

1 GENERAL GROWTH PROPERTIES, INC.

2

3 COLUMBIA, MD

4

5 COMMUNITY FORUM

6

7 TRANSIT AND TRANSPORTATION

8

9 The above-mentioned Community Forum was held
10 on Wednesday, May 7, 2008, commencing at 7:00 p.m. at
11 General Growth Properties, 10275 Little Patuxent Parkway,
12 Columbia, Maryland 21044, before Paula J. Eliopoulos,
13 Notary Public.

14

15 PRESENTERS: Matt McKibben

16 Marty Wells

17 Kevin Sitzman

18

19 MODERATOR: GREG HAMM

20

21 REPORTED BY: Paula J. Eliopoulos

1 PROCEEDINGS

2 MR. HAMM: Thank you very much for coming
3 this evening. We'd like to begin tonight.

4 I wanted to -- the issue that we will be
5 discussing tonight is transit and transportation. I
6 did want to confirm that we have agreed to once again
7 have fire works posted here on the Fourth of July, and
8 we'd like you to withhold any fire works until the
9 Fourth of July.

10 So -- and I'm sure with everyone's
11 commitment to civility, that will be the case.

12 But thank you for coming. It's a very
13 important topic, obviously. It's something that we
14 have spent a great deal of time on. We will -- that I
15 think will be clear as the evening goes on.

16 Tonight, as last night, I think we'd like
17 to have the presentation last about an hour, and then
18 make sure there's at least an hour for questions and
19 answers.

20 And hopefully we'll address everything
21 that is on your mind. We'll have questions from the

1 audience, as well as those handed in from cards.

2 Our website is soon to receive questions,
3 if it does not already, and we will be happy to take
4 them as things continue to progress in the coming 45
5 to 60 days.

6 I'd like to begin tonight by -- we're
7 going to start with ARUP's presentation. ARUP is an
8 international firm operating in 36 countries, focusing
9 on sectors of building -- on the sectors of buildings
10 infrastructure and consulting.

11 They have been undertaking transportation
12 planning in North America for the last fifteen years
13 with teams in New York, Toronto, Chicago and San
14 Francisco.

15 Recent projects have included the Second
16 Avenue Subway in New York, a BRT plan for public
17 transit for City of San Jose, optimizing pedestrian
18 flows at Toronto's Union Station, an extension of the
19 Bart system in the San Francisco Bay area.

20 And recently they worked with General
21 Growth on the renewal of the Ward Center project in

1 Honolulu.

2 They have been recognized internationally
3 for integrated sustainable solutions, and have a
4 particular skill in areas related to transit and
5 transportation.

6 Speaking tonight and working on our
7 project is Matt McKibben. And Matt comes to us with
8 experience in master planning, transit planning,
9 pedestrian and cycle network planning and
10 transportation demand managements.

11 He's worked across the U.S. as well as
12 Australia and the Middle East. He, too, is involved
13 with us on our Honolulu project, and worked recently
14 on the trans-Bay terminal, a new hub for high speed
15 rail and local transit in San Francisco.

16 He's also worked in Monaco on bus rapid
17 transit and Australia in BRT.

18 So we're delighted to have him on our
19 team. And we will have Matt present, and he will be
20 followed by Marty Wells and Kevin Sitzman of Wells &
21 Associates, whom I will introduce prior to their

1 presentation.

2 So with that, I'd like to welcome Matt
3 McKibben to Columbia.

4 MR. MCKIBBEN: Thank you, everyone. It's
5 a real pleasure to be here to start this dialogue with
6 you tonight on how Columbia can evolve into a transit
7 friendly neighborhood, and support the use of
8 alternate modes into the future.

9 We've been brought onboard relatively
10 recently to begin this discussion and to inform the
11 master planning team on exactly how Columbia can
12 improve over time to become a truly transit friendly
13 area.

14 To begin, I thought I'd give you an
15 overview of some of the objectives that we decided to
16 bring to the table to help the master planning team
17 come up with their future plan for the Town Center.

18 To begin with, we wanted to make sure that
19 walkability is at the center of the town plan.

20 We also need to insure that the need to
21 travel elsewhere is very much reduced, making sure

1 that the residents of Columbia don't need to travel to
2 Baltimore and Washington to reach their services and
3 employment.

4 We want to improve local connectivity,
5 making it easier for people to get around from the
6 Town Center to the villages by every mode including
7 walking, biking, transit and driving.

8 We want to manage the impacts of growing
9 travel demand, which can be particularly successful by
10 reducing peak congestion.

11 And by doing this, we hope to improve the
12 environmental quality of Columbia. Less vehicle miles
13 traveled per capita will reduce the greenhouse gases
14 and also the other environmental impacts of
15 transportation.

16 So to step back into history for a moment.
17 Many of you would know that Jim Rouse was the urban
18 visionary who planned Columbia in the '60s. He
19 planned a complete city that was vibrant and self
20 contained by a rapid transit network that would allow
21 people to get around very easily.

1 As you can see here on the left, he
2 actually planned for buses to run right through the
3 enclosed mall. This is a fairly interesting concept
4 and not one we're bringing to the table tonight. But
5 it shows that Jim was very much of the mind that
6 accessibility was central to the concept of Columbia.

7 Now, here is the original Rouse Master
8 Plan overlaid on today's street network. We can see
9 here the village is shaded in gray. Each a walkable
10 distance to their village center.

11 You can see in the dotted white line the
12 bus rapid transit network that he planned, which links
13 village centers to each other.

14 Surrounding that was a band of medium
15 density development, which would support the ridership
16 on the bus rapid transit line.

17 Now, unfortunately for Columbia, much of
18 this plan did not come to fruition, and it developed
19 into a fairly discrete number of neighborhoods that
20 were not necessarily as well connected as they could
21 have been.

1 single occupant vehicles, meaning people driving
2 alone.

3 We have also nine percent here as compared
4 to 83 percent driving alone, we have 9 percent who car
5 pool and only two percent in transit.

6 At the regional level we can see how this
7 compares to Baltimore and Washington. You can really
8 see that Columbia sticks out as an area that drives a
9 lot, and perhaps does so because of the options which
10 it has at the moment. We hope to change this.

11 So, an overview of the transportation
12 strategies that we're proposing for the Columbia Town
13 Center. First of all, at the heart, we want to create
14 a transit line and a walkable town center.

15 We want to maximize the potential for
16 walking and cycling. We want to provide a viable
17 choice of attractive transit options.

18 We want to employ a number of
19 transportation demand management strategies that will
20 help take the peak off the peak hour and make it
21 easier to get around.

1 And we also want to mitigate the effects
2 of auto traffic, doing it in a way that is compatible
3 with the future urban character of the Town Center.

4 This is a long term plan, so we've
5 structured our responses to that over two different
6 phases, the short to medium term and the medium to
7 long term.

8 In the short to medium term, as I
9 mentioned, the very first item is to start building
10 that walkable downtown.

11 We're seeing all over the country that
12 there are -- there's a successful recipe for transit
13 line development. These are known in the industry as
14 the three Ds. That's density, diversity and design.

15 And by that I mean, density of households,
16 so that people can walk to the local transit stops.

17 Diversity in terms of services and
18 employment nearby to their home.

19 And design, meaning that the street
20 network is designed for pedestrians and gives them the
21 priority that they need.

1 These are graphs that illustrate data from
2 the 2000 census in the San Francisco Bay area, but
3 similar graphs can be found around the country.

4 I want to illustrate how that will be
5 achieved. On the left here we have a rendering of the
6 proposal market square phase of the development.

7 Here we can see the attention to detail
8 that's been given in giving pedestrians a priority on
9 the road network, wide sidewalks, crosswalks and
10 narrow streets.

11 We also have a fine grained network for
12 them to walk through, which makes it easier to reach
13 the places that you want to go faster.

14 And consequently that process distributes
15 the traffic, which makes it more pleasant environment
16 to walk in. We have diverse uses and increased
17 density also within the Town Center, which those are
18 the two Ds.

19 It's interesting to look at the scale of
20 Columbia Town Center. This blue arrow shows a ten
21 minute walk from the first place of the development,

1 which is approximately a half a mile.

2 It shows that it's an easily walkable
3 scale for many people. And this will help reinforce
4 the mixed use character.

5 Moving on to walking and cycling in more
6 detail. Obviously these are keys to the success of
7 the transportation strategy.

8 Looking at links to the Town Center,
9 there's a number of opportunities, we believe, to
10 better link the surrounding villages with Town Center.
11 These would include off street parks and also a
12 boardwalk to make those connections. These would be
13 of use to residents of Columbia not only to shop, but
14 also to reach employment and also for recreation.

15 In doing so, they manage to take advantage
16 of the beautiful environment and improve their active
17 travel options.

18 Downtown, as I mentioned, we have the fine
19 grained street network that makes it a permeable area
20 that is easy to walk through. We have new sidewalks
21 and crosswalks throughout the Town Center in which the

1 pedestrian will be the first priority.

2 On the cycling side, we have a number of
3 options including bike lanes, bike paths, bike parking
4 and also signage.

5 The actual solution for each street will
6 be determined when considering the role that that
7 street plays in the cycle network.

8 But, for example, the bike lane -- the
9 bike path, excuse me, on the left here is on Little
10 Patuxent Parkway, reflecting the higher traffic
11 volumes of that street.

12 Within the downtown, it may be more
13 appropriate to have a shaded traffic line, illustrated
14 by this bike arrow.

15 General Growth is not the only partner in
16 the success of the future Columbia Town Center.

17 Coupled with them are the Columbia
18 Association, Howard County residents and businesses.

19 We believe that all these partners have an
20 opportunity to come together to improve travel options
21 in Columbia through the form of the Transportation

1 Management Association.

2 This would be a non-profit group which
3 would further the cause of alternative transport
4 options in the Town Center and provide a single point
5 of information for residents and employees.

6 So it's known that there's a couple of
7 successful examples of this in the region through the
8 commuter connections program which is focused on
9 Washington and also a little closer BWI Business
10 Partnership.

11 We would have the opportunity to work with
12 these organizations to see what has worked, what
13 hasn't worked and take the success and apply it to
14 Columbia.

15 One of the first initiatives which we'd
16 like to get started is a downtown shuttle bus. These
17 have been shown to be particularly successful at
18 reducing traffic in Town Centers by allowing people to
19 park once and then either walk or take shuttles to
20 their other destinations downtown.

21 This system would go on the existing links

1 that have already been built with the community
2 college just down the road.

3 Here's the concepts for how this might
4 work. What we've shown here is a figure 8 pattern
5 that can be expanded as the development phases
6 progress.

7 The stops shown in red would be situated
8 every couple of blocks and would be integrated with
9 the local Howard County route bus stops and also
10 parking garages to facilitate easy transit.

11 I've also shown here the blue link up
12 through the side which we want to improve and make it
13 a real success to link Howard County General Hospital
14 and also the community college with downtown,
15 recognizing the importance of these two trip
16 generators.

17 Now, looking slightly outside of the Town
18 Center, Howard Transit provides obviously bus options
19 for travel to the remainder of Columbia.

20 General Growth is in a limited capacity
21 to improve Howard Transit routes on their own. And,

1 again, the Transport Management Association would be
2 an ideal vehicle to provide improvements where they
3 are required.

