

**Public Comments on Ellicott City Watershed Master Plan
July 21 - August 28, 2020**

	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
1	Brick sidewalks look nice but have proven to be extremely prone to dangerous black ice, due to the porous nature of clay brick. There is a pronounced difference between the slipperiness of the brick sidewalk versus the concrete and asphalt sidewalks along Main Street during the winter.	Konveio
2	Page 53-55: Improving readability of the formatting of sentence that starts on page 53 and continues on page 55 jumping around photos. Especially true for policies being split on different pages. See for example pages 59-61, 62-63, 66-68, 68-70,74-76, 108-111, 114-116, 116-118, 133-134 ("Possible" is an orphan word) 137-140.	Survey Monkey
3	Refer to Policy 6.1 'Temporary Parklets' (pg. 140) "These platforms could temporarily replace 1-2 short-term parking spaces and serve as outdoor dining areas." This policy was likely imagined as very temporary rather than semi-permanent. This idea could be revisited given the necessity for outdoor dining due to COVID-19, if there is not a program in place already.	Other - State Agency Comments
4	West End: Streetscape was important but felt like a lot more could have been stated for possible amenity space. Certainly more information about historical buildings.	Other - Email
5	Incorrect header: this is III.5 Transportation + Parking	Konveio
6	Murals and sculptures should be of the highest quality and execution, aiming to be of national significance.	Konveio
7	The Plan document has many acronyms, e.g., DFIRM, MHT, HPC, ECP, NPDES, SBDC, etc. It will be helpful to readers to provide a glossary of acronyms or spell them out.	Other - State Agency Comments
8	Page 181: Why not name the tv program: "24 Hours to Hell and Back" so that people will connect it?	Survey Monkey
9	Provide water features to draw people (an impoundment, a pump feature, active water sounds, water fountains, an interactive water feature in front of the B&O)	Other - MPAT
10	Page 127: Very empty page; add more figures.	Survey Monkey
11	Bicycles are part of the solution to traffic issues, not something that needs to be "accommodated." Old Ellicott City is within easy riding distance from Columbia (6 miles) , Catonsville (5 miles), even Downtown Baltimore (11 miles)—certainly an easy day trip from any of those locations, and a gateway to Patapsco State Park for trail and recreational riders. Towns like EC have become cycle tourist destinations with much less to offer!	Konveio
12	While this draft plan was finalized in July of 2020, there is no mention of mitigation or future plans for COVID-19. The two storms and floods are mentioned throughout, however the County should take the time to address what can be completed within this plan to assist with HoCo residents and visitors in being safer during any pandemic or similar situations if they arise or are prolonged. Specifically addressing what can be done to help small business in times of pandemic strife would be helpful.	Konveio
13	HoCo should purchase flood prone buildings and turn the area into a park. EC does not produce sufficient revenue to warrant huge expenditure of flood mitigation plan. These buildings should remain: B&O, St Paul's, court house. Taxes are already a huge burden on businesses and property owners in Howard County.	Konveio
14	Thank you for recognizing the importance of preserving the natural beauty of New Cut Road.	Konveio
15	Dedicated individuals who inspire regular events are a local treasure and should be supported to the max.	Konveio
16	Continuing quality and improvement of significant events is of utmost importance.	Konveio
17	County support for event challenges should help.	Konveio
18	Some three dams have been removed from the Patapsco River; this should be kept in mind when dealing with suggestions to dam the New Cut Branch.	Konveio
19	It would be a shame to eat up the beautiful open spaces of Lots D and F with a garage, only to find later on that sufficient and suitable parking opens up at the Wilkins Mill site.	Konveio
20	As a senior resident of Greystone on College Avenue I'm all in favor of finally getting some sidewalks.	Konveio
21	I believe graded parking fees are the best policy.	Konveio
22	I hate the idea of eating up open space to build dams and garages that later become derelict, unfashionable, or eyesores.	Konveio
23	This roundabout would ease the danger of a blind turn from Rogers Avenue to downtown.	Konveio
24	Nice idea if artistically placed.	Konveio
25	Recent additions look good.	Konveio
26	Good point.	Konveio
27	I prefer the middle illustration, closer to contemporary than historical.	Konveio
28	If a deck has to be built I like it in Lot A because this eats a minimum of open space in the downtown core, recognizing that no deck solution is ideal.	Konveio
29	Good idea. Recent pruning around Angelo's Castle improved the approach from Catonsville.	Konveio
30	There are many interesting old buildings on St. Paul St., e.g., the glass house, for the station master.	Konveio
31	Despite all the design work on cramming a deck into Lot D, it still looks very cramped. I prefer Lot D open.	Konveio
32	I really hope we can maintain Lot F open as there is so little open space in downtown. If a deck is built here we will lose one of the last beautiful open spaces that make HEC so unique.	Konveio
33	Should utility poles be deleted where possible to provide more usable sidewalk space as well as social distancing ability (when needed)? To qualify where possible, if the area is subject to digging, could the utility lines be redirected to be underground?	Konveio
34	The roundabout at the Rogers/Frederick/Main intersection is a welcome and needed improvement	Konveio

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35	The Walk Howard plan approved by council in December 2019 does *not* recommend a signal at Frederick & Toll House. Also, the Walk Howard GIS map incorrectly refers to this intersection as a "signalized intersection", which technically it is not; it is controlled by a STOP sign with a supplemental intersection control beacon. If anything, a roundabout is desirable here, rather than a traffic signal, due to the US 29 overpass that limits advance visibility of a signal for eastbound traffic.	Konveio
36	The hand-created wayfinding signs are amateurish, tacky, and unsightly.	Konveio
37	While this may be technically true -- one or two homes adding rain gardens or bio-retention projects will not have a measurable impact in the EC basin -- I disagree this should be official policy. "Every little bit helps" should be the mantra.	Konveio
38	While this makes sense in the possibly very long term, short term emphasis should be instead be placed on reducing top-down flooding, not bottom-up.	Konveio
39	You can't redevelop a parking lot and not have it impact the historic character of an area. Pointing out that technically a parking lot could be redeveloped just gives an "in" to developers. I'd remove this comment.	Konveio
40	The West End Service property has a lot of potential as an underground water storage facility or bio retention facility and should be explored for these options first; re-development second.	Konveio
41	Vision needs to be pared down and punchier and not just a string of words. "Remembering our past while Moving together to a safer watershed" or something similar.	Konveio
42	The "potential building" referenced here is, I believe, left over from earlier plans and is therefore now (thankfully!) obsolete. I like a lot of these ideas besides this one. A parking deck makes the most sense to me in the former Courthouse area/parking lot and not here.	Konveio
43	I've never seen a reference to a hotel in the courthouse before but think this is a wonderful idea (along with potential retail) and should be explored further.	Konveio
44	I think there is a massive opportunity here for people to park in this expansive area, shop in a redeveloped Courthouse area, then proceed down to Main Street to dine before circling back up to their cars. It just makes sense.	Konveio
45	A parking structure makes the most sense here out of anywhere in town. I agree with a lot of the points and ideas in this section! This area represents the best opportunities for developers. Leave Lower Main alone, and let them invest here. :)	Konveio
46	More visually prominent, and one might argue, more exposed and vulnerable to future flood events. Failing to protect this building for future generations is not something I would want to have on my conscience.	Konveio
47	This is the most important part of this document and deserves a much greater emphasis. Does removing these historic structures improve safety in the immediate area and lower risk for the greatest number of residents? Most importantly, should the Phoenix building be removed to make way for the MD Ave Culvert project before other improvements are made first? In the most recent near-flood events, I'd note the area performed well, if these buildings were gone would it have been better/worse?	Konveio
48	I don't think it has been sufficiently proven that a) this is constructable (has CSX given approval? how will it work with multiple-daily freight traffic?) b) it will significantly improve flood conditions and c) it will not endanger the B&O Railroad Station, arguably the most historically significant structure in the town? Frankly, the culvert plan goes far too close to this building for my comfort. Damage or destruction to this building in a future flood event would be a national tragedy.	Konveio
49	This is an excellent point. Removing any building that fronts Main St will alter the area significantly, forever. This should be done as a very last resort after all other flood projects have been built and proven ineffectual.	Konveio
50	This is a strange way to say that these private residences backyards, once peaceful and secluded, will now be forever exposed to tourists and foot traffic. I have no stake in this game either way, but framing it this way comes off as pure spin.	Konveio
51	I just vehemently disagree we should be having a channel this deep without first building other conveyances to lower the volume of water entering the town. I apologize for my frankness but 12-14 feet of water during a flood event here at this part of town is an abject failure and demonstrates a complete lack of ability by this group to grasp the problems the town faces.	Konveio
52	Isn't the point of these terraces that people could use them for seating? Fenced away like this they have no utility at all.	Konveio
53	This should not be done until and unless the culverts are determined to be feasible and effective, and the railroad has given permission.	Konveio
54	Building removal and conveyance improvements will be pointless unless the culverts are approved--the channel under the Oliver viaduct is the bottleneck. A south tunnel option should be maintained as an alternative if the culverts can't be built, and the buildings should not be demolished until that is determined.	Konveio
55	It is clear from this narrative that the channel will not be a terraced public park with concerts and such as shown in earlier, overly optimistic renderings. It sounds more like it will be a big ditch. Consider doing whatever is necessary to revisit this and make it more accessible to the public during times of little flood threat.	Konveio

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56	What will be done to mitigate the visual impact of the mouths of the culverts? They will be very large and very visible. Perhaps a little water curtain?	Konveio
57	The outfall of the north tunnel could be vertical, as it is in other storm water tunnels around the country, which would minimize visual impact and road and trail issues.	Konveio
58	Put them in areas currently used for automobile parking!	Konveio
59	Coordinate with Baltimore County--River Road has great potential for recreational cycling.	Konveio
60	Limbing trees to open views is inconsistent with environmental stewardship.	Konveio
61	Evaluate whether the solid concrete wall along the channel under the RR bridge helps or hinders Main Street to shed flood waters (photos seem to show it causes the water and debris to flow up the bridge, possibly increasing the depth of the backwater in the Maryland Ave intersection.	Konveio
62	This includes New Cut, correct?	Konveio
63	The very last question was the best. The original deadly flood was in 2016. There will be no actual engineering changes for another 5 years from now. That is 9 years total that Ellicott City City should wait and hope and pray that there are no more deaths. This is unacceptable. The timeline needs to be drastically changed.	Konveio
64	This is disappointingly terse. The lack of separated bike lanes is assuming a high bar, and sharrow mentioned later on are not very effective alternatives if nothing else is done. What would help is lower speeds, less parallel parking in tight areas (use it for dining, wider shoulders, and wider sidewalks), and a climbing lane westbound on Main Street.	Konveio
65	Or even permanent!	Konveio
66	Also, Ellicott City proximity to, and a gateway for, Patapsco State Park, with scenic bike routes, and until the trails are built, to a lesser extent hiking routes, for resident recreation and tourist exploration.	Konveio
67	These floods of Tiber stream have taken place since upstream development has created impervious surface area that allows water to run off quickly instead of soaking into the ground. I was hoping to see creation of more open space or reforestation areas to combat increased runoff due to impervious surface in the watershed. There should be impact fees assessed on upstream properties so that HOCO taxpayers do not carry the entire burden of the plan.	Konveio
68	One way to improve navigability of sidewalks on Main St, especially for people using wheelchairs, would be to remove utility poles from the sidewalks. I'd like to see some language addressing to what extent this is possible, either by undergrounding utilities or by relocating poles away from Main St.	Konveio
69	I am very opposed to a multistory garage on lot A. This land was donated for use as a parking lot and changing it to garage would adversely affect the family who donated it. It is also in a floodplain and as far as I know no construction can take place in a flood plain. It is also not in keeping with the Oella community.	Konveio
70	Would the State create another so close to Catonsville which just received their designation?	Konveio
71	A parking deck in D would truly ruin the area. I love the idea of using the courthouse parking area in a better way.	Konveio
72	Is New Cut Road part of the master plan. It would seem that it would need to be. Also is the proposed new development off College Ave been subjected to rigorous investigation of what it could do in terms of additional runoff in Ellicott city?	Konveio
73	In between the two main plazas (Lot D and Station Plaza) Main Street could have some "parklets" in the parking lane for outdoor eating similar to what is currently done in Federal Hill, Fells Point and Hampden and has been a standard practice in Canada's cities for years. I realize, these installations need to hold up to storms and water flowing down Main Street, but they could even protect storefronts if properly installed by taking the brunt of the flow. Such outdoor dining or ice cream option	Konveio
74	I inserted various comments randomly because the full text was not allowed in 1 piece All my suggestions reduce parking. In the end parking needs to happen on Lot F and E, possibly with a deck with a shuttle service from the new Courthouse on high volume days.	Konveio
75	As a relatively frequent visitor to Ellicott City and participant in the early response planning meetings after the storms I see as the main issue for this masterplan the creation of spaces where one cannot only move along but stay, observe and do something. The proposed concepts offer several options for this which could be strengthened if there was agreement that the lack of a central "identity space" is the biggest issue in this very liner town which lacks a sense a clear "heart" and a place	Konveio
76	LOT D (whose spatial qualities are accurately described on pg 182) could be a green park with peripheral activity that has partially already developed with the outdoor areas of restaurants and cafes. If all cars would be eliminated here, it could become a green oasis with the stream as a water feature. Imagine a nicely landscape area with trees that would create a calm respite! . In collaboration with the hydrology folks, water expansion during floods could be a design feature.	Konveio
77	The Lower Main Street plaza in front of the historic station is the other, more urban option for creating a memorable space. Cars should only be "guests", i.e. those that have to traverse as part of Maryland Ave. But it is key that the entire space is seen as one entity with the Tiber Creek traversing. The deep cut of the creek is a problem for place-making, Bring people closer to the water or water closer to the people.	Konveio

