

The regular meeting of the Thurmont Planning and Zoning Commission was held on Thursday, July 27, 2006 at 7:00 p.m. Present were: John Ford, Chairman; Commissioner Terpko; John Kinnaird, Randy Cubbedge; Jeri O'Neill; Ray Williams; Denis Superczynski; Rick May; Jim Brown; Carl Thomas; Joe Calogero; Andrew Teeters; Stephen Peterson; and Jim Rada.

Mr. Ford welcomed everyone to the July Meeting of the Thurmont Planning and Zoning Commission. He stated the first item on the agenda is the approval of the June meeting minutes and they will postpone that until the August meeting, the June minutes were just received. Mr. Ford turned the meeting over to Mr. Brown to present the Zoning Inspector's Report.

Mr. Brown stated, "There were thirty (30) Zoning Certificates issued from June 21st 2006 to July 25th 2006 for twenty (20) residential accessory uses, three (3) residential additions, one (1) commercial use, one (1) commercial addition and one (1) commercial accessory use. There were four (4) zoning certificates for which no zoning inspection was needed. The total number of zoning certificates issued to July 25th is one hundred and sixty four (164) with five (5) single family dwelling units. This compares to one hundred and seventy seven (177) zoning certificates and forty five (45) single family dwelling units for the same period in 2005."

Mr. Ford stated the next item on the agenda is the traffic impact study scope for Drees Homes. He turned the meeting over to Mr. Superczynski.

Mr. Superczynski stated, "The applicant had sent out a notice several weeks ago with a preliminary concept of looking at a scope for a traffic study for the site..."

Mr. Ford stated, "Excuse me you said applicant is there some kind of application?"

Mr. Superczynski stated, "No there's not, ... a perspective applicant perhaps is a better word which comes right to my first two notes, one we should note right off the bat that this doesn't fall under the jurisdiction as of yet of the Town of Thurmont nor does it really fall under the jurisdiction of the County since there is no applications formally been put forward so we can consider this somewhat of a preapplication meeting which is quite common throughout the state in terms of large planning projects. It's not uncommon for applicants to come forward and to share there thoughts on perspective development to get a feel for the regulatory process and that jurisdiction as well as to look at any special issues that might arise due to their application so it should be noted with that in mind that any guidance offered by the Planning Commission is simply that because there is no application on the table. What we say tonight really is guidance it's obviously not subject to any of the regulations of the town. The second item is similar to the first and that is anything that is prepared as a result of our discussions tonight based on commentary from staff or from Planning and Zoning Commission would be subject to substantial provision worst case scenario, and the best case scenario perhaps addenda to address particular issues that might come forward in the event that the application is different then what is being shown conceptually at this point and I think the applicants

certainly understand that it is worth wild saying that tonight. Having said that there are two items that you would address in a scope...in a scoping, a preapplication scoping meeting for a traffic study the first would be a physical scope of the project which was done a multitude of times before and the applicant has put forward several intersections that would be of interest in studying any project that could occur at this site and that included Maryland 806 at Thurmont Boulevard the first intersection, Maryland 806 at Blue Mountain Road, Pryor Road which is the first major intersection south on 806 and as well as the two access point on 806 from the site itself. To that list Neil Parrott from Maryland State Highway Administration added in several other points that would be of interest to State Highway Administration for a project of this size. The first would be the US 15 and Maryland 806 intersection, Maryland 806, Auburn Road...as well as the US 15 intersection with Pryor Road and I have to assume that he's talking about the Blue Mountain Road intersection and not the Pryor Road intersection with 15 headed south however, if you know that this might be a issue for development for instance traffic moving up into Food Lion, Orchard Hill area and then perhaps make its way south on 15. I'd perhaps leave that up to your discretion or perhaps ultimately to the perspective applicants discretion in determining whether that's an appropriate geographical point to study and leave it to the applicant to justify why that intersection wouldn't be addressed. The other access point which is a fine importance to SHA would be the US 15 interchange at Tippin Road and Thurmont Boulevard and finally the Maryland 806 and Thurmont Boulevard intersection which is again was previously mentioned by the applicant. Those I think would be the primary points. The State Highway Administration also made a note that they would like to see supporting information in the development of a scope that would include perspective growth rates presumably background growth in the County and in the town distribution, trips which maybe fairly clear cut for this unlike some of our other past subdivision proposals this one I think is fairly straight forward because of its location to the interchange with 15 and the presumption that a lot of the peak hour trips at least would be commuter trips going north or south and both being accommodated at that Thurmont Boulevard, Tippin Road intersection and I would concur with State Highway that some of those assumptions would be nice to see as part of these discussions with the scope for establishing the scope for the study."

Mr. Kinnaird stated, "Did they mention the intersection at 15 and the State Park down here. You said Auburn Road but I don't think you mentioned the intersection down here where the state park is. I'm not sure what they call that intersection but that's a prime intersection for people coming north to get off of there to anything between the zoo and Thurmont and I'm sure that particular intersection would get the brunt of any north traffic that would be going to that particular location more so I think than the 806."

Mr. Ford stated, "You're talking about the intersection..."

Mr. Kinnaird stated, "Right where the Catocin Zoo is. Because I think at the last resort for anybody coming north to get off ...would be the interchange down there."

Mr. Ford stated, “Okay before we get into the details I’d like to ask Denis some questions. One is this traffic impact study would required at the time of application for preliminary site plan approval is that correct?”

Mr. Superczynski stated, “Certainly anything that’s going to generate the number trips. I think part of the reasoning behind the perspective applicant coming forward at this point with a traffic...trying to get a feel for a traffic impact study would be to address the extension of services report that would be issued prior to the annexation hearing with the town board. For an applicant to come forward with an annexation that’s going to have a major impact on the town and or the County and the roads that support it it makes good since for them to have a feel for those highway impacts prior to moving forward with that application process.”

Mr. Ford stated, “So you’re saying he may want this because of an annexation request in the future but it would seem to me...certainly that will take some time, the whole process and what I’m concerned about Weis Markets will be opening any traffic counts done in the near future and of course we require that school be in session so you can’t do it until September but in the near future we won’t get the counts... Weis would be significant in the Maryland 806 in that area and that kind of thing and so a study done...it seems to me that the Planning Commission could not accept a study done that was done six months or a year or year and half before the actual application was made.”

Mr. Superczynski stated, “I think the thought...for instance should any piece of land come forward for an annexation request to the town and in the near future prior to other major developments in this case the Weis Markets you would still expect some accounting of potential impact on the roads and we might note that hey there’s a major impact on this road that perhaps hasn’t been taken into account and should be but I think you have two options. Here we can ask them to address the projected background traffic that would be a result of this grocery store we do have the traffic impact study from that, something as a background document and we’d have to put some faith in terms of projections probably being conservative in a lot of the traffic impact studies that are done using conservative projections conservative in a since that they over estimate the number of trips. So that’s one you would assume that they would bring that background data...we could demand that that background information is in it. The second thing would be my initial comment as to a revision or substantial change or a redo on traffic study. When it comes times for the A.P.F.O. element to be addressed certainly anything that’s sitting there in front of you that’s not relevant for the current situation would have to be redone, addressed in a different way, revised in some way but I think there is some value in having some form of a study done if you are a perspective applicant and that you can at least intelligently address the possibility of the intersection failures or other issues that might come up as a result of your project and makes good since for them to approach the Planning and Zoning Commission to hear you thoughts on for instance Cunningham Falls Park Road if that is issue that’s not something that naturally would come up in the discussion SHA doesn’t bring it up and they don’t actually present it their initial scope so that’s the kind of thing that people want to hear to get a better idea of what they’re going to do.”