4 Potential improvements could include new
5 bus routes, high frequency services, discounted
6 transit passes for employees and residents, improved
7 stops and service information.

8 Just to get the conversation started, we
9 took -- had an attempt at looking at what Jim Rouse's
10 original vision for transit connectivity in Columbia
11 would look like today.

12 This sort of a link, as we've called it, a
13 village connector, would link the villages with a
14 fairly direct bus route, which would have the
15 advantage of improved travel times.

16 This is one idea, and we look forward to
17 discussing this further with the community and the
18 town transit.

19 Columbia has a functional transit center,
20 but we think that there's a great deal that could be
21 done to improve it.

1 It suffers from lack of weather
2 protection, infrequent services, lack of coordination
3 and lack of information. It's likely that the transit
4 center could be relocated as part of the
5 redevelopment, and we look to improve the facility as
6 soon as possible as part of that program.

7 Some of the features that we'd like to see
8 in the transit center would include a transit
9 information booth, for example, so that there's
10 someone that you can talk to to buy tickets or to get
11 service information.

12 We'd like to have adjacent cafes and
13 convenience stores to provide eyes on the street, to
14 improve security and also provide convenience for
15 customers.

16 We'd like to see dedicated park and ride
17 facilities so that it's easy to drop off someone in
18 the morning to transfer to the bus. And, of course,
19 expansion of the next bus, real time information
20 program that Howard Transit already does.

21 We've looked at a couple locations for the

1 location of the transit center, and actually came back
2 to pretty much where it is right now.

3 The benefits of this location are that
4 it's very easily accessible to the regional road
5 network. It's very close to one of the very dense
6 areas of downtown. It's also very close to the mall,
7 as a peak trip generator in Town Center, and only five
8 minutes walk down to Merriweather Post.

9 You can see that pretty much all of the
10 Town Center is within ten minutes walk of the transit
11 center. Not to say that there wouldn't be other stops
12 within the Town Center, but this would really be the
13 hub where the shuttle, where Howard Transit and
14 regional bus services would all converge.

15 Transportation demand management
16 strategies have proven to be a very effective way of
17 getting people out of their cars, particularly at peak
18 hours.

19 Strategies which are often instituted by
20 employers include discounted transit bus passes, car
21 pools and facilitating ride share, priority parking

1 for car pools, and sometimes rent by the hour car
2 share organizations. These can typically reduce
3 travel demand by ten percent at peak hours, which is a
4 significant savings, and will improve congestion
5 significantly.

6 Medium to long term, there's a couple of
7 other things, which I'd like to run over.

8 Most importantly, General Growth has a
9 commitment to continue to provide improvements to the
10 Town Center to the same quality that we heard on the
11 April 28th discussion.

12 This includes wide sidewalks, attention to
13 the pedestrian scale, those type of aspects.

14 By providing more density, more people, at
15 least, that is residents and employees within
16 downtown, we also provide the start of a strong
17 transit mode to Columbia. Currently there's limited
18 potential for expansion of transit services simply
19 because the land uses don't support it.

20 We believe that Columbia will be a very
21 attractive component of the regional transit network

1 to operate as much as the MTA and other extensions, of
2 which I'll discuss a couple now.

3 There are a number of options for linking
4 Columbia better to the regional transit network.
5 Options that have been discussed include better
6 computer bus routes or bus rapid transit, light rail
7 and also metro rail.

8 For all of those options, General Growth
9 would support the expansion of regional transit
10 through the Transport Management Association, through
11 the expansion and improvement of the transit center,
12 and also provision of dedicated right of way where
13 that's possible.

14 Looking here at how that might look. We
15 see a number of bus routes which are easily
16 implementable over the short term. This could include
17 links to Ellicott City, Baltimore, D.C. and other
18 destinations as required.

19 While those bus services often exist in a
20 skeleton form today, by providing an improved Town
21 Center with the diversement of uses at relative

1 densities, we believe that the bus services will be
2 able to operate throughout the day and also
3 importantly in both directions, to reduce the travel
4 demand coming into Columbia associated with future
5 employment.

6 I'd also mention the buses may not be what
7 they used to be. These days it's increasingly common
8 to see wide-line buses, the segregated priority so
9 they can move through traffic quickly, and also to see
10 innovative fuel technologies such as diesel, hybrids
11 and compressed natural gas. These are all of the
12 options for an improved regional bus rapid transit.

13 In 2002, there was a long term route plan
14 done for Baltimore by a group of prominent community
15 leaders. This includes a significant infrastructure
16 program which would be rolled out over 40 years. The
17 key to this discussion tonight is the plan to link
18 Columbia Town Center to BWI Airport with stops at
19 Columbia Town Center, Merriweather Post, Owen Brown
20 Village, Broken Land Parkway with the park and ride,
21 and also Columbia Gateway before moving on to the Marc

1 Station at Dorsey and BWI.

2 Looking at what that might look like on
3 the ground in Columbia, this would mirror the corridor
4 that we had already proposed to develop as a bus rapid
5 transit, which really would strengthen that corridor
6 and provide the impetus for the extension.

7 It would generally travel down Broken Land
8 Parkway before transferring to a route on New Columbia
9 Gateway and on to BWI Airport.

10 There's also been a number of discussions
11 in recent times about connecting the Washington Metro
12 to BWI Airport, and more importantly tonight, to
13 Columbia.

14 There's been a recent report released
15 which looks at the number of options to link the
16 airport to Washington via Columbia, and those are
17 shown on the screen here.

18 The report notes that there are challenges
19 in implementing this and that there are significant
20 costs.

21 However, it's clear that Columbia is on

1 the radar and it will receive improved transit in one
2 form or another to provide improved linkages to
3 Washington D.C. and Baltimore.

4 To summarize tonight, I'd thought I'd run
5 over the major elements of the connectivity plan and
6 how we see Columbia evolving in the future.

7 At the local level, we can start off with
8 the downtown shuttle shown in blue, which connects all
9 parts of the downtown also with the Howard Community
10 College and General Hospital.

11 We have some sort of improvements to the
12 Howard Transit network. We're not quite sure what
13 that may be, but it's illustrated conceptually here
14 with the red diagrams, the village connector concept.

15 We have bus rapid transit options shown in
16 green which are an easily implementable solution and
17 which will continue to provide value over time,
18 serving the diverse trip destinations across the
19 region.

20 Also have the potential for future routes,
21 linking Columbia to BWI Airport.

1 And stepping out and looking at the
2 region, I would say this network of bus and rail, we
3 have the potential for, as I mentioned, the metro
4 extension to BWI.

5 We also have read that there is a proposed
6 improvement to improve the Marc line to make it more
7 of an urban shuttle with vastly improved service.

8 I guess the key point here is that
9 Columbia will be served by a range of transit options
10 which will improve connectivity throughout the region,
11 and provide strong input and road change to other
12 options apart from the car.

13 And this is a key part of the success of
14 the future transit to the Town Center and efforts to
15 reduce congestion.

16 I'm going to conclude there and hand back
17 to Greg and we'll discuss some of the traffic
18 elements. Thanks.

19 MR. HAMM: Thank you very much, Matt.

20 I received a note -- I didn't see Delegate
21 Bobo on my way in, but Delegate Bobo is with us

1 tonight. I'd like to acknowledge her.

2 As is Councilwoman Mary Kay Sigaty. Thank
3 you both for coming. Our website does now take
4 questions and comments. We've also posted last
5 Monday's presentation on the website, which is
6 available now, as well as videos and transcripts of
7 many -- just about all of the other presentations, if
8 they are not up there yet, they will be very soon.

9 I would now like to introduce Marty Wells
10 of Wells & Associates, who I had the pleasure of
11 working with over the years. Marty has over 30 years
12 of experience in traffic, transportation, transit,
13 parking, pedestrian planning and engineering.

14 He almost has as much experience in those
15 fields as I do years. But that's between Marty and
16 me.

17 He's worked for a private real estate
18 developer, Federal, State, Local and Public Agencies
19 and institutions in 30 states and overseas.

20 The National Trust for Historic
21 Preservation Main Street Program, for numerous small

1 and medium sized downtowns. He's a professional
2 engineer registered in 17 states and the District of
3 Columbia.

4 He has his Master of Science and Civil
5 Engineering from Carnegie Mellon University in
6 Pittsburgh and his Bachelor of Science from Wayne
7 State in Detroit.

8 And Marty is a very practical thinker, and
9 it has served him well as well as the communities in
10 which he's been involved.

11 And I'm delighted to have him on
12 our team. Welcome, Marty Wells, please, to Columbia.

13 MR. WELLS: Thank you for that kind
14 introduction. It's good to be with you, Greg, and
15 it's good to be with you.

16 Tonight I'd like to spend a few minutes
17 speaking on the topics of today's traffic situation,
18 the traffic challenges that we face in implementing
19 the shared vision for Columbia Town Center and how we
20 propose to meet those challenges.

21 I'm going to speak further on two central

1 tenants or foundations of our plan. And that is the
2 benefits of compact mixed use development. I think
3 it's hard to overstate that, and I'd like to speak in
4 greater detail about the benefits of connective
5 networks.

6 With regard to today's traffic situation,
7 this image shows the existing streets in Town Center.
8 And as most of us know, Town Center street network
9 relies on relatively few, relatively big, arterial
10 streets.

11 Route 29 is the link that connects Town
12 Center with Baltimore to the north, Washington to the
13 south. Within Town Center, the road system is
14 composed of Little Patuxent Parkway, Governor Warfield
15 Parkway and Broken Land Parkway, the big three.

16 There are relatively few collector
17 streets, and the mall inner and outer ring road and
18 parking lot drive aisles essentially function as local
19 streets.

20 Characteristic of Town Center are two
21 interchanges which control access to Town Center from

1 Route 29. There's the interchange up at 175 which
2 becomes Little Patuxent Parkway, and the interchange
3 down at Broken Land Parkway, with 29 to the south.

4 There are three significant bottle necks
5 that control the volume of traffic that can enter and
6 exit Town Center, and they are Little Patuxent Parkway
7 at Governor Warfield Parkway at the north end, Little
8 Patuxent Parkway and Broken Land Parkway near the
9 mall. And near the south end of Town Center is Broken
10 Land Parkway and Hickory Ridge Road. These are the
11 funnels, the bottle necks for which the majority of
12 traffic enters and exits Town Center.

13 The County also recognizes what is termed
14 by legislation constraint facilities. There are three
15 intersections along the Little Patuxent Parkway which
16 are considered constrained due to their unique urban
17 setting. And that is Little Patuxent at both ends of
18 Governor Warfield Parkway and the Little Patuxent
19 Parkway, Broken Land Parkway intersection.

20 How well do these streets perform? Well,
21 there's a range of opinion on that. But in spite of

1 the limitations that I've just recited for you,
2 traffic works relatively well by traffic engineering
3 standards.

4 As many of you know, the quality of
5 traffic flow is measured by levels of service. Those
6 levels of service are expressed as letters, A, B, C,
7 D, E, and F. To use a core analogy, that's roughly
8 comparable to grades in school.

9 A passing grade in Howard County, on
10 County controlled facilities is a level of service D,
11 and on state controlled roads, level of service E.

