding.	We have included some additional information on 55+ Active Adulting housing and have asked a representative from a local management company that manages senior communities to attend the next workshop.
32		c. Would like to see the elements of environmental site design, green building options and highly efficient buildings to offset any environment concerns with this development.	Environmental Site Design will be employed at the Concept Plan stage and is required by current state and county regulations.
33		d. Would like to understand what if any action will be taken on the Westside of the development to limit unintended "trespass" on adjoining property owners by future residents.	Existing treelines along the property lines will be saved and have been updated on the plan accordingly. Additionally, homeowners can add fences, however greater connectivity throughout the Town can foster a stronger sense of community.
34	Councilman Evans	• According to the town survey, the citizens have expressed their opinions on the least desirable dwellings to come into any new development would be apartments. Almost half of your development is apartments. I would like to see this greatly reduced and more single-family homes which are harmonious with the rest of Mount Airy.	The apartments have been removed from the plan and replaced with single family market rate homes in response to both comments #34 & #35. We have added single family detached homes at the corners of blocks that contain both townhouses and villas which is a successful strategy to "bookend" those blocks with homes that work better aesthetically on corner lots.

35	<ul style="list-style-type: none"> With the growing "need for senior housing" neighboring towns have already started putting senior housing in place. One example is Liberty Place in Sykesville. Liberty Place has reduced their prices twice for a total of 10-20% since November because of a lack of sales. More facilities are being constructed as we speak at this campus. I question the developer's assessment of the need for so much Senior housing. 	<p>The Liberty Place community by Ryan Homes consists of elevator condo flats in 3 separate buildings. The pricing at Liberty Place has actually increased on average, \$8,500 (based on information from Zonda - a subscriber based housing data company). Liberty Place is not representative of a true active adult community – no amenities, no garage parking & only 3 buildings in total. There is very strong demand for senior housing in central Maryland and a shortage of housing in general. "Writing for <i>The Baltimore Sun</i>, land use and zoning attorney Tom Coale notes Maryland has built fewer than 15,000 housing units each year since 2008. At the same time, the state's population has grown by 40,000 residents per year." See attached memo from Rick Centra on the Senior Housing market in the Mt. Airy region.</p>
36	<ul style="list-style-type: none"> I consider Beck East not MXD friendly since it is not walkable. There is not safe passage across 27, which I believe should be 100% the developer's responsibilities. There is also no walkable access to the shopping center directly behind the development. 	<p>The East side of the property has been designed to maximize walkability by adding a commercial component, which will have the potential for a grocery store as well as other local services. It also has a large amount of walking trails through the expansive open spaces. The east side will be amenity rich with a variety of recreation activities walkable to the active adult 55+ residents. We are also going to make best efforts to link a walking path to the Twin Arch Shopping Center which will require that owner's cooperation. We have also included more information on the pedestrian crosswalk system to be included in the Rt. 27 traffic signal design, which illustrates the latest in pedestrian safety technology at signalized intersection. In addition, refer to response #4 for additional details regarding a tunnel or bridge connection.</p>
37	<ul style="list-style-type: none"> With any new senior housing that would potentially come in to town, it would put a strain on our current Senior Center, which is already in need of renovation or replacing. I would like to see a community center and Senior Center in the Sketch plan to accommodate the new citizens from this development as well as our current citizens who should not suffer due to this development. 	<p>The Preconcept Sketch Plan density has been further reduced and the plan has been revised to include additional open spaces of various sizes that can accommodate various types of amenities. A drawing that includes examples of the types of amenities that may be provided within the various open spaces has been added to the Preconcept Sketch Plan. A clubhouse for the senior housing is an optional component that has been shown on the plan. A more detailed plan for amenities will be refined during the Concept Plan and will include additional Town collaboration. Final density and understanding associated projects costs will determine the feasibility of amenities that can be provided.</p>
38	<ul style="list-style-type: none"> Traffic assessments are vague and in my opinion incomplete as to how you are going to fix an already failing intersection. I would like to see a more comprehensive plan on how the traffic will be addressed for not only Center Street, but all the intersections that have added strain due to the Beck development. 	<p>Lenhart Traffic Consulting, Inc. conducted a Traffic Impact Analysis (TIA) based on the MDOT SHA TIA Guidelines and the requirements detailed in the Town of Mount Airy Code. The scope of the TIA was coordinated with Staff from both the Town of Mount Airy and MDOT SHA. The results of the TIA indicate that adequate roadway operation can be achieved with the recommended transportation improvements. The TIA will be included in the concept site plan submittal and must be reviewed by Town and State Staff prior to approval. Final TIA improvements and requirements are based upon final density counts approved at the Pre-Concept Phase.</p>