Mr. Cubbedge stated, “Would it be more applicable to make our recommendations at this time smaller and then if it goes to that location annexation depending on what they as a company want to do...for the town can we expand it farther. I mean there’s been talk I’ll just use that word in quotes that if they come forward that Thurmont Boulevard would be a request to have work done on. That would impact Moser Road and that hasn’t even been spoke of. So do we say lets go with something small, the highlight points that have been given by State Highway right now and then when like John said we get farther down the road with this then we go ahead and expand farther out.”

Mr. Superczynski stated, “Well with the location with particular project being so close to what for us is a major interchange for a interstate highway we have a good...in doing the trip distribution which is usually kind of art the artistic part of the traffic impact study trying to figure out where your trips are coming from, where they’re going. There is perhaps less of that involved in this particular case because we know that at least in terms of commuter trips and we can even give you a decent estimate me being the county and that data folks of where those trips are likely to go based on the housing and the county you know we can get a sense looking at the concept plan of the type of units that would be put up and give you a good since of those community patterns just from that knowledge alone and the 2000 census data which is origin and destination points for commuters coming out of Thurmont and build on that data as well. It makes since to make your...certainly do what you want to on this because there is requirements in place but from my perspective I would go ahead and broaden this to the extent that you would...pretend for a moment that this coming before you as a real project what are your concerns. Let the perspective applicants know that up front I mean again a few of them have already come forward that may not have been pick up prior to the...I think it makes since to put it out there what your concerns are and there is nothing limiting you from expanding that even more later on or honestly shrinking it down it turns out it’s not an issue.”

Commissioner Terpkko stated, “Why would you even consider doing a traffic study until the grocery store is done?”

Mr. Superczynski stated, “Because you’re going to have...there is going to be impact if there is no grocery store there is still going to be an impact from 340 to 350 homes and its worth while noting from there again this knowledge that benefits them in their applications to the town and perhaps benefits us as well in that we can have that discussion with some data underlining the debate.”

Commissioner Terpkko stated, “I guess my point is though is why would you spend the money to give us some information that we’re not probably want to use and or...”

Mr. Kinnaird stated, “I think the information is form their use more than for us.”

Mr. Superczynski stated, “And again there will be because of the location of Thurmont Boulevard and US 15 we already have a really good since of what Weis Markets is going

to generate in terms of distribution maybe not numbers I mean it could be a wildly successful store for reasons...or unsuccessful and it might change those numbers but again that's something that could be addressed with a revised study they could set...but you know later on in the process for instance if a annexation were to go forward and it was successful and we were looking at this five years down that road for subdivision site plan approval and it turns out that there are other issues that have arisen because of the library site or perhaps Thurmont Boulevard is completed and we have research and development whatever happens certainly at that point it's appropriate to ask for them to revise the study or scrape it all together if it no longer serves the need of telling us what the impacts are. Another thing to keep in mind to is a lot of our intersections are based on our standards of the A.P.F.O. a lot of our standards are...bars can set high or low but we have...there is a lot of room for development before a lot of these things are triggered in terms of failures at the intersections."

Mr. Ford stated, "I know we were going to discuss changing one level for the level of service. We'd been discussing that for some time. That's on the list for review this fall. But that's still...there is still a large range I agree. I think they're all level A right now."

Mr. Superczynski stated, "Yeah but if any intersection...any of the major interchanges are going to be impacted that's an important one because of the commercial development down there and certainly adding the 340 homes that are proposed conceptually at this point but that does have an impact. But your right we don't know yet what its going to be."

Commissioner Terpkko stated, "I was just kind of curious because I thought they're going to end up probably doing two studies."

Mr. Superczynski stated, "And SHA in they're note do mention the fact that they're interested in ramp improvements. Again that something that benefits the state. These folks should they come forward with this proposal the state needs to know that."

Mr. Ford stated, "Yeah there is very little flexibility at that intersection, those ramps. Any other questions for Mr. Superczynski before we go to the applicant?"

No response.

Mr. Joe Calogero stated, "Good evening my name is Joe Calogero I'm with the Traffic Group representing the developer Drees Homes. I'm here with Mr. Andrew Teeters who represents Dree's Homes I'm going to try and get this right Andrew Dipasquale from Miles and Stockbridge as the attorney and I thank you very much and I'm glad to be here tonight, really I really am glad to be here tonight I'm not just saying that. We appreciate Denis's comments and we agree with basically everything Denis has been saying and I just want to fill you in a little bit with some of the questions that you guys were bringing up at this time. In general we agree with the scope that the State Highway Administration has outlined. The only question that we would have although we're not going to argue with and we'll study if need be we don't feel going south along 15 past the

Blue Mountain Road, Pryor Road intersection is important to this traffic study. The site itself is located along 806 North of Blue Mountain Road. So we feel trips coming to and from the site are going to use the Blue Mountain Road and the...interchange or intersection mind you or the interchange ramps up at Thurmont Boulevard.”

Mr. Ford stated, “Could you just describe how close the access point to your development would be.”

Mr. Calogero stated, “If I could come up...(presented drawing showing access points.) so that’s why I was suggesting that the main routes into this site are going to be along 15 through Thurmont and along 15 through Blue Mountain Road which seems to make the most sense. I did it today I got off at 806 two and half miles south before I realized I could of got off at Park and then I realized I could get off at Blue Mountain so that would just make more sense.”

Commissioner Terpkko stated, “So you got off at 806 at the bottom of the hill?”

Mr. Calogero stated, “The very bottom.”

Commissioner Terpkko stated, “I think the zoo though...”

Mr. Calogero stated, “But the zoo is not going to be a traffic generator for this site.”

Mr. Kinnaird stated, “No, we’re talking about he intersection people getting on and off of 15 at the zoo to get to this particular location.”

Commissioner Terpkko stated, “A lot of people use that because it’s right at the top of the hill you see it it’s right off but I would have to agree I think it’s going to be a big point there.”

Mr. Calogero stated, “Like I said we don’t have any objection to studying those intersection we feel that there going to be acceptable levels of service anyway.”

Mr. Ford stated, “I was going to say I doubt that...”

Mr. Kinnaird stated, “Can I ask you a question about your study in particular does your study look at the number of cars that cross the north bound lane and turn south on 15 at lets say the Blue Mountain Road intersection?”

Mr. Calogero stated, “Yes it will. It will look at the intersection itself the State will ask for ...analysis to see the back ups however what’s probably going to happen in my estimation once you start getting trips out here and there are lot and there is a back up or a difficulty making a left turn onto the south bound US 15 from Blue Mountain Road people are just going to travel north go to the signal turn left and get onto the ramps.”

Commissioner Terpko stated, "I truly think because of how bad it is coming out of Blue Mountain that's not going to be as busy use the intersection I think they're going to go farther down and use the zoo..."

Mr. Kinnaird stated, "The issue with that is you have no line of site to the north bound lane."

Commissioner Terpko stated, "Exactly."

Mr. Kinnaird stated, "So at this intersection you have no line of site from south bound but the next intersection you have no line of site of the north bound traffic."

Mr. Superczynski stated, "The examples we have just around Frederick alone like at Hayward Road which is a huge safety problem I mean people defy logic and...to use those turns in what you see them doing so even though in some cases it is easier to go down from Motter Avenue...maybe 330 or 350 homes it's not an issue perhaps it does intensify over time and at least establishing that base line is a good move."

