

From: [Timothy D. Rogers](#)
To: [Bronow, Jeff](#); [Renee Kamen](#)
Subject: RE: [External] housing unit projections
Date: Tuesday, November 5, 2019 12:01:00 PM
Attachments: [Polygon Modification Requests.xlsx](#)

Jeff- this is our list of **potential** polygon changes. It could grow or shrink, and the solutions are not set in stone. We won't know for sure until 11/18.

From: Bronow, Jeff <jbronow@howardcountymd.gov>
Sent: Tuesday, November 5, 2019 11:35 AM
To: Timothy D. Rogers <Timothy_Rogers@hcpss.org>; Renee Kamen <Renee_Kamen@hcpss.org>
Subject: RE: [External] housing unit projections

Hi Tim,

Thanks – if you can provide a list, would be helpful, as I only split things around a few.

Jeff

From: Timothy D. Rogers <Timothy_Rogers@hcpss.org>
Sent: Tuesday, November 5, 2019 11:28 AM
To: Bronow, Jeff <jbronow@howardcountymd.gov>; Renee Kamen <Renee_Kamen@hcpss.org>
Subject: RE: [External] housing unit projections

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Hey Jeff
See below.

From: Bronow, Jeff <jbronow@howardcountymd.gov>
Sent: Tuesday, November 5, 2019 9:56 AM
To: Timothy D. Rogers <Timothy_Rogers@hcpss.org>; Renee Kamen <Renee_Kamen@hcpss.org>
Subject: [External] housing unit projections

Hi Tim,

I'm working on the housing unit projections update.

A few question:

I know that the final school districts won't be voted on until Nov. 21. How soon after that do you think you'll be able to provide the updated poly's so I can incorporate that in to our projection model? **I can get them to you before Thanksgiving.**

Also, do you anticipate many changes to school polygons themselves compared to last year's set, or will they mostly remain the same and it's just assigning them to new schools as part of the redistricting effort? That is – are the polygon's themselves changing size, shape, being split, etc.? The reason I'm asking is that I place our land use "dots" in the polygons and "split" the projected development in some cases if the land crosses polygon boundaries, in order to correctly project new units in the different polygons correctly. **There will be some changes to the polygons. There a few that we're going to modify regardless of what the BOE decides, and they're talking about splitting some with their motions. If it would help I can get you a list of the ones that have been discussed.**

Thanks,

Jeff

From: [Brandon Rowe](#)
To: [Edmondson, Chad](#); [David W. Ramsay](#); [Jagarapu, Krishnakanth](#)
Cc: [Renee Kamen](#); [Pancholi, Jayesh](#); [Taylor Gelinis](#); [md142048@nf.bohlereng.com](#); [Scott Washington](#); [Jason Van Kirk](#)
Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)
Date: Monday, February 25, 2019 4:59:47 PM
Attachments: [image001.png](#)
[RE Simpson Property - Bus Stop Location Coordination.msg](#)
[Simpson Property - Bus Stop and Turnaround Location Exhibit - 7-11-2017.pdf](#)
[Simpson Property - Bus Stop & Circulation Coord Exhibit - 6-16-2017.pdf](#)
[RE Simpson Property - Bus Stop Location Coordination.msg](#)
[Simpson Property - Adjusted Bus Turnaround and Pad Location Exhibit - 7-17-2017.pdf](#)

Chad,

Please see attached for several email chains from 2017, during the review of the SP, between myself, Renee, and DLD. I have also attached the exhibits that were included in this discussion.

- The Exhibit dated 6/16/17 shows dimensions to the bus stop from the edges of the proposed community to assist in locating the bus stop.
- The Exhibit dated 7/11/17 shows the initial location of the bus pad and turnaround and in Renee's email dated 7/17/17, it was noted that the turnaround was acceptable as long as the bus pad was relocated to turnaround.
- The Exhibit dated 7/17/17 shows the relocated bus stop location (to be on the turnaround) as well as the turning movement of the bus in that turnaround.

I shorty, the location of the bus stop was set based on HCPSS policy establishing a maximum walking distance for children from their home to a bus stop.