39	<ul style="list-style-type: none"> I would like to see the multi-purpose field constructed by the developer, we are in desperate need of parks and fields in this town already. 	<p>Multiple options for multi-use fields have been shown on both the east and west parcels. Final type, locations and details are determined at the Concept Phase and are based upon the final density approved at the Pre-Concept Sketch Plan Phase.</p>
40	<p>Key points of contention:</p> <ul style="list-style-type: none"> Too Dense 	<p>The MXD Zone permits a maximum of 7 units per acre or approximately 623 dwelling units. The plan presented at the workshop included 476 units or 5.3 units per acre, which is 76% of the allowed density. The latest plan being submitted is further reduced to 350 units or 3.9 units/acre which is only 56% of the allowable number of units.</p>
41	<ul style="list-style-type: none"> Too much Senior Housing 	<p>The 160 units of senior apartments have been converted to townhouses for non-seniors making the mix approximately 47% senior and 53% non-senior.</p>
42	<ul style="list-style-type: none"> NO walkability, which is the basis of MXD. 	<p>Refer to #27 response above</p>
43	<ul style="list-style-type: none"> Not enough usable open space, we are at a deficit for open space and parks for our citizens. 	<p>Multiple options for multi-use fields, parks, trails, etc. have been shown on both the east and west parcels to demonstrate possible options that may be implemented. Final type, locations and details are determined at the Concept Phase and are based upon the final density approved at the Pre-Concept Sketch Plan Phase.</p>
44	<ul style="list-style-type: none"> Traffic solutions very vague. 	<p>Lenhart Traffic Consulting, Inc. conducted a Traffic Impact Analysis (TIA) based on the MDOT SHA TIA Guidelines and the requirements detailed in the Town of Mount Airy Code. The scope of the TIA was coordinated with Staff from both the Town of Mount Airy and MDOT SHA. The results of the TIA indicate that adequate roadway operation can be achieved with the recommended transportation improvements. The final TIA is required to be included in the concept site plan submittal and will be reviewed by Town and State Staff based upon final density counts approved at the Pre-Concept Sketch Plan phase.</p>

45	Councilwoman Galletti	Councilmember Galletti thanked the Development Team for listening to the residents and getting rid of some of the single-family housing and adding the Senior housing.	
46		Councilmember Galletti agrees with her fellow Councilmembers that it is a little dense.	The MXD Zone permits a maximum of 7 units per acre or approximately 623 dwelling units. The plan presented at the workshop included 476 units or 5.3 units per acre, which is 76% of the allowed density. The latest plan being submitted is further reduced to 350 units or 3.9 units/acre. This is 56% of the allowable units.
47		She does not think any resident is going to say this looks great, but you are almost there, you just need to tweak it a little bit.	The team has worked very hard thus far to incorporate all of the Town and public comments. We remain committed and want to be able to execute an award winning community for the Town.
48		Councilmember Galletti agrees with the deed restricted Senior Housing. We don't want younger people moving in.	Covenants will be recorded in land records and will apply to all age-restricted units. Although they have not been drafted, the deed restrictions must be based on the Housing for Older Persons Act regulations which apply to 55+ senior housing communities (see separate document). Since there is a requirement that no persons under the age of 18 are permitted to occupy any dwelling as a permanent resident, there is no impact to schools.
49		Council member Galletti asked if there had been an impact study on Route 27 and what impact would this type of development have on Route 27?	The Traffic Impact Analysis (TIA), which will be submitted with the Concept Plan, recommends multiple transportation improvements to address the site's impact along MD 27. This must be compliant with the local and state requirements and will be reviewed by the Town at Concept Phase based upon the final density approved at Pre-Concept Sketch Plan Phase.
50		Councilmember Galletti said any study done would be really helpful. Councilmember Galletti wanted to know if it was in her packet, Mr. Wagner said it would be submitted with the APFO test at the Concept Plan. Councilmember Galletti said any study done would be really helpful. Councilmember Galletti discussed Pedestrian connectivity, you have to do something, another light may slow the traffic flow but there is no way we can have anyone crossing Rt 27, it has to be a bridge or underpass.	The East side of the property has been designed to maximize walkability by adding a commercial component, which will have the potential for a small grocery store as well as other local services. It also has a large amount of walking trails through the expansive open spaces. The east side will be amenity rich with a variety of recreation activities walkable to the active adult 55+ residents. We are also going to make best efforts to link a walking path to the Twin Arch Shopping Center which will require that owner's cooperation. We have also included more information on the pedestrian crosswalk system to be included in the Rt. 27 traffic signal design, which illustrates the latest in pedestrian safety technology at signalized intersection. Also see response #4 for possibility of a tunnel and or bridge by others.