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78	Once Covid is no longer an issue, a study of parking needs as opposed to available spaces would help determine how many spaces are required for OEC to flourish. Ask each resident, shop and restaurant owner how many spaces they need at what times of the day and week for their use.	Konveio
79	A public private partnership could add 50-150 covered parking spaces maintained for free public use by approving the construction of a multi-story building on an existing parking lot with structured parking to support the building & replace spaces lost to the structure with the additional needed spaces. This would provide additional tax base, shops, restaurants, residences and free off street above grade, covered parking at no cost to the county or public. Additional SWM can be included too.	Konveio
80	Consider making Main Street one way heading west from Maryland Ave to Old Columbia Pike. Add a connector from Old Columbia to St Paul St to create a giant traffic circle to allow better circulation. This would allow removal of the traffic lights at Maryland & Old Columbia and a widening of the sidewalks with only one way traffic. Angle parking if desired would increase street spaces. This would improve pedestrian and vehicle access and safety. The St Paul connection could help SWM as well.	Konveio
81	Drains needed at 8483 & 8497 frederick road. During heavy rains the water coming down the hill on the south side of frederick road backs up crossing the the road. There are 2 drains further west and those drains get overwhelmed by runoff where they are located. Please feel free to contact me , my neighbor and I might have some photos and or video.	Konveio
82	Mitigation measures are likely to be delayed. Leaving even the second floor of 8095 Main St to cross the Tiber is likely to cause some restriction of flood waters and damage to the structure, as happened to Caplans in the last two major floods.	Konveio
83	"does your project have any impact on mitigation?"	Other - Aug 19 Virtual Meeting
84	Is anything being done to ""buy time"" within the watershed, while we work to make it through the 5 / 20 year plan? I know calvin ball mentioned removing 12 tons of debris from the watershed, but is anything else being done to ""buy time"" to get us through the mitigation?	Other - Aug 19 Virtual Meeting
85	"What if anything is planned/recommended on New Cut?"	Other - Aug 19 Virtual Meeting
86	"Previous drawings of channel in lower main show it as accessible to the public and available for events (concerts, etc) during low-water periods. Has this been determined to be infeasible once and for all?"	Other - Aug 19 Virtual Meeting
87	"What is the status of approval or denial by CSX for the North Tunnel and Maryland Ave, Culverts to be constructed under their tracks?"	Other - Aug 19 Virtual Meeting
88	"I saw one tunel, the North Tunnel. Is there also a south tunnel, under the B&O station?"	Other - Aug 19 Virtual Meeting
89	What substantive economic programs have been considered to assist existing businesses and owners during plan implementation when demolition and development causes business interruption?	Other - Aug 19 Virtual Meeting
90	"Just a comment: Please clear out the Tiber Creek channel at lower Main Street as soon as possible. Thank you for acting on my suggestions."	Other - Aug 19 Virtual Meeting
91	Is it possible to extend the commentary deadline to August 31 instead of August 28? Who is enforcing developer replanting of trees? Are these strategically placed? Are trees native with xeriscaping or drip irrigation? Permeable paving vs. pervious paving What if another flash flood(s) happens during construction over the 20-year period? What % tree canopy are you trying to achieve? Do you plan to become a Tree City? Some people refer to Community Development Associations as Business Improvement Districts (comment, not a question)	Other - Aug 19 Virtual Meeting
92	"Do you plan on a microgrid in case power goes out during another storm?"	Other - Aug 19 Virtual Meeting
93	"Does the plan discuss stormwater management for the upstream, Plum Tree Branch and the Valley Mede community flooding?"	Other - Aug 19 Virtual Meeting
94	"What consideration has been given to backwater flooding from the main stem Patapsco? Does it make any differnce?"	Other - Aug 19 Virtual Meeting
95	"The title of this brief is Ellicott City Watershed Master Plan. All plans have schedules, so where can I find a detailed timeline for the plan, with milestones? I'm most interested in seeing when the flood mitigation pieces will be completed."	Other - Aug 19 Virtual Meeting
96	"Will this presentation be available to view for others who might have missed it?"	Other - Aug 19 Virtual Meeting
97	"Whitewater kayaking in Patapsco is a popular recreational sport. Do any of the plans offer a put in / take out and changing area for boaters?"	Other - Aug 19 Virtual Meeting
98	Patapsco: 2. Daniels river access (below Dam) to Elkridge https://www.americanwhitewater.org/content/River/detail/id/735/	Other - Aug 19 Virtual Meeting
99	This is an impressive amount of work. Having participated in previous meetings, I have seen how the recommendations have evolved based on feedback, community preferences, and unforeseen circumstances. Well done. As another comment, I appreciate the consideration for recommendations that meet needs for social distancing. Well done :)	Other - Aug 19 Virtual Meeting
100	"Have the concept designs for the streetscape and the lower Main improvements been approved by the HPC? They so far have not been open to more modern materials or designs."	Other - Aug 19 Virtual Meeting
101	"Was any thought given to design-build contract for tunnel construction? As design-build contract would be quicker than Final Design and construction process?"	Other - Aug 19 Virtual Meeting

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102	"Is the Final design for tunnel project will be done by the team which developed the concept or would there be a new designer? If it is going to be new designer, is that design awarded or if not when would it be advertised ?"	Other - Aug 19 Virtual Meeting
103	"What is the Little Patuxent contribution to EC flooding. I am unclear why this plan does not review the hydrology issues in a holistic way?"	Other - Aug 19 Virtual Meeting
104	"How do you measure what the acceptable level of runoff is? 6 inches of rain is HUGE. And we had 8 in the second event."	Other - Aug 19 Virtual Meeting
105	"How long will it take to have the diversion tunnel complete?"	Other - Aug 19 Virtual Meeting
106	"How can the developers contain the vast amount of water in a ""rain garden"" when 6 or 8 or 10 inches of rain falls across their entire property? That can be equivalent to multiple swimming pools worth of water."	Other - Aug 19 Virtual Meeting
107	Any idea if the EC safe and sound timeline has been impacted by covid? When I look online, there are a lot plans that are going to happen FY21. That's super vague, is there a specific order that the flood mitigation efforts are going to happen? I worry that fixing problems upstream will create more problems downstream.	Other - Aug 19 Virtual Meeting
108	" Where would the green trail go in the west end? My (possibly poor) reading of the map made me think it would shoot straight up Frederick Rd."	Other - Aug 19 Virtual Meeting
109	"I love the idea of a makerspace, but historic trends seem to suggest they are often unsustainable? Got any suggestions for making one last?"	Other - Aug 19 Virtual Meeting
110	"When is the earliest that construction can begin?"	Other - Aug 19 Virtual Meeting
111	"Hey...so has a total assessment of existing swm inventory been done within the watershed?"	Other - Aug 19 Virtual Meeting
112	"We have seen an example of an existing swm pond that does not appear to perform during storm events. Has the county evaluated ??"	Other - Aug 19 Virtual Meeting
113	"Section 106 is archaeology Beth !"	Other - Aug 19 Virtual Meeting
114	"I have a question about the Ellicott Mills culvert - why are putting a facade on the restrictor plate ? Will the restrictor plate be removed ?"	Other - Aug 19 Virtual Meeting
115	"@Choctzw and Old Columbia Pike - check it out during a storm event - it never fills up"	Other - Aug 19 Virtual Meeting
116	since this affects both jurisdictions, I want to bring up an loosely related issue, the trail head at the Grist Mill trail at the Howard, Baltimore County line which is very popular. People parking along the gravelled road shoulders are ticketed and towed by State Park police. This is counter to promoting active lifestyle and outdoor activity. Please intervene.	Other - Aug 24 Baltimore County Meeting
117	Hello and thank you. How is the flooding on Westchester Avenue coming from the Trolley Path being addressed and how are the noise and disturbances from Lot A being addressed?	Other - Aug 24 Baltimore County Meeting
118	The trail system in Oella traverses private proprieties in some areas. Have alternative routes been identified in the case that additional pedestrians and bicyclists are funneled into Oella via the pedestrian bridge, buses, and increased parking surface?	Other - Aug 24 Baltimore County Meeting
119	I didn't see all scenarios, but it would be nice to see an option where the foot of Main Street has its vista terminated by the historic train station and no parking in front but a "station plaza" tat would give historic Ellicott City a new heart that could compensate for the loss of buildings there.	Other - Aug 24 Baltimore County Meeting
120	How was the location for the outflow tunnel at the lower parking lot selected since it is before the Main Street bridge instead of down river from the bridge?	Other - Aug 24 Baltimore County Meeting
121	The flooding on Westchester lands on Frederick Road (as do our cars). How will floodwaters like that affect potential development on the Wilkens Rogers property? What about people trapped on the Trolley Path?	Other - Aug 24 Baltimore County Meeting
122	Is anyone aware that the residents who live along the Trolley Path can hear every single word or every single conversation even now? That's without a parking structure there.	Other - Aug 24 Baltimore County Meeting
123	I find the additional green cultural trails in OEC intriguing. Will there be educational components (flood mitigation, history, demonstration plantings) to these trails in addition to pedestrian paths? Seating?	Other - Aug 24 Baltimore County Meeting
124	Speaking of Westchester, the Granite Hill Development Opportunity that is directly above the lot A garage structure I believe is zoned for 12 single family homes. (See Cushman & Wakefields concept) Has this been considered in the planning especially since the entrance to the developments entrance is on Westchester and these are both directly across from the exit to the tunnel?	Other - Aug 24 Baltimore County Meeting
125	Does anyone on the call representing the plan live in either Historic Ellicott City or Oella?	Other - Aug 24 Baltimore County Meeting
126	Does BaCo have any community liaison for the residents of lower Westchester Avenue who will be most directly impacted by HoCo's plans like connecting to the Trolley Path?	Other - Aug 24 Baltimore County Meeting
127	Is the Granite Hill development still slated to have an access road directly across the Trolley Path at Westchester Avenue?	Other - Aug 24 Baltimore County Meeting

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128	The catastrophic flooding that has devastated Ellicott City by no means stops at the county boundary. Because this is a regional problem, what is going to be done by your Baltimore County counterparts to more fully align their watershed planning strategies with your own? Currently, Baltimore County utilizes Small Watershed Action Plans (SWAPs) to dictate prioritization of stormwater projects. The last SWAP for Lower Patapsco, in which Oella lies, was updated in 2012 and uses the county system of prioritizing TMDLs not erosion or flooding. Will Baltimore County be updating its SWAP for the Lower Patapsco to support and align with our cross river neighbors seeing as flooding and erosion are plaguing both communities? Thistle, Hilltop, and Oella Ave can all attest to this fact as well as the flood damage that is ongoing in the Oella historic district, which happens to be part of Ellicott City.	Other - Aug 24 Baltimore County Meeting
129	Have you had discussions with Wilkens Rogers? If so what is their position relative to the Master Plan?	Other - Aug 24 Baltimore County
130	Flood Mitigation: page 80 only reference to Dry Flood Mitigation Facilities. These are critical to slowing and retaining water flowing down Main Street. Critical to the West End. Need to be highlighted in addition to the map in a chart showing project start and completion in a half page chart. All of these were identified by 2017 and re-identified in 2018. Work will start on one late this fall.	Other - Email
131	Stream bank restoration; Thank you for the description and important that it is included in the plan.	Other - Email
132	Riverfront: Supportive of the vision. Love the connecting bridge for pedestrians and bikers over to Oella parking Lot A. Parkin Lots need to be prioritized for improvements and Parking Lot A is key and should be a first priority not a long term item. A parking garage here solves many issues. It should be in next years capital budget for both Howard County and Baltimore County. It will remove the current parking along Frederick road that backs up past the gas station on event days and past Wilkens Rogers Mill on wonderful Spring and fall weekend. As the Riverfront park is developed it will be alternative parking. It will enhance the visitor experience for all of lower Main Street as well as Oella. business and increase the access to the Patapsco River area and trails. Concerned about the design and impact of the North Tunnel outfall.	Other - Email
133	Lower Main : have yet to convince me of the demolition of 4 buildings. The proposed channel design is not very appealing. The normal flow of water is part of the issue but what will be the active uses. Awaiting 106 Army Corps Review process.	Other - Email
134	Ellicott Mills Gateway Area: think the planners did their best work here. Appreciate the options and design alternatives. Specifically like the public and environmental assets.	Other - Email
135	The Ellicott City Watershed Master Plan is missing one of the most important pieces of the plan. What is your plan to take care of property owners that will be destroyed in the next floods? We all know that the flood mitigation projects included in the draft will take 5 to 10 years to complete, at least. We all know that until all projects are connected and working, nothing will work as planned. With the exception of large retention ponds, other projects like enlarging culverts cannot be put into operation until a tunnel is built. Given budget constraints this may not happen for years. As property owners on West End and Main Street, we need the confidence that the current administration has our back in the extremely likely event of multiple floods to come before all work is completed. We would need the county to buy the most vulnerable properties that have in many cases sustained 3 floods (2011, 2016, 2018). The county has known and listed by address for several years now, through two H&H studies and also through this Master Plan where these properties are. For example page 182 of the Master Plan reads - "Court avenue and Lot E include some of the greatest constructions along the Hudson Branch. Culverts under Court Avenue and Main Street get blocked with debris, sending more flood flows onto Main Street. This will continue to happen until the North tunnel is completed and will divert floodwaters prior to reaching Court Avenue. We need the reassurance that the county will adhere to their vision statement on flood proofing (pg.20) "non-structural measures include those who remediate risk by removing vulnerable property and people from flood threat".	Other - Email
136	Perhaps faster BaCo collaboration might help ensure that folks can continue to safely enjoy the Trolley Path. Oh, and access it too. (Videos of Westchester Avenue flooding on 8/12/2020 provided as attachments).	Other - Email
137	Please plan to share with us your estimate for the costs associated with this redevelopment (including the costs for development of the master plan). Please also share with us what percent of these expenditure will be paid for by MD and County taxes. Feel free to share your cost benefit analysis identifying the estimated taxes that will be generated as a result of the enhanced economic activity.	Other - Email
138	Appreciate the the approach of the main driver of the Plan is the "Ellicott City Safe and Sound Plan" with specific flood mitigation policies and projects including major demolition of buildings both in lower Main Street and also in the West End. Key to the safety is the ability to capture and hold water prior to it reaching major portions of the Planning Area.	Other - Email
139	Dry ponds: Unfortunately there is only one mention of theses critical component , page 80. They are not specifically mentioned under the Implementation plan and they should be. These have to be short range constructed priority under 5 years. I suggest you break them out in the implementation plan itemize them and make them short range.	Other - Email