There was no comment related to this on the first review of the Final Plan. The concern about the need for a DMV was raised at our post-SRC meeting earlier this month by Jayesh, noting that the bus turnaround presented a non-standard street section and that a DMV approved by DPW would be required. At that post-SRC meeting, we had discussed following with HCPSS to confirm that the bus turnaround is necessary (and that the bus cannot use the T-Turnarounds instead) and that is what triggered my email on 2/12/19 and the email chain [below] that followed.

I left you a voicemail this afternoon and would be happy to talk this through with you.

Please let me know if you need any additional information.

Thank you,

Brandon Rowe, P.E., LEED Green Assoc.

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From: Edmondson, Chad [mailto:cedmondson@howardcountymd.gov]
Sent: Monday, February 25, 2019 1:19 PM
To: Brandon Rowe <browe@bohlereng.com>; David W. Ramsay <David_Ramsay@hcpss.org>; Jagarapu, Krishnakanth <kjagarapu@howardcountymd.gov>
Cc: Renee Kamen <Renee_Kamen@hcpss.org>; Pancholi, Jayesh <jpancholi@howardcountymd.gov>; Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott Washington <Scott_Washington@hcpss.org>; Jason Van Kirk <jvankirk@elmstreetdev.com>
Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Brandon, can you forward the specific comment and any other back up you have that lead to this design and subsequent DMV waiver request. Especially if any other options were discussed.

From: Brandon Rowe [<mailto:browe@bohlereng.com>]
Sent: Monday, February 25, 2019 12:45 PM
To: Edmondson, Chad <cedmondson@howardcountymd.gov>; David W. Ramsay <David_Ramsay@hcpss.org>; Jagarapu, Krishnakanth <kjagarapu@howardcountymd.gov>
Cc: Renee Kamen <Renee_Kamen@hcpss.org>; Pancholi, Jayesh <jpancholi@howardcountymd.gov>; Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott Washington <Scott_Washington@hcpss.org>; Jason Van Kirk <jvankirk@elmstreetdev.com>
Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

All,

Based on the below, Bohler will prepare and process the design manual waiver with DED/DPW for the current turnaround configuration.

Thank you,

Brandon Rowe, P.E. | Senior Project Manager



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From: Edmondson, Chad <cedmondson@howardcountymd.gov>
Sent: Monday, February 25, 2019 11:46 AM
To: David W. Ramsay <David_Ramsay@hcpss.org>; Jagarapu, Krishnakanth <kjagarapu@howardcountymd.gov>
Cc: Brandon Rowe <browe@bohlereng.com>; Renee Kamen <Renee_Kamen@hcpss.org>; Pancholi, Jayesh <jpancholi@howardcountymd.gov>; Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott Washington <Scott_Washington@hcpss.org>
Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

I know the question that Kris asked was made to my attention, however there is no new policy about buses turning in tees. The discussion appears to be an understanding written below between Renee and the consultant.

From: David W. Ramsay [mailto:David_Ramsay@hcpss.org]
Sent: Monday, February 25, 2019 7:23 AM
To: Jagarapu, Krishnakanth <kjagarapu@howardcountymd.gov>; Edmondson, Chad <cedmondson@howardcountymd.gov>
Cc: Brandon Rowe <browe@bohlereng.com>; Renee Kamen <Renee_Kamen@hcpss.org>; Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott Washington <Scott_Washington@hcpss.org>
Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Hi Kris,
Thanks for asking the question and I'll call you and Chad later this morning to discuss.
David

David Ramsay
Director of Transportation
Howard County Public Schools
(410) 313-6726

From: Jagarapu, Krishnakanth <kjagarapu@howardcountymd.gov>
Sent: Sunday, February 24, 2019 12:03 PM
To: Edmondson, Chad <cedmondson@howardcountymd.gov>
Cc: Brandon Rowe <browe@bohlereng.com>; Renee Kamen <Renee_Kamen@hcpss.org>; Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott Washington

<Scott_Washington@hcpss.org>; David W. Ramsay <David_Ramsay@hcpss.org>

Subject: Re: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Chad,

I'm interested to learn why buses cannot use a T-turnaround, is this a new policy from HCPSS?

Thanks,

Kris

Sent from my iPhone

On Feb 24, 2019, at 11:52 AM, Edmondson, Chad <cedmondson@howardcountymd.gov> wrote:

Renee, before we start changing plans to build a full circle in an arbitrary location of a public road(not at the end of a road) I want to clarify a question.