51		Councilmember Galletti thanked Pleasants Construction for deeding the municipal green space to the town along the Rails to Trails. She would like some kind of developed fields that could be used. Mr. Wagner replied that during the Charette they got opposing views on how that space should be used. Their answer was to give it to the Town and the town can figure it out. Council member Galletti said if you made it a Fullsize soccer/ lacrosse field people in town would not disagree with that.	The Preconcept Sketch Plan density has been further reduced and the plan has been revised to include additional open spaces of various sizes that can accommodate various types of amenities. Multiple field types and sizes have been displayed to demonstrate possibilities. A drawing that includes examples of the types of amenities that may be provided within the various open spaces has been added to the Preconcept Sketch Plan. A more detailed plan for amenities will be refined during the Concept Plan and will include additional Town collaboration. Final density and associated projects costs will determine the feasibility of amenities that can be provided.
52		Council member Galletti asked about the preliminary well test, will the data be provided to Barney Quinn when it is available? Mr. Wagner said yes.	As requested by the Council, we have expedited our well improvements during the Pre-concept Phase. We are currently in the middle of MDE permitting and the new 30 day pump test as recently required by the new Town ordinance. Current pump testing results indicate water production to be better than originally expected, in excess of 120,000 gallons per day. Our proposed design demands have been between 85,000 and 100,000 GPD of water to support the development. The water demand based on the updated unit mix is approximately 85,000 GPD. Although the final results are not required to be confirmed and approved until the Adequate Public Facilities review at the Concept Phase, final 30 day pump testing results will be made available to the Town as soon as they are completed.
53		Councilmember Galletti asked what will happen if Mr. Knill says no to access from his property? Mr. Wagner said the road would move on to the Development's property. Councilmember Galletti asked if that would knock out some of the housing and buildings. Mr. Wagner said yes. Council member Galletti said that would help with the density issue.	We have included an alternative on the Preconcept Sketch Plan that shows the extension of Center Street east of Rt. 27 within the property, as opposed to on the Knill property, so that we can have the option of obtaining the ROW from the Knill's or building the road within the current boundaries of the Beck property.
54		Councilmember Galletti said there have been valid questions about the water pumping and filtration station, hopefully you will address that in your response. She added that not just because of PFAS but future contamination remediation.	See response to Comment #7.

55		Councilmember Galletti likes how they changed the open space on the eastside and the added central greens on the westside. She would like to see gazebos where it could be a meeting place, the whole purpose of MXD. Did you have that in a previous drawing? Mr. Wagner replied we can give you examples of what we can provide but we are not at that stage of design, that comes sat the concept plan stage. Councilmember Galletti said she thinks the residents would be behind the development if they could see what it is you could provide in the future. Mr. Wagner said they can do that.	In terms of amenities, the Preconcept Sketch Plan has been designed with ample open spaces of various sizes that can accommodate various types of amenities. A drawing that includes examples of the types of amenities that may be provided within the various open spaces has been added to the Preconcept Sketch Plan. A more detailed plan for amenities will be included on the Concept Plan.
56	Mayor Hushour	Mayor Hushour asked about the location of the Cultural Center. Clark Wagner pointed to it in the middle of the commercial area. The Mayor said it needs to be more defined in the plan. If it is in the westside of the project, it raises the question of walkability. If you develop the entire property on both sides of Route 27, this town will never have the opportunity again to get people from the eastside to the westside and the westside to the eastside on foot or bike. I am hoping and the Councilmembers brought it up that something needs to be depicted on your map that shows either a tunnel or a bridge. Even if it only gets us 1/2 or 3/4 of the way, we need something on a drawing to show to the State Highway and shows there is intention to put through some sort of pedestrian tunnel. A crosswalk will not work. It is very important as a town that there is walkability from East 27 to West 27 and is critical to the plan. Also, with the completion of Center Street we do not want to kill Main Street but incorporate it in the plan to make Center Street an avenue leading to Main Street.	The East side of the property has been designed to maximize walkability by adding a commercial component, which will have the potential for a small grocery store as well as other neighborhood-serving commercial. It also has a large amount of walking trails through the expansive open spaces. The East Side will be amenity rich with a variety of recreation activities walkable to the active adult 55+ residents. We are also going to make best efforts to link a walking path to the Twin Arch Shopping Center which will require the shopping center owner's cooperation. We have also included more information on the pedestrian crosswalk system to be included in the Rt. 27 traffic signal design, which illustrates the latest in pedestrian safety technology at a signalized intersection and see response #4 for the possibility of a tunnel or bridge location by others. Walkways can be added to setup for this future construction. Signage can be added to Center Street to help enhance the Main Street experience and draw.