Mr. Calogero stated, "And like I say we have no objection to doing the counts also our goal today is try and get a scope. We want to count right when schools are open the end of August the beginning of September we want to submit right away that's the push right now for...we want to submit an application for annexation and get that in. Now we understand your concerns about the Weis Market opening but please understand that we got to come back through site development process in which the traffic impact study will be required if Weis is open at that time and other developments have occurred even if our...typically you accept traffic counts within a year, state will accept them within three years however we're more than happy to redo the traffic counts at the time of site plan or the next stage we have no problems with doing that what so ever so I want to rest assured that we're not coming in and shove this down your throat and say okay we're done with our study we're more than happy to come in and want to be good neighbors and do what ever it takes to get us through the process."

Mr. Superczynski stated, "In terms of the background data you could use projected counts at Weis at least as a starting point."

Mr. Kalogeria stated, "Most defiantly we will defiantly contact them, we'll sit down we'll figure out what developments are coming through the process now what has been approved and we'll take those into consideration with our traffic impact study."

Mr. Kinnaird stated, "Personally my thought would be I'd like to see the Park Road at the zoo and 15, the Blue Mountain Road and 15, the 806, Tippin Drive and the Tippin Drive and US 15 I think that would cover all...those in my mind would be the most critical. Nothing north of Thurmont Boulevard would have any impact on..."

Mr. Superczynski stated, "The Park Road goes across both travel lanes?"

Mr. Kinnaird stated, "Yes, yes it does."

Mr. Cubbedge stated, "This is my question we don't know where this annexation is going to go and that's why I was asking if something goes farther where Thurmont Boulevard gets completed or whatever than I would like to make sure that Thurmont Boulevard..."

Mr. Kinnaird stated, "You could ask for Moser Road and 806 but I don't personally see that would even...the houses down there would have any impact on that intersection although like I said if you feel comfortable asking for it I would certainly ask for it."

Mr. Ford stated, "Well I don't know people go to the library, they go up to the pharmacy."

Mr. Cubbedge stated, "We got two major..."

Mr. Ford stated, "The drug store..."

Mr. Kinnaird stated, "Yeah you're right there is going to be people coming..."

Mr. Ford stated, "There is going to be traffic going north and Moser Road is..."

Mr. Kinnaird stated, "Extend it to Moser Road then."

Mr. Ford stated, "I don't know what were your thoughts on that?"

Mr. Calogero stated, "We didn't feel as going beyond Thurmont Boulevard was necessary just because of the fact the majority of the people here they're probably going to go...we're talking about single family homes traveling during the peak hours. Now I'm not going to sit here and say no ones going to travel north of course they're going to travel north of the intersection however what we're trying to do is identify major impacts. Major implications or the major intersections."

Commissioner Terpko stated, "Well you could have issues in the morning from school because you've got to travel that way to get to any one of our schools unless you go up and get onto 15..."

Mr. Superczynski stated, "We required the numbers from when the library come through because that was concern and ended up being more of a geometry issue because of the strangeness of the way that intersection...but they studied it I believe at what we had called out as being the peak hours for library usage and we took into account school traffic and our worst scenario was in and event at the library during a school day but I can't remember what it was precisely but it still...it was not anywhere close to tripping that intersection but again this is and this is something for a perspective applicant if they are requesting an annexation which is...and there is no requirement at all that the town consider that favorably and that is an issue that comes up here with this board it's likely

that somebody is going to at least think about it at the next level when it goes to the mayor and board at that point so we could put that out as a comment to the applicant that addressing that intersection in some way intelligently in the traffic study whether or not you do counts or not would be wise at least in trying to get your hands on any issue that might come up that you wouldn't ordinarily be prepared for."

Mr. Calogero stated, "And also if I can jump in really quick. You're going to be able to review this study I believe for annexation purposes and you will be able to identify the travel routes so you'll get a good idea up front of what's going on. I think we're going to have to come back in and do this again for site plan. You'll have the study, you'll see what intersections...you may come back and say well leave 15 alone we understand it works there is so much capacity it works lets focus a little bit further north on Moser or you may say there is not many trips going up there lets focus on the intersections... by having at least a preliminary study that we've identified the major perimeters that's going to give you a better feel for the next go around."

Mr. Ford stated, "The Frederick Road and Thurmont Boulevard intersection is closest to A right now, I mean closest to getting bumped, it's very close actually. What are the peak hours?"

Mr. Calogero stated, "Typically 7 to 9 and 4 to 6 unless you want us to extend it out."

Mr. Superczynski stated, "I think for...what have we done for the last substantial residential intersection because the earlier hours seem to be crucial. I don't know that 7 is necessary to catch a lot of the southward bound commuter traffic."

Mr. Kinnaird stated, "Yeah I think 6 would be..."

Commissioner Terpko stated, "You know though the thing that I find...I mean I know people do these traffic studies...but you know for being off for most of the summer and driving at all different times through out this town traffic is horrible at any point, any time, any hour. I mean as far as your congested at intersections, your congested off of Main Street off of Church Street there is just always...so that's why as I'm sitting here thinking in the mornings that pattern going up Moser Road going to anyone of our schools anyone of those intersections going anyone of those ways is going to be an issue in the morning for school. It's got to be there can't be a possibility of adding of 350 homes and not affecting all of that the whole way up through town. It's got to be a huge effect because it's bad now and it's bad in the summer and we're not even having school."

Mr. Superczynski stated, "Well if they include those intersections and again what at least I'm saying through this discussion is that it might be wise to include more rather than less because of the debate that will occur with an annexation. The thing we have to keep in mind is that they're looking for the annexation they're making a very different argument is a qualitative argument about the quality of life, what it's going to feel like honestly for us to accept a new piece of land with a substantial number of homes. When

it gets to A.P.F.O. and site plan approval it becomes very different it become very quantitative. Do they reach a level...is it one vehicle short in that peak hour to the point where they don't have to make an improvement that it goes to the next vehicle trip, it does trip it or again our thresholds being rather high we might not...nothing maybe tripped on this intersection quantitatively but qualitatively if your going before the town and you're asking for this kind of...making this request qualitative issues aren't as important as the quantitative would be later in the process."

Mr. Cologero stated, "We decided we'll throw in Moser Road and we'll study that up front and if during the preliminary review if we look at it and we don't feel a need to study it further..."

Mr. Cubbedge stated, "Denis when they do the counts on 15 at Blue Mountain they're going to be counting north bound traffic, south bound traffic?"

Mr. Superczynski stated, "I think it would be both."

Mr. Calogero stated, "Well it would be the whole intersection unless..."

Mr. Cubbedge stated, "Does that also include cross over...in other words..."

Mr. Superczynski stated, "It would be treated as if it was a conventional four way intersection as additional movements and the peak hour threshold, the peak hour trips generated are going to be heavily slanted in one direction at a certain time of the day and heavily slanted in the other direction another time of the day roughly. Matter of fact in the weirdness of our at grade intersections on us 15 are such that one intersection will be fairly used at one point of the day and on the other part of the day would be a fine time for..."

Mr. Ford stated, "The key to this thing is as you indicated earlier predicting the trips generated...number in and the timing which direction and I know the trip generation manual has a very general...but in a situation like this where we have schools in one direction, probably jobs primarily in another direction and public services in a different direction how generally is it done. We don't have a traffic engineer anymore in county he left right?"