12 Now, this is a pretty vague concept,
13 letter levels of service. What does that mean to you
14 or to anybody else?

15 Let me express that in a little different
16 term, and that is in terms of loaded cycles.

17 In other words, how many cycles do you
18 have to wait for to get through an intersection that
19 operates at A, B, C, D, E or F.

20 If you look at the highway capacity
21 manual, the 1985 Edition, a level of service A, B and

1 C, you may not even stop at the intersection. You may
2 go right through without stopping. If you do stop,
3 almost certainly you would get through on a single
4 signal cycle.

5 At level of service D, chances are you are
6 going to get through on a single cycle. From time to
7 time it would take two cycles to get through the
8 intersection.

9 At a level of service E, you make it
10 through on one cycle. But more frequently, it would
11 take two cycles to get through.

12 And at level of service F, some say
13 failure, that's two or more cycles. Today's
14 situation, as you can see there on the legend, A
15 through C is represented in green, D in yellow, E in
16 orange, F in red.

17 And all of the intersections we have
18 looked at today, they operate at level of service C or
19 better.

20 Now, during Christmas time, there's more
21 congestion, and around the mall ring road from time to

1 time there's more congestion. It's not a perfect
2 system, but by traffic engineering standards,
3 objective standards, it works very well.

4 In fact, we and the County's consultant
5 conclude that there is a street capacity to support
6 additional development in Town Center.

7 The development program that General
8 Growth envisions includes about 4.8 million square
9 feet of office space, a little more than a million
10 square feet of retail space, 550 hotel rooms and about
11 5500 residential dwelling units.

12 That amount of development, which would
13 not occur overnight, but would occur in logical
14 development phases over the course of perhaps 30
15 years, would generate about 6900 new vehicle trips in
16 and out of Town Center during the morning peak hour.

17 When I say morning peak hour, I mean
18 roughly the 60 -- well, exactly a 60 minute period
19 that might be, say, between 8:00 and 9:00 in the
20 morning.

21 Nearly two thirds of those trips would be

1 generated by the office use.

2 In other words, 4.8 million square feet of
3 office when it is -- when and if it is fully built and
4 fully occupied would generate about 62 percent of that
5 traffic.

6 About a fifth of that, 19 percent, to put
7 a fine point on it, would be generated by residential
8 uses. 15 percent by retail stores and 5 percent by
9 the hotel.

10 In the afternoon, this is what the trip
11 profile looks like. You would have slightly more
12 trips, about 8700 new vehicle trips during the
13 afternoon peak hour, roughly five to six in the
14 afternoon.

15 A little more than half of that would be
16 generated by office employees and visitors, about a
17 quarter are retail stores, 14 percent are residential
18 uses and 3 percent by the hotel.

19 Now, in terms of what uses on a square
20 foot per square foot basis generate the most and the
21 least number of trips, consider this image.

1 The yellow bars are the trip generation
2 rates in the morning peak hour and the teal colored
3 bars are the trip generation rates in the afternoon.

4 And this is an apples to apples
5 comparison. It compares the number of trips that
6 would be generated per one thousand square feet of
7 development of each of the four uses, residential,
8 office, hotel and retail.

9 Now, the rates that I show there, they are
10 the rates that reflect some of the transportation
11 strategies that Matt described. It reflects
12 reductions for use of public transportation and
13 internal trip making, which I will talk about in
14 detail in a moment.

15 But this slide clearly shows that square
16 foot per square foot, residential uses generate the
17 fewest peak hour trips.

18 During both the morning and the afternoon
19 trips, retail generates the highest number of trips
20 per one thousand square feet, followed by office,
21 hotel and then the residential use.

1 Where are those trips going to? This
2 image shows the direction of distribution of trips
3 around the cordon. If I drew a circle around Town
4 Center, as I've done here, the greatest number of
5 trips would come from the north, 31 percent. Little
6 Patuxent Parkway, about a quarter, 26 percent would
7 come from the south on Broken Land Parkway.

8 Interestingly for those who -- I have gray
9 hair, so I remember the time when south entrance road
10 was the way to get in and out of Town Center.

11 The majority of traffic came here and left
12 here via south entrance road. Today it carries about
13 three percent of traffic in and out of Town Center.

14 About a quarter, 27 percent of the Town
15 Center traffic was comes from the west from Little
16 Patuxent Parkway, Twin Rivers and a little trickle by
17 Wind Stream.

18 Transportation solutions. We really do
19 have a diverse set of strategies or solutions for
20 accommodating this additional traffic that would be
21 generated by the common vision here.

1 Compact mixed use development is in and of
2 itself a strategy for managing transportation demand.
3 I'll speak to that in detail in a moment.

4 A fine grain connecting street network is
5 in and of itself a strategy for accommodating this
6 traffic. Better transit, better walk, cycle
7 environment, a transportation management association.

8 And as anticipated in the County's vision
9 plan, changes to the adequate public facilities
10 ordinance. All of these things work together for a
11 complete solution to our transportation challenge. On
12 the subject of Town Center developments.

13 And we worked on -- my firm has worked on
14 dozens of these projects from around the country,
15 including Santana Row in San Jose, California, Easton
16 Town Center, Crystal Park in Ohio, Reston Town Center,
17 on and on and on. We worked on many of these
18 projects.

19 And what we know is that characteristic --
20 characteristics that are shared by these Town Centers
21 are as follows: They are live, work, play places.

1 You can do all of those things within the confines of
2 the Town Center.

3 They are typically organized within a
4 connective network of streets. Very often they are
5 organized around a central main street or a central
6 plaza or open space. They are park once environments
7 as Matt has suggested. In other words, I might work
8 there, I drive there, park my car and then when I go
9 to lunch, I walk to a restaurant. Why? Because I
10 can.

11 I might, after work, shop and walk to the
12 shop from my office. Why? Because I can. And maybe
13 I go to a movie. I can do all of those things without
14 moving my car. I can save trips that way.

15 These are walkable places. They are
16 serviceable by transit. The connected network
17 overcomes the flaw, if you will, from a transit point
18 of view, of a street network that's laid out of
19 cul-de-sacs, collector streets and then relatively few
20 arterials.

21 What are the benefits of these

1 characteristics? There are fewer car trips, fewer
2 vehicle trips, more walking trips. They are by
3 definition short trips, which means fewer vehicle
4 miles of travel, which means less fuel consumption.

5 I don't know about you, but I'm driving
6 less at 4 bucks a gallon. And this kind of
7 environment is part of the solution to the energy
8 crisis, lower emissions and reduced parking.

9 I don't need as many parking spaces in
10 town centers as I would if I had the same level of
11 development, but they were developed separately and
12 not together.

13 Now, this is fine theory, but it's not
14 just theory. Wells & Associates has measured these
15 benefits at Reston Town Center which, as you know, is
16 in Fairfax County, Virginia. We measured it at the
17 Village of Shirlington in Arlington County, Virginia.
18 We measured it in Easton Town Center in Columbus, Ohio
19 and in other places.

20 But let's talk first about Reston Town
21 Center.

1 We traffic engineers estimate trips based
2 on industry standards, the trip generation rates from
3 the Institute of Transportation Engineers. At Reston
4 Town Center, we estimated those trips by the standard
5 methods.

6 Then we actually measured how many trips
7 are being generated by actual traffic counts at the
8 parking garage and parking lot driveways. And we
9 found that the actual ground counts were 10 to 24
10 percent less than the theoretical trip generation
11 estimates.

12 We can do the same thing with parking.
13 Estimate the number of spaces that would be required
14 for each use if they were in an isolated environment.
15 And then we went out and actually counted the number
16 of cars parked on the property, and we found that
17 incredibly 42 percent fewer spaces were occupied than
18 were estimated based on industry standards.

19 That's not just characteristic of Reston
20 Town Center, but in the Village of Shirlington the
21 trip reduction was 21 to 35 percent. The shared

1 parking reduction was 32 to 41 percent. Why the
2 ranges? We estimated and measured multiple peak hours
3 and we looked at multiple days for shared parking.

4 Easton Town Center -- and believe me, I
5 don't know how many of you are from Ohio, but this is
6 the most exciting thing in Ohio, Easton Town Center.
7 It really cooks. And the fact that we measured any
8 trip reduction was remarkable for us.

9 We did measure 3 to 32 percent trip
10 reduction, shared parking 21 to 38 percent reduction.

11 Now, we didn't use -- in our studies, we
12 did not use these relatively high reductions. We
13 conservatively calculated a 5 to 15 percent reduction
14 due to internal trip making. We estimated transit use
15 at about 15 percent.

16 Matt, forgive me, you have a lot of
17 facilities and services that very likely could carry
18 many more transit riders than we have projected in our
19 conservative analysis. And our shared parking
20 reduction was estimated at about 20 percent.

21 Regarding the connective network, let me

1 tell you what we have in mind. What we have in mind
2 is a fine grain, that's a word Matt uses, it's a good
3 phrase, connected network of arterial collector and
4 local streets.

5 Our principal arterial is Route 29.
6 Intermediate arterial would be Broken Land Parkway and
7 Governor Warfield Parkway. Minor arterials include
8 Little Patuxent Parkway, Twin Rivers, and very
9 importantly, a new east west link.

10 This is the -- this would be the new main
11 street which is the existing mall outer ring road.
12 That would be extended to the east.

13 If you remember, one of the images that
14 Matt projected showed a bridge over the lower end of
15 the lake. That was an alignment, I understand -- I
16 wasn't there in spite of what Greg might have said --
17 but I understand Mr. Rouse and Mr. Tanenbaum designed
18 this alignment.

19 This connection could go to the east to
20 link Town Center with Route 29. Could stop there or
21 it could continue on to the east to link Oakland

1 Mills, 29 and Town Center.

2 Major collectors are shown here in blue,
3 and they include Broken Land Parkway north of Little
4 Patuxent Parkway, our new main street, an extension of
5 Hickory Ridge Road into Symphony Woods.

6 And very significantly an extension of
7 Little Patuxent Parkway to the south through the
8 Merriweather area to link in or connect with the
9 existing interchange of 29 and Little Patuxent
10 Parkway. That's a new link. That's a new link.

11 Minor collectors include a new street
12 network around Merriweather. The new north south
13 linkage, in what's being called our first phase of
14 development. Basically the outer ring road and the
15 mall.

16 These links exist today, but what we're
17 talking about here in the future is not a drive aisle,
18 not a ring road to the shopping center which has a
19 parking lot drive aisle that intersects at every 60
20 feet. We're talking about transforming those streets,
21 those links, if you will, into genuine streets for

1 cars and for pedestrians and bicyclists.

2 And then the local streets are shown here,
3 again, transforming many of the links that are there
4 today into something more usable by people.

5 We also envision improvements to some of
6 the existing intersections which will remain, they
7 include reconfiguring, realigning Little Patuxent
8 Parkway and Governor Warfield Parkway. The new main
9 street with Little Patuxent Parkway -- Little Patuxent
10 Parkway, Broken Land Parkway and Broken Land Parkway
11 and Hickory Ridge Road. Those existing intersections
12 would be improved.

13 We do envision the possibility of a third
14 full movement, grain separated interchange. That new
15 link that I described for you where it intersects
16 Route 29. What form that might take, we have some
17 ideas. They need to be tested. There are many more
18 detailed engineering studies and environmental studies
19 required to evaluate alternative interchange forms.