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
140	West End: Please add specific discussion about channel improvements, dry ponds and demolitions into the West End section of the plan. Looking at the maps included with the Section 106 public announcement it is clear that at least 10 existing buildings in the West end are proposed for demolition. One of the buildings at 8777 Frederick road is historic. It is our hope that this building can be moved away from Frederick road and be protected.	Other - Email
141	Court House: So the County has "no uses in mind" for the Court House. the jail and the parking lot. I expect a plan to give guidance and options for a unique historical building the Court House that over looks Main Street and is a dominate focal landmark. The jail hidden from site is historical and unique. The parking lot is an asset for the whole plan. Agree with a master plan approach but minimal "new construction". We need to give context open space to Mt.Ida, the Patapsco Female Institute, the former church now Historical Society Museum and adjacent Weir building and the Court House.	Other - Email
142	Historic District: Key to achieving the goals of this Master Plan is an equip Howard County Preservation Commission. The Commission and the public needs updated Historic District Guidelines. I urge the Planning Department to have guidelines drafted, reviewed and adopted in the time frame of the adoption of the proposed Ellicott City Master Plan.	Other - Email
143	It is obvious to me that both Howard County and Baltimore County have a great opportunity here to make significant improvements to their infrastructure and the legacy of Ellicott City. I really hope that it happens sooner than later.	Other - Email
144	Accelerate the demolition of the acquired buildings in lower main and move faster to a recreated space as per plan. This will help EC move onwards and support commerce by allowing the Fall and Spring Festivals and other events to use this space for next year and post pandemic times. With the pandemic scenario and less activity on this part of Main Street, now is the time to do this. This part of the plan is what people want to see and if done correctly, could be the measurement of the overall success. A lot of us did not want to see this demolition. Now that it is approved and acquired, the worst thing could be that this does not happen for years.	Other - Email
145	The walking bridge over the river is a great idea. It would be a great connector to Oella and allow for people to enjoy river views. Harpers Ferry has a similar walking bridge and it is very popular.	Other - Email
146	The parking garage not so much. Even though parking is a challenge in EC and the Baltimore County side, I think a parking garage would be to out of character of Ellicott City. Unless it was designed with historic like architecture and managed appropriately to reduce noise and chaos. The traffic that it would add to Oella and Frederick intersection would be a disaster. I don't see either of those actually happening. Alternative solution would be the reuse the Wilkins Rogers property as parking but no garage structure.	Other - Email
147	Water access in downtown Ellicott City. The Wilkins Rogers property waterfront is a great possibility to increase access to the water.	Other - Email
148	Grist Mill trail extension. Another good idea but include the acquisition of the Simkins property in the plan (in both Baltimore & Howard Counties), assist DNR, and use that for a managed parking area and a ranger station with facilities for the park.	Other - Email
149	Address the water runoff coming down from West Chester Ave in Oella to Frederick Road.	Other - Email
150	Utilize the master plan to include downstream Ellicott City, such as the park down River Road to the bottom of Ilchester Road. Assist these areas with their flood prevention and water management. Connect these communities via road and trail infrastructure improvements. Great opportunity to do this. Officially including this in the plan could make the real connection between Patapsco State Park from route one all the way to Main Street Ellicott City.	Other - Email
151	We at Patapsco Heritage Greenway were happy to review the latest draft Ellicott City Watershed Master Plan. It sparks interest, provides copious detail and is mostly written in laymen's terms to be understood by all. It is a cohesive plan, with interdependencies, referring back to previous sections and allowing that some decisions may change in relation to the order of projects completed.	Other - Email
152	The plan is a guide to potential innovative projects that could take place over the next 20 years. There are many projects suggested that PHG would be in favor of. However, because the town is crying out to be stabilized before the next torrential rain, the flood mitigation project is the first order of business and it will use up huge county financial resources, leaving little for other projects.	Other - Email
153	We would like to see many of the suggestions of the Ellicott City Community Benefit Corporation [aka CDC] Task Force addressed as part of the EC Master Plan, so that going forward development is implemented in the most creative and cost effective ways possible. The Task Force acknowledged the need for new methods not currently found within the County's DPZ nor Economic Development arms.	Other - Email
154	Communicate the importance of historic preservation and maintenance. Increase awareness of the existing aids such as rehabilitative tax credits, guidelines and technical assistance. Promote new ideas such as overlay Conservation District guidelines for the West End to provide protections to retain the overall character of the area not found under standard zoning regs while allowing flexibility and growth.	Other - Email
155	Promote cultural amenities, such as incorporating public art into improvement projects. Art could be designed to be instructional and increase awareness of historic resources, natural features, flood risks and prominent citizens. Such art could increase enjoyment of the visitor experience.	Other - Email

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156	Connectivity of trails. We endorse the list of various locations lacking trail sections and the prescriptive collaborative effort to make those connections happen. We support the concept of connecting OEC via pedestrian trails to surrounding park land.	Other - Email
157	Stream monitoring. We applaud Howard EcoWork's successful and continuing partnership with Howard County in the ongoing task of removing debris from streams after storms. We suggest adding the new collaboration monitoring water quality, and appreciate the mention of PHG's StreamWatch program, inviting and training citizens to monitor their nearby streams. We'd like to hear more about the plan to address the further need for debris management.	Other - Email
158	"Demonstrate that the community is an important part of the broader Heritage Area." Community planning should reflect the role of EC as the gemstone of the Patapsco Valley Heritage Area by incorporating some of the tenets and goals of the HA into the planning process. PHG promotes the resources made available by the Maryland Heritage Area Authority to businesses and organizations in our area in order to support their goals for the community.	Other - Email
159	We like the idea of a Green Cultural Trail that would enhance historic and cultural interpretation of the area. We might incorporate some of the ideas into our activities and advocacy.	Other - Email
160	Regarding CSX, we are concerned about CSX's approval of the North Tunnel and the Maryland Avenue culverts.	Other - Email
161	Baltimore County's non-involvement: This is a plan that will be adopted by Howard County, but parts of Baltimore County could be affected by changes on their side of the river such as new parking garages, riverfront parks and future development, but Baltimore. County officials have no plan for that as yet. They are not current with their storm water management plans. And should they be concerned about downstream results of new tunnel, culverts and their outfalls on the Howard County side of the river? We were pleased to hear of the recent first step in communication and cooperation taken in presenting the EC Master Plan to the Baltimore County community.	Other - Email
162	We are concerned that the George Howard Building complex is not reviewed in relation to the flood mitigation efforts. It appears from the topography that all of the water from that location drains down to upper Main St and down to the Patapsco. Why are there no plans to control the runoff from the county's facility?	Other - Email
163	Within the plan the authors did acknowledge how earlier human activity hindered the conveyance of water through streams. This was part of our history. Human encroachment in the floodplain altered the location and function of the Tiber, Hudson, New Cut and Patapsco. The history of millraces and relocated stream channels also played a factor. And yet remarkably the hydraulic model provided showed modern developments did not add to the drastic flooding conditions in Ellicott City; that dichotomy gives one pause to question the finding.	Other - Email
164	The plan suggests an excursion train service linking The B&O Museum of Ellicott City with the B&O Railroad Museum in Baltimore. This is an admirable long-term project. Possibly in working with CSX concerning the new North Tunnel and Maryland Avenue culvert, those involved might ask if and how CSX might approach such a service.	Other - Email
165	There appears to be a lack of accommodations and rest rooms for visitors. The various options for the repurposing or replacement of the old courthouse area above the town stress that the solution should support the town's economy and not act in competition. Incorporating a low rise hotel that can function in concert with nearby Mt Ida and PFI could help satisfy the need for accommodations. The location of a reasonably priced hotel in the center of town would be attractive to visitors and provide a customer base for nearby restaurants and stores.	Other - Email
166	You have a lot to say about the West End that we find very favorable. We welcome those flood mitigation efforts. We agree that the area be treated as an extension of old Ellicott City and be included in the "Old EC" brand. Settled by mill workers, the residential character and the need to preserve modest buildings should be recognized.	Other - Email
167	What can be done to preserve 8777 Frederick Road, a typical Ellicott City workers' home now at the crossing of the National Road and the Hudson tributary. Can it be preserved in situ? Can it be relocated out of the floodplain to a site nearby where it can be rehabbed, retaining its integrity to house Ellicott City residents in a heritage home?	Other - Email
168	Vehicle speeds in the West End must be reduced, sidewalk connectivity provided, public amenities improved, and Conservation District standards applied to preserve the character of the area outside the current boundaries of the historic district.	Other - Email
169	We also agree that traffic through the town's core should be slowed. You noted several dangerous, extra wide crossings that need to be reconfigured. The plan provides several ways to achieve a more walkable, safer town.	Other - Email
170	We agree with improving our parking lots to hold more vehicles. Main Street parking can be reduced in order to ensure a safer, more appealing and more functional streetscape. We agree with adding shuttles to lessen the number of cars brought into the town core, and would like to begin with the shuttle to Catonsville.	Other - Email
171	We are disappointed that the gathering space near the channel in the Lower Main was removed due to safety reasons. The replacement, Tiber Park, is nice but it's hard to tell how many people it will hold.	Other - Email

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172	The plan lists a few areas where tree canopy blocks important vantage points for our visitors. If remedying this is necessary, we feel that the course of action would be to selectively remove part of the canopy and not the trees so shade can still be provided. We approve your desire for additional trees where feasible in the entire area.	Other - Email
173	Lower Main building removal. We need creative, resourceful incorporation of some segments of the four buildings' recognizable features to remind us of their purpose and resilience through years past.	Other - Email
174	For example, earlier versions of the Plan graphically included the retention of the Easton Sons sandstone storefront façade; it is an important part of the early 20th century architectural heritage of the streetscape. That Art Deco sandstone frame with its Gothic arch details is a handsome piece. Left standing in place (likely disassembled and reassembled on a structural frame in situ), it would continue the facade line of the south streetscape which has been fully present for 150 (?) years. That freestanding frame would become an art piece; not of random selection, but a purposeful one that has historic significance for the town, enhancing its quirky, iconic character.	Other - Email
175	That frame disappeared from the Plan last summer when someone decided the B&O Station Museum should be visible from above Caplans. Why? It has always been a part of the transportation intersection (RR, river, National Road and supporting street Maryland Avenue). That station has never been at the end of a boulevard like a Parisian or L'Enfant plan. It was established as a working structure, surrounded by supporting warehouses, shops, stables, lumber dealers. Let it be what it was intended to be, and let Main St retain at least elements of its streetscape.	Other - Email
176	The front section of Great Panes historic stone and brick building, hidden by ugly stucco in the 1970s, could be retained and the stucco removed. Leaving that front section of the building standing with open storefront and windows could provide a small gathering space away from traffic, would again help to define the south streetscape boundary, retain EC architectural heritage, and provide pedestrian overlook of the concrete channel.	Other - Email
177	We're not sure about the ease of the "flexible" public space in Lower Main that is a road (Maryland Ave) most of the time.	Other - Email
178	We like that you prescribe no new buildings of a height that would obscure the view of Tonge Row. If a parking deck was constructed in Lot D, we like the idea of the garage being pushed south so the northern portion of the lot could be flexible space for public gathering. Potentially the roof of the parking deck could be used as a public space with appropriate landscape screening.	Other - Email
179	She is concerned the plan has too much focus on OEC	Other - Phone
180	Lives in Dunloggin and experiences local flooding/drainage issues- we discussed why the ECMP would not be appropriate to address her local drainage issues. She did meet w/DPW about these issues.	Other - Phone
181	She supported additional commercial development – the County needs balanced tax base	Other - Phone
182	She wanted to know what happened to the two USCORP studies – DPZ forwarded links to her	Other - Phone
183	The Watershed Plan is well-written and ties together the numerous plans and studies that have predated it. The Plan clearly uses the flooding disasters of 2016 and 2018 as a catalyst to innovate with green and grey infrastructure solutions, address elements that improve quality of life and marry Ellicott City's fascinating history with a dynamic future.	Other - State Agency Comments
184	Refer to Policy 1.6: This Plan has a really exciting emphasis on interpretation including creative ideas that have been successful elsewhere "Consider art to mark high water levels during past floods, or to mark the location of a stream channel that is covered by a structure or roadway" (pg. 68) and "Provide interpretation in the form of signage and/or public art to bring greater exposure to SWM facilities and demonstrate the role they play in improving flood mitigation and water quality." (pg. 83) If you've not already worked with the One Water Alliance, the nexus between water and citizen engagement through art has been a recent focus, and one that was also coordinated with funders. See their report here: http://uswateralliance.org/sites/uswateralliance.org/files/publications/uswa_arts_culture_FINAL_PAGES_RGB_0.PDF .	Other - State Agency Comments
185	The Plan addressed all applicable transportation modes with a strong focus on improving pedestrian and bicycle friendliness and connectivity and managing parking and wayfinding to support placemaking and economic sustainability in the Ellicott City area.	Other - State Agency Comments
186	The proposed bicycle network in the Howard County Bicycle Master Plan (https://bikehoward.com/) includes other short-/mid-/long-term bikeway improvement proposals for the Ellicott City Watershed Master Plan area. Have those bikeway proposals been evaluated to be included in this Master Plan since Figure 82 did not include those proposals?	Other - State Agency Comments
187	Refer to Figure "Section 106 Summary" (pg. 166) "Step 3. Assess adverse effects 4. Resolve adverse effects (pg. 166)" It would be helpful once the Section 106 process is complete to include the agreed upon mitigation into the implementing actions so there is clarity and accountability around the outcomes of the Section 106 process.	Other - State Agency Comments
188	Refer to Figure 74 (pg. 117) The Lower Main Area is noted as an area for potential reduced parking, but this is not directly addressed in the Lower Main section of the document. Policy 8.8 (pg. 176) indicates a desire to maintain Lot C to serve Lower Main, and mentions a dynamic parking information system.	Other - State Agency Comments