Mr. Superczynski stated, "We have..."

Mr. Calogero stated, "Well what we'll do is if I can jump in I apologize, what we'll do is when we go out and do our counts we'll look at the existing travel patterns today and we'll make assumptions that the existing travel patterns today and we'll make assumptions that the existing travel patterns are going to stay the same while adding in these additional residential units."

Mr. Ford stated, "Yeah but when you add in the residential units predicting how many residential units are you talking about?"

Mr. Calogero stated, “300.”

Mr. Ford stated, “300, okay and I don’t know some of them will have children some won’t and so do you sit down and say okay maybe 50% have children in school...”

Mr. Calogero stated, “No you’re going way to detailed for a traffic study...”

Mr. Ford stated, “Yeah well that’s what I’m saying...”

Mr. Calogero stated, “What we do and no one ever gets into that much detail because we could estimate all we want and we’re going to get it wrong because I can’t predict how many people are going to build, how many people are going to have kids, how many single parents exedra. So what you do is you use the general trip generation rates basically those are there are counters at the end of a development so you determine how many people are coming in and out from a development based on...use your trip generation rates based on a single family homes, town homes, condos, exedra so you get an idea of what’s coming in and out so then what well do is well basically look at two intersections. I’ll look at the intersections of Frederick and Thurmont and I’ll look at the next one to the south at Blue Mountain and 806. I’ll see how traffic is flowing through that are whether they’re going north or south, whether they’re turning left or right exedra and based on those trip distribution existing patterns well assume that those same distribution patterns are going to be the same. So if I came into you and said 100% of my trips are going to turn left out of the site go onto 15 and go north to Pennsylvania that wouldn’t make complete since whatsoever. The majority of the trips are going to head south towards Frederick that’s where the work is, that’s where the business is.”

Mr. Ford stated, “Well the majority of the commuting trips are as Mr. Cubbedge pointed out or Mr. Terpko the school kids are going to go north. All the people right now at our schools we have cars lined up dropping their kids off.”

Mr. Calogero stated, “And they’ll be a counter for that.”

Commissioner Terpko stated, “I think another reason to why there’s so much concern is that if this is off or its wrong we have no way to expand anywhere going north that way. You can’t make this road our here any wider. So I think that’s another reason why we already know sitting here as a group how bad traffic is. It was bad this morning and schools not even in session so I think my stand point, where I’m coming from and I don’t know if everybody agrees with this but if it’s already bad now and when schools in session and like Mr. Ford was saying every school you go to that we have we’re backed up...”

Mr. Calogero stated, “Well that’s why we have to do the study...”

Commissioner Terpko stated, “But even if you add a hundred...even if a hundred of your homes has kids and even if twenty five more go to each one of these schools that’s

twenty five more cars who are backed up and that's where our problems are coming from. We're not flowing well."

Mr. Calogero stated, "Well in general though I mean I don't want to get to philosophical but your talking about a school well students have graduated so you're still going to have a lot of the same amount of kids going to the same school..."

Mr. Williams stated, "I think you're missing point though we're trying to set this in the south of the town, we don't have a whole lot of residential in the south of the town, this is the biggest residential that's gone in there. We don't have a big commuting group coming this way yet but we're not prepared for it and when it does its going to be problem."

Mr. Calogero stated, "And that's why I jumped in earlier saying that you have to let us do the study, you have to let us get the counts, we have to have dialogue after you review the report and say we don't believe it, we don't think this is what's going to happen we think this is what's going to happen then we'll sit down with the state, well sit down the county, we'll hash out the numbers and try to get the best study possible to make it happen but right now we're guessing."

Mr. Superczynski stated, "All of us should...once the base data collection is done and the assumptions are made about the geometry of intersections, what intersections are being studied they can run multiple...they can do multiple runs make different assumptions on trip distribution we've asked that before on prior projects I believe so that you can see what is the impact if every single home sends a vehicle trip and if you wanted to see what it looks like with 100% moving north to go to the primary and elementary school for instance I mean we can do that. The other thing to consider with the...and based on their counts from the concept plans knowing the types of units generally being built we can get a really good and fairly accurate accounting of how many students are likely to be in that development so again it's something else to use as a measure if we come up with 330 homes and we're looking at something on the order of 35 to 70 children perhaps in all of the development distributed over the three, four schools they go to we can then start to make decisions about what it is we would need to see at the point of site plan approval. For the annexation again it's all qualitative discussion and they're going to have to face these questions if and when they come forward with that and address them. The other thing about the schools and this is...with the subdivisions that we have in the eastern part of the town you do get a since that in the morning there is a fair amount of traffic moving across the schools just from those new and residential only areas of the town but also from a lot of us that have waited in line with those other cars and we do know that our schools are regionally even the primary and elementary school are regional to the extent that they serve kids from outside of the town and some of those vehicles are going to be coming from north some of them will be coming from the east and so even if they present kind of a best case scenario because we want lots of kids in town right, the best case scenario we have a hundred kids in this development we can already start to break off assumptions about how much of that...school is a result of in town traffic how much is coming from outside."

Mr. Williams stated, “Do you think we should...because...their in the south all the schools are up here in the middle town nobody is jumping on 15 to go to either one, maybe the high school.”

Mr. Superczynski stated, “But see that’s the thing people are doing that and that’s...they’re across town trips that you see happening between Thurmont Boulevard and main street...”

Mr. Williams stated, “Don’t you think we should be taking 50% of the houses where say its 1.2 kids per house whatever what would that effect if even 70% decided to come through town at this intersection right here and hit the red light at the same time the high school is letting go because you know you can’t get up through the red light...”

Mr. Superczynski stated, “Again when they do the base counts and make their base assumptions for background we can then ask at that point for changes in the distribution to see how it affects the model. If it’s a huge issue at that point...well just from having this conversation they’re hearing what we’re saying and I gurantee they’re going to address this now in their report in some way because it’s being talked about.”

Mr. Williams stated, “I’m not saying that they just do a count but they say okay here’s what’s going to change we know what the counts are for the rest of the town, we’ve done this before but just say okay we’re done a theoretical study we’re going to cause this many more cars to come through this intersection at this time of day just as an estimate. Just to note it to say we’re thinking 50% are going to go hit 15, 50 are going to come through town jus to have it noted and then it will remind up when it comes down to that time if we see that that turns into total chaos six months after they’ve done the study we find out there is more building whatever, a lot more traffic it will remind us to go look at it right. I would say note it tell us...give us an idea of what you think is actually cut through town.”

Mr. Calogero stated, “Well again our goal is to provide the preliminary study, we said we’d study up to Moser Avenue and then once you review the preliminary study when we come in for the next go around we’ll have this conversation, we’ll outline the scope and everyone will have a study in front of them be able to review it comment on it I’ll come up and meet with you guys to discuss...before we even get here I’m more than happy to come up so we can do it off the record and maybe just come in and approve the scope and go forward with what you guys think. I don’t have any objection as to coming up and doing that.”

Mr. Ford stated, “I think on the design hours we were talking you might want to consider going a little earlier...”

Mr. Superczynski stated, “Earlier in the morning and probably later in the evening.”

Mr. Calogero stated, “6 to 9 and 4 to 7.”

Mr. Ford stated, "Because of the commute. And growth will you plan to put in a growth factor for the town?"

Mr. Calogero stated, "Well there's two ways we can go about it. We can look at the State Highway counters that they have out there and that's what we typically do we look at the State Highway counters in this area to determine the growth rate over the past ten years and add a growth rate however depending on the amount of background developments that are approved that's a better means of determining the growth rate. With can we can do a three year..."