20 But that could, as I mentioned earlier,
21 this interchange could link Oakland Mills with Route

1 29, Town Center with Route 29 and Town Center and
2 Oakland Mills. That's a part of the plan.

3 I'd like to demonstrate in a very material
4 way one of the benefits of the connected network. And
5 I'd like to do that by taking a trip with you from the
6 south. Imagine approaching Town Center from the south
7 on Route 29, and imagine that we want to drive here to
8 the GGP headquarters where we're meeting tonight.

9 Just think about how you would do that
10 today. That's how I would do it. I would get off at
11 Little Patuxent Parkway -- use -- excuse me, Broken
12 Land Parkway. Go through that two bottle neck
13 intersection here at Hickory Ridge Road and up at LPP,
14 make the -- excuse me, little Patuxent Parkway. Make
15 the right on to Little Patuxent Parkway, go around the
16 bend and then turn into the headquarters.

17 That really is the only viable way that I
18 know of to make that trip. Used to be we could use
19 south entrance road but as you know, that's right in,
20 right out on southbound 29.

21 Remember that link I described for you of

1 Little Patuxent Parkway being extended to the south to
2 the Broken Land interchange?

3 With that link I can exit 29 on to Broken
4 Land Parkway, bear right on to that new link and then
5 simply turn right into GGP's headquarters.

6 Now this does a couple of things for me.
7 This is shorter. It's shorter by about 35 percent.
8 And notice that I avoid two bottle necks. That is an
9 advantage of a connected network of streets.

10 I can distribute traffic over multiple
11 routes, and I don't concentrate it on one or just a
12 few routes.

13 With the new interchange, I've got a third
14 option. Rather than using Broken Land Parkway or
15 Little Patuxent Parkway extended, I can simply get off
16 here at, let's call it Main Street, turn right on to a
17 short segment of Little Patuxent Parkway and then turn
18 right into the headquarters.

19 So with the connected network, I've got my
20 choice of route A, my choice of route B, my choice of
21 route C. I think I would take B or C, I don't know.

1 So, again, at the risk of repetition, the
2 advantage of this connective network is more direct
3 travel, shorter trips, fewer VMT -- VMT is vehicle
4 miles of travels, less consumption -- I mean of
5 fuel -- and more capacity. More capacity to
6 accommodate the kinds of traffic that I described to
7 you earlier.

8 Now, that same advantage of distributing
9 traffic over multiple routes works at a local level as
10 well.

11 This shows -- this may be hard to read,
12 but this is the parking garage that supports most of
13 the uses here in phase one of the Town Center
14 development.

15 And it has one, two, three driveways which
16 can, you know, three garage entrances which can be
17 reached by route A, route B or route C. Those aren't
18 the same A, B, C that I described for you earlier.

19 But there are three different ways to get
20 to the same garage without concentrating traffic on
21 just a few intersections or routes.

1 The proposed street network that I just
2 described with its many links and many connections
3 will provide sufficient capacity to adequately
4 accommodate the forecasted traffic volumes I described
5 for you earlier, which we're obligated to do based on
6 the Howard County adequate public facilities
7 ordinance.

8 Now, regarding the ordinance. The
9 County's vision plan anticipates new level of service
10 standards. That's what the plan says.

11 Today's level of service standard in
12 Howard County is 1450 critical lane volume. Critical
13 lane volume is an index used to describe the capacity
14 of an intersection at a given level of service.

15 1450 is your standard. It's a single
16 standard. So whether I'm in Lisbon or Dayton or West
17 Friendship, Clarksville, Elkridge, Savage or Town
18 Center, it's the same standard.

19 Now, other people do it a little
20 differently. Most counties in Maryland have adequate
21 public facilities ordinances, they use the critical

1 lane method for computing intersection capacity.

2 As another example, in neighboring
3 Montgomery County, they have not one level of service
4 standard, but rather nine of them. And they range
5 from 1350 -- that's at the low end -- I don't know
6 what I did, but I got back -- at the low end, in the
7 rural areas, they have what is the lowest critical
8 lane volume, which arguably is the highest level of
9 service standard of 1350.

10 Damascus is 1400, Clarksburg, Gaithersburg
11 is 1425. I'm not going to read them all to you, but
12 in an area like Silver Spring, Takoma Park, Germantown
13 Town Center, they are starting at 1600. That's the
14 appropriate standard in a Town Center area without a
15 Metro station.

16 Now, if you are in the central business
17 districts like Bethesda, Silver Spring, Wheaton,
18 Friendship and so forth, which all have Metro
19 stations, their standard is 1800.

20 So we would urge the County in their
21 thinking to think about perhaps not a single standard

1 of 1450 for all of Howard County but maybe a tiered
2 system where it's 1450 outside of Town Center and
3 something else inside Town Center, like 1600.

4 And with that, that concludes my prepared
5 remarks, and I'm going to turn it back to Greg.

6 MR. HAMM: Thank you very much, Marty, for
7 an excellent presentation.

8 I think on display was Marty's sharp logic
9 and on careful study was his dry wit which he shared
10 with us.

11 But we would very much like to take
12 questions. And among the things that I asked for
13 perhaps is the light to be turned off.

14 Joining Marty will be Kevin Sitzman, who's
15 a senior associate with Wells & Associates, and we
16 will also have Matt McKibben of ARUP join us as well.

17 And we will do it as we have in the past
18 and as I suggested earlier, with the various methods.

19 And if I could -- Marty and Matt and
20 Kevin, if you could join me up here. I'll stand here
21 and you all can sit there.

1 Does everyone have a microphone?

2 MR. WELLS: I think I have these chairs in
3 my kitchen. My wife grills me every evening, too.

4 MR. HAMM: I'll start over here with
5 Cynthia.

6 PARTICIPANT: Matt, I just wondered, going
7 back to the pictures of the interconnection of the bus
8 routes throughout the different villages, why one
9 village was left out.

10 MR. MCKIBBEN: I guess we're building that
11 concept at a conceptual level. We're working from the
12 original structure plans that, as I said, came out
13 about 1960.

14 And what we're trying to do is to provide
15 very fast and frequent service closest to downtown,
16 that links them to the future services and employment.

17 I don't want to make enemies out of anyone
18 in any village here tonight. I do want to extend the
19 benefits of transit if viable and possible.

20 And we'll definitely be working on that
21 concept as the project progresses.

1 MR. HAMM: Yes, sir.

2 PARTICIPANT: In looking at your plans
3 over the last couple of days, you are building the new
4 Town Center in the existing park lots of the mall.

5 Where is the parking going to be done in
6 the mall? Where is parking going to be for the office
7 building, for the residences, et cetera?

8 MR. HAMM: That's a very good question,
9 and we'll be getting into that in more detail.

10 Last night -- and this is for those of you
11 who weren't able to join us last night -- we dealt
12 with the issues of the environment and sustainability.
13 And this is kind of a continuation of that discussion.

14 We talked about in early June having
15 another meeting to get into sort of the more refined
16 details of planning, and we'll be able to address that
17 in more detail at that time.

18 However, much of the parking that -- we'll
19 take phase one as an example. What we have done in
20 phase one is essentially raised the mall and parked
21 underneath the first level of development.

1 And so that you would enter the mall now
2 at the second level where the plaza was shown.

3 Every site is a little bit different. The
4 topography in Columbia actually creates some
5 opportunities for parking. A steep slope and from
6 Little Patuxent -- I'm sorry, from Warfield triangle,
7 Warfield Parkway -- and this is not my slide
8 presentation, so I don't know if I can get back to
9 some of these. Maybe I'd better not try.

10 From Warfield Parkway to the lake there's
11 a hundred foot drop in grade. And as there is drop in
12 grade, it creates interesting opportunities for
13 buildings to have entrances on either side and parking
14 below grade -- low level below grade parking or at
15 grade parking or a level or two above, to supply
16 significant amounts of parking spaces.

17 I think if you were to look at Columbia
18 today, you know, and I were to take a poll, my guess
19 is most people have not had problems parking lately.

20 I, you know, my surveying it, obviously
21 around the holiday time it's a little tougher. You

1 have to walk farther. But you still have plenty of
2 places to park.

3 And we have more parking now than we need.
4 Part of what Marty discussed, and I think an important
5 slide that maybe we can add, is when he studied the
6 Columbia model, he took a very conservative approach
7 to address the benefit of mixing uses.

8 So required parking actually goes down as
9 you mix these uses. I think Marty said he used
10 between 5 and 15 percent.

11 MR. WELLS: 20 percent. We used a 20
12 percent shared parking reduction.

13 MR. HAMM: 20 percent shared parking, and
14 trip generation --

15 MR. WELLS: 5 to 15.

16 MR. HAMM: 5 to 15. Whereas the studies
17 he showed, he didn't average those, but we will. And
18 the average of those studies showed benefit greater
19 than that.

20 We used a very conservative standard to
21 assess the benefit of mixing the uses.

1 Next to you, and then in the -- actually,
2 I meant to call you. I think you had -- in the back.
3 Yes, sir.

4 PARTICIPANT: Thank you.

5 Twin Rivers Road extends from Harpers Farm
6 into Town Center, and that's become a main a
7 thoroughfare into the Village. How will you integrate
8 Wilde Lake Village Center with the Town Center.

9 MR. HAMM: For starters, I'm going to give
10 this to somebody who knows the slide presentation.
11 And if you can go back to -- you may want to go back
12 to one of the slides of the -- go back to one of the
13 slides -- clearly what was shown on the 28th and was
14 shown again here in the road network and important
15 connections are connections to Wilde Lake.

16 And if you go back, I think there's
17 another one that actually shows some of the areas that
18 we would be outlining the standard, road standard,
19 sidewalk widths.

20 We don't own all of the land there, so we
21 can't come in and improve all of it, you know, by the

1 force of our will and desire.

2 But we know the need for that, and we want
3 to plan for it and create a strong connection as it is
4 possible.

5 PARTICIPANT: Is it possible to coordinate
6 with the other owners in order to integrate Wilde Lake
7 Village with Town Center as something of an integral
8 unit.

9 MR. HAMM: We're very willing to attempt
10 to take the leadership role in bringing these property
11 owners together to connect some of these disparate
12 places.

13 And the answer is, yes, it is very
14 possible. We're very willing to embark on that.

15 But I don't want to promise something that
16 we can't deliver because it, you know, we need the
17 help and cooperation of other land owners.

18 So it's -- we understand the need, the
19 importance of that. The village system -- one of the
20 earlier slides on the transit study showed the
21 original plan and concept, and it's ten villages and a

1 Town Center all interconnected.

2 And a strong Town Center needs to
3 strengthen each village center.

4 Yes, sir.

5 PARTICIPANT: I haven't heard anything
6 about the connectivity relative to walking and
7 bicycles.

8 I think the new road across the lake is an
9 excellent idea. But none of the roads -- 29 is a
10 total barrier for a walker or for a bicyclist. They
11 are really unsafe. My wife prays every time I try to
12 do that.

13 And if you are going to build these new
14 roads, you really have to take into consideration the
15 walkability from the Oakland Mills Village to the
16 Wilde Lake Village if we're going to really enhance
17 the walkability of the community.

18 MR. WELLS: I think Greg wants to say
19 something about that, but I spent a lot of time
20 talking about connectivity from a vehicle point of
21 view.