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189	Refer to Policy 12.1 (pg. 222) The RFI/RFP process could generate an opportunity for meaningful citizen participation by inviting input on a range of creative ideas for the reuse of the courthouse property. The process could be structured in a transparent way that showcases a wide range of ideas, evolves to finalists presenting their detailed options to interested stakeholders and ensures the final decision-making would incorporate their feedback.	Other - State Agency Comments
190	Refer to 'Annual Forum' (pg. 232) " As plan policies are implemented, progress can be tracked and reviewed during an "Annual Forum on Ellicott City" Planning would recommend also maintaining a dynamic website with updates so all stakeholders can be aware of progress (and possible inconveniences) in a more real-time fashion.	Other - State Agency Comments
191	Refer to 'Bi-County Forum' (pg. 232) The idea of a summit to bring together public and private stakeholders to discuss and coordinate common goals, challenges and solutions and celebrate successes. However, this event is proposed to be held every two to five years. Is there an existing working group that meets frequently to collaborate and achieve similar outcomes? As both Howard and Baltimore Counties have DHCD Sustainable Communities designations (Catonsville Patapsco and Ellicott City) this could provide an established vehicle for coordination between the two counties.	Other - State Agency Comments
192	Refer to IV-Implementation Plan (pgs. 234 to 239) The State provides many capital and noncapital programs to support community revitalization, placemaking, economic development, environmental protection, transportation improvement including pedestrian and bicycle facility enhancement, etc. The county may want to consider include appropriate state agencies as potential partners in the Implementation Matrix Table. As an FYI, the Maryland Department of Planning's Reinvest Maryland Toolbox (https://apps.planning.maryland.gov/reinvestmd/) provides the information on over 100 such state and federal programs.	Other - State Agency Comments
193	We understand and appreciate the grave nature of the two recent catastrophic flooding events of 2016 and 2018, as well as the increased likelihood of repeated events due to climate change. We commend Howard County's effort to look holistically at this issue in determining a way forward for Ellicott City, which the plan rightfully recognizes as a highly significant and valuable historic place in the state of Maryland.	Other - State Agency Comments
194	Page 37 Building Acquisitions. As noted above, the removal and alteration of these ten structures acquired by the County will affect the overall historic character of the town.	Other - State Agency Comments
195	Chapter III.8: Lower Main offers the best opportunity to provide more detail about the specific historic properties and streetscape elements proposed for removal or alteration.	Other - State Agency Comments
196	Page 166 Building Removal and Building Alterations. We recommend adding a more detailed discussion about the historical value of the four specific buildings subject to removal in the plan, as well as the six buildings that are slated to be altered in order to improve conveyance of floodwater.	Other - State Agency Comments
197	Page 166 Section 106. It is helpful to remind readers of the Section 106 review requirement, and we recommend referencing how this process is or is not integrated into the master planning process. In addition, we recommend mentioning that, if harm to the historic properties cannot be avoided or minimized, mitigation measures may be required as part of the plan implementation.	Other - State Agency Comments
198	This is a very comprehensive plan that is full of excellent ideas and strategies.	Other - State Agency Comments
199	Shouldn't insurance be part of the discussion?	Other - State Agency Comments
200	It doesn't matter if it's through the NFIP or a private insurer (ex. Lloyd's), but without it, folks are dependent on the government to provide them with grants or loans that usually only become available when there is a Presidentially declared disaster.	Other - State Agency Comments
201	Flood insurance is always available, and will help folks recover faster, regardless of whether a disaster declaration is made.	Other - State Agency Comments
202	After the 2018 flood, a couple of us attended public meetings, and there was disappointment by some business owners when their NFIP policy didn't cover certain things (ex. fine art, jewelry, etc.), but that's the case with any insurance. There are certain exclusions that are mentioned in the policy.	Other - State Agency Comments
203	Staff found the Plan to comprehensive, addressing a number of interrelated topics beyond hydrology.	Other - State Agency Comments
204	Economic Development: the recommended policies offer beneficial action steps for small business and housing development opportunities including e-commerce counseling, creative space and missing retail types, and mixed-use development opportunities.	Other - State Agency Comments
205	Streetscapes: appreciate the inclusion of newer concepts such as drop off points and parklets. Streets and sidewalks are mentioned as an ADA issue, but there is little discussion of how to address that. How will both sides of Main Street be made ADA compliant? Is there a plan for improving ADA access to businesses on Main Street? Proposed removal of on-street parking, while likely to be unpopular is crucial to improving pedestrian safety and the experience of historic Main Street.	Other - State Agency Comments
206	The loss of six historic buildings on lower Main Street is an irreversible loss that will transform the character of downtown. Care should be taken in addressing mitigation measures as part of the Section I 06 process.	Other - State Agency Comments
207	The limits of Ellicott City as shown in the document include a small segment of US 29 and MD 144 (Frederick Road) through the center of Historic Ellicott City. As far as we can determine from mapping, those are the only MDOT assets within the limits of the planning study.	Other - State Agency Comments

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208	As this is a planning study, there is no immediate affect to any MDOT assets, but as projects move forward to design, there will most likely be impacts to MD 144 (A City maintained Roadway). Please consider coordination with MDOT SHA.	Other - State Agency Comments
209	119, Ellicott City Tomorrow: Plan Policies and Actions Consider adding in a policy for TDM that supports alternative options to SOV travel that will help reduce congestions, protect the environment, and enhance the quality of life for Frederick residents. Please connect with Go Howard and Commuter Choice Maryland for resources and information.	Other - State Agency Comments
210	123, Policy 5.4 Transit Due to roadway limitations to adequately accommodate full size bus service the shuttle service looks like a possible viable option. Ellicott City should consider a pilot project with fixed route shuttle service or on demand microtransit service. During the weekend many of the surrounding publicly owned county properties appear to have underutilized parking spaces and could be a possible pickup and drop off location for visitors.	Other - State Agency Comments
211	We appreciate the descriptions of historic properties throughout the plan and recommend enhancing the descriptions with information about federal and local historic property designations, as well as properties under Maryland Historical Trust easement. This information may be found on Medusa, the state's cultural resource information system: https://mht.maryland.gov/secure/medusa/ .	Other - State Agency Comments
212	I'm all about the change River road into one way plus trail. It's dangerous throughout plus the neck with Thistle road for two way traffic. One way plus cycle road is great idea and reflects the current uses	Survey Monkey
213	Love the draft! I am particularly interested in the issue of utility poles and lines. I love photographing Old Ellicott City but have a hard time with the ugliness of the overhead utility lines. Anything you can do to stop them crossing over Main Street (put them on roofs?) would open up the possibilities of using OEC as a filming location. Otherwise, love it! Now I understand why The Phoenix had to go. The Wilkins-Rogers mill - will that stay or will that go? Off to reread the document...	Survey Monkey
214	Hopefully at the end of the 20 year plan, the beginning of change isn't just starting. In order of preference and priority: 1) people's safety, 2) environmental protection (both pollution control and flood mitigation), 3) historical architecture preservation, 4) business growth and residential housing. There are a lot of priorities, but the results can't be that the top dollar developers get to overdevelop the area AGAIN without taking those other priorities into consideration.	Survey Monkey
215	Also, the proposed north tunnel appears to discharge into the Patapsco River ABOVE the Main Street area, so if the riverbed at the bridge is constricted with debris from upstream damage (how many times has this happened in the past?), then the water will back up Main Street and surrounding areas like it has for hundreds of years - that is not a good solution for the problem with flooding in the lower Main Street. The tunnel is a very expensive solution - make sure you get it right by shifting the outfall to discharge to the east/south of Main St (i.e. down stream of the bridge not upstream as currently proposed).	Survey Monkey
216	Stop building homes and start building businesses. I cannot believe that our General Plan lists Fort Meade as our largest employer and that is not even in this county.	Survey Monkey
217	As we go forward to protect OEC, my top two priorities are community connections and flood mitigation. I often walk on New Cut road and can see first hand the damage that was done. After a heavy rain, there is dirt and debris on the road left from water flowing down the hill. With that in mind, please carefully review the new long term plan of the Taylor Crested View development with eventually over 1000 new units(apartments and townhouses) being built above Ellicott City. With the changes proposed for Main Street, it would be a shame if it were in vain due to massive overdevelopment on the hills above the town. Thank you.	Survey Monkey
218	Dear Planners, The plan is exciting, vast and comprehensive. Very impressive to say the least. Thank you for your considerations.	Survey Monkey
219	The negative effects of a traffic light at toll house road are greater than the small benefit of traffic calming. I do not see how a stop light here will benefit much of anything in the West End.	Survey Monkey
220	I would like to see the recommendations to Balt Co on the reuse of the Mill to have a larger vision. The mill was a profitable job creating business for over a 100 years all be it in a flood plane. I think with creativity to prevent flood damage from inevitable floods we could see restaurants condo's boutique shops starting on third floor. This is a unique location and very desirable.	Survey Monkey
221	I attended a meeting at Miller Library and there was a recommendation for decreasing the waver substantially for a homeowner not to do rain mitigation. That is if even a small shed or breakfast nook added to a home there would be a requirement to pay money to a flood fund or have your own fenced in drainage pond(this is unbearable) so in effect a tax on any even small changes to property. This hurts our contractors and remodelers who are a big part of our economy. All the while the recent studies and their models seemed to say that development did not play a large or even medium part in the two recent floods. While I am not planing any changes to my property I am against this change in our laws.	Survey Monkey
222	Suggested change to the Vision Statement: Add "freedom's" Ellicott City, and its watershed, is a model, resilient community that thrives by protecting its people, commerce, freedoms, history, culture and natural environment; and by enhancing its vibrant authentic character.	Survey Monkey

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223	I request my tax dollars not be used to subsidize or repair businesses, streets, or buildings that will surely flood again.	Survey Monkey
224	What I do not see in the plan is the Army Corp of Engineers report that was promised by Ben Cardin. What I, also, do not see are any plans for the rest of the Watershed that was promised by Ben Cardin and the Howard County politicians. Nothing is in this plan to update the 60 year old storm water management plan for the HOMES in the watershed.	Survey Monkey
225	w/r to figure 42, protection of historic houses from periodically high water is a recurring problem along the upper reaches of the Thames and along England's south shore. Possibly there are manufacturers of historically appropriate flood protection means in England whose products could be looked at.	Survey Monkey
226	I am not sure if this fits with the plan but would like to suggest that New Cut Road be closed to the public on weekend mornings much like they do at Loch Raven. It's a beautiful place for a walk and the wide road allows for social distancing.	Survey Monkey
227	I just submitted a comment about new cut road and might have said close to public on weekend mornings. Meant to say closed to traffic on weekend mornings	Survey Monkey
228	Considering all the planning, consultation and effort put into this plan, it's a real shame the final product came in such an Inaccessible format. In the best case, a document this big with this big an ambition would be hard to digest. Your format choices made it IMPOSSIBLE to do on a laptop. If I had a 40 inch monitor on my dining room table, great. As it is, you could just as well published it in Hebrew or Greek. I "pity the foo" who tried to access this on a tablet or phone. This has the effect of limiting access to people with a ream of 11x17 paper and a color laser printer or a HUGE monitor. Is this the best HoCo can do in terms of equity? Even just formatting it to work on letter size paper would have been a huge improvement. Why no substantive comments? see above.	Survey Monkey
229	Excellent presentation tonight. Thank you I am presuming I can get a hard copy of it on the website. I think that is what I heard.	Survey Monkey
230	so I own property on oella side and oppose any greenway on that section as we have had to hire at cost of \$400 plus dollars per week for security to keep people off my private property in granite hill and will only get worse if you expand the area. Without control by police in both counties is won't work as underage drinking and drugs are rampant. How would you like 50 to 75 people setting up a party in your yard and then leaving the trash. That is the current situation and your plans will make it worse. Don't believe it ask the officer hired to keep people off the property on the weekends. I can't afford to pay for my own police force all the time. You don't address that problem at all.	Survey Monkey
231	Excursion Train Service - There has to be a siding for an excursion train to pull off of Main Line - There is one that was asphalted over to gain parking spaces and now a permanent audible alarm will likely also be placed on the siding! NOT FEASIBLE for 250th – Maybe try for B & O Anniversary 2028 thru 2030 BUT Liability Insurance Cost has been the big negative factor	Survey Monkey
232	CONSIDERATIONS FOR GATEWAY IMAGE AND OELLA RIVERFRONT Oella residents concern about visual effect of garage at Lot A? I think they are wrong – the potential garage is their issue but they need to look at overall plan which to me would be an asset to both EC & Oella ALSO - Need a Crosswalk on the Baltimore County side of the river along Frederick Road.	Survey Monkey
233	FORMER POST OFFICE BUILDING REUSE The town NEEDS an Information Area for people to know what is here that they can see & do! AND more Restrooms!!!!	Survey Monkey
234	Notable Scenic Road: Huge trees have already been removed and landscape majorly altered along New Cut ostensibly for Flood Mitigation	Survey Monkey
235	Visitor Amenities = Need more Public Restrooms	Survey Monkey
236	I live on Oella Ave. I oppose erecting a garage for the few times that parking is troublesome in HEC. The structure will be an eyesore and increase foot traffic on our already over crowded street and trails. I believe in protecting the historic esthetic of my street. Please reconsider.	Survey Monkey
237	I love many of the ideas presented for making EC more pedestrian friendly. I know this isn't the main goal but while you are reorganizing for flood mitigation, you have to support the longterm prosperity of the town. Time and time again, businesses thrive with more pedestrians, not cars. Kudos for broadening the sidewalk but keep working on minimizing the eye sore and environmental hazard that is giant parking lots. Also, please extend a bike lane along Main Street. The idea about having festival wide sidewalks turned into parking spaces during down time is fine, but consider making the sidewalks that wide at all times!	Survey Monkey
238	The plan overall looks great. As someone who lives in the West End I welcome the addition of walkable spaces and hope that traffic calming will be a feature. Since the pandemic, there have been increased pedestrians on Main Street/Frederick Road, and I hope this plan will make it safer for them. I appreciate the inclusion of green spaces and native plants. I appreciate the attempt to maintain the town's character while making it safer and more user-friendly, and I can only hope that overdevelopment won't continue to destroy surrounding areas (like College Avenue). I have concerns that the style of proposed new spaces might end up like Melania Trump's renovation of the White House Rose Garden, and I hope everyone will put preserving the past first and foremost. I still hope that the Phoenix and Bean Hollow will not have to be torn down.	Survey Monkey