Mr. Ford stated, "Well as far as approved its gone up and down so much and right now its way down you have a very low rate. I typically we used between 2 and 3 % per year."

Mr. Superczynski stated, "The average on the residential homes is 50 or 56 or something a year. That was kind of our 10 year."

Mr. Ford stated, "That's in the 2000 time frame."

Mr. Superczynski stated, "That was one that we calculated when started to have the discussion over the subdivision rate of growth whatever that's become now in terms of the name. So one thing again we could say we could set up..."

Mr. Ford stated, "In the 90's it was 78."

Mr. Superczynski stated, "I think the number I had looked at from a year ago was calculated from like 95 through 05 or 95 through 04. It was like 52 or 56 a year in terms of homes what might be useful because the town is facing several perspective annexations and with the state there is kind of an October 1, September 30 deadline looming for folks in one since who are looking at annexations there is a chance that we may receive multiple applications and certainly we've had this discussion in the public realm before we have these multiple projects kind of stewing in the background we could look at applying the 25 per year times 4 and use that as our background number coming up with something...(tape change)...hundreds per development so you can certainly look at that as well to see how it effects...I mean I think what the town wants to see out of this is what's the worst case scenario and what's a likely scenario based on our best knowledge and from their point they don't want to undersell it or oversell it because either way they lose either they don't get the annexation or they have very angry folks down the road when they're trying to move forward with their project."

Mr. Kinnaird stated, "I think we've sort of gotten past what my understanding of their reason for being here is. I think we should decide on just a set of intersections..."

Mr. Ford stated, "Well this traffic study is for their support for their annexation I don't particularly think that it's appropriate for us to dictate to them..."

Mr. Kinnaird stated, “No and I don’t think we are dictating...”

Mr. Ford stated, “And we don’t have that authority.”

Mr. Kinnaird stated, “No, but I think they’re just to see what our thoughts are.”

Mr. Ford stated, “We’ve expressed our thoughts and...”

Mr. Calogero stated, “And we feel we got a lot of your thoughts, we feel we’re going to provide you with a good traffic study for what you need.”

Mr. Ford stated, “Any other comments?”

No response.

Mr. Ford stated, “Is there any public comment?”

No response.

Mr. Ford stated, “Thank you Mr. Calogero.”

Mr. Ford stated the next agenda item is Traffic Impact Study for Structural Systems. Mr. Ford turned the meeting over to Mr. Superczynski for staff comments.

Mr. Superczynski stated, “My general comment would be that we had asked for this essentially to establish base line data because we didn’t have any information to base any future expansion on and the assumption coming into this with Structural Systems was that they were not proposing growth per say or additional employees or additional road capacity with this project at the outset they were very honest in saying that ultimately they were projecting some growth when you do business and we needed a base line so that we would have a way measure those future improvements and we had asked for very specific information in terms of turning movement for the larger vehicles, we had delineated several intersections for them to study and essentially looking at the report the conclusions are probably in line with what we expected in terms of the intersections and their ability to handle the number of vehicles moving through and they do make a point of saying that there were quite a few vehicles at certain points of the day who were unable to make the turns without crossing over into the opposite lane again...so from my perspective there is nothing in the report that really shouts out for necessarily for an improvement from my point of view but you may feel differently.”

Mr. Ford stated, “Questions for Mr. Superczynski?”

No response.

Mr. Ford stated, “Mr. Thomas did you have any...”

Mr. Carl Thomas stated, “Yes, Carl Thomas representing Structural Systems along with Steve Peterson who is with Street Traffic Studies. Mike Hardman had to call into he’s basically unavailable, I believe his daughters having a birthday party so...actually I was going to stand up for the prior case and say that we had studied the northern half of the town and we thought they should study the southern half but that’s...(laughter) I concur with what Denis said. We’ve been over this there is an awful lot of information we feel that the town got that we were supplied to them and Denis is right we’ve looked at it and we’ve said yes there is traffic over the center line, what are we going to do about it, we’re not tripping anything but it is a problem. I think the one interesting thing that I’d like to bring up before Steve gets up here is that NVR did some studies for their expansion and they came in grossly under what they projected they projected a certain number that after a certain number of years the number of trucks and all that and they were coming in well below that so its kind of a I guess you’d call a crap shoot you’d take a shot and think that this is what it should be and obviously the counts we got we’re not even close but they were down which helps. So other than that if there is something I can answer I’ll be more than glad to other wise Steve will take over if there is any questions you have I’m sure he can hopefully answer. I did just as a FYI I did put a miniature copy of what we are looking at for Structural Systems for their reconfiguration of their plant. We’re prepared tentatively based on tonight’s action we would like to bring in a site plan of course today is your cut off for it so we wouldn’t be back in until September. If there are any questions or just general comments about the site plan that you have by all means please ask we’d like to incorporate them in so when the site plan comes in you’ll have a few less comments or a few less things to work with. We have pretty much tried to work with as much as we can with the parking. I’m trying to somewhat stay away from the residential but we are allowed to go fifty feet off the line I think we’re about ninety feet off the line and we do have a perpetual forest easement between us and the residential but again if there is any questions about that not figuring that we’re going to discuss it in length but at least I can answer some general questions so with that I’ll turn it over to Steve.”

Mr. Steve Peterson stated, “For the record I’m Steve Peterson with Street Traffic Studies. That is a...summary of what the report covers you may...if you any questions that it generated throw them out and we’ll try to respond to them. In accordance with your request we did look at the issue of over run of the center line and it does occur...and the tractor trailers 100% cross over the center line...on the other hand in terms of your critical lane volume those are low enough and the level of service is high enough so that...congestion...”

Mr. Ford stated, “Any questions for Mr. Peterson?”

No response.

Mr. Ford stated, “I had several. I was really amazed to see in looking at your table II on page 11 the counts for example at Church Street and Woodside. From 2001 to 2006 they went down in five years and to me that’s amazing and I guess it brings up the

question do we have a handle any feel for what day to day variations you might see in a traffic count, what kind of accuracy?"

Mr. Peterson stated, "The rule of thumb is about 10% difference, it could in a single hour traffic...the counts on two successful days can be as much as 10%...and of course when your dealing with critical lane volumes which is what that table shows they..."

Mr. Ford stated, "Yeah it could mean a change in traffic configuration."

Mr. Peterson stated, "But actually they did go up not a lot, but they did go up from 2000 to 2006. Fifty seven in the morning, critical lane, eighteen only in the evening peak hour."

Mr. Ford stated, "I'm sorry where are you looking?"

Mr. Peterson stated, "I was on page twelve under Main Street and Apples Church."

Mr. Ford stated, "Okay that's Main and Apples Church I was looking at the previous page Church Street and Woodside where they went from 802 from 738 in five years."

Mr. Peterson stated, "Some days you get high counts I had a situation I've done a lot of work in Clarksburg and some of you probably know when 270 bottles up they travel down 355. I've had counts that vary as much as in the critical lane volume as low as 1150 to high as 1600 because of that kind phonomoum. I don't think you get quite that kind of situation up here."

Mr. Ford stated, "At Apples Church and Carroll Street there was almost no change. It just struck me as strange."