1 But the same concept is equally as valid
2 for pedestrians and bicyclists.

3 PARTICIPANT: If it's assigned into it,
4 the current interchanges are pedestrian very deadly
5 and unfriendly.

6 MR. WELLS: A very popular concept now in
7 planning circles for streets is something called
8 complete streets.

9 PARTICIPANT: Right.

10 MR. WELLS: And that's kind of what we
11 have got in mind. And then in terms of bike and
12 pedestrians, off street trails. That's part of that
13 network.

14 I'm sure Greg has a lot to say about that.

15 MR. HAMM: Sir, it's an excellent
16 question. And it is -- it's kind of a -- it's clearly
17 a fundamental guiding principal that we have attempted
18 to address. I'm looking for a -- maybe this one will
19 work.

20 The plan that we have begun to present and
21 discuss and that we have before you, showed a first

1 is -- this is elevation 365, maybe.

2 And it goes all the way down to elevation
3 300. It's a 60 plus, maybe 65 foot drop. But it's
4 very gradual. It's about 3 percent until you get to
5 this place where Susaki designed the steps to the lake
6 which we've shown, and I would be happy to show it
7 tonight.

8 But, you know, we -- I probably should
9 have had a blow up of it. But it's a very strong
10 pedestrian connection here.

11 And one of the benefits of that, I think
12 Matt mentioned earlier, eyes on the street. And one
13 of the notions of new urbanism is the more people that
14 see the street and seek connections, make it safer.

15 One of the things we heard early on is
16 that Oakland Mills needed a strong connection. This
17 is an existing over -- pedestrian bridge. But it kind
18 of goes into the -- into the dark woods here.

19 So our steps to the lake begin to open
20 that area up. And with the help of Columbia
21 Association and the County, I think we could

1 lighten -- add light, add eyes on the street, if you
2 will, add a very strong presence in the very early
3 days to this area with the intent of creating that
4 pedestrian connection.

5 Yes, sir.

6 PARTICIPANT: One thing that you said was
7 distressing is you said steps to the lake. An awful
8 lot of people in this community --

9 PARTICIPANT: It's not steps, it's --

10 PARTICIPANT: It's not steps, it's a
11 casual movement?

12 MR. HAMM: Perhaps we can get a visual of
13 it. It's an ADA -- it's an ADA switch back. But it's
14 a very elaborate garden that has a lot of
15 environmental features.

16 Ma'am. Yes, in the front.

17 PARTICIPANT: Greg, I want to thank you
18 personally from the Howard County Citizens Association
19 for meeting with us early on and inviting us to come
20 and help you understand the community and put you in
21 touch with various citizens that care deeply about

1 these matters.

2 At this juncture, we're wondering how we
3 can be guaranteed this will happen.

4 In other words, is the proposed
5 legislation that you want to file in June or July
6 going to be a Master Plan that will have the specific
7 phases, the specific traffic layout and all of the
8 beautiful things that you have shown us?

9 How do we know it's going to happen? How
10 are you bound to make it happen?

11 MR. HAMM: Well, in June, late June of
12 this year, we intend to submit our request for an
13 amendment to the New Town zoning.

14 And it will contain in that request
15 additional detail that we will be discussing with you
16 in early June that will address some of the questions
17 that we've not yet gotten to.

18 And we haven't gotten to them for the
19 simple reason that we wanted to begin the community
20 dialogue in earnest with some plans and have the
21 exchanges that have been taking place.

1 We have had two meetings since the 28th.
2 And I think we have maybe 15 scheduled in the next few
3 weeks, and we're learning at every one of these.

4 And as we do, we're going to be adding
5 detail to our -- to what will become our submission
6 for an amendment to the New Town zoning.

7 That will obviously be a two way agreement
8 between us and the County. So anything that we show
9 here is subject to the County's acceptance and the
10 zoning changes and us being able to obtain suitable
11 financing.

12 So those are the things that this is, you
13 know, everything will be subject to. But I believe
14 that everything, you know, the first phase that we're
15 showing, the grid network, the critical elements of
16 what we would consider to be the critical elements of
17 the early phases are very achievable.

18 PARTICIPANT: Greg, I was on the focus
19 group and I'm sitting here next to Bill Mackie who
20 coordinated it for DPZ. And one of the things that I
21 learned is that DPZ is normally heavily involved in

1 developing Master Plans.

2 For example, the Route 1 Master Plan and
3 the Route 40 Master Plan that will be coming forward
4 before too long, we hope.

5 And these are things that are done over a
6 period of months. They hammer out all of these
7 aspects of how the place is going to be laid out and
8 how the traffic is going to be rerouted and so on.
9 And I'm not hearing that.

10 If you are saying that you are going to
11 propose legislation to the County Council and the
12 County Council -- five people who are not necessarily
13 urban designers, who have not been steeped in this
14 necessarily and frankly who have not been attending
15 these meetings except for Mary Kay and I think Jen,
16 probably -- are you going to ask the five Council
17 members, you know, to make this humungous decision
18 without, you know, working out a real Master Plan with
19 DPZ and other experts?

20 MR. HAMM: Well, I think that this effort
21 has -- this effort preceded me in my involvement and

1 really began two or three years ago.

2 And it started very early on at the
3 County's request and behest to address the existing
4 zoning which really allowed for piecemeal runoff
5 development of Columbia.

6 And there was a thought at the time that
7 we needed to relook at Town Center. And I believe
8 that was '04, maybe.

9 That then led to the charrette process,
10 which then also had the focus group follow the
11 charrette. And that was followed by the County frame
12 work discussion and documents, the draft Master Plan
13 by the County and then ultimately leading to the frame
14 work document in December of last year.

15 So this process has been ongoing for many
16 years. And we actually have been, you know, what we
17 have and what we're discussing are really responses to
18 those processes that I just mentioned, the charrette,
19 the focus groups, the frame work document and then
20 other things like the committee on Merriweather -- I
21 always seem to have trouble remembering the actual

1 name of that group -- the Commission on Merriweather
2 that convened about that same time and had very
3 interesting ideas on culture.

4 And the body of that community involvement
5 is inherent in this plan. And I think those who have
6 been, you know -- the reason we're having these many
7 discussions and meetings now is to confirm that, you
8 know, we're -- we've listened and heard and
9 implemented these lessons over time.

10 Yes, ma'am, in the back with the white
11 shirt.

12 PARTICIPANT: Yes. I'm not a traffic
13 planner, however, I do have experience driving. And
14 the question I have is when the standard was shown for
15 Rockville, Maryland. Rockville Pike is probably one
16 of the worst traffic janes in this region.

17 And I guess I need an explanation that the
18 County set a standard, and then the standard is there,
19 but the traffic is much greater than the standard.

20 And with regard to Columbia, the question
21 is, my experience is coming from 95 and 175 going west

1 that there is a traffic jam every night between 5:00
2 and 6:00.

3 And so I don't know how to relate the
4 numbers that you present with the actuality that seems
5 to be happening every day.

6 MR. WELLS: That's kind of a multi parter.
7 Let me take the first one, Rockville Pike. We've done
8 a number of traffic studies on Rockville Pike. We
9 didn't get level of service C or better on Rockville
10 Pike. We got some pretty ugly Es and Fs. That's just
11 the truth of it, Rockville Pike, and anyone who drives
12 it and has eyes to see, will see that.

13 Rockville Pike is an interesting study.
14 One of the most interesting graphics that illustrates
15 the suburban transportation crisis was a drawing that
16 Maryland National Capital Park and Planning Commission
17 prepared that shows the pike and all of the buildings
18 are colored and they're black. Everything else,
19 parking lots, streets, open space is white.

20 There's very -- in spite of all of the
21 traffic on Rockville Pike, there's very little black

1 on that drawing. It's very low density. The uses are
2 segregated. If you want to shop there, you are
3 condemned to your automobile to get there to shop.

4 It's not really -- there isn't really a
5 good option in spite of -- some of the Metro stations
6 are not accessible.

7 So I would be the last person to tell you
8 that Rockville Pike operates at a level of service C
9 or better.

10 In the Town Center, the Town Center levels
11 of service that we measured are the similar to what
12 others have measured. The County has a consultant
13 study. I think they came up with a couple of Ds also.

14 But generally the results are fairly
15 similar and if somebody has another opinion, I think
16 they should express it.

17 But that's what we have found. That
18 doesn't mean in all of Columbia, in all of the
19 villages, 175, Route 32, Route 100 outside of
20 Columbia, that's not to mean that they are congestion
21 free. They are not. There are problems.

1 But the Town Center works reasonably well.
2 And that's just the truth of it.

3 MR. HAMM: Yes, ma'am.

4 PARTICIPANT: Thank you. I just wanted to
5 make sure that as you're focusing on pedestrian
6 accessibility that you make certain that for
7 wheelchairs, individuals who use wheelchairs, Columbia
8 is probably the most inaccessible and dangerous place
9 for anyone who happens to have to use a wheelchair.

10 There are curb cuts, but the curb cuts are
11 not ADA regulation. It's dangerous. My daughter uses
12 an electric wheelchair, and we're from Baltimore, and
13 she used to get around Baltimore like someone in a
14 car.

15 When she came here, she said no way. It
16 is extremely dangerous, so I'm praying that you all
17 would include not just walking, but make sure that
18 curb cuts are in regulation so that everyone can enjoy
19 Columbia. Thank you.

20 MR. HAMM: I think that is an excellent
21 point. And if you look at the area we're talking

1 talk about walkability, that we're attempting to
2 satisfy.

3 The area here that I discussed all the way
4 to Merriweather and if this can become a cultural
5 spine in the heart of Columbia, the cultural heart of
6 Columbia as it begins to create a place that is
7 accessible to all Columbians.

8 And we think that's a very important
9 objective. Yes, ma'am.

10 PARTICIPANT: When you say that it's ADA
11 accessible, are you going to have someone who really
12 monitors how it gets cut?

13 Because some of the curb cuts, I don't
14 know when they were put in, but not only are they --
15 they have large lips on them, so that someone who's
16 having to push a wheelchair could not navigate.

17 But some of the curb cuts actually, the
18 wheelchair has to come out into the roadway where
19 there's cars turning just to make that access.

20 So I'm just asking that it's beyond just
21 saying it's ADA. But make certain that someone tries

1 their wheelchairs before you -- I'm very serious.

2 Because we have folks who are locked down
3 in their homes because -- having all of this beauty,
4 but they cannot -- they can get in a van and ride some
5 place, but other than that they can't enjoy this
6 beauty. Thank you.

7 MR. HAMM: Your point is well taken. It
8 has to be well executed.

9 And if you, you know, I think Keith Bowers
10 said that if you meet the laws you are sort of, you
11 know, meet the environmental laws, you are just one
12 step better than a criminal.

13 And, you know, I think walkable areas, you
14 know, you might say the same thing with respect to
15 ADA. Paying lip service to it doesn't work.

16 And the planners, the landscape architects
17 in particular that we hired as well as Cooper
18 Robertson are among the best in the world.

19 And I had experience with something, kind
20 of similar to the Spanish steps, that Alan Ward from
21 Susaki designed, they are the steps to the lake, and

1 that is in Reston.

2 And it has a rail. And those details that
3 you described were very meticulously, carefully
4 factored into that.

5 So with good design, good engineering,
6 good management, the law is there, obviously, but we
7 do want to go a step beyond that.