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239	For the Ellicott City Tunnel project's Final Design, are the designer's that developed the concept plan precluded from the Final Design?	Survey Monkey
240	Hello, I would like to provide some comments on the plan, however, the system is somewhat difficult to navigate. Please accept my comments as I am outlined below: 1. In the Vision for the Future and throughout the Draft, there are various report and studies cited. I would like to recommend a study done by the Maryland Department of Planning in 2016 entitled Transfer of Development Rights Committee Report. This study discusses the State of Maryland approach to preservation through the TDR program and how it can be expanded to reduce development with developer interest and at developer expense. While mitigation efforts are underway, a tandem approach to curb development by expanding the TDR platform will do well to reduce development and encourage landowners toward alternatives. There is legislation pending to expand the Neighborhood Preservation Parcel Density Exchange option in this way under ZRA-195 which is focused on historic properties and properties in historic districts.	Survey Monkey
241	COVID has posed a threat to the historic district in the upper court house commercial district. As business operations continue to stay remote and while we approach a dark court house, the business remaining may be left will fewer and fewer business options under present zoning. The upper court house district zoning is HO which differs from properties along and just off of Main Street which are zoned HC. There is legislation pending under ZRA-196 to expand the allowable uses by right for the properties in HO. The business owners who are trying to operate today and those who will be left behind as the court house operations recede are in need of support of this legislation.	Survey Monkey
242	As the full 20 year draft plan is made real through this process, it is important to recognize the property and business owners who will work to remain in operation while progress is made. Substantive programs and tangible resources should be considered to keep individuals, families and companies from having to pull out of town. Perhaps a cooperative strategies with DHCD loans with County guarantees or endorsements could be proposed.	Survey Monkey
243	Burry power and low voltage lines along maim Street	Survey Monkey
244	Building deeper and wider channels for more water capacity is one way Concrete steps built into riprap slopes Geotextile fabric placed on top of the riprap surface treatment to protect riprap slope Baffle blocks designed to prevent the formation of dangerous hydraulic currents could also help. A robust flood levee Blocking area had topsoil More water drainage	Survey Monkey
245	In reviewing the Plan and the Baltimore County inputs, here are some additional considerations. It is obvious to me that both Howard County and Baltimore County have a great opportunity here to make significant improvements to their infrastructure. Here are a couple ideas to discuss. Accelerate the demolition of the acquired buildings in lower main and move faster to a recreated space as per plan. This will help EC move onwards and support commerce by allowing the Fall and Spring Festivals and other events, to use this space sooner than later. The walking bridge over the river is a great idea. The parking garage not so much. Maybe the Wilkins Rogers property should be parking but no garage structure. Allow waterfront access here and a connector to the park. Grist Mill trail extension. Another good idea but include the acquisition, or assist DNR, and use that for a managed parking area and a ranger station with facilities for the park. Address the water runoff coming down from West Chester Ave in Oella to Frederick Road. Utilize the master plan to include downstream Ellicott City, such as the park down River Road to the bottom of Ilchester Road. Assist these areas with their flood prevention and water management. Connect these communities via road and trail infrastructure improvements.	Survey Monkey
246	Howard County Government should consider our haunt the Mt Ida property to ensure it is preserved and remains undeveloped. It is one of the few remaining open spaces in the historic district. The current owners have submitted legislation to expand uses and to increase density exchange opportunities however the property is likely to sell before these initiatives can pass and keep them in ownership	Survey Monkey

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
247	I must comment on the consideration of a traffic circle at Rogers Ave. and Frederick Rd. Please don't do it! Roundabouts work in Europe where the law provides that vehicles entering the circle have right-of-way. That keeps the traffic moving slowly, but safely, and in an alternating pattern, so no one needs to fully stop in most cases. Local drivers treat traffic circles as all-way stops, and only the most courageous or riskiest drivers proceed without creating a traffic jam. The problems at this location would be exacerbated by the fact that one road dead ends there. Rogers Ave. will likely become a torturous stop and go nightmare. For a model, check the rush hour traffic at Rt.99 and Old Frederick Rd, traffic circle, but don't get on Old Frederick unless you have plenty of time to sit and wait on the return. I'd predict that at Frederick and Rogers the traffic from the West would move along, but the traffic coming out of EC heading West would be stopped too long because one cannot tell if the West to East traffic is coming toward them in the circle, or going straight, until the last second, by then too late. Rogers will be a traffic jam, and nearly impossible to turn left toward Old EC. Bicycle traffic would be unnecessarily imperiled too. There are so many better options for that intersection. It is, in fact, the entrance to the Historic part of EC, and if it was treated as such, there are great opportunities. By pinching the traffic from both East and West into an entrance with landscaping and possibly a light, engineers could design the pedestrian and bicycle paths in conjunction with that design. Also, the property with the abandoned house on that corner would be a great addition. There is that steep hill to model the appropriate flood mitigating terraced landscaping with native plants. That house is said to be over 200 years old, and may have some historic value once the block addition and various siding is removed. So, there is an opportunity here to combine a number of goals into one design which enhances the entrance to Historic EC, slows and controls traffic, creates safe pedestrian and bicycle accommodation, and models a forward-thinking approach to flood control in an attractive, and functional design. Thank you for your time, attention and consideration.	Survey Monkey
248	I live near Old Ellicott City and love its charm and uniqueness in Howard County. I fully support channel improvements and stormwater management practices, periodic maintenance of the stream channels, upland impoundments, and purchase of properties adjacent to or over the streams that run along Main Street. However, I think we should proceed slowly on the very expensive and difficult to justify tunneling project. A benefit/cost analysis of this would project not yield a positive result. We need to determine if a tunnel is truly needed. Someday a hurricane will cause the flooding of lower Main Street from the Patapsco River as happened in 1973 and lower Main Street will see significant flooding. Therefore the tunnel does not seem to me and many of my Ellicott City neighbors as a good and justified expenditure of public funds.	Survey Monkey
249	Section III.9, Lower Main also includes and details the removal of four historic structures that made up the core of our community and provided an important historical backdrop and context to the town. While this destruction/removal may be inevitable, it's clearly undesirable and unfortunate, and reinforces the need to preserve remaining historical structures. This section rightfully highlights the historic mill workers houses on St. Pauls Lane. With the removal of the large structures behind these mill houses, they will become more prominent and important. The preservation of these homes and the historical context they provide, needs to be prioritized. These structures are currently unoccupied and the owner has a history of allowing their properties to undergo demolition by neglect. The county should utilize every available opportunity to prevent this.	Survey Monkey
250	Final comment related to parking Lot D and proposed parking structures on this lot. I think the lot is too small for such a structure, the scale would be massive and dwarf surrounding historical homes and buildings. Additionally, it would ruin the historical streetscape and vistas. The homes that are up on Old Columbia Pike that sit above the parking lot, would in a sense appear to be level with any new structure, I think it's a terrible idea. I've never seen wrapped parking structures that are well integrated into such a historical area. A better option for this is Lot A.	Survey Monkey
251	Pages 48, 74, 75: Why does County insist on only 3 subwatersheds rather than 4?	Survey Monkey
252	Page 84 debris snags needed at confluence of Autumn Branch and New Cut which the County refuses to recognize	Survey Monkey
253	Page 69: Figure 31. Omits Wilkins Rogers trestle and property in HoCo. How would green trail be extended past Lot B crossing tunnel outfall on CSX property? (Plan generally omits that CSX and BGE are major landowners; BGE not even mentioned).	Survey Monkey
254	Page 80: Cairo, Illinois style floodgates at the railroad to address Agnes type flood event. Design Maryland culverts with ability to add valves and pumps to prevent backflow and pump out any water in the Tiber.	Survey Monkey
255	Page 85: Main Street Bridge elevation and jersey wall as well as Tiber wall keeps the water on Main Street.	Survey Monkey
256	Page 87: I have been advocating for watershed signage for several years Entering the "Tiber-Hudson Watershed Drains to Historic Ellicott City."	Survey Monkey
257	Page 104: The courthouse provides the additional floorplate space. The consultant team has long continued to fail to recognize this.	Survey Monkey
258	Page 106: Art spaces for EC show lack of coherent County policy with need for and success of artistic centers with competing art spaces in NCC and Long Reach.	Survey Monkey
259	Page 130-131: No explanation for two-paged illustration.	Survey Monkey

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
260	Page 140: Brick was not historically used for sidewalks. It was from the 1980s or 1990s, and they knew it was not historic. Granite pavers were historically used. (I did research on this). Use stamped concrete and faux granite curb products to give street a distinctive and cohesive look while also addressing shear stress of brick pavers.	Survey Monkey
261	Page 152: Concept plans fail to show outfall of north tunnel. How will people be kept out?	Survey Monkey
262	Page 152: The parking footprint of Lot A is too small and odd-shaped to justify the benefit of building a parking garage on the site. The cost/benefit is recognized for the Lot D garage (Page 188).	Survey Monkey
263	Page 174: The clock could be placed other than at the B & O at some of the other plazas or welcome center.	Survey Monkey
264	Page 179: The text discusses the rock outcrops but the photo is not until page 181.	Survey Monkey
265	Page 216: The topography of the West End site is appropriate for vaulted flood storage.	Survey Monkey
266	Page 219: Courthouse: No development around until space is stabilized. Risks becoming white elephant like the Old Post Office in Chicago and the Jefferson Pilot Building in Greensboro, NC. Courthouse uses should be mixed uses and individual stores and/or businesses to prevent failure of use of the whole building	Survey Monkey
267	Other Comments: White text on grey boxes is hard to read.	Survey Monkey
268	Identify full-page chapter photos for historical purposes and context.	Survey Monkey
269	More rain gauges in and around the Tiber Hudson to get better data and warning information	Survey Monkey
270	Automated barricades similar to the high ground gates that would block traffic from turning onto Main Street	Survey Monkey
271	Wilkins Rogers: Use as interim parking; Develop public parking on the site; Coordinate to access small parcel in Howard County attached to the trestle bridge.	Survey Monkey
272	No building in Lot D. Access is through the floodplain.	Survey Monkey
273	No building should be done until Wilkins Rogers and Courthouse space is stabilized and successful.	Survey Monkey
274	Warning light on top of Wilkins-Rogers: Green, Yellow, Orange, Red to signify weather conditions and warnings.	Survey Monkey
275	Do not remove Phoenix until engineering of culverts to prevent debris and people from entering has been designed.	Survey Monkey
276	Stop using the picture of the view from the culvert as the face of the Master Plan. Figure 149 says it is for illustrative purposes only; so why is it the face of the Master Plan? Drawing highlights the Tea on Tiber with its architecturally out-of-place modern rear portion that should be removed.	Survey Monkey
277	Also need to design and show concepts for Maryland Ave. How will cars be kept from falling into channel? How will B&O be protected from water and debris? Bollards along Main Street to keep vehicles out of the Tiber.	Survey Monkey
278	Prohibit certain types of businesses in the flood plain -- Day care, medical, veterinarian, pet shops, bed and breakfast, uses with hazards or toxic chemicals	Survey Monkey
279	Regarding the Lower Main channel and Tiber Park, make the area inviting to people and explore opportunities to gain as much space for people as possible (wider sidewalk, plaza area, pedestrian bridge, glass to view water below).	Other - MPAT
280	Make the Lower Main channel visually enticing (a set of stone steps from Maryland Avenue to the channel, a softened view with terracing, a more visually open channel)	Other - MPAT
281	Community members question how the master plan will remain relevant if elements of the EC Safe and Sound flood mitigation plan are not implemented.	Other - MPAT
282	The master plan implementation strategy with near, mid and long-term items offers the ability to revisit topics in the future, while not losing today's discussion.	Other - MPAT
283	Page 104: It is generally referred to as "Howard Community College" (HCC) not "HCCC." https://www.howardcc.edu/	Survey Monkey
284	Refer to Policy 4.3 (pg. 106) Creative Spaces Initiative—There are a number of coworking space, makerspace, food hall models to learn from in the region. To make this sustainable and equitable it would be recommended to pair this policy with a program that builds the capacity of entrepreneurs, with a focus on supporting people of color and women. Successful technical assistance examples include Build Institute in Detroit or Maryland Small Business Development Center (SBDC).	Other - State Agency Comments
285	Refer to III. 4 – Economic Development (pgs. 101 – 111): The county may want to promote bicycling tourism for the planning area. The Plan may include an action item in Policy 4.6 – Community Tourism and Marketing Campaign to promote the planning area as a recreational biking destination.	Other - State Agency Comments

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
286	Thank you for sharing the current Ellicott City Master Plan Draft. I see from reviewing The Draft, Lot D on Main Street is still being considered as a site for a parking structure. I am a 12-year resident within the historic district of Ellicott City. I drive and walk through and within the Main Street corridor daily. I enjoy patronizing our retail and restaurant businesses on a weekly basis. Because of this familiarity, I disagree with building a parking structure on Lot D which will direct the bulk of traffic to Main Street to get to Lot D. Before explaining my rationale about NOT building a parking structure in Lot D, I want to emphasize that I do support a parking structure with wrap-around businesses to support Main Street for all the reasons described, just not in Lot D. I strongly support a parking structure in a location like Lot F and the area currently Lot G where drivers can avoid contributing to and getting stuck in traffic congestion on Main Street while the wrap-around business can still be close to the pulse of Main Street. With this, east and westbound traffic to Main Street can be advised (through signage, websites, etc.) to approach on Rt 40 to Ellicott Mills Drive before arriving at Main Street. For twelve years during the best of economic times and during periods where we are trying to recover economically, there is a persistent traffic jam on Main Street from Ellicott Mills Drive to Maryland Avenue. Main Street is a major east – west throughway (Continued next cell).	Survey Monkey
	(Continued from previous cell) On weekends, the traffic jam becomes worse and can become a deterrent for repeat visitors. Over the past twelve years on nonevent weekends, east and west bound traffic on Frederick Road, from Fridays at approximately 4:00PM until Sunday evenings is near stand-still. It can take a driver going westbound 30 minutes to travel from the Baltimore County Line to Ellicott Mills Drive on a Friday evening. It can take a driver 25 minutes to drive from Ellicott Mills Drive to Maryland Avenue on a Sunday at 11:00AM. Contributing to this on weekends are drivers trying to figure out where to go; drivers having to pause for walkers crossing the street and parking lot entrances; drivers trying to park on the street; and volume. This is the case on regular weekends and more severe on event weekends. The traffic jam makes it difficult for drivers to get into Lot D and makes exiting Lot D even more difficult and dangerous. I have witnessed several driver conflicts with drivers just trying to get out of Lot D on event weekends. Simply put, it's a mess. Exiting onto Old Columbia Pike may not be a convenient or familiar departure point for visitors. I want to add that I am not advocating for a location other than Lot D for my own benefit. Because I live there, I know how to avoid driving on Main Street on weekends. I walk there almost daily and every weekend and see the mess weekly. Reducing the vehicle traffic and, therefore, the vehicle congestion on Main St. will enable an improved experience in our beautiful and charming town. A parking structure would be a significant leap forward for Main Street and it has the possibility of making a positive long-term impact. My hope is for sufficient forethought to enable the parking structure to bring about favorable long-term benefits for Main Street visitors, merchants, and restaurants. Thank you.	Survey Monkey
287	Route 405 also has stops in the study area at Main & Rogers, Ellicott Mills & Milltowne, Court House & Martha Bush (Howard Building), and an on-demand stop at the Circuit Court	Konveio
288	What distinction are you trying to make between bike storage and bike parking?	Konveio
289	Change to read: "On-street parking along Main Street east of Ellicott Mills Drive and on Maryland Avenue is convenient for ..."	Konveio
290	Is this meant to read "Work with the North Tunnel design team"?	Konveio
291	Pg. 121: The Plan should include "Bicycle" in the titles of Figures 79, 80, and 81.	Other - State Agency Comments
292	Refer to Figure 82 (pg. 122): It will be helpful to identify the locations of Grist Mill Trail, Patapsco Natural Surface Trail, the Trolley Line #9 Trail, other existing trails (if any) on Figure 82. The Plan discussed these trails in multiple sections, but there isn't a map showing these trail locations. In addition, Figure 82 should include "Bicycle" in the title as Pedestrian and Bicycle Connectivity.	Other - State Agency Comments
293	Refer to Policy 5.4- Implementing Actions a. Transit Master Plan Updates: (pg. 124) "As the Central Maryland Transit Development Plan and Howard County Transit Development Plan is periodically updated..." would also recommend studying future coordination of MTA routes between Old Ellicott City and strategic locations in Baltimore City. To support tourism and employment opportunities. Currently, during peak times, it takes 1:30-2hrs between downtown Baltimore to Ellicott City with 2-3 transfers.	Other - State Agency Comments
294	Can you comment on the traffic considerations at Oella Ave. and Frederick Road....a large parking structure would have a large impact.	Other - Aug 24 Baltimore County Meeting
295	Refer to Policy 5.4 – c. Shuttle Service (pg. 124): There are typos at the end of the reference. It should be "(See Figure 85 and 86)," not "Figure 102 and 103."	Other - State Agency Comments
296	Lot D should never be considered for a parking structure. Unless you can move the old Post Office and Tersiguels, think of the hazardous and slow moving entrances and exits from that lot. Also, please consider that Lot D is in the center focus of the town and could likely be used better as a town resource as a park, or place for our large gatherings, with very limited parking. Lot F, on the other hand, is even geographically appropriate as it sits lower into the landscape, providing flood control possibilities underneath, and has more space to add levels without negatively affecting the sight-lines of the town's landscape. Also, the practical ingress and egress are so easy to create there. Thanks.	Survey Monkey
297	Refer to Policy 5.5 (pgs. 124-125) and Policy 5.7 (pg. 126): The Plan may include an implementing action to address electric vehicle (EV) charge-ready accommodation for parking lots or future parking garages. Howard County is the first local jurisdiction in the state enacting an EV-ready ordinance in 2019.	Other - State Agency Comments