Mr. Peterson stated, "Well that goes to the question you were asking earlier what is your growth factor, your volumes and the only real way to determine that is to set up a consistent program of traffic counting on certain key arteries where as often of every year for a period of a week or so you go out and count and for one year you'll actually count all four seasons, you do a weeks count and that begins to give you a data base to be able to determine what kind of growth you really do have. I suspect because of the federal situation over here you got someday when things are considerably different than they are at other times or times of the year when things are different."

Mr. Ford stated, "I guess the more serious question for me is on the capacity analysis worksheet Appendix C & E the first two sheets of each one where Woodside and Church and the motion that we passed for this study we asked that the in calculating the level of service both lanes must be clear when the semi makes the turn I'm quoting from our minutes, and looking at your sheets in the capacity analysis you did just a normal T intersection and didn't factor in the fact that all of the semi's and half of the other trucks crossed the center line. Couldn't you treat that intersection as a four leg intersection and for all the tractor trailers and half the other trucks assume or put in your calculations that

they have to go across rather make the right so all lanes would have to be clear and then you calculate a level of service that would be a representative of what we actually have there.”

Mr. Peterson stated, “You’ll have data...well first of all that little blurb from your minutes didn’t get to me so I was unaware that was...”

Mr. Ford stated, “The reason it’s in there is yeah, everybody knows they have to cross and it’s not good but we don’t have a feel for numerically what impact does that have?”

Mr. Peterson stated, “Well the question of how do you determine that it’s clear when your doing a traffic count. Traffic counts are done on 15 minute intervals you don’t distinguish within that 15 minute period whether...or conflicting vehicle making a turn at the same time...”

Mr. Ford stated, “But when you calculate level of service for an intersection the analysis process takes in the consideration the level of traffic that’s on the intersecting road right?”

Mr. Peterson stated, “This technique what is know as critical lane volume assumes that no more than one vehicle could...at any one time so lets take Church and Woodside when you take your north bound flow you assume that the southbound left turn you sum those two movements and that gives you that critical lane volume to the north, south flow then you add what comes out of the side street as another animal so you’re actually getting the three different movements in the assumption that’s...analysis is that no more than one vehicle is in the intersection at any one time.”

Mr. Ford stated, “Right.”

Mr. Peterson, “...where you’ve got situations like that. There is only a single lane on Woodside if you’ll assume both left and right turns.”

Mr. Ford stated, “Right but couldn’t you to properly account for crossing the center line couldn’t you make the assumption that we’ve got a four leg intersection and then all the right turn semis and half the right turn trucks are going straight across and both lanes have to be clear to go straight across and so the analysis technique would look at the volumes for its south volumes where is right now the south bound volume doesn’t impact your critical lane volume for the calculation. It would if you had said they had to go straight across.”

Mr. Peterson stated, “On page E1 which when you take the south bound volume what you’re adding together, Appendix E page 1, looking at the volumes down at the bottom on the right hand side where it says intersection critical lane volume you see the number side in the column that is the critical lane and that happens to be the south bound. So the critical lane volume is the components are the south bound volume plus that which

comes...east approach. So you are accounting for...that makes the assumption that you're south bound isn't moving when side street is moving."

Mr. Ford stated, "When the side street is making a right turn..."

Mr. Peterson stated, "It assumes the south bound is not running even though it didn't have a...from the perspective of the analysis it's assuming that it does."

Mr. Ford stated, "Is that true for all...the way it's calculated is for a T intersection is that true for all T intersections."

Mr. Peterson stated, "The method of calculation is actually the same as it would be for a four way intersection. Page 3 of Appendix E you've got Carroll Street north, Woodside and the driveway so there you've got a 4 way intersection. In that particular case the south bound volume is the critical volume and the west approach or the east bound is critical so those two are added together and that becomes a critical lane volume. Now for an alternative situation lets look at page 5 which is the four way stop location at Apples Church and Carroll Street at that location because of the four way stop to be conservative I've added all four movements together to come up with a critical lane volume. The normal situations to assume...traffic signal with one face from north south and other facing west in this case because there are four way stops this is a more...in fact the prior studies that were done that included this intersection didn't make that assumption so when I did my comparisons earlier in table II I adjusted those to reflect this condition if there's case where nothing...where only each lane is moving independently."

Mr. Ford stated, "Getting back to the first page your saying the south bound is the critical lane."

Mr. Peterson stated, "Is one of two critical lanes. The south bound is one and the side street is the second. Those two are added together to get the critical lane volume."

Mr. Ford stated, "So you're saying independent of whether anything has to cross the center line or not your going to come up with the same critical..."

Mr. Peterson stated, "Correct."

Mr. Ford stated, "And your saying it would be...the critical lane value would be conservative if you didn't have to cross the lane is that the conclusion..."

Mr. Peterson stated, "It doesn't make any difference that and crossing the center line doesn't affect either one way or the other you're going to come up with the same..."

Mr. Ford stated, "What your saying is critical lane volume can't deal with that."

Mr. Peterson stated, "No. In fact there's really no capacity now with this technique that can deal with that condition. Even if you go to highway capacity values those to your

computerized program you're not going to build in by factor for left turns that are coming out...that cross the center line. That analysis ends up with delay values."

Mr. Ford stated, "If that intersection becomes a problem I think then maybe we would need to depend on some counts that look at delays, how long the vehicles have to stay at the intersection because otherwise how do we relate it realistically to our A.P.F.O. criteria."

Mr. Peterson stated, "Well that becomes an alternative analysis technique for a situation like you have here in Thurmont where you have two traffic signals in town. You may want to be evaluating from a different perspective in using the highway capacity manual. That's going to produce different conditions than what you're currently...to do so. I don't like to suggest that because the development community won't like me but that would be a way of measuring...that gives you a different measure and in fact is a truer method of getting to a level of service. It's really a fallacy to equate level of service to critical lane volumes because there are level of services defined as delay, critical lane volume does not measure delay and as the Arthur of the critical lane paper upon which this is based back in 1971 some 35 years ago I was rudely taken to task after the Highway Capacity Committee came up with this business of delay I was in...Illinois or somewhere with a guy that had been on the Highway Capacity Committee and he raked me up and down for saying that critical lane volumes could be equated to levels of service. Since then I've been a little bit more careful to equating critical lane to a level of service. I do it here because that's what you're A.P.F.O. says."

Mr. Ford stated, "That's what it's based on."

Mr. Peterson stated, "So that's...but I recognize in doing it that it isn't a true equivalency."

Mr. Ford stated, "If our intersections start to really get in trouble we need to take another look at that."

Mr. Kinnaird stated, "Well that intersection is already in trouble."

Mr. Ford stated, "I don't get there that often, I mean if it's in trouble then maybe we ought to consider it."

Mr. Kinnaird stated, "I appreciate the percentage that he says crosses the center line but I would think it would be a higher percentage."

Mr. Ford stated, "Well he says all the semis and half the other trucks."

Mr. Kinnaird stated, "A substantial number of automobiles also cross the center line. I live at that intersection I sit and watch that constantly."

Mr. Peterson stated, “The people we had stationed there weren’t specifically instructed to look for all traffic crossing the center line.”

Mr. Ford stated, “No they weren’t.”

Mr. Peterson stated, “They did do the trucks and clearly I think the study quantifies and demonstrates what you all suspected.”

Mr. Kinnaird stated, “I think the study would show that any increase in truck traffic would see an equal increasing in lane crossing by any trucks using those intersections.”

Mr. Peterson stated, “The increase of tractor trailers are going to cause...they can’t get around those radii without crossing the center line and that’s a function of the urban environment in which you’re living. You don’t want to create 55’ radii on your turns...at intersections within this urban community but that’s where your industrial area are their off in one corner of town and its really the only route for them to travel to get to and from that area.”