8 And great places take these things into
9 consideration, and that's what we would like to make.

10 PARTICIPANT: Thank you.

11 MR. HAMM: Yes, sir, in the back.

12 PARTICIPANT: I have a question kind of
13 based on Bridgette's question and also on Suzanne's
14 question.

15 I felt the last slide that Mr. Wells had
16 was like the end of today's season and we have a --
17 you know, we've got to wait until next season to get
18 the answer.

19 You said 1450 is where we're at right now,
20 and you gave us all the list. What relief are you
21 going to ask for now?

1 MR. WELLS: That's a conversation. There
2 are many -- there are -- I'm mindful that the County's
3 vision plan -- this is right out of the plan -- they
4 suggest new level of service standards.

5 So I don't know what those standards might
6 be. But we think that a 1600 critical lane volume
7 that would apply to all of the intersections in Town
8 Center may be a sensible way to revise the level of
9 service standards in Town Center.

10 But it's a conversation. Now you have
11 constraint facilities, should they be retained or
12 should they be eliminated.

13 There are various provisions in the
14 ordinance that GGP and the County need to discuss. I
15 don't have a firm, specific proposal.

16 But it seems to me very logical to change
17 the COV standard for a Town Center versus the rural
18 parts of the county.

19 I know that's somewhat vague, but that's
20 as specific as I can be right now.

21 Greg may want to say something more about

1 that.

2 MR. HAMM: I want to elaborate on another
3 way to look at this, perhaps.

4 If we're looking at a 30 year program and
5 you take that out to, you know, if they build halfway
6 out, say half of it will be done in 2025, roughly.

7 My guess is -- I don't know what the price
8 of oil will be in 2025, and I don't know what the -- I
9 don't know how popular zip cars will be in 2025. And
10 I know somebody came tonight on segways, and I don't
11 know what the impact of segways will be.

12 But I think all of those will be
13 significantly different than they are today. And when
14 we talk of traffic and critical lane volumes and these
15 other things, that's all important. That's one
16 component of sustainability.

17 And that was why we invited Eric to the
18 team to look at some of these other things that are
19 happening around the world with differing degrees of
20 success.

21 I would bet -- I don't have any money in

1 my pocket, I would bet it if I had it --

2 MR. WELLS: Don't believe him.

3 MR. HAMM: -- no more than five people
4 walked here tonight. That's my guess.

5 I know two came on segways, so I'm
6 counting them. My guess is that in 2025, we may want
7 to walk, particularly if gas is at, you know, \$20 a
8 gallon.

9 And that's, you know, if you extrapolate
10 some of these things out, that's where some of this is
11 headed.

12 So I think it's important for us to really
13 think of these things as we go forward and as we think
14 of measurements and metrics to determine
15 sustainability.

16 Yes, sir.

17 PARTICIPANT: Thanks. I just want to
18 build off the lady's comment a few minutes ago, that
19 one of the other things that we need to look at is the
20 surface material. People with canes have a lot of
21 difficulty with like brick surface areas or some of

1 the street crossings, that kind of stuff.

2 I also had a question about the graphic
3 that's up here right now. It looks to me at the very
4 top of the graphic off of, I guess it's 175 coming
5 down where it breaks into Little Patuxent to Governor
6 Warfield.

7 Right above that, there seems to be a new
8 road that's coming through where Wilde Stream is. I
9 wanted to get some info on that.

10 If you can kind of tell us a little bit
11 about that and I have a couple of quick followup
12 questions on that.

13 MR. HAMM: This road here?

14 PARTICIPANT: Yes. It seems to be a new
15 road. Is it going to extend all the way up to 175?

16 MR. WELLS: That's what it is.

17 PARTICIPANT: Does that go all the way
18 down to the bridge over the lake in your plan? So it
19 goes --

20 MR. HAMM: One of the things we've heard
21 of late is the -- of late meaning since I've been

1 here -- is the significance of that park area and it's
2 a feature of -- it's a feature of downtown that seems
3 to work very well.

4 So we've attempted to avoid that in this
5 plan.

6 PARTICIPANT: That's very reassuring to me
7 that you are not going to go through the sanctuary.

8 But I do have a little bit of concern
9 about the fact of having the road next to Wilde
10 Stream. And I think we'll need to, as a community,
11 have a discussion on that.

12 I also have concern about the bridge over
13 the lake --

14 MR. HAMM: I'm sorry, I didn't hear that.

15 PARTICIPANT: I also have a concern about
16 the bridge over the lake, the impact that's going to
17 have on the lake experience and the noise around the
18 lake.

19 Pedestrian bridges don't cause a lot of
20 noise, but an automobile bridge I have a concern
21 about.

1 And I have one final question. If you
2 move down the map to the intersection of Little
3 Patuxent -- sorry, Broken Land Parkway and 29, all the
4 way down.

5 Is that a new light on that intersection
6 where we're going to have both traffic heading south
7 on to 29 as well as traffic coming off of 29 heading
8 north?

9 It looked from the graphic like there was
10 an intersection with a traffic light.

11 MR. WELLS: There's an intersection there
12 now. That would be -- that link is a two way link
13 going northbound -- imagine taking that sweeping
14 directional ramp. What you do today to go from
15 northbound 29 to let's call it westbound Broken Land
16 Parkway.

17 Imagine somewhere in that interchange a
18 ramp off of that ramp. That's what would take you
19 north on that new lane.

20 And then to go in the opposite direction
21 it would go underneath that directional ramp and

1 intersect Broken Land Parkway at grade at the existing
2 signal.

3 PARTICIPANT: So, as I'm understanding
4 this, it's a fly over there, it's not a traffic light.
5 You fly over to -- going south on, I guess the
6 extension of Little Patuxent through what we
7 currently, you know, think of as the Crescent
8 property, Symphony Woods.

9 MR. WELLS: It's a fly under. You go
10 underneath the directional ramp and --

11 PARTICIPANT: Directional ramp and then
12 connect into southbound 29 from there. Or would
13 you -- and then would you connect into Broken Land
14 Parkway at all there in that intersection? Will you
15 be connecting with Broken Land Parkway to go towards,
16 say, Owen Brown or, you know, the southeast.

17 MR. SITZMAN: Let me go into a little bit
18 more detail with the pointer so that we're not
19 confused at all.

20 Coming southbound, this point here which
21 is again the directional ramp from northbound 29 to

1 Broken Land Parkway. This point right here would not
2 have an intersection.

3 The roadway would go under the existing
4 ramp. There's an existing signalized intersection
5 here today. If you come off of southbound 29 and you
6 come on the loop ramp, you can come up here to the
7 signalized intersection. That would now be a four
8 way.

9 So you could, yes, come down here and hang
10 a left to go -- to continue eastbound, south-eastbound
11 on Broken Land Parkway.

12 PARTICIPANT: Great. Thank you very much.

13 MR. HAMM: I might address the bridge
14 discussion, because that was precisely why we wanted
15 to begin to have these thoughts and sessions.

16 I think there's a consensus among those
17 who have studied it that eventually a four way
18 interchange and connection to 29 is going to be
19 required in the future.

20 And this connection we, you know, it has
21 to happen presumably in this area somewhere. And we

1 looked at a number of things and began to say, well,
2 what about coming in over the lake?

3 And I thought, well, that's a ludicrous
4 idea. And we looked at it a little more carefully and
5 realized that there's a subject of a lot of
6 engineering and the question here is, the State
7 Highway indicated they would permit a third
8 interchange. And I don't know if they, if the State
9 Highway has indicated it. I think there's general --
10 I think the County has looked at the need for it.

11 But clearly there's a lot of engineering
12 and discussion that would need to happen.

13 I met with Mr. Tanenbaum recently and
14 talked about this. And he said what we had discovered
15 as we were thinking it through, that is the exact
16 location of the bridge over the lake that was shown in
17 the original model of Columbia by Jim Rouse.

18 And the conflict here is we have -- we
19 have Oakland Mills -- Oakland Mills Village Center
20 about right here who really want to be connected to
21 Town Center. And they want to be connected in a safe,

1 convenient way.

2 Somehow that connection has to take place.

3 And what we discovered from a preliminary, very
4 preliminary environmental study is that there's a
5 chance that this interchange could take place on the
6 inside of these ramps which would -- which might take
7 away the need for any impact on the important area of
8 Little Patuxent here.

9 And on top of that, the height of the
10 bridge would really just necessitate piers, you know,
11 a couple of piers in the lake.

12 So it's not the idea -- it's not the only
13 idea. But it's an idea that preceded us and seems to
14 warrant a lot of additional study.

15 Doesn't anyone have any questions? Yes,
16 sir.

17 PARTICIPANT: Your study seems to have
18 neglected the intersection of Vantage Point Road and
19 Little Patuxent Parkway.

20 It seems to me that when traffic is trying
21 to exit downtown Columbia, that's a real choke point.

1 And, in fact, the traffic backs up from there all the
2 way down to Govern Warfield Parkway. Was Vantage
3 Point included in your study?

4 MR. WELLS: It was not, but it could be.
5 We need to formally scope the study with the County.

6 And if they ask us to look at it, I'm
7 quite sure we would. It's not an attempt to ignore a
8 possible problem. It's just we looked at mostly in
9 the core, the Town Center.

10 But we could look at it. And thank you
11 for bringing that to our attention.

12 MR. HAMM: Getting back to that coupled
13 with Bridgette's question and the question about the
14 access back here.

15 We're in the process of having multiple
16 meetings. Our plan is to submit an application to the
17 County in June, late June.

18 And that then will go through a very
19 rigorous review by County staff and ultimately to the
20 County Planning Board, and then ultimately to the --
21 to the Board, to the Council.

1 So our guess is that each of those steps
2 will also have public hearings and opportunities for
3 further discussion and review.

4 So, you know, this is -- this is, you
5 know, from our perspective we're in the last chapter.
6 We might be on page three of the last chapter as
7 opposed to page one.

8 But we're not suggesting that this is
9 fixed in stone. Yes, ma'am.

10 PARTICIPANT: Hi. I'm in Wilde Lake and
11 there's a tremendous bottle neck now coming down from
12 Twin Rivers Road on to Governor Warfield Parkway --
13 Twin Rivers Road to Governor Warfield Parkway. Rush
14 hour, holidays, any of those kinds of things, I try to
15 come out Wind Stream.

16 If I come out the other end, try to come
17 out of Twin Rivers Road, then it's a tremendous bottle
18 neck there, too. But I see that bottle neck all the
19 time.

20 When I'm coming out of there, I frequently
21 have to have two cycles of the traffic light in order

1 to get out of that area, right around the mall.

2 So, you know, I would love to be able to
3 walk to the mall. I'm certainly close enough, but I
4 wouldn't go without my car because I would be taking
5 my life in my hands.

6 But any way, that's unfortunate because
7 there's so many of us living in that vicinity and yet
8 there's no easy access to the mall, or even out of
9 town, for that matter right now. It's really
10 congested during rush hour.

11 So I'm just pointing that out because
12 there was not a lot of emphasis given in your plan to
13 that as a bottle neck area, that intersection. But it
14 is a big bottle neck.

15 MR. HAMM: Thank you.

16 Yes, sir, in the back.

17 PARTICIPANT: I know there's a lot of open
18 space and a lot of sensitivity to open space in the
19 plan. It still fees like most of the open spaces are
20 around the edges, as you get more towards the center
21 and closer to the mall, it's not as clear how much

1 there is and where it's located.