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
298	Page 126: Seems that truck clearance signs are also required on the other roads coming into Main Street and in Baltimore County.	Survey Monkey
299	Refer to Policy 5.6 – f. Truck Clearance (pg. 126): The Plan may include an implementing action to address the coordination with Baltimore County to provide signage regarding “truck clearance” at the Oliver Viaduct on westbound of MD 144 in Baltimore County.	Other - State Agency Comments
300	There are already a series of low clearance warning signs on eastbound Frederick Rd and Main St	Konveio
301	Refer to Policy 5.6 – Wayfinding System (pg. 126): For parking marketing, the information on all available parking lots in the planning area should be included in current websites promoting Old Ellicott City, e.g., Visit Howard County/Maryland (https://www.visithowardcounty.com/neighborhoods/old-ellcott-city/) and the Ellicott City Partnership website (https://visitoldellicottcity.com/).	Other - State Agency Comments
302	Bike parking is most attractive to people on bikes when the bike is visible to as many people as possible. Especially if it is visible from whatever building the cyclist is visiting. It is also desirable for bike parking to be sheltered from weather. Think like a thief - do I want to steal the bike where many people can watch me do it, or do I want to steal the bike parked in an out-of-the-way spot where nobody can see me picking the lock?	Konveio
303	The Wilkins Rogers mill closed in early 2020, not early 2019.	Konveio
304	What about the culvert outfalls? These will need to be considered just as much as the tunnel.	Konveio
305	Page 152 Lot A has 75 spaces. Page 117: Lot A has 76 spaces.	Survey Monkey
306	There is a constant push to provide more public access to the river. It is widely known that the river is being over used and is having a major environmental impact because it cannot be maintained. Is there a plan to take care of these areas and upkeep them? Could we possibly try to protect them instead of drawing more impact to them?	Other - Aug 24 Baltimore County Meeting
307	Regarding a parking garage option for Lot A, ensure the parking garage design would respect the historic context and consider nearby residential uses, potentially softening the design with a green roof or rooftop park.	Other - MPAT
308	Oella Avenue is a residential thoroughfare with limited lines of sight, narrow right of way, and sections currently showing obvious signs of undermining from stormwater. What is the plan for making it a more pedestrian/bike friendly and stabilized roadway given that this will obviously increase traffic, especially if a roundabout and parking garage are constructed at the Frederick Rd intersection and in Lot A?	Other - Aug 24 Baltimore County Meeting
309	Hi there. I have a question about the Master Plan. I live adjacent to the entrance to the Trolley Path at 3002 Westchester Avenue (BaCo side of the River). I'm wondering to what extent, if any, BaCo is collaborating with HoCo on the portions of the plan that encompass BaCo land and residents. I saw that collaboration/coordination with BaCo is recommended in the plan, but I'm curious if there is currently any BaCo liaison working with HoCo. Tom Quirk's office? Some of the plan components like enabling additional access to the Trolley Path and potentially building a parking structure in the lot by the Trolley Stop restaurant may have significant impact on the residents who live along the lower portion of Westchester Avenue and up to the Trolley Path entrance. Of primary concern: The parking lot is and has been a destination for partiers for years. I and my neighbors regularly call BaCo's non-emergency line to request patrolling because of noise, loud music, breaking glass, screaming obscenities, etc. Although the lot is used primarily for HoCo's benefit, neither county has demonstrated any commitment to monitoring that lot. A larger structure is concerning. People who use the Trolley Path are completely unaware that for a small section of residents on Westchester, their conversations in even normal tones are overheard by us verbatim. It is literally like walking through our backyard and talking (or yelling, fighting, cursing, etc.). Sound carries in very specific ways around the lower portion of the path and the parking lot. We have heard that a parking garage might potentially be four stories. Obviously, we are concerned about any land clearing that would be required to facilitate such a structure as well as how any clearing and the structure itself might impact property values if our current backyard view turns into that of a parking garage. Any information about coordination with BaCo and any considerations regarding our little neck-of-the-woods are appreciated. Warm regards	Other - Email

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
310	<p>Even though the Ellicott City Master Plan has been in process for three years only recently has it been brought to my attention that a multi-story garage on Lot A in Oella is part of the plan. A garage structure in Lot A would compromise the primary entrance to the charming mill village of Oella and the existing and long-planned Proposed homes/homeowners at what is locally called 'Granite Hill'. (1200s Oella Avenue). When the retaining wall by the parking lot was built it was designed to provide for housing on Granite Hill which would take advantage of the views of the river and bridge. This remains the last segment of the 40-year-old Baltimore County Master Plan for Oella bn. It is very upsetting to those of us who live and work in Oella and for historic preservation. Just as it is important to be mindful of restoring Ellicott City, it is equally important not to negatively impact historic Oella. Charles Wagandt and Joe Morea donated the land upon which Lot A, the parking lot was built. Charles, a great grandson of W. J. Dickey, invested in the village of Oella because he was an historian, not a businessman or developer. He wrote a book on the emancipation of Maryland after the Civil War which was published in the 1960s and republished in 2004. He was the recipient of many awards including the prestigious Calvert Prize for his work in preservation throughout Maryland. He witnessed the demolition of the pristine mill village of Daniel razed due to a lack of public water and sewer and he didn't want that to happen to Oella. (Continued in next cell)</p>	Survey Monkey
	<p>(Continued from previous cell) He bought the village in 1972, secured it on the National Register of Historic Places, fought to get the Federal funds through Baltimore County to provide the water and sewer hookups and didn't open his first restored unit until 1984. An arduous but determined effort. Oella is a piece of history which is continually being protected through the efforts of those who live and work there through the HOA and the Oella Historical Society and the Architectural Review Committee. Efforts are underway to keep trash and debris, drug paraphernalia, broken bottles, and fire pits out of this protected and private area by homeowners who respected and bought into an historical village, a quiet serene park setting along the Patapsco River. Not only did Charles provide for the mill workers so they could stay in their homes after renovations, he applied for grants and spearheaded the salvage of the 1789 George Ellicott House as well as seeking grants for an archeological dig to discover Benjamin Banneker's' homesite and then finding the people to establish a board to create a museum. He was a stalwart supporter of the Ellicott City community. He encouraged Hal Sharp to research and write the book on the Patapsco River Valley as the first industrial site in America, preceding New England by 20 years. This is a history of the past that Ellicott City now would like to borrow, perhaps abuse and use to bring customers to their town after the overdevelopment of that historic village which created its own problems. I hope Charles' voice comes through his work and perseverance restoring Oella.</p>	Survey Monkey
311	<p>I am not sure it's fair to call it the "most" vulnerable as all of main street is likewise vulnerable to top-down flash flood events. One could argue there are more egress points in lower main than at several areas along the length of main street, making being on the street in a flood event more dangerous there than on lower main.</p>	Konveio
312	<p>See earlier question regarding what "minor" bicycle parking is. Suggest as a goal that bicycle parking should be sized for 5% of the anticipated number of visitors--and that it be provided via racks in what would otherwise be vehicular parking spaces.</p>	Konveio
313	<p>What is "minor" bicycle parking? Bicycle parking for children? or "Limited" bicycle parking? Bicycle parking is currently a limitation for those of us that would prefer not to drive there.</p>	Konveio
314	<p>This is a funny way to say Dumpsters, I'm assuming. It is also an inelegant solution that removes parking, and would have businesses moving trash to the "consolidated waste management solution" multiple times a day in front of pedestrian foot traffic.</p>	Konveio
315	<p>Re: placing proposed bike parking away from heavy pedestrian traffic in B&O plaza. This is exactly wrong. You want the bike parking visible to heavy pedestrian traffic. Think like a thief.</p>	Konveio

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	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
316	<p>My comments mostly focus on: Section III.5 Transportation and Parking, and Section III.9 Lower Main. Parking is obviously a priority for the Historic District residents and businesses. A lot of emphasis in the plan is focused on parking and the need for parking. Lot C in the area of Lower Main St, Maryland Ave, and Mulligans Hill Lane is a small parking lot that also serves as a public road, with residential structures and businesses actually ON the parking lot, as well as a residential community beyond the parking lot at the end of one-lane Mulligans Hill Lane. According to the Master Plan, this parking lot has 21 available spaces. However, this is not accurate, one of these spaces has already been removed for an emergency alert system/megaphone, another two spaces are reserved for the use of the B&O Museum. Additionally while stressing the importance of available parking, this plan proposes: 3 parking spaces from Lot C be removed and used for a dumpster area to serve non-existent restaurants, 1 parking space be sacrificed for bicycle parking/rental, and another unspecified number of spaces to be used for a potential trail head to the non-existent Patapsco Heritage Greenway trail. These goals obviously compete with one another. Struggling businesses need parking for their customers. Flood weary residents need parking--because they live here! Make parking a priority. We all want to see Ellicott City thrive and be vibrant with lots of visitors, they need a place to park. Of the existing 21 spaces, current actions and proposed plans, would reduce capacity of this lot by over 1/3. Additionally, Lot C is regularly plagued with illegally parked cars. The proposed trailhead for cyclists, hikers, and walkers would encourage more illegal parking, and take up available parking spaces businesses and residents. One only needs to observe Ilchester Road, Landing Road, and Hilltop Road in areas near trail accesses to see the problems with lack of parking and the impacts these trail access areas have on area residents. Again: Lot C is also a public road that serves residents and businesses! Incredible opportunities are provided by the Wilkins-Rogers Mills site, the existing Trolley Line #9 trail, and existing plans to extend the Grist Mill access on the Baltimore County side of the river for pedestrians and cyclists. Additionally, considering this Master Plan's inclusion of a proposed pedestrian bridge across the river from the Baltimore County side, integration of cyclist parking in Tiber Park, and several well planned parking options that will accommodate a large number of vehicles in Lot A--why not focus pedestrian and cyclist access/trail heads to this area, instead of trying to jam it into an already congested and over-used space such as Lot C? Has anyone done any research into the utilization of the bike share/rental stations already in place in Historic Ellicott City. From my observations, these bikes are rarely (if ever used), the racks are always full--is this something guests actually desire? It doesn't appear to be the case.</p>	Survey Monkey
317	<p>This is not a good place for bike parking. Bike parking does not need to be with car parking, it can be much closer to the cyclist's destination. I'm not going to put my bike in a car lot and then walk a long way to get to where I'm going, I'm going to put the bike right next to where I'm going. So I can see it, for one thing, and for another thing, that's an advantage of riding a bike! Distribute bike parking close to cyclists' destinations, in plain view of the bike owner and many people.</p>	Konveio
318	<p>In the West End, if buildings are removed for flood mitigation, consider adding parking spaces on those lots as well as wider sidewalks.</p>	Other - MPAT
319	<p>While the effects of climate change are intertwined into many of the policies, it is not specifically addressed in the plan. There are a couple of inferences that indicate climate change issues are addressed in the EC Safe and Sound Plan. While the Watershed Master Plan is intended to be flexible and has the ability to adapt policies to climate change, a statement indicating that should be included early in the document.</p>	Other - State Agency Comments
320	<p>Page 33: Need to clarify that the CAG and MPAT were established by Executive Kittleman and not Ball. In general, need to make clear when referring to County Executive that there was a change in Administration in the chronology. No mention of Kittleman-Weinstein plan including relocating the Tea on the Tiber.</p>	Survey Monkey
321	<p>Page 34: "Executive Order 201706" should have a dash "2017-06." Should be made clear that this was Kittleman.</p>	Survey Monkey
322	<p>Page 36: Capitalize "executive order."</p>	Survey Monkey
323	<p>Page 37: Move "Clearing the Waterways" to the next column for readability.</p>	Survey Monkey
324	<p>Page 37 Section 106 Process. We appreciate the description of the Section 106 process, but it does not just apply to buildings that are acquired by the county. Consider replacing this description with the Section 106 Summary on page 166, while also adding more information about how the Section 106 process intersects (or not) with the master planning process and implementation. We also recommend acknowledging that the Maryland Historical Trust Act provides for a parallel review of state agency undertakings; that is, if state funding, permits, actions, etc., are required for implementation of the plan, the Maryland Historical Trust has a regulatory role in project review. Often, these processes and reviews are bundled for large projects, but it is important to note that compliance covers both state and federal undertakings.</p>	Other - State Agency Comments
325	<p>While we appreciate the mention of the Section 106 process within the plan, we recommend adding more explanation about how that process – in particular, the public outreach component – relates to the master planning process and implementation. Specifically, we note that the plan presents the acquisition, demolition, and alteration of historic buildings within the city core as a foregone conclusion, while the Section 106 process is still underway.</p>	Other - State Agency Comments
326	<p>Generally, need a glossary of key names, places, entities (EcoWorks), and technical words "biochar," "bedload," "aggradation," "hydraulics" etc. EcoWorks is discussed for many pages but not explained until Page 89.</p>	Survey Monkey