It is difficult for a bus to turn around in a Tee, that is understood. However, in this case, the bus could drive a few seconds down the road and turn at a public, tee intersection that gives as much room as needed to turn on a non-thru road.

I want to clarify this because I cannot see the County maintaining circles in arbitrary locations as a matter of policy on dead end roads. In doing so, bus pads just became cul-de-sacs at mid points of roads.

Please contact me on this matter.

On Feb 21, 2019 5:22 PM, Brandon Rowe <browe@bohlereng.com> wrote:

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Renee,

Thank you for your response. Based on your feedback and understanding that T-Turnarounds are not adequate to allow for buses to maneuver, we will need to proceed with processing of the design manual waiver to provide the bus turnaround at the location it is currently proposed. Bohler will coordinate with DED and DPW to process that waiver request.

In speaking with the Developer, we agree that "no parking" signs should be placed at that turnaround and they will be added on the next revision of the F-Plan.

Regarding the turnaround configuration, I have attached a coordination exhibit from October of 2017 when we were working together to originally locate the bus stop. This exhibit shows that a bus can completely maneuver in the configuration of the turnaround that is currently proposed. We will proceed with the current configuration of the turnaround since it allows for adequate bus maneuvering as well as minimizes additional impervious area (less SWM runoff) and minimizes maintenance requirements for the County for the pavement limits.

Thank you again for your response.

Have a great evening!

Brandon Rowe, P.E., LEED Green Assoc.

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From: Renee Kamen [mailto:Renee_Kamen@hcpss.org]

Sent: Wednesday, February 20, 2019 10:37 AM

To: Brandon Rowe <browe@bohlereng.com>; Edmondson, Chad
<cedmondson@howardcountymd.gov>

Cc: Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com; Scott
Washington <Scott_Washington@hcpss.org>; David W. Ramsay
<David_Ramsay@hcpss.org>

Subject: RE: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Brandon,

Thank you for coordinating comments for the above-referenced SDP. The comments below represent similar comments given during the subdivision stage and previous SRC reviews. We greatly appreciate this dialog between the developers/engineers of these projects. That said we have the following comments regarding the attached exhibit:

- Sidewalks, while HCPSS appreciates that the code does not provide for (nor requires) sidewalks in western areas of Howard County; sidewalks are essential in the safety of student transport. Sidewalks requests are increasing from families moving into developments with similar profiles.
- Bus stop location considerations: (walking distance to a bus stop from a property line should not exceed 4/10 of a mile and buses should not turn back up.)
 - HCPSS does not support use of T-intersections for bus turn-around; while technically OK for fire trucks, they do not allow for a bus to turn around without backing up, which is a safety issue.
 - Proposed bus stop location is appropriate given the Lot 37 property line is greater than 4/10 of a mile to Greenbridge Road (it's

approximately 4,000 feet from property line to Greenbridge Rd). It will require a bus pad for students to wait safely for the bus.

- Prefer a full traffic circle at proposed location with “no parking” (yes, we understand a Lot 16 may be lost with this request.)
- Additionally, we request that “no parking signs” posted on all portions of turn-arounds used by busses.

I look forward to continuing this conversation. If you have additional questions, please feel free to reach out to me.

Best,

-renée

Renée M. Kamen, AICP
Manager, Office of School Planning
Howard County Public School System
410.313.7184 (office)
Renee_Kamen@hcpss.org

From: Brandon Rowe <browe@bohlereng.com>
Sent: Monday, February 18, 2019 4:36 PM
To: Renee Kamen <Renee_Kamen@hcpss.org>
Cc: Taylor Gelinas <tgelinas@bohlereng.com>; md142048@nf.bohlereng.com
Subject: [External] RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Renee,

Good afternoon – I hope all is well. Have you had a chance to look at the email below and the attached exhibit? We are working to finalize revisions per DPZ/DPW comments and would like to include your response in our revisions.

Thank you,

Brandon Rowe, P.E., LEED Green Assoc.

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From: Brandon Rowe

Sent: Tuesday, February 12, 2019 4:06 PM

To: 'Renee Kamen' <Renee_Kamen@hcpss.org>

Cc: Taylor Gelinas <tgelinas@bohlereng.com>; 'md142048@nf.bohlereng.com'
<md142048@nf.bohlereng.com>

Subject: RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Renee,

Good afternoon. I am following up on the above referenced project. This project received Sketch Plan approval last year and we are now processing our Final Road Plan. You may recall through our coordination during the Sketch Plan review, we placed a bus stop and bus turnaround "midway" on the main road in the subdivision (see attached PDF for highlighted location).