57		For the Citizens, the Town realizes there is more going on than just what we are talking about at the table. We are concerned about the school capacity, reducing senior housing means there will be more people in other housing, we must make sure our schools stay adequate. This could be something that comes into play as Page 9 of 14 this development progresses	As we have stated before, the APFO testing is not done at the Preconcept Sketch Plan stage of review but at the Concept Plan stage. We have eliminated the senior apartments on the west side and replaced them with Townhomes and Single Family Detached homes which will be very compatible with the nearby commercial area and provide the needed density to support commercial. It has a negligible impact on the number of number of school age children projected to be generated by the overall development. Final APF approval is reviewed the Concept Phase and is based upon the final density approved at the Pre-Concept Phase. If APF cannot be met at Concept Phase, further reductions in density would be required at that time.
58		The fact of how Pleasants Development calculates population has been brought up. I recommend that Pleasants Development meet with our staff and nail down exactly what it is going to be, every development up until now has been 2.75 per unit.	The latest plan and calculation have been revised using 2.75 persons per unit for all unit types. The open space requirement of 3 acres per 100 people has been satisfied and exceeded. $350 \text{ units} \times 2.75 = 963 \text{ Population}/100 \times 3 \text{ acres} = 28.9 \text{ Acres Open Space Required}$ (31 acres are provided). We have previously submitted to the Town for consideration, a survey of local Senior housing communities which provides a rational basis for using 2.0 residents per Senior Single Family units rather than the 2.75, which is the number the Town has insisted we use. This far exceeds the expectations for senior housing (e.g., Howard County uses 1.7 for senior housing as an average persons per units, supporting a lower number; see additional data in the December survey).
59		Concerns about traffic, and I know this comes during the concept stage, but there are already issues on Route 27 and it will have to be addressed if this is to make it past the pre-concept stage.	The Traffic Impact Analysis (TIA), which will be submitted with the Concept Plan, recommends multiple transportation improvements to address the site's impact along MD 27. This must be compliant with the local and state requirements and will be reviewed by the Town at Concept Phase based upon the final density approved at Pre-Concept Phase.
60		Mayor Hushour wanted the residents to know that we have not forgotten about your concerns about the Fire Company. As Mayor and Councilmembers are aware, things are coming in the future, Harrison Leishear is looming, and we know something is going to happen there as well.	Based on the last plan submitted in December 2023, there will be a total of \$578,000 in Mt. Airy Volunteer Fire Department fees paid to the department which will provide the necessary funding to provide additional public safety services.
61		The Police Department was formed and is great but terribly expensive. We pay for quality, and we do have quality, but an increase in population means a need to increase officers. We also still need to build a Police Station.	Based on the last plan submitted in December 2023, there will be a total of \$841,500 in Public Safety Benefit Charges paid to the Town which will provide the necessary funding to provide additional public safety services.

62		We know there are impact fees and money that comes into the town because of development. We are not willing to sacrifice the small-town charm in order to get that revenue. I appreciate the fact revenues will come and as Mayor, who has been through three audits, it is getting tight. The town has spent a lot of reserve money over the last 15 years, and it is getting tighter. In order to keep everything going we have to find creative ways to get that done. Thank goodness we have the staff that gets grants and the amenities we like. I want you to know the Town Council, Planning Commission, staff and I are looking holistically at the entire town. We want this development to enhance the town, and I look forward to a time we can work together. We are just not willing to become a beltway city to get it done.	The team has worked very hard thus far to incorporate all of the Town and public comments. We remain committed and want to be able to execute an award winning community for the Town.
63	John Breeding	John Breeding-Director of Planning and Zoning- Comments and Concerns: John thanked everyone for coming. Any thoughts or questions he had were already discussed.	
64	Barney Quinn	Barney discussed the APFO study they have done, but realized they will not get in to that until the concept plan.	Final APFO adjustments will be made and submitted at Concept Phase based upon final density counts approved at Pre-Concept Sketch Plan Phase.
65		Barney discussed the tunnel and bridge option for Rt 27. The Saber Wang study done a few years back looked at a pedestrian crossing for 27 and Barney thinks the most important thing is to minimize your elevation change going south on Rt. 27 for the tunnel seems to do that, so that is where I would emphasize going that direction. In saying that, the tunnel is not only a key connection between the Rails to Trails but also for the east and west development. It would be very simple to put in several flights of stairs, but I think it is very important to make this critical Design element and make sure the grades work.	See response to comment #4 and possible tunnel and bridge locations on the revised plans.