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327	Flood Mitigation: this element needs more discussion of land use at the top of the watershed and its implications.	Other - State Agency Comments
328	Page 41-42. In this section, please also note that Ellicott City falls within the boundaries of the Patapsco Valley Heritage Area (https://patapsco.org/). This plan should be consistent with the management plan for the Heritage Area; if you have not done so, we recommend that you work with the Patapsco Heritage Greenway, the managing entity of the Heritage Area, to ensure consistency.	Other - State Agency Comments
329	Page 41: The Council has also approved the General Plan Guidelines.	Survey Monkey
330	Page 42: "WalkHoward" Howard County Pedestrian Master Plan, 2019" The date for pre-2016 flood cannot be 2019.	Survey Monkey
331	Goal 4 Enhance the experience ; Add after amenities "cultural arts"	Other - Email
332	Refer to III.1 Community Character+Placemaking (pg. 55): "However, there is the added benefit that historic building repairs may qualify for the County Historic Property Tax Credit to off-set the additional cost of historically appropriate materials." Consider adding mention of the Maryland Historic Revitalization Tax Credit Program as well.	Other - State Agency Comments
333	Page 55 Historic Preservation. This section seems to hedge the value of preservation with statements about burdensome time and cost of the process, while acknowledging the beneficial intrinsic link between historic integrity, community character, and economic value. We recommend adding mention of the state and federal historic tax credit programs, as well as funding for heritage tourism and related improvements available through the Maryland Heritage Areas Program.	Other - State Agency Comments
334	Page 55: No apostrophe in "retreats."	Survey Monkey
335	Page 55: The county seat of the Howard District was voted by the General Assembly in 1840. Baltimore Sun Jan 15, 1840. The city was incorporated in 1867 not 1857. https://www.triposo.com/loc/Ellicott_City2C_Maryland/history/backgroundhttps://hoco360.blogspot.com/2010/07/main-street-ellcott-city.html https://www.mdhs.org/underbelly/2016/08/11/the-oldest-known-photographs-of-ellcott-city/	Survey Monkey
336	Page 70: EC250 springs up on this page without explaining this abbreviation or any discussion of what or when the 250th anniversary events will occur.	Survey Monkey
337	Chapter III.I: Community Character + Placemaking offers the best opportunity to provide baseline descriptions of the historic district as a whole, including the historic character of the streetscape. We recommend adding more detail to the current descriptions, as well as noting federal and local designations, including the inclusion of the Ellicott City Historic District in the National Register of Places, which helps qualify contributing properties for financial incentives. It would also, we believe, be helpful to the reader to explain that more detail about specific areas is provided in subsequent sections of the plan.	Other - State Agency Comments
338	Property Maintenance: page 56,63 and West End page214. This is a critical issue and needs more than this is a difficult issue when it comes to demolition by neglect. It goes to the heart of preserving and promoting Ellicott City identity. A fundamental question and policy action item will be completing the redraft of the Ellicott City Historic District Design Guidelines , a 50 page draft out line dated 12/19/2017 is a start.	Other - Email
339	Page 58: Should be tree "loss" not "lost."	Survey Monkey
340	Dumpsters were also recently installed in Lot B.	Konveio
341	Page 60: A blowup of the locations in the Main Street area of the map would be helpful.	Survey Monkey
342	Page 62 Policy 1.1. We recommend distinguishing between "Messaging" and "Awareness" (for example, it could read "Property Owner Education" and "Public Heritage and Interpretation").	Other - State Agency Comments
343	Core Streetscape and Pedestrian Experience Improvements Enhance the experience Welcoming and attractive downtown, walkable destination, more accessible physical design, improved public amenities, places for people = NEED MORE PUBLIC RESTROOMS! Tour Bus Accommodations - We VERY much need something like this!	Survey Monkey
344	Refer to Policy 1.3 – Action c. (pgs. 64-65): "Walkability," an essential element of characterbased codes, should be included in the definition illustrative box. The policy also mentions that a zoning code rewrite is forthcoming, but 1.3 could be strengthened with a more thorough explanation of how an assessment of community character and the development of place type palette will be used to inform future development/redevelopment and the character based code. How will this support the statement on pg. 59 that "More flexible zoning is needed to accommodate a broader array of future uses"?	Other - State Agency Comments
345	Page 66: "Art District" not bolded.	Survey Monkey
346	Policy 1.6(d) states "Explore pursuing a Maryland State Arts Council, Arts and Entertainment District designation for the downtown core that includes Main Street and West End, once additional arts and entertainment uses open." This appears to be a very passive approach to encouraging arts and entertainment uses in Ellicott City. The county may want to consider opportunities for attracting arts and entertainment uses, perhaps through artist housing or incentives for arts-based businesses.	Other - State Agency Comments

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347	WHAT'S HAPPENING IN ELLICOTT CITY? History Walking Tours Ellicott City Ghost Tours/ Pub Crawls In place presentations in partnership with Restaurants + a variety of topics (Maryland History Tours)	Konveio
348	Refer to Policy 1.7 and Figure 31 (pgs. 68-69): Some segments of "Green Cultural Trail" would accommodate bicycles. To clarify the intent, MDP staff suggests including "Bicycle" in the Figure 31's Legend as Urban "Main Street" Pedestrian/Bicycle Experience Along Streetscape and "Green Cultural Trail" Pedestrian/Bicycle Experience Linking Open Spaces. Figure 31 becomes Figure 78 in "III.5: Transportation + Parking" (pg. 120). The same change should also be made to Figure 78 (pg. 120).	Other - State Agency Comments
349	Refer to Policy 1.8 (pgs. 68-70): Under Policy 1.8, the Plan may include an action item that calls for exploring the feasibility of providing shuttle service to major community events as it relates to Policy 5.4 – Transit – Action c. (pg. 124).	Other - State Agency Comments
350	III.2: Flood Mitigation – starting on page 73 The Watershed Master Plan does not reference the floodplain ordinance - although there are references to building limitation in the floodplain. Perhaps the floodplain ordinance is addressed in the EC Safe and Sound plan but if it isn't, it could be included III.2 Flood Mitigation (beginning on pg. 73). This would be an opportunity to revisit the ordinance and potentially include some of the proposed policies.	Other - State Agency Comments
351	"How much impact will the tree cover, even if 100% restored, impact the flash flooding? There have been floods on average every 20 years."	Other - Aug 19 Virtual Meeting
352	Page 77: Where is the Plumtree Watershed? No background info.	Survey Monkey
353	improvements - typo	Konveio
354	I understand the tunnel project is talked about later, but having it last in this list here suggests it's the least important. This should be front and center and championed because nothing will do as much as this project to improve conveyance.	Konveio
355	III.2: Flood Mitigation – starting on page 73 [See MDE's comment on page 12] There is no reference or recommendation for property owners to consider obtaining flood insurance. MDE noted that Howard County participates in the National Flood Insurance Program (NFIP) and the NFIP's Community Rating System (CRS). As a participating jurisdiction, property owners can obtain flood insurance at a reduced rate. By including flood insurance in this plan, they could help to educate property owners about the resource that is available to them and take credit as a participating jurisdiction. There are several references to Howard County's Flood Elevation Certificate program (pgs. 82, 87, 168) where the certificates are provided free of charge to businesses and residents. The Flood Insurance program reference could be included with these.	Other - State Agency Comments
356	Refer to III.1 Community Character+Placemaking (pg. 55): This section highlights County Historic Property tax credits to offset the additional cost of historically appropriate materials. Is there potential for a similar type of credit to incentivize flood resiliency improvements that could apply to all structures, not necessarily historic properties? Policy 2.7(a) discusses "prioritizing floodproofing assistance to the most vulnerable properties". Could there be a potential extension of the Flood Mitigation Assistance Pilot Program, or another form of assistance?	Other - State Agency Comments
357	Page 81: No identification of tree debris inside the building.	Survey Monkey
358	Howard County is a Class 6 community in the CRS. That's no easy task. As a result of that rating, NFIP policyholders receive up to a 20% discount on their flood insurance in FEMA-mapped high risk flood hazard area, and up to a 10% discount outside the high risk area.	Other - State Agency Comments
359	Figure 41 – should there be a legend for this figure? I'm not sure what the different colors are for.	Other - county staff
360	The topic of flood insurance could fit nicely into the public outreach component of the plan. Providing the public with information about flood insurance needs to be an ongoing process.	Other - State Agency Comments
361	<i>Description - These practices include prevention measures such as repairing poorly performing infrastructure, implementing environmental site design (ESD) practices as part of the County's Green Infrastructure Network (GIN), improving maintenance practices and tracking the performance of water quality practices.</i> This sentence seems to mix up green infrastructure as stormwater management and the County's Green Infrastructure Network, which is a connected system of important habitats. I wouldn't want to see the GIN disturbed for SWM facilities, although stream restoration, reforestation, etc. would be good.	Other - county staff
362	How are the policies organized here? Prioritized by need/cost/impact?	Konveio
363	Page 90: Use classes have a mix arabic and roman numerals; should probably be roman.	Survey Monkey
364	Page 97: Need a sidebar box about what is biochar.	Survey Monkey

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365	MS4 <i>The US Clean Water Act, which is managed by the Environmental Protection Agency (EPA), mandates municipal separate stormwater sewer system (MS4) permits</i> These are also referred to as NPDES stormwater permits. The Environmental Section uses the NPDES acronym, including in the Policy and Implementation section, but I couldn't find it explained anywhere. <i>Pollutants which are carried by stormwater runoff such as fertilizers, chemicals, sediment, and biological waste.</i> Could replace 'chemicals' with something a little more explanatory, such as herbicides, pesticides or petrochemicals.	Other - county staff
366	<i>SALT APPLICATION AND ALTERNATIVES</i> - DPW has a draft salt management plan and has been using brine and other practices to reduce road salt use on County roads.	Other - county staff
367	<i>Street sweeping It occurs more frequently on Main Street, where additional street sweeping occurs after major events.</i> It might be good to clarify if this is major storm events or major social events (like Midnight Madness) or both.	Other - county staff
368	Tree cover, p93 - Can this be edited to reflect we adopted an update to the FCA that became effective in February 2020? Also, the law contains incentives to retain existing forest and requirements to plant new forests when forest is cleared or a minimum forest cover is not present, or pay a fee-in-lieu.	Other - county staff
369	Page 93: "HOAs" not defined. "Open and Space and Parkland" does not seem to need to be capitalized.	Survey Monkey
370	<i>Site selection is determined by prioritizing sites using the following criteria: wetlands and stream buffers, flood plains, steep slopes, forest fragmentation, existing uses, visual buffers and existing regulations.</i> I'm not sure where the last part of that sentence is going. Priority planting sites under the new FCA are: GIN, 100-year floodplain, stream buffers, wetlands and wetland buffers, critical habitat buffers and forest corridors for wildlife movement, steep slopes and highly erodible soils.	Other - county staff
371	<i>Additionally, deer present a significant challenge to maintaining forest health in Howard County.</i> Would be good to explain why – the high numbers of deer browsing the understory limit growth of native herbaceous plants, shrubs, and young trees, affecting forest health and limiting forest regeneration.	Other - county staff
372	<i>ESD Continue to work with individual citizens to implement ESD practices on their own properties and with the development community as part of the Green Neighborhood Incentives program, should they be interested and have the resources to spend.</i> This is the first mention I could find of the Green Neighborhood Program, so it needs some background info in the Environmental Section.	Other - county staff
373	<i>FOREST MANAGEMENT</i> There is a recommendation for invasive species management, which is great, but it needs to be described as an issue in the Environmental Section.	Other - county staff
374	<i>GREEN SPACE</i> <i>The goal of the GIN is to identify, protect and enhance greenspace through thoughtful land use planning.</i> The GIN is not the same as the general Green Space described previously in this section. The goal of the GIN Plan is to identify, protect and enhance the network, not general green space.	Other - county staff
375	With respect to environmental stewardship, provide greater incentives for stormwater improvements by property owners in the watershed (such as increasing reimbursable amount, expanding eligible items for reimbursement). Emphasize forest management as an important effort to make the entire watershed more resilient and provide incentive for forest management on private land. Finally, make a consistent effort to educate watershed property owners including new property owners.	Other - MPAT
376	Page 99: Where is La Rosa Reserve?	Survey Monkey
377	Refer to Figure 139 (pg. 167) This figure is below 140 and numerically seems out of order. The caption is vague and does not explain the buildings' relevance. Currently it is situated below a figure explaining building demolition, so it would seem to a casual reader that these are the structures to be demolished.	Other - State Agency Comments
378	"Court House Drive" not "Courthouse Drive" (two places)	Konveio
379	"Court House Drive" not "Courthouse Drive"	Konveio
380	"Toll House", not "Tollhouse"	Konveio
381	There is a major push to utilize the riverfront at several locations, and provide access to the river. In concept this is a great idea. But we have a recent and current problem of citizens flocking to riverside parks and leaving trash behind and overusing those spaces to the detriment of the resources. How would this be handled differently?	Other - Email
382	III.3: Environmental Stewardship – starting on page 89 Howard EcoWorks is referenced in several locations in the document (primarily in reference to EC Safe and Sound) prior to a description of Howard EcoWorks on pg. 89. For readers unfamiliar with the organization, a description or reference to pg. 89 would be helpful to understand their role.	Other - State Agency Comments
383	The Plan was created pre-COVID. In this changed environment, outdoor dining options have taken on new importance for customers and the restaurant industry. The Plan should consider opportunities for enhanced and expanded outdoor dining options.	Other - State Agency Comments
384	Page 56 Property Maintenance. The demolition by neglect discussion (under "Past Efforts") would be improved by identifying the nature of the challenges that impeded implementation policies.	Other - State Agency Comments