Mr. Ford stated, “I only had one other question in the motion we ask for a 10% increase for trip generation above trucks and vehicles and I didn’t see that in the study either.”

Mr. Peterson stated, “I guess I was operating under the impression that this was to be a base line so that you could measure the effect...”

Mr. Ford stated, “It was but we did ask for the 10%.”

Mr. Peterson stated, “By just looking at the low numbers it isn’t going to change things.”

Mr. Ford stated, “...maybe when Mr. Thomas when you translate motions to your contractors or what have you that it be done accurately so...”

Mr. Peterson stated, “Well I was aware of...there had been discussion about 10% but we were trying to figure out 10% of what particularly in this case where the...”

Mr. Ford stated, “Well that’s a good point. 10% of the total traffic or 10% of the Structural Systems...”

Mr. Peterson stated, “And what’s more interesting when you look at this in detail Structural Systems doesn’t peak when your streets peak. Structural morning peak is 5:15 to 6:15 the street something like 7:30, 8:30 so if I take 10% of Structural’s traffic in your street peak I got next to nothing I take 10% of their peak and the effect on street system is tiny so I think that was part of the problem and with talking with Carl we really didn’t know what to take 10% of.”

Mr. Ford stated, "Well I think we meant Structural Systems but...I agree with you the impact is going to be very small and it really isn't a critical thing."

Mr. Peterson stated, "If we find that in 6 years...if it was close your level A threshold we might have done that but we're not even close to that based on this methodology in the capacity manual."

Mr. Ford stated, "Any other questions?"

No response.

Mr. Ford stated, "Thank you very much."

Mr. Thomas stated, "If I could...let me just throw a couple more things in the mix...Steve is right there was a discussion of because we were surprised and I don't know whether the board was about that shift in the peak hours and running it for four hours morning and afternoon was a rather interesting experience seeing that. I think realistically what we would like if we could from the board if the boards agreeable is if Steve could go back and run his numbers to show the 10% we can add that as an addendum to this study, bring it in with the site plan and at least we're not looking at the entire study we're looking at an specific item that you would like to see. Whether Steve's answer about the intersection of Woodside and Church is sufficient for you that obviously whether it's a three way, four way but his computer model it doesn't make a difference if you would like to see something we could try to come up with it."

Mr. Ford stated, "Okay I'm no expert in that area and if he says it's really not going...the way he calculates critical lane volume it's not going to make any difference. So we need to reconsider whether we want to use critical lane volume."

Mr. Thomas stated, "Mean while right now were operating under the critical lane values so..."

Mr. Ford stated, "When you get strange intersections like that where you get strange things going on it may not be very accurate. Now I'm thinking and wondering if its very accurate for the normal ones."

Mr. Thomas stated, "But we've also just as an FYI and John I know you were on the board and I think Randy you were on also we have improved that intersection when Gateway starting putting in their building we did increase that curve line, we pushed it back so that is a fifty foot radius right now which is what the State wanted."

Mr. Ford stated, "I know its what the State wanted it doesn't give me much confidence in the State because they knew why we wanted it increased."

Mr. Thomas stated, "Well and it's also, its not a ninety and its just...the face to face there's...yeah everything is running against it basically. But again if there are things...if

we can get your confidence that the basic jest for counts are good that we can maybe move to the site plan submittal and have Steve if need be do some sort of 10% based on if you want Structural Systems numbers projected out 10% we can do that and we can at least start moving forward.”

Mr. Ford stated, “I don’t think it’s going to change the conclusion and I don’t know how the rest of the board feels, I don’t know that it’s worth spending the time...”

Mr. Thomas stated, “If you’re comfortable with it but I don’t want to come back at site plan saying we had asked for it we’d like to have it and it stops the site plan from moving forward that’s the main thing I’m looking at. We’re sixty days out from a site plan so we’d rather not have something holding up when it comes in.”

Mr. Superczynski stated, “You have their testimony on record that the 10% does not create a problem so as far as I’m concerned that’s good enough in terms of document.”

Commissioner Terpkko stated, “When you did this study you did five days out there, four hours in the morning, four hours in evening. You did forty hours or was it just eight hours on the first?”

Mr. Peterson stated, “The manual intersection counts were each one day counts. We were out there on two different days the 3rd and 4th of May they didn’t do the same intersection both days. However for Structural its self we put a road tube across their entrance where the property line is, where their gate is and that does give you...there are charts in here that show you the level of activity for Structural then we took an average of Monday through Thursday because Structural’s Friday pattern is different.”

Commissioner Terpkko stated, “Yeah I saw that like I said I was curious at the intersections so if at the intersection you counted one day four hours...”

Mr. Peterson stated, “It’s again normal practice in terms of doing traffic studies and in this case I hate the fact that Structural looks pretty much the same for four out of the five days and it’s lower on the fifth day indicates that there’s not a huge amount of variation form day to day.”

Mr. Kinnaird stated, “In thinking back on this we ask for and you’re right a base study so we can get an idea of what the traffic pattern is and I think that was based on a surprising increase in low increase in percentage of traffic that Structural’s predicting when they’re basically doubling the size of their facility and I think we got you up to 10%...increase in the traffic but still I can’t swallow doubling of the physical plant and only having a 10% increase in traffic.”

Mr. Thomas stated, “We’re not doubling the physical plant. The physical plant right now is about 150,000 square feet they are going to turn part of it into storage. We’re going to take approximately 100,000 and reconfigure, now roughly 50,000 will still be the truss factory and all that but 100,00 will literally just go from manufacturing in this

building over to another it's just that will be more streamline. Tentatively yes, they may go up in their manufacturing amount because it is more streamline, it's quicker, they don't move things twice and three times all that but the physical plant is not doubling in size it's basically approximately the same size. We're also going to a larger, higher overhead because they overhead cranes to do some of these floor systems versus now they have ten foot ceilings. I mean it's that type of thing it's modernizing but it is not doubling the facility."

Mr. Kinnaird stated, "Yeah but I think...my personal opinion is it has to reflect an increase in the output."

Mr. Thomas stated, "And I agree and that's what we're figuring on 10%."

Mr. Kinnaird stated, "That's where the 10% I just can't understand that it would only be a 10% increase in output."

Mr. Thomas stated, "Now my thing and I don't know the answer to this I don't know if Steve does is what NVR projected out when they expanded theirs and literally did double their stock and yet their count went down. You got me I have no clue what that was."

Mr. Ford stated, "But when you say it went down they were much less than what they predicted."

Mr. Thomas stated, "Yeah I'm sorry the projected was whatever and they well below that so the 10% I think is a reasonable...you may have a hard of a time swallowing it, it maybe right but it also maybe high. You may only see a 3% I don't know. I think 10% is a safe guess, I think it's a realistic guess, I don't know, I really don't know and unless we do counts on out it maybe that someone else in this area will do another count and you ask the same question we want it broken down to see who's running what and that may tell you whether we were right or not. Or we put a tube across the gate again and we run it that way but I think realistically Structural all along has said the new facility is not going to immediately...the employees that are in there now the new facility generates all new employees, everybody is moving over, yes there is going to be a natural growth if people walk in and you have a better facility and you can utilize it better they'll do it but I think realistically if they think they're going to put 10% of employees on every year something like that I think they'd be crazy. I don't see them doing that, I really don't. I think very quickly that facility will fill up and again they're going to be moving things through faster people will be working faster but it will be roughly the same number of people."