66		Like John said, most of the other things have been addressed. One thing I have not heard discussed yet is the rate of development. Right now there is a 24 unit per year requirement in the code and you are at 470 some units. That would be a 20 year development, your plans indicate a 10 year development. I would like to know how that is going to be addressed.	§98-62 of the Town Code are the provisions authorizing the Town to enter into a DRRA. §98-62 C allows provisions broadly allowing the DRRA to include terms setting the time frame and terms for development and construction, and 2. provide such other terms agreed upon between the parties which are consistent with the Master Plan, or the approved Pattern Book. It is our goal to minimize the length of construction to reduce the impacts to the surrounding community.
67	Martina Hatley	I know we talked about entertainment for the seniors. I had a question on the apartments/ condos. Is it your intention to have apartments/condos on every level instead of having a space for the seniors to gather? Mr. Wagner said at this stage of planning we do not have the floor plans yet, but speaking about senior housing there has to be a space to gather otherwise we will not lease any units. So that program will be developed, and it will have those spaces.	In the revised plan, the Apartments have been eliminated. However, for the remaining single-family senior units, open space and amenities will be provided. See the Open Space + Amenities Precedent Boards for potential types; specific amenities will be determined in the Concept Plan and later phases. See response to Comment #51.
68		Martina Hatley asked if it was their intention to sell to individuals or corporations? Mr. Wagner said they aren't the ones selling the units, having said that none of their communities have had corporate buyers.	Response given at the workshop, however the apartments have been removed, as requested, from the plan.
69		Her next question was if the homes/ units for seniors would have Knox boxes? Pleasants said they would look into it if it was a reasonable thing for the builders to provide.	Response given at the workshop.
70		Her last question was if they would have EV rough ins or a spot in the commercial area? Mr. Wagner said it is a state requirement, but he does not know if the regulations are in effect yet.	This is a state of Maryland requirement that has not been adopted by Carroll County. The state regulation is also currently being modified by the legislature.
71	Bill Butts	Most of his concerns have been addressed by Town Council and staff. He did ask about the volume of the development to be proposed and consider, we have requirements on the speed with which we can add additional housing and this current plan far exceeds it.	It is our intention to address the pace of the development and the phasing of the development commensurate with the Developer's Rights and Responsibilities Agreement, which will follow the Concept Plan approval. We heard comments from residents that they do not want the Construction of this project to drag out for an extended period of time, however we must responsibly add the units into the Town.
72	Brian Bieda	Brian Bieda suggested for the future of the town that Rt 27 be widened to 4 lanes with dedicated right turn lanes. The wider part should start at the end of Main Street at the Harrison Leishear intersection. Mr. Bieda explained how whenever there are town events or activities at the school everything gets backed up. Two lanes going each way will allow people to get in and out of town better.	Lenhart Traffic Consulting, Inc. conducted a Traffic Impact Analysis (TIA) based on the MDOT SHA TIA Guidelines and the requirements detailed in the Town of Mount Airy Code. The scope of the TIA was coordinated with Staff from both the Town of Mount Airy and MDOT SHA. The results of the TIA indicate that adequate roadway operation can be achieved with the recommended transportation improvements. The TIA will be included in the concept site plan submittal and will be reviewed by Town and State Staff. Final improvements will be based upon the final density approved at Pre-Concept Phase.
73		He asked Mr. Driban if the traffic study was in December 2023 and Mr. Driban said yes. Mr. Bieda asked if it was the most current study and Mr. Driban said yes.	Response given at the workshop.

74		Mr. Bieda asked if the grade was a D or D-. Mr. Driban did not have the results with him. It did include any background development and they coordinated the scope of the study with town staff and the SHA.	See response to comment #76.
75		Mr. Bieda asked if they measured the traffic volume, Mr. Driban said yes. The traffic study starts with existing counts at the intersections and that is based on the data collected in December 2023. The updated data includes the tweaks to the sight plan and the changes to senior housing.	Response given at the workshop.
76		Mr. Bieda asked if the traffic study took into account the ratio of seniors taking trips and the commercial area? Mr. Driban said the traffic study will account for all of that, the specific methodology that the state uses for determining the amount of traffic whether it is residential or commercial, the study will account for all of that.	Response given at the workshop.
77		Mr. Bieda asked if he considered a D to be a passing grade? Mr. Driban replied that it depends on the site. The state has specific guidelines, and they consider A-D to be acceptable. The town's methodology for intersections is not controlled by the state. The Town's intersections need to be between an A-C.	Response given at the workshop.
78		Mr. Bieda asked if the traffic study took into account the ratio of seniors taking trips and the commercial area? Mr. Driban said the traffic study will account for all of that, the specific methodology that the state uses for determining the amount of traffic whether it is residential or commercial, the study will account for all of that.	Response given at the workshop.
79	Steve O'Malley	Mr. O'Malley said the project is being developed as mixed use and part of the mixed use is walkability, you cannot develop it without a tunnel or bridge to cross Rt. 27.	See response to Comment #4.