2 It might be good to have a plan that sort
3 of gives the inventory of open space towards the
4 center of the Town Center.

5 MR. HAMM: We will do that. That's an
6 excellent point. Thank you.

7 PARTICIPANT: Now, I just did some rough
8 calculations. It looks to me like just based on the
9 new construction we're going to end up with something
10 like 20 million more square feet of structure and 30
11 thousand cars floating around Town Center. Those
12 numbers could be way off. I don't know, but you
13 haven't provided any totals, so it's hard to --

14 MR. HAMM: No, we did. Marty had the
15 slide. The totals were originally, I believe, part of
16 the County charrette process. And Marty's slides
17 indicated roughly, I think 12 million feet of
18 program -- 12 to 13 million feet of total program.

19 MR. WELLS: Roughly.

20 MR. HAMM: Assuming roughly 1200 feet per
21 residential unit.

1 MR. WELLS: I think we assumed 1100, but

2 --

3 MR. HAMM: 1100.

4 MR. WELLS: I think it's on the order of
5 12 million square feet, not including parking.

6 PARTICIPANT: Well, I'm including parking
7 in that. And that adds quite -- parking structure
8 adds quite a bit to overall structure.

9 MR. WELLS: Right.

10 PARTICIPANT: Now, the street grid which,
11 you know, is clearly needed and welcome is going to
12 cost a lot of money to build.

13 Will the developer pay for that road
14 structure or, you know, is the public going to have to
15 pay for it?

16 MR. HAMM: Well, in essence the
17 development will pay for it. I think the example that
18 is maybe most germane that we can get into in more
19 detail at a subsequent meeting is an example of
20 Woodlands in Houston and Tom D'Alessandro who asked me
21 to join General Growth and work with him, went there

1 in 1999, roughly, and did the Woodland Town Center.

2 And with that, they did a number of innovative things.

3 They formed a tax district on their land,
4 so not on new land. Not on any land owners, not on
5 any neighbor's property, but on property that the
6 developer owned. They created their own tax district.

7 And the net increase in tax revenues to
8 the municipality, part of those went to float bonds
9 that the tax district secured in order to pay for some
10 of the major components of infrastructure.

11 And Woodlands Texas, which is they say
12 north of Houston, it's north of no where, is now the
13 best -- probably the very best real estate market in
14 all of Texas.

15 And it isn't between Baltimore, it isn't
16 between Washington. It doesn't have the Howard County
17 library system, it doesn't have Howard County schools,
18 it doesn't have Johns Hopkins Hospital. It has none
19 of that.

20 And, you know, the program we're talking
21 about is similar in size. And so, you know, one of

1 the important questions is affordability. Because
2 what will happen with the implementation of a good
3 planning vision for Columbia is home values will go up
4 and, you know, all of the values will rise as they do
5 in other places where it's done well, with less to
6 offer in the beginning than Columbia has.

7 And so we are going to work very carefully
8 to make sure that we address the issue of diversity of
9 housing, full spectrum housing. And we've got a group
10 that will be convening in the coming weeks to begin to
11 chart out the strategy to address housing
12 affordability.

13 So in the end, what we would be doing is
14 cordoning off future revenues from the project to bond
15 finance some of the improvements.

16 Many of the improvements the developer
17 will pay for directly. Some of the improvements,
18 particularly some of the environmental things that are
19 on Columbia Association land and other people's land,
20 we would like to have, you know, and anticipate a
21 collaborative approach to funding that.

1 In the Woodlands, there's a very
2 successful outdoor concert venue called the Mitchell
3 Pavilion. And that was developed and put in place and
4 an arts committee took that over.

5 And it's now a 501C3 and the profitable
6 shows essentially underwrite those that don't make
7 profit, but fill a cultural void. There will be more
8 on that tomorrow night.

9 As it is, General Growth owns Merriweather
10 and collects all of the revenues from that. And it's
11 a profitable enterprise. That's the sort of thing
12 that we think might very well be, as the committee on
13 Merriweather suggested, in the hands of a 501C3 who
14 can begin to manage that in perpetuity for the
15 community's best interest.

16 So these are the ideas that working
17 together we can make happen. And I know there's a lot
18 of, you know, cynicism and skepticism. But good
19 things are possible. And I think if we -- if we work
20 together, I think we can really make some very good
21 changes here.

1 PARTICIPANT: Well, I ask that because as
2 you probably know, Rouse had an economic model for
3 development.

4 And the program was pretty carefully
5 thought through from the beginning. But in spite of
6 that, you know, there were several major refinancings
7 that had to be done. In fact, the project was in
8 jeopardy for a while.

9 And I think we all want to avoid that.
10 I'm assuming that you've not only looked at the
11 Woodland numbers, but you cranked the numbers for Town
12 Center as well.

13 MR. HAMM: We have.

14 PARTICIPANT: So keeping the
15 infrastructure development in pace with the for profit
16 development and the traffic increases and all of the
17 rest would be important from a community standpoint.

18 But if you get too far out ahead on that
19 then you are risking the project.

20 MR. HAMM: We don't want to do that
21 either.

1 Yes, sir.

2 PARTICIPANT: Hi. A couple of questions.
3 One dealing with the grid system that's superimposed
4 on downtown.

5 I note that the grid system is
6 superimposed on top of Symphony Woods. The part that
7 you see there is strictly the Merriweather Post area,
8 but Symphony Woods is north of that.

9 And that grid system, the grid system
10 above the Merriweather Post area is on top of Symphony
11 Woods; is that correct?

12 MR. HAMM: This is -- it's the area that I
13 think right now Wine in the Woods is held there.
14 This is -- CA's land ends about here. This is a site
15 that GGP owns.

16 And, yes, you are correct. And the
17 reason -- this, again, is a discussion, you know, it's
18 an opportunity for discussion.

19 But one of the conflicts that the
20 community, you know, that seemed to evident is
21 pedestrian linkages and places.

1 And what we thought might make sense to
2 explore is, Columbia Association has been looking for
3 a headquarters, and they've talked about it somewhere
4 in here. This area turns out to be of high
5 environmental value.

6 These woods are rather degraded, according
7 to Keith Bowers. So the thought was, if these were
8 buildings with green roofs, civic buildings, that
9 might include a library, a community -- community
10 uses, we don't own those. We don't benefit from that.

11 But we do think that the community would
12 benefit significantly from connecting Merriweather to
13 the market square here, which is about a two acre open
14 space with potentially an ice skating rink in the
15 winter and a farmer's market in the summer, all at
16 the same elevation.

17 We believe this creates a very strong
18 civic core of Town Center. And then through a
19 combination of new open spaces in the Town Center
20 here, here, some of the open spaces along the street
21 front, the Spanish steps, the green roofs over the

1 gray fields of the parking now. Green roofs here,
2 perhaps a green roof on Merriweather, we would
3 increase the number of trees over the base case.

4 So that's not our decision. That's a
5 community decision.

6 We think it's worth thinking about.

7 PARTICIPANT: So the continuous stand of
8 trees that are currently in Symphony Woods would no
9 longer exist, based on this grid system superimposed
10 on top of Symphony Woods.

11 MR. HAMM: Last night was the
12 environmental discussion. Were you able to make that?
13 I don't know if you saw the presentation last night.

14 PARTICIPANT: Yes, I did.

15 MR. HAMM: There was a tree survey done
16 that actually counted every tree in this area here.

17 And the environmental assessment was that
18 this area was rather degraded due to the lack of under
19 story in most of that area.

20 So all we really talked about was this,
21 you know, building here with this area really shown as

1 green here, and a building here.

2 This was in the County plan as a building
3 and that would be a building site. The road access is
4 again part of the street network and making
5 Merriweather more accessible.

6 Understanding from the community that
7 Merriweather is a very important cultural icon and
8 cultural opportunity.

9 So one of the challenges there is how do
10 we get ADA access to Merriweather? How do we get
11 traffic in and out of there comfortably before and
12 after events? How do we make it -- how do we make it
13 more accessible to vehicles as well as pedestrians.

14 So that's what this plan attempts to
15 demonstrate.

16 PARTICIPANT: There may be a concern that
17 of course that area of Symphony Woods, we have very
18 little symphony now and we may have very little woods,
19 too, based on this plan.

20 And so it may have to remain that area --

21 MR. HAMM: Well, you know, choosing

1 civility, I appreciate your comment.

2 PARTICIPANT: My second question.

3 MR. HAMM: I'd like to address the comment
4 and the remark.

5 I think what we've outlined is a very
6 earnest effort to attempt to bring symphonies back to
7 Symphony Woods.

8 And to suggest otherwise is, you know,
9 disingenuous.

10 PARTICIPANT: The second part of my
11 question is the connection to Oakland Mills, where
12 would it connect in the street system?

13 MR. HAMM: Into Oakland Mills?

14 PARTICIPANT: Right.

15 MR. HAMM: Marty knows the actual -- it
16 connects very close to the current intersection of
17 Oakland Mills -- Oakland Mills Village Center, and I
18 thought we had a graphic that showed that.

19 PARTICIPANT: Probably White Acre Road.

20 MR. HAMM: The connection has minimal
21 impact on any structures. And it was striking to us

1 how well it seemed to connect there.

2 And so that was the reason we were willing
3 to introduce it to the community.

4 Marty, do you have anything to add on
5 that?

6 MR. WELLS: I'd just say generally, GGP
7 and its former corporate entity has gone through this
8 sort of exercise of looking at interchanges and going
9 through detailed engineering studies, environmental
10 studies, working with the County, working with the
11 state.

12 And that's at Emmorson, down at 216. The
13 same sorts of things would have to happen here. There
14 is a long way to go before we recommend a specific
15 alignment, specific interchange form.

16 What's being introduced here in this plan
17 is a concept of a third way in and out of Town Center
18 from Route 29.

19 And lots of details to study.

20 MR. HAMM: Yes, Alan.

21 PARTICIPANT: I had the opportunity a

1 couple months ago to do some facilitation with the
2 highest levels of the MTA, the Maryland Transportation
3 Authority folks. And I took that opportunity knowing
4 that we were having this discussion to ask them about
5 transit connections to Columbia.

6 And when they stopped laughing, they
7 basically indicated not in anybody's lifetime or words
8 to that effect.

9 So I'm curious about what your thoughts
10 are about the time frame, Matt, Matt that we might be
11 actually getting something like that.

12 They were not quite as flip as I'm making
13 them out to be, but it's clear that they didn't see
14 that in -- they knew that it was an issue, and they
15 were sort of tired of being asked about it, and didn't
16 really have a sense of when or how that would happen.

17 My specific question to Marty is, Governor
18 Warfield right now is designated as a County scenic
19 road.

20 And I'm wondering if that then becomes or
21 gets somehow traffic enhanced as the only intermediate

1 arterial in the plan, does that have impact on that
2 designation and that designation which was done in a
3 very bipartisan community support kind of way.

4 And I think that's something the community
5 would not want to be losing.

6 MR. WELLS: I don't know that we have any
7 plans or would be presumptuous enough to think that
8 that designation as a scenic road should be changed in
9 any way.

10 Governor Warfield is part of the network,
11 but it's not a focal point of a lot of new
12 development, unlike some of the other streets in the
13 network.