Mr. Kinnaird, "Yeah but I'm not talking about the people I'm talking about the actual physical output, the number of trucks...the trucks that are leaving that site I think would have to increase by more than 10% even if you said you put...if you put in a more efficient line that was 10% more efficient than the last line and you ran at the same capacity there is a 10% increase in something."

Mr. Thomas stated, "Right and I agree."

Mr. Kinnaird stated, "And so that 10% has to go out the door."

Mr. Thomas stated, "And I don't know, I don't know what to tell you I really don't because I again..."

Mr. Kinnaird stated, "Again my basic interest is what they feel the percentage of increase in truck traffic would be."

Mr. Thomas stated, "Now again that 10% is not in one year either. I think they were looking at that 10% would grow it would start out and gradually get up to 10% over several years. It would not just be doors open 10% go from there."

Mr. Kinnaird stated, "Well if wasn't I think they'd be fooled because they wouldn't be utilizing the increase the capacity..."

Mr. Thomas stated, "But you'd have a learning curve, you have a move over get everything going again and I think your going to have a certain amount of that."

Mr. Kinnaird stated, "Well you have a certain amount of it, I think if the improvements allow a 10% increase I would think you'd be up and running to that 10% capacity within six months of the doors opening."

Mr. Ford stated, "The key is if you feel strongly about it lets ask them to do the 10% increase. I don't think it's a major cost for them."

Mr. Kinnaird stated, "No, I'd like to see the basic which is what we have the basis that shows what it was on May the 3rd and 4th of this year and then we can use that to reflect and see what the actual change would be."

Mr. Thomas stated, "Right but now my thing again is if the site plan comes in and you see what we're doing and all that and all of sudden that 10% becomes an issue and you don't have it I want to have it for you if you feel you need it for some sort of..."

Mr. Kinnaird stated, "The 10% doesn't make a difference to me I'd just like to know what they're projected difference of a output...what do they think..."

Mr. Thomas stated, "But that was a guess to, that was a guess."

Commissioner Terpko stated, "I guess to sum it up being somebody in business if you would take and spend millions of dollars to streamline your operation I would think you would want your 10% plus returned A.S.A.P. and they're not..."

Mr. Kinnaird stated, "Yeah I don't think that's five years down the road."

Commissioner Terpko stated, “No it’s not its going to be A.S.A.P. and they’re going to turn that around as quick as possible.”

Mr. Ford stated, “But from our standpoint we have an A.P.F.O. we’re nowhere near the trigger on that so the discussion is kind of mute.”

Commissioner Terpko stated, “But you know the thing that I don’t get and again this is just a comment it has nothing to do with... what I don’t understand and what I don’t get we have all these traffic studies, all this information and we’re always under and we always have enough capacity and we can always do whatever, however and grow but every person in town complains about traffic, you can’t get anywhere you’re always bottlenecked jammed up what’s the issue how can that be?”

Mr. Ford stated, “Well that’s what I say I think we need to relook at...”

Commissioner Terpko stated, “I think we need to take some of us and go stand on corner and counting some cars because I’m beginning to really wonder...”

Mr. Ford stated, “Well no, it’s not the count...”

Mr. Thomas stated, “The count is there.”

Mr. Ford stated, “It’s the A.P.F.O. methodology.”

Commissioner Terpko stated, “Well I think it has a few things to do with...”

Mr. Ford stated, “Well we had discussed changing the trigger but also....a different measure rather critical lane volume we go to some kind of delay...”

Commissioner Terpko stated, “I think we should because that’s where I think the issue is.”

Mr. Ford stated, “Because level of service is supposed to be delay.”

Commissioner Terpko stated, “Exactly I think that’s where I problem is.”

Mr. Cubbedge stated, “Carl to change the question you’re going to have lighting and forestation also?”

Mr. Thomas stated, “Reforestation for this site we took care of five, six years ago so we have the 35 foot buffer that eventually we’ll have fencing and all that will be taken care of. We bought off site up in... we had a chance to buy and settle everything back in 1995 – 96 so we took advantage of that and the pond that’s on site now is essence in compliance with the Maryland 2000 Regs. To be honest with you Randy what we did when we were getting into this whole thing of the 50 acres we talked Bruce into being

proactive, take care of all of this stuff now, don't be nickel and dimming ponds through there."

Mr. Cubbedge stated, "But you're going to have a lighting plan for us?"

Mr. Thomas stated, "Yes, well bring in a lighting plan and I know that's an issue with the neighbors there is going to be stuff like that. We also know noise is going to be an issue to which is one reason why I tried to pull the building further away from the property line. We're looking at maybe doing a landscaping berm put some pines put something on it to try and buffer that noise. I just think with...I anticipate with site plan we're going to have a slightly bigger crowd in here I don't know just guessing. But again we're trying to do everything we can we don't want to say we'll never build on that side of Poplar because...I mean it's been industrial twenty years, twenty five years..."

Mr. Kinnaird stated, "Forty years."

Mr. Thomas stated, "Forty years so in essence we can do this but we're trying to what's best for them. We'll bring that in we'll take care of that. Is there anything that someone would like to see on the site plan that we don't necessarily have or just to clarify?"

Mr. Ford stated, "I didn't review..."

Mr. Thomas stated, "No and that's fine, but again I just wanted to put it there because if there was a discussion of okay in the scheme of things what are you guys doing that kind of gave you a jest of what we wanted to do. Do we need a vote or anything or just you're okay with it we can bring the site plan in?"

Mr. Superczynski stated, "That's a great question I think it's really something that's addressed at site plan."

Mr. Thomas stated, "That they'll accept the traffic study at that time..."

Mr. Superczynski stated, "You could accept it now if you wanted but I think at site plan that's..."

Mr. Ford stated, "I don't think we normally make a motion to accept it."

Mr. Superczynski stated, "No, but its one of those items that you would necessarily...I mean you're going to say somehow in your findings that...unless you need something now."

Mr. Thomas stated, "And we're not bringing the 10% in, the discussion of that?"

Mr. Kinnaird stated, "Don't look at me...you know I don't want it in because we wanted a base for that particular time..."

Mr. Thomas stated, "But now I know there was a discussion of 10% and I wanted to make sure..."

Mr. Peterson stated, "Just to wrap up that whole percentage issue I think if you look at page 14 in the chart which shows vehicle classification in and out of structural systems and the numbers, its in percentage but he numbers across the top bar show the number of vehicles in a hour and when you look at that the most you got is 31% trucks in one hour so you have a huge volume of cars in and out of that site and that's morning and evening. 95% of all the trips in and out of there are by non trucks so a 10% increase in trucks is nothing a 10% increase in all traffic begins to reflect employment. At this point Structural is saying they're not adding employment so therefore until such time as they come in and start saying we're adding fifty people to this shift that's when you begin to see change. It's the employment on the site that will drive the growth rather than the output through the plant."

Mr. Thomas stated. "Thank you very much."

Next the board held a discussion on the Growth Limitation Policy.

For the Master Plan discussion Mr. Superczynski stated he has the maps printed out for current land use and vacant land that he will updating and at the August meeting he will have the draft version of those maps which will also help in the discussion of growth boundaries. A Master Plan discussion continued. The board decided to hold a special workshop to review the draft copy of the Master Plan on September 14th.

With no further discussion, the meeting adjourned at 9:34 p.m.

Respectfully submitted,

Rebecca E. Sharer-Long
Recording Secretary