80		Also, when you have mixed use, you want options for people when it comes to food. One of the most common things people want to walk to is grocery stores. I do not know if there are any plans in the commercial area for a grocery store or trail access to Weis. People need to be able to walk to these things to make a vibrant community.	We have talked with representatives of a small grocery store who have expressed an interest in locating a new store in Mt. Airy, specifically in the commercial area on the eastern side of the property.
81		Also the percentage of Senior housing is not balanced enough, still too high. You want to avoid tipping it too much in one direction.	The plan has been revised to eliminate the Senior Apartments so that the mix of senior housing the non-senior housing is approximately 53% non-senior and 47% senior housing.
82		The open space, I am still concerned there is not enough, and we are also looking at the quality of the open space. Whether it is providing indoor recreation center, community center, sports fields, parks, playground or water play areas. You have to be careful with your parking if you are going to create these places. You have to make sure the streets are wide enough.	In terms of amenities, the Preconcept Sketch Plan has been designed with ample open spaces of various sizes that can accommodate various types of amenities. A drawing that includes examples of the types of amenities to be provided within the various open spaces has been added to the Preconcept Sketch Plan. A more detailed plan for amenities will be included on the Concept Plan. Street sections must comply with Town standards.
83		With additional Senior housing you will have an increase in Fire and Rescue calls.	Based on the last plan submitted in December 2023, there will be a total of \$578,000 in Mt. Airy Volunteer Fire Department fees paid to the department which will provide the necessary funding to provide additional public safety services.
84		The other thing is, and I don't know if there are plans for now, but in the future, we need to upgrade the water treatment facility. There needs to be an escrow account with the town for future developments and this one to contribute to.	The town requires the developer to pay sewer connection charges and expansion charges, which based on the plan submitted in December of 2023 will be in excess of \$1.5 million dollars.
85	Kim Buynak	With all of the building on Rt 27 there needs to be some sort of retain wall/ noise buffer. I don't want any 95 or 70 ugly wall, I am talking about a line of trees, something that is eliminating or muffling the sound.	We are maintaining an Open Space area along each side of Route 27 to retain existing trees (many of which are in the Right of Way for Rt. 27). Additional tree buffer will be added as needed when the Concept Plan is prepared and submitted.
86		Rt 27 is already busy enough and we are talking about an additional 400 and some units. There is going to be a lot more traffic coming in to Mount Airy. I also had a comment about widening Rt 27 prior to this development. It is already congested and can take a ½ hour to get up and down Rt 27. Twin Arch from Century gets backed up to the bridge, if you are expanding Century Drive to the Beck Property you will be causing even more back flow into the town.	The Traffic Impact Analysis (TIA), which will be submitted with the concept site plan, recommends multiple transportation improvements to address the site's impact along MD 27.
87		In the survey, if you actually paid attention to the survey, the survey's most important thing and what they least desired were apartments and condos. They want more single-family homes, this plan is too dense, we do not need the apartments.	The Apartments have been eliminated.
88		The senior living needs to be deeded at 62 or higher.	Covenants will be recorded in land records and will apply to all age-restricted units. They will be based on large part on the Housing for Older Persons Act regulations which apply to 55+ senior housing communities (see separate document). Since there is a requirement that no persons under the age of 18 are permitted to occupy any dwelling as a permanent resident, there is no impact to schools.

89		The parking overflow, there is no extra parking overflow. I live in a townhouse community, and we have one extra space, and it is still crowded. If you have seniors having family over, you are talking about having a lot more cars coming in to park. They should not have to park in the commercial area as that is deeded to the commercial area and not the homes.	Unlike typical suburban development, there is an abundance of parking provided in the plan. In addition to the parking provided on the residential lots themselves, in 2-car garages and/or on driveways (sometimes both on one lot), on-street parking is also provided. On-lot parking per lot will meet or exceed will meet or exceed the Town requirements. Also, see note about benefit of alleys in the Response to Comment #17.
90		Furthermore, our fire department already receives 240 calls a month from Lorien. An increase in senior housing is going to put major stress on the fire department, they are already subbing out calls to surrounding towns.	Based on the last plan submitted in December 2023, there will be a total of \$578,000 in Mt. Airy Volunteer Fire Department fees paid to the department which will provide the necessary funding to provide additional public safety services.
91	Heather Wallace	1. Do the water projections include the commercial space, or just the homes? Ron Thompson replied they are using the town approved water rates for the homes and commercial area.	Response given at the workshop.
92		2. On Beck East the sloped area that is wooded, what is the slope of that? Ron Thompson replied less than 25%.	Response given at the workshop.