DPZ/DED is pushing back on this non-standard location and indicated that since we are not proposing a typical section in the area of the turnaround, that a design manual waiver must be requested. DPZ asked, before requesting a design manual waiver, that Bohler follow with you/HCPSS to see if the bus would be able to proceed to the t-intersection and turn around or even make the turn and turnaround in either of the t-turnarounds at the end of the street (I have noted these potential locations on the attached PDF). We would still provide the bus stop "midway" up the main road, but the large pavement expansion would go away and thereby reduce runoff.

Please confirm if the above bus turning around scenario is approvable by HCPSS.

Let me know if you'd like to talk this through on the phone.

Thanks!

Brandon Rowe, P.E., LEED Green Assoc.

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From: Brandon Rowe

Sent: Thursday, February 22, 2018 9:34 AM

To: Renee Kamen <Renee_Kamen@hcpss.org>

Subject: RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Renee,

This project is located in the west, so there are no sidewalks proposed (per the Subdivision Regulations).

As for traffic-calming devices, DPW typically does not allow these to be proposed with the initial construction. Should there be found to be a speeding issue, the property owners within the subdivision can petition DPW to install them and DPW will evaluate whether they are needed.

Let me know what the Director of Pupil Transportation thinks of the plan.

Thanks!

Brandon Rowe, P.E., LEED Green Assoc.

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From: Renee Kamen [mailto:Renee_Kamen@hcpss.org]

Sent: Thursday, February 22, 2018 8:24 AM

To: Brandon Rowe

Subject: RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Brandon – sorry, no I have not. I have forwarded to the Director of Pupil Transportation. I don't foresee any issues with the turn around, but want his input. Will there be sidewalks throughout the development (I see a 10-foot street tree easement)? We get lots of complaints from parents about speeding neighbors and safety of children walking to the bus stop. Sidewalks is one way to ensure separation (as I am sure you are aware!). If no sidewalks, will there be any traffic calming devices?

Thanks,

-renée

Renée M. Kamen, AICP, Manager
Office of School Planning
Howard County Public School System
renee_kamen@hcpss.org
410.313.7184 (p)

From: Brandon Rowe [<mailto:browe@bohlereng.com>]
Sent: Thursday, February 22, 2018 8:00 AM
To: Renee Kamen <Renee_Kamen@hcpss.org>
Subject: RE: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Renee,

Have you had a chance to review the email below and the attached?

Thanks!

Brandon Rowe, P.E., LEED Green Assoc.

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From: Brandon Rowe
Sent: Friday, February 02, 2018 8:39 AM
To: 'Renee Kamen' <Renee_Kamen@hcpss.org>
Subject: Simpson & Denault Properties - Bus Turn Coordination (SP-17-002)

Renee,

Good morning. Following up on our call regarding SP-17-002 a week or so ago, please find attached a PDF of an exhibit that identifies the proposed bus stop location, the turnaround "bubble", and a bus turning template to show that the bus can turn around within the "bubble".

Please confirm that this is acceptable.

Thank you,

Brandon Rowe, P.E. | Senior Project Manager

<image001.png>

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From: [Paul Revelle](#)
To: [Bruce Gist](#)
Cc: [Renee Kamen](#); [Russ Dickens](#); [Bruce Harvey](#); [Cole Schnorf](#); [Jeremy Rutter](#); [James Fraser](#); [Steve Breeden](#)
Subject: MBIA Question about State Aid
Date: Monday, April 2, 2018 11:44:26 AM

Bruce,

At our meeting last week with Dr. Martirano you mentioned State Aid as being 55% of the cost of a new school. That is a higher percentage than we were expecting to hear and certainly higher than the State's contribution to Hanover Hills which looks like about 34% to us. While 55% is certainly better than 34%, we want to make sure we are working with the most accurate set of facts. Is it possible that the 55% is applied to eligible costs but, as a fraction of total eligible and ineligible costs, the State's contribution is closer to 34%? Or does the State's new approach to school funding account for the difference?

Thanks,

Paul Revelle
