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Transcript of Public Hearing

Date: August 16, 2022

Case: Boyds Transit Center, In Re:

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BOYD'S TRANSIT CENTER PUBLIC HEARING

In Re:

Montgomery County Department of Transportation

Conducted virtually

August 16, 2022

7:03 p.m.

Job: 459892

Pages: 1 - 67

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Transcript of Public Hearing
August 16, 2022

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1 Hearing held virtually:

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5 Pursuant to Notice/Pursuant to agreement,
6 before Shannon Hayes, Court Reporter in and for
7 the state of Maryland.

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A P P E A R A N C E S

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C O N T E N T S	
PUBLIC HEARING	PAGE
Public Testimony	15
Question and Answer	26

Transcript of Public Hearing
August 16, 2022

5

1 P R O C E E D I N G S

2 MR. GARY ERENDRICH: Good evening.

3 It's Tuesday, August 16, 2022, and the time is
4 approximately 7 p.m. My name is Gary
5 Ehrenreich, the designee at this hearing for the
6 Montgomery County Department of Transportation.
7 Here with me this evening to conduct a public
8 hearing is Maricela Cordova, Acting Chief of the
9 Division of Transportation Engineering, Dan
10 Sheridan, Chief of Planning and Design Section,
11 also of the Division of Transportation
12 Engineering, Rebecca Park, Capital Projects
13 Manager and Design section, as well as Phil
14 McLaughlin, Chief of Planning and Implementation
15 Section, Deanna Archey, Senior Planner, Planning
16 and Implementation Section, and Wayne Miller,
17 Program Manager Facilities -- Passenger
18 Facilities Units from the Division of Transit
19 Services. Ms. Cordova will be providing the
20 information and details regarding the project.

21 Thank you for joining us in this
22 virtual platform. Although we have had quite a
23 few virtual hearings, we are still in the
24 learning process. So, please bear with us if we
25 encounter any technical difficulties tonight.

Transcript of Public Hearing

August 16, 2022

6

1 Tonight's hearing is being recorded
2 and a link -- excuse me -- and a link to the
3 recording will be posted on the Boyd's Transit
4 Center webpage after 5 p.m. tomorrow.

5 Please note know your video camera has
6 turned off by default this evening. To reduce
7 the bandwidth of the meeting and to maximize
8 technical efficiency, we request that you please
9 do not turn your video camera on. Likewise,
10 your microphones have been muted. Once the
11 testimony portion of this hearing begins, those
12 who have signed up to testify will be called on
13 and unmuted when it's their turn to speak. If
14 you have not signed up in advance to testify,
15 but wish to do, so please raise your hand by
16 clicking on the reaction -- the reactions at the
17 bottom of your screen and then clicking raised
18 hand. If you are joining by telephone only, you
19 may raise your hand by pressing *9 on your
20 telephone keypad. Please wait until the
21 testimony portion of this hearing to raise your
22 hand. You may raise your hand at any time
23 during the testimony portion. We will call on
24 you to provide your oral testimony and unmute
25 your microphone when it is your turn to speak.

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Transcript of Public Hearing
August 16, 2022

7

1 Written testimony and comments may be
2 submitted as well and will be considered with
3 the same weight as oral testimonies.

4 Following the testimony portion of
5 this hearing, we will hold a question-and-answer
6 session. You may also raise your hand to ask a
7 question or you -- or you are welcome to type
8 your question in the chat, the icon for which is
9 at the bottom of your screen as well.

10 Tonight's hearing is being held
11 pursuant to Section 49-53 of the Montgomery
12 County Code. The purpose of the public hearing
13 is to obtain testimony, which may influence the
14 final design of the project. Public comments
15 should be focused entirely on the project, which