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385	In instances where the plan makes specific proposals for demolition or alteration, we recommend providing more detail about the properties, as noted below. These changes would also have a cumulative effect on the overall character of the well-preserved historic district and streetscape, which should also be acknowledged in greater detail.	Other - State Agency Comments
386	Chapter II: Informing the Vision provides the best opportunity to explain the integration of the Section 106 process into the various planning processes for Ellicott City.	Other - State Agency Comments
387	One parking space is not "significant", & Lot C is not a great place for bicycle parking. One car parking space will accommodate about 20 bicycles. To reduce traffic & parking issues on Main Street, we'd need to encourage more bicycles. Consider 5 or more parking spaces spread throughout Main, in visible, not out of the way, places, so cyclists can use them, know their bikes are safe, & not use space on the sidewalks. We can even use half width (4') parking spaces to allow for wider sidewalks.	Konveio
388	Page 189: Public 24/7 restrooms also in the county-owned buildings on Main Street.	Survey Monkey
389	However, I was disappointed to see there was no mention about flood insurance, or Howard County's participation in the National Flood Insurance Program (NFIP) and the NFIP's Community Rating System (CRS).	Other - State Agency Comments
390	With regard to flood mitigation, there would seem to be some benefits to the installation of parking garages in Lots F and D that could be used to store flood waters in lower chambers while elevating cars above the anticipated flood levels to keep those vehicles from clogging drainage paths in the event of a major storm event. The parking garages would serve to help alleviate parking issues for the resurgence of pedestrians into Ellicott City as I personally think that lack of available parking is one of the biggest detriments to having people visit, and while somewhat unsightly, the garages can be made to solve two problems.	Survey Monkey
391	Why not narrow the lane width down to 10 ft to further calm traffic? Ten ft is shown as an acceptable lane width in Figure 107.	Konveio
392	The western end of Main Street is at Rogers Avenue, not Ellicott Mills Drive; the paragraph's assertion is a non-issue.	Konveio
393	Refer to Policy 1.5- (pg. 64) Consider adding an Implementing Action that integrates green stormwater infrastructure art or installation gardens that contribute to outdoor education. "Small-scale stormwater management facilities—such as bioretention, rain gardens, permeable pavements, cisterns, and similar environmental site design (ESD) practices —while valuable, do not measurably reduce flooding during large storms in this watershed." However, visualizing the idea that everyone can contribute to water management using green infrastructure can be powerful. Also, it is a chance to showcase "Native Plants: Encourage the predominant use of native plants by residents and property owners and educate local landscape contractors and garden centers about the benefits of using native plants. Discourage the planting of non-native invasives, many of which are readily available at local nurseries (Periwinkle, English Ivy, Japanese Barberry, etc.);" mentioned on pg. 97.	Other - State Agency Comments
394	Refer to Policy 4.4 (pg. 107) Page 103 notes that a new housing study may inform the potential for new housing opportunities, one of which may be the adaptive reuse of the courthouse. Policy 4.4(a) also promotes exploring "opportunities for in-town residential uses within the walkable core. Residential use is essential for an authentic and vibrant walkable community." Planning commends Howard County for considering housing an essential part of the Ellicott City Watershed Master Plan. However, a further discussion of and policies dedicated to housing in the community could better connect the needs of existing and future residents to those of other stakeholders and visitors. Specifically, policies promoting the development of affordable housing would support economic development opportunities by increasing housing access for a local workforce and potentially reducing their demand for parking.	Other - State Agency Comments
395	Page 198: Not clearly stated that the old courthouse was destroyed in the flood.	Survey Monkey
396	Social distancing measures should be captured for areas that are closely confined such as pathways, sidewalks, bridges, and overlooks.	Konveio
397	Social distancing measures (as needed) should be accounted for in regards to the width of the Bicycle Pedestrian Bridge.	Konveio
398	Refer to Policy 4.1 (pg. 104) The discussion of resiliency and online presence positions Ellicott City ahead of most Main Street business districts. The plan could also include any additional small business supporting infrastructure that has emerged to help mitigate COVID-19 challenges to small businesses.	Other - State Agency Comments
399	Refer to Policy 4.2 (pg. 104) "In addition to retaining existing businesses, expand the variety of uses and businesses in the core, based upon the market research described above." Perhaps build into the plan that the market research may need to be revised due to COVID-19 or recession considerations.	Other - State Agency Comments
400	Many of the visions are very large scale, and the Commission will be very interested in the details, especially those concerning new development. The Commission will need to update their Guidelines to take into account many of the items planned, to make sure they have a legal basis for which to review a future application and ensure protection of the Main Street experience.	HPC Letter

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401	It is important that redevelopment of areas, such as the Courthouse, do not make Main Street economically irrelevant and overpowered by other development in the area.	HPC Letter
402	The Watershed Master Plan assumes removal of the lower Main Street buildings. The Commission urged the Applicant to remember that the County must show they have explored all other options before deciding on demolition.	HPC Letter
403	The Commission suggested more exploration take place into whether the degree of flooding can be reduced by creating more impervious surfaces in the watershed.	HPC Letter
404	The Commission noted the McCormick Taylor assessment that stated the depth of the flood would be the same in a woods in good condition model compared to current conditions cannot be found in the McCormick Taylor study and urged the Applicant to look at that information again.	HPC Letter
405	The Commission expressed concern that small elements in the plans, such as wayfinding, received as much attention in the plan as projects that could affect more visual change on Main Street.	HPC Letter
406	The HPC would be most concerned about are the areas where there are ideas for proposed new development, such as the Courthouse area and the West End, parking lots and opening up the river basin.	HPC Minutes
407	The Commission will have to figure out how to deal with those ideas and when and how will they develop Guidelines. Even though the history of Ellicott City has been stated as one of the driving factors of the Master Plan, it seems like the big ideas are overpowered compared to the character of the small scale of the historic district. He explained that most of the focus of the Commission has been preserving that Main Street experience. The plan seems like a giant watershed development idea, and somehow the Commission needs to bridge those issues as a Commission; it presents a lot of challenges for the Commission.	HPC Minutes
408	The Commission does not focus on economic development but in regards to the expansive ideas for new amenities, and redevelopment of areas such as the Courthouse area, it is hoped that Historic Main Street does not become economically irrelevant and overpowered by other development that is being considered in this area. The work needs to be done cohesively and not competitively.	HPC Minutes
409	Concerned with development up and above Ellicott City, and as far as environmental stewardship that has to be vital, as the new development will be tying into the Tiber Watershed, which is a key component in this whole process. The development has led to the floods that have been seen in the last 40 years.	HPC Minutes
410	An HPC member stated there are policies in place for what the Commission does. The parts of the watershed plan that are most relevant are the proposals to demolish structures on lower Main Street that contribute to the character of Ellicott City, which especially includes the B&O turntable and the structures proposed for demolition.	HPC Minutes
411	The HPC noted the B&O turntable is integral to the B&O Station warehouse, which is a designated National Historic Landmark, and the buildings on lower Main Street are part of the area included in the designated National Register Historic District for Ellicott City. It would be reasonable for those structures to be identified as of Unusual Importance. The Commission will consider approving demolition only after all possible alternatives to preserve the structure have been exhausted. The Commission cannot issue a Certificate of Approval for demolition until a case has been made to them that all the alternatives have been examined or considered.	HPC Minutes
412	The HPC noted the Maryland Avenue culvert is proposed to run underneath the turntable, but there has been no information shown on how the culvert will be constructed. An HPC member said they cannot find any information on the value that is added to the Maryland Avenue culvert and what effect it will have on flood mitigation. The access to the Maryland Avenue culvert will be lower than the former Phoenix building, and they do not see how the Maryland Avenue culvert has any contribution to flood mitigation.	HPC Minutes
413	In regards to the buildings proposed to be torn down, an HPC member said the Phoenix previous location looks like two buildings combined into one. He said the back half has a federal style roofline with American bond brickwork, which suggested the back of the building is from the first half of the 19th century, making the building particularly worth consideration of preservation.	HPC Minutes
414	They said the building the used to contain Great Panes should also be given more consideration for preservation. He said the building that used to be Tea on the Tiber is being saved, but only 20 feet away from it, is a similar building made of granite, under stucco. Why (is) the one building proposed to be torn down instead of preserved when they are so close in proximity.	HPC Minutes
415	One alternative not heard explored is whether the degree of flooding can be reduced by creating more impervious surfaces in the watershed.	HPC Minutes
416	What specific benefits to flood mitigation result from the removal of the buildings on lower Main Street? These comments need to be considered in making the watershed plan. If the Master Plan team does not have arguments in hand that enable the Commission to approve the demolition, then the team should think through if the watershed plan should talk about tearing buildings down.	HPC Minutes
417	An HPC member appreciated the citation on page 74 of the Master Plan; the 2018 NOAA climate assessment as opposed making to bald statements that climate change will produce more flooding. They appreciated having an actual cite to a real document.	HPC Minutes

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418	An HPC member referenced page 76 indicating the McCormick Taylor 2016 Hydrology & Hydraulics document that compares woods in good condition versus the conditions of 2016 measuring the water depth during the flood. They said they could not find that reference in the McCormick Taylor plan and asked if the Applicants know where that reference is in the plan.	HPC Minutes
419	A member of the HPC noted they found flow rates of woods in good condition compared to current conditions on page 10. They think that someone converted the McCormick Taylor statement about the difference in flow rates through the channel, to a statement about the depth of the water on Main Street. They said if that is what is going on, that is not sound reasoning and provided an explanation why. He said that Main Street is not the whole channel and the reference is misleading, because it understates the benefit that could be added by increasing the amount of pervious surface in the watershed. He said it keeps the question open as to whether or not decreasing the impervious surface in the watershed could provide enough benefit to keep from having to tear down historic structures.	HPC Minutes
420	The policies in the watershed should align with the policies that are currently guided by the Commission. An HPC member noted that adjusting the HPC Guidelines or the Watershed Plan could make that happen and cautioned it will cause problems if they are not aligned when the HPC has to make decisions.	HPC Minutes
421	An HPC member referenced pages 195-196, which references placing a parking garage in Parking Lot D, and said the examples shown in the plan were inappropriate due to the overwhelming scale and context.	HPC Minutes
422	(Looking in) the implementation plan in Section Six, cannot find the Maryland Avenue culvert.	HPC Minutes
423	If it is possible to keep all the lower Main Street buildings together, having the buildings together is important for the context.	HPC Minutes
424	The Commission needs to be absolutely certain that demolition is the only option before those buildings are removed.	HPC Minutes
425	Not optimistic about a four-story parking structure. There is nothing like a four-story parking structure on Main Street.	HPC Minutes
426	Hope (is) over the course of the next 20 years that the community will make a big effort to integrate the experience on Main Street with a good redevelopment program for the Rogers Wilkins Mill.	HPC Minutes
427	Understands there is a border between Baltimore and Howard County, but said there are lots of groups between those two communities to reach coordination. She said there is not a good connection between the historic parts of Baltimore County and the historic Main Street in Ellicott City. It could really help the economic development of the area where the two counties come together, if visitors to Main Street could experience Oella and other areas within walking distance.	HPC Minutes
428	Other than the demolition of lower Main Street buildings, that most of the stormwater management and flood mitigation plans will not affect the Commission.	HPC Minutes
429	The tunnel will be out of sight and the stream enhancements are good. An HPC member said they never liked that visitors cannot experience the stream. They noted the stream and water was the beginning point of all development 300 years ago. The places in the plan where the channel is being opened up, other than where the buildings are being demolished, is a good idea and won't hurt the architectural heritage.	HPC Minutes
430	(The) things that will create extra work in thinking about the Guidelines are ideas about the streetscape. Howard County has pushed to take out the brick sidewalk and put in concrete because it is felt to be more flood-proof. The document mentions mountable curbs, parking and landscaping the street that need to be addressed in the Guidelines. (The HPC) doesn't want to be caught off guard with things the County may propose that are not addressed by the Guidelines.	HPC Minutes
431	The major development ideas, such as the Courthouse area will create big areas of concern with not overpowering the historic nature. The Commission might need separate Guidelines for each of these focus areas in order to address everything in the plan.	HPC Minutes
432	An HPC member mentioned that they did not see ideas to create a 4-story building in Parking Lot D anymore, as it seems the idea has changed to opening up the channel and keeping it as a parking area to allow people to see and enjoy the river in a gathering area. They said that would be much easier if development was not proposed there anymore.	HPC Minutes
433	A member of the HPC said the Master Plan Team has listed several other things in the Gateway Area, Thomas Isaac, Bernard Fort, Lot F & G and all of these areas will be separate areas of concern.	HPC Minutes
434	An HPC member wondered how the Commission will develop Guidelines if the Commission is not sure what the ultimate plan for those areas is. (They were) concerned as the proposals come in the Commission will be blindsided because they have no point reference for which to consider the proposals.	HPC Minutes
435	A member of the HPC explained her biggest concern was that the plan seemed to focus on items such as wayfinding as much as it does on big changes that could have an impact on the character of the District.	HPC Minutes
436	The next time DPZ presents to the HPC, they would like to see more time spent on each area, explaining ideas more pertinent to the Commission like new construction, parking, and streetscape. They wished the Commission had more time to go into depth with DPZ on those issues. Once these new construction elements are put in the Master Plan, the Master Plan Team has planted a seed and the ideas are never going to go away.	HPC Minutes

**Public Comments on Ellicott City Watershed Master Plan
July 21 - August 28, 2020**

	Specific Comments on Public Draft	Source - Konveio, Survey Monkey, Other - Phone, Email, Meeting
437	She said the Commission does not have the ability to approve the Master Plan and the Guidelines and the Master Plan could be at odds. (They said) there is a need to mesh the Guidelines and the Master Plan so that the Commission can approve plans that come to them legally per the Guidelines.	HPC Minutes
438	(They agreed with an) earlier statement about exploring all other options and does not think the County has explored all other options other than demolition on lower Main Street. Demolishing the buildings might be the easier or less intrusive solution, but it will have a large impact.	HPC Minutes
439	A member of the HPC said they had not seen the County go through great lengths to improve things up the hill and upstream. They had not seen what will happen when all the water is rushing down the culvert to the Patapsco River. They asked if this problem was being pushed downstream and what the implications of that are. She has not seen that addressed in the plan.	HPC Minutes
440	An HPC member had nothing to add to what has been said by the previous Commissioners, but wanted to echo concern with the lower Main Street demolitions.	HPC Minutes
441	(They) noted how the Commission's Guidelines are connected to the Master Plan and that the Master Plan will help the Commission know what some of the focus in the Guidelines could be.	HPC Minutes
442	The Commission is not going to be totally guided by all the proposals in the Master Plan, especially when it comes to resilient materials (they believe) brick is just as resilient as concrete, if installed properly and when all the other mitigation measures are implemented.	HPC Minutes