93		3. The 3 and 4 story buildings, what is the height? Clark Wagner said less than the maximum height. Ms. Wallace asked, "What is the maximum height?" Clark Wagner said 40 feet.	Response given at the workshop. Apartments have been removed.
94		4. Are the commercial buildings 1 or 2 stories? Ron Thompson said only 2 of the commercial buildings are 2 stories.	Response given at the workshop.
95		The single-family homes are about 7% of the total units and the lot sizes are about 1/2 the size of the surrounding area, not in harmony.	We have modified the plan to include more single family detached homes and we have eliminated the apartments. The Preconcept Sketch plan is harmonious with surrounding neighborhoods, exemplified by the Wildwood Park senior housing neighborhood, which is located nearby and has lots that are 3,500-5,000 square. Existing lots along Carroll & Frederick Avenue, also directly adjacent to the property, have sizes similar to those proposed. In addition, the Twin Arch Crossing and Windy Knoll townhouses, located directly adjacent to the property, have home sizes that are also similar to those proposed for Mt. Airy Crossing. While these existing neighborhoods have a homogeneous housing type, Mount Airy Crossing will have a unique mix of housing types as required by the MXD Zone. The is a rich diversity of housing types in the plan, including several types of townhouses and single family homes on the west side and four types of senior homes on the east side. This diversity is what the MXD Zone is intended to achieve. Balance is achieved by having a variety of housing types, lot sizes, and price points that appeal to a diversity of households - singles, young married professionals, families w toddlers, w school age kids, no kids, active adults, married and single seniors, etc. Mount Airy Crossing offers this balance, regardless of whether the home is lived in by a senior or not.
96		Also, on the West side you have a really odd mix of single-family homes and multi-family or town homes, that would need to be fixed.	See above note regarding balance (#95)
97		The traffic study has a lot of language about assumption. It even says it is assumed no major diversions are expected. How are you measuring that? How are you saying these improvements are going to fix the problem? I don't want an answer now, it will eat up my time.	The Traffic Impact Analysis (TIA) was conducted based on the requirements of MDOT SHA and the Town of Mount Airy and the assumptions detailed in the TIA will be reviewed by the transportation experts in the respective agencies at the time of formal submission.
98		Also are you looking at the impact of Center Street and Main Street? I see a lot of intersections, but I think when you connect Center it is going to impact Main Street.	The study intersections included in the traffic study were determined through a thorough scoping process with both MDOT SHA and the Town of Mount Airy. The trip distribution for the proposed development and the impact of the Center Street connection will be reviewed by the transportation experts in the respective agencies at the time of formal submission.
99		On the West side the 3 acres for the town I do not see parking. I am curious where would people park if it is turned into a field?	The revised illustrative plan (again, now) shows options for fields, parking, and/or a Community / Rec Center. Ultimately, as requested previously, the Town will self-determine the layout for this area.
100		In general across the whole development parking is a concern. Seems like people would have to do a lot of street parking like we see in other communities like this, it is aesthetically not good and would be a problem for snow removal.	Unlike typical suburban development, there is an abundance of parking provided in the plan. In addition to the parking provided on the residential lots themselves, in garages and/or on driveways (sometimes both on one lot), on-street parking is also provided.
101		I have the same comments about senior house, too much on the East side and detached from the West side.	See above note regarding balance (#95)
102	Ralph Ghent	1. Comment - The maps do not show the fidelity of required information as did the previous two submissions. Evidence of this is seen in lack of Open Space info and showing only lots for attached units when clusters were previously offered.	An accompanying plan was provided showing all of the Open Space being provided for the development. The proposed Open Space exceeded the Open Space of 3 acres/100 population. It includes preservation of forested areas including passive recreation (as noted in Master Plan update as being desired by many town residents, creation of parks/gathering areas for residents, smaller areas among the housing units to "breakup" the massing of them) and a parcel that can be used by the Town for the construction of a multipurpose field. The proposed Open Space is consistent with input from the public at the charrette and workshops. The public expressed a desire to preserve forested areas which the plan accomplishes.

103	A. Per Code 98-23.C. - Required open space/recreation areas to be dedicated. All concept plans, preliminary plans, final plans and record plats shall set forth and clearly delineate:	Correctly stated that all of these items are provided being with the Concept Plans. This is the Preconcept Sketch Plan and all these items are shown at the start of the Concept Plan when the Preconcept Sketch Plan is approved.