14 So the short answer to your question is,
15 we've not discussed any changes to that designation.

16 MR. MCKIBBEN: I guess the reason for
17 their humor was that there really isn't a good
18 insensitive for transit to come to Columbia right now.

19 What I hoped to outline tonight was that
20 this Town Center plan builds that case. And as we
21 pointed out, it will be unrolled over in a number of

1 weeks.

2 I think the phasing is still something
3 that the design team is working on. But I think the
4 sooner we can get a good mix of uses, including
5 residential, within walking distance of the transit
6 stop in the Town Center, it will definitely strengthen
7 the case.

8 I think it will be an evolving process,
9 though. We already have a number of express bus
10 routes which operate out of Columbia.

11 But, unfortunately, there's only a few
12 services that are peak, they don't operate during the
13 middle of the day, and there are very few counter peak
14 services that don't go into Columbia.

15 So I think that gradually as residents
16 come to Town Center, the service frequency will
17 increase. I think more residents from the surrounding
18 villages will then be enticed to use those services
19 and we'll get a snowball effect that the patronage
20 will be so strong that the MTA won't be able to ignore
21 it.

1 MR. HAMM: Said differently on -- have I
2 been cut off, the microphone?

3 Said differently, and I think -- maybe not
4 as eloquently -- but clearly if we don't incorporate
5 residential and mixed use in downtown, rail will never
6 come. That's a certainty.

7 If we do incorporate good mix of uses and
8 good planning principals, it becomes more likely and
9 more possible.

10 Does it happen? I don't know. But I do
11 know that a long time ago in 1992 in Reston, we were
12 designing buildings and laying things out and Bob
13 Simon came out and opposed a project because he didn't
14 think it was dense enough, and he wanted density there
15 in order to one day attract rail.

16 And I thought he was crazy. That will
17 never happen in Reston. That was maybe '93, the
18 Spectrum project.

19 And later two more buildings, a few years
20 probably '96 we did two more buildings and the same
21 issue came up about the orientation of the buildings

1 and the best -- the best -- the best configuration to
2 one day accommodate rail.

3 And again I thought, you know, this is
4 just -- this is silliness.

5 And the Washington Post reported about a
6 week ago that once again rail appears to be funded, a
7 leg from the West Falls Church Metro to Dulles
8 Airport. And there was a stop right where I was
9 pretty insistent that there would not be one.

10 And I think all of the sober money at the
11 time probably agreed with me, that it was highly
12 unlikely it would happen.

13 But good planning principals and good mix
14 of uses and densities really precede good transit
15 alternatives.

16 And I think I've seen it and I believe
17 that, you know, I think it can clearly improve
18 Columbia's chances by adopting some different
19 principals.

20 Yes, ma'am.

21 PARTICIPANT: Somebody asked me a question

1 that I didn't have the answer to, maybe more people
2 have the same question.

3 When you are speaking of going from the
4 mall down to the lake front, when you speak of the
5 Spanish steps, the person who asked me the question
6 said, well, if there's a woman with a stroller, how
7 would she get from the mall?

8 What happens at Little Patuxent Parkway
9 and where do the Spanish steps start.

10 MR. HAMM: Let's see if we have a better
11 visual here. Well, I don't know that I have a much
12 better visual.

13 But this, again, would be a wide sidewalk.
14 Probably -- I'm not sure what the widths are that
15 Susaki is recommending.

16 But one thing we might do is recommend
17 that it be wider on the north side of the street in
18 order to get more sunlight and allow more people to
19 walk on that side of the street than the south.
20 Taller buildings might also be encouraged on the south
21 side to -- I beg your pardon, the north side -- to

1 maximize the shadow effect. But the three percent
2 slope that I discussed would be from this point to
3 Little Patuxent.

4 And this existing interchange here that is
5 a traffic light and a very weak pedestrian connection,
6 would be made stronger with, you know, push buttons
7 and the counting -- the spoken counting -- what is it
8 called?

9 MR. WELLS: Count down signals.

10 MR. HAMM: Count down signals. And other
11 features that would make that a more navigable
12 connection.

13 The good thing is, it's doable. It's land
14 that we own. It's an intersection that's existing.
15 It's at grade. This slope is gradual.

16 At this point the slope needs to be
17 manufactured, and we'd have to bring in some fill in
18 parts of it. And the steps would begin at this point.

19 Really at the south end, that's where the
20 light is right now at Little Patuxent. And at that
21 point, there would be a traversing of those at very --

1 it too would follow a three percent slope.

2 And here we'd very likely have a hand
3 rail. So the lady with the -- or the gentleman with a
4 stroller or a person in a chair may, you know, very
5 easily navigate that and comfortably.

6 Yes, ma'am.

7 PARTICIPANT: Two quick questions. One is
8 actually about those steps. It seems that they are
9 almost tucked under the bridge -- the potential bridge
10 over the lake. They are right -- it seems like you
11 are running that right through the south parking lot
12 of this building, right, and across over the lake.

13 And so I don't see how -- isn't that green
14 space right under the -- what's a major road?

15 MR. HAMM: It's actually to the side of
16 where the bridge one day might go. And it works
17 because it comes in -- this bridge comes in higher, so
18 the steps, you know, continue to be an inviting
19 landscape feature with, you know, eventually I guess
20 strengthening of this walkway connection here.

21 If development ever occurs here or down in

1 Symphony Woods, then there still would be a very
2 strong connection and it would be underneath the
3 bridge.

4 But I think the bridge elevation would be
5 what did we say, 50 feet or it's a pretty -- we think
6 there's a pretty significant elevation difference
7 there that could make it a very convenient and
8 comfortable walk.

9 That needs to be studied further. It's an
10 excellent question. We wouldn't want to put those
11 steps in, create that great connection, to turn around
12 and ruin it.

13 And the idea of the bridge, you know,
14 there's some very interesting things. And I think
15 that's what Jim Rouse and Bob Tanenbaum and company
16 had in mind.

17 In terms of an entrance to Columbia coming
18 in over the bridge and over the water and, you know,
19 the bridges -- there's some very interesting
20 architectural features and some environmental features
21 we heard about that could be employed there to make

1 that a pretty interesting place.

2 PARTICIPANT: My other question is,
3 addressing your comment about planning for where the
4 major rail connection would come in.

5 If we were to get this rail connection
6 coming up Broken Land Parkway, stop at Merriweather, I
7 can sort of see how you do it with light rail. I
8 don't see how you are going to build a Metro, proper
9 Metro rail in.

10 But where -- how would a stop at the mall
11 come in after you build all of those buildings all
12 over the parking lots?

13 MR. HAMM: Well, one of the things that
14 was in the early part of Matt's presentation was
15 defining and further studying the early phases of our
16 development, of an improved transit center in Town
17 Center.

18 And we would need to study how that could
19 work. And we're in the early phases of it.

20 But one of the commitments that we would
21 make is an immediate upgrade of the existing facility

1 for Howard County Transit.

2 Let's take two more questions, then.

3 PARTICIPANT: There have been several
4 mentions of the like Vantage Point, LPP intersection
5 and the back ups. There's also been mention of the
6 Twin Rivers back up at Governor Warfield.

7 There's been, however, not a mention of
8 actual data or whether some of these problems are on
9 the weekend.

10 It seems to me as a regional mall, we
11 should be getting a lot more traffic for retail
12 purposes.

13 And as a result, places that don't have
14 much back up other times, for example, Twin Rivers
15 going towards Wilde Lake, sometimes you have to wait
16 for the light more than once.

17 Going on Broken Land south, which is north
18 of LPP going south towards it, that often backs up.

19 It seems to me we need some weekend data.
20 I can't cover all of the intersections -- and that we
21 may have a worse problem than we realize from retail

1 on Saturdays and Sundays.

2 And I would guess Saturdays and Sundays
3 are different because the mall hours are different.

4 So another thing is, if we go too fast
5 building facilities of retail along LPP before we do
6 all of the other connecting and exiting for LPP, we
7 may only make the retail back ups on Saturday and
8 Sundays worse.

9 MR. HAMM: Marty, I think it's a very
10 valid question.

11 MR. WELLS: And worth consideration given
12 the amount of additional retail we have in the plan.
13 Thank you for bringing that up to the group.

14 MR. HAMM: Yes, sir.

15 PARTICIPANT: Last year I visited the
16 Village development down in Florida, it's a senior
17 citizen community.

18 A lot of senior citizens, obviously. Many
19 of them that should not drive very far or fast. We up
20 here, we're an aging community. Some of us shouldn't
21 drive too far or fast.

1 With the growing price of gas, I may not
2 want to drive very far or fast.

3 What impressed me down there was they had
4 separate lanes alongside their minor arterials
5 dedicated to bicycles and small electric vehicles.

6 Now, these vehicles were golf carts but
7 many of them had an enclosed cabin on top. They were
8 really small two and four persons vehicles.

9 I wondered if any thought had been given
10 to providing that type of accommodation.

11 Many people up here, I think maybe retire
12 one of their gas guzzlers in favor of a small vehicle
13 if they find shopping and the jobs here in the city.

14 MR. HAMM: That's an excellent idea. And
15 I think some of our thoughts and some of the things
16 we've thought about in Symphony Woods and with some of
17 the CA trail system that's in place and existing with
18 easements and things, we thought could yield some
19 interesting opportunities there.

20 But I think we need to look at that. What
21 was the community's name?

1 PARTICIPANT: The Villages. It's north
2 of Orlando. It's a large community.

3 MR. HAMM: That's a very good suggestion
4 that I think we need to study.

5 Working with ARUP and Susaki, they have
6 groups that do bicycle studies and making bicycling
7 more friendly and convenient.

8 We talked about that some last night. And
9 as we get into the -- it's one of the planning
10 principals of connectivity, you know, those are very
11 relevant considerations.

12 So thank you.

13 I'll take one more and then the website is
14 accepting questions. And do we have cookies tonight?
15 We have cookies. We can talk a bit afterwards as
16 well.

17 PARTICIPANT: I happened to notice that
18 you have transportation studies is up there and for
19 transit.

20 Is General Growth going to proffer as part
21 of their June 1st, I guess, application, is it going

1 to proffer an improved transit center and a shuttle
2 system?

3 MR. HAMM: Late June, not June 1st.

4 PARTICIPANT: Late June. Let's try it
5 again.

6 As part of your late June submittal, are
7 you going to proffer an improved transit center,
8 funding for that and funding for a circulator system?

9 MR. HAMM: Yes. We will proffer those two
10 improvements and we will be separately putting forward
11 different proposals on the financing as I discussed
12 earlier.

13 But we clearly intend to proffer the
14 commitments that you just outlined.

15 PARTICIPANT: Thank you.

16 MR. HAMM: Thank you very much.

17 (Forum concluded at 9:30 p.m.)

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1 STATE OF MARYLAND

2 CITY OF BALTIMORE: ss

3

4 I, Paula J. Eliopoulos, a Notary Public in and
5 for the State of Maryland, Baltimore City, do hereby
6 certify that the foregoing is a true and accurate
7 transcript of the proceedings indicated.

8

9 As witness, my hand and notarial seal this
10 8th day of May, 2008.

11

12

13

Paula J. Eliopoulos

14

Notary Public

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20 My commission expires:

21 June 1, 2008