104	1. The total gross area of the lot or parcel; Not Shown	The Gross Area of the property is 90.95 acres and was shown in the accompanying fact sheets that were submitted for the workshop. To be added to the plan sheets
105	2. Environmental resource area (defined as: The area of a site that includes wetlands and submerged areas, slopes of 25% or more and the historical floodplain. These areas are considered unbuildable land. Not Shown	These areas were deducted from the Gross Area to arrive at 88.94 acres. The information was in accompanying fact sheets that were submitted for the workshop. To be added to the plan sheets
106	3. Net developable acreage; Not Shown	The Net Developable acreage is 88.94 acres. This was shown in the accompanying fact sheets that were submitted for the workshop. To be added to the plan sheets
107	4. The boundaries of designated open space; Assuming it is all the green-shaded areas??	The boundaries for Open Space were provided in the accompanying Open Space exhibits that were submitted for the workshop. They have been updated and re-submitted.
108	5. Recreation areas; None depicted?	The requirement for the Preconcept Sketch Plan is to show Open Space areas that can be used by the Town for recreation such as a multipurpose field. The recreational program for open space areas will be determined at the Concept Plan stage.
109	6. Stormwater management facilities; and Not Shown	Stormwater Management Facilities were listed on the submitted plans. Those items will be shown on the Environmental Resource Plan. Please note that it is only after approval of the Preconcept Sketch Plan that geotechnical testing for stormwater management facilities can begin. A symbol will be added to the Preconcept Sketch Plan indicating the location of SWM facilities.
110	7. Green space. - (defined as: Open space maintained in a natural, undisturbed or revegetated condition, but could or should include a walk path or bike path to encourage connectivity and promote an added benefit throughout.) Not Shown	Green Space is shown on the Concept Plan once the Preconcept Sketch Plan has been approved.
111	B. Per Code 112-37.2.H, there's a limit on the number of attached dwellings (i.e. clusters). Yet the current West side maps omit depicting dwelling unit clusters and only depict lots.	Revise graphics to show buildings and to convey no more than 6 TH in row
112	Remedy?: Submit new maps which follow the previous two map formats re: clusters and add the required Open Space info, per code, for "preliminary plans." Pre-concept plans are regarded as preliminary plans.	Revise graphics to show buildings and to convey no more than 6 TH in row
113	2. Comment: West side - The 20 front-loaded town homes just north of the swim club are not in harmony with the adjacent play area and pool deck of the existing swim club. Those town home residents will overlook those play areas and pool deck. Keep in mind that during the summer, this pool is VERY active in the early morning (e.g. 6am) with a full day of swim team competition. Heavy attendance and high noise levels (infrequent official whistles) doesn't seem compatible with building nearby residential units within a required 50-ft buffer of the swim club property.	See above response (#23). Existing tree lines along the property line have been retained.
114	Remedy?: Any units along that area north of the Swim Club need greater buffering/distance from the Swim Club property.	See above response (#23). Existing tree lines along the property line have been retained.
115	3. Comment: West side - I have concerns about the buffer areas depicted between the apartment buildings and other dwellings. My concerns arise from insufficient buffer space - space that will be necessary to accommodate and hide exterior facilities such as dumpsters and HVAC units. All that depicted buffer space between apartment buildings and other dwelling units is calculated as Open Space, yet, these buffer areas will actually be housing exterior facilities.	The apartments have been eliminated from the plan.
116	Remedy?: Ensure any map revision(s) allow for these extra exterior facilities and don't include those areas as Open Space.	Exterior facility options shown to demonstrate possibilities. Final open space selections and details to be determined at Concept Phase based upon final density approved at Pre-Concept Phase.
117	4. Comment: East side - There is an opportunity to add walkability on the East side with a north-south path from the proposed housing to the Twin Arch Shopping Center. The benefits of such a path are obvious. I do recognize the terrain poses a challenge to installing such a path, but this added path was mentioned in the Public Hearings and makes abundant sense for these residents to get to that shopping or attend events at the Fairgrounds.	See above response (#56)
118	Remedy?: Add a walking/biking trail from the East side residential area to the Twin Arch Shopping Center.	See above response (#56)

119		<p>5. Comment: East side - The large central Open Space area on the East side is to be dedicated/deeded to the Town and can be used by the general public. To enjoy that large area and prevent visitors from encroaching into residential parking areas or parking along the perimeter road around that area, the Applicant must add additional parking along that perimeter road. This can possibly be "eyebrows" which allow a series of short additional lanes with 6-8 parallel parking spots interspersed around that perimeter road. This not only affords non-resident parking for visitors of that large Open Space, but it also affords guest/overflow parking for community residents.</p>	<p>Exterior facility options shown to demonstrate possibilities. Final open space selections and details to be determined at Concept Phase based upon final density approved at Pre-Concept Phase. The intent is to have ample on street parking available for guests to park. Final parking requirements will be based upon final density, however space is available to accommodate.</p>
120		<p>Remedy? Redesign that perimeter road around that large East side Open Space to afford multiple vehicle parallel parking for visitors and resident guests/overflow.</p>	<p>See above response (#119).</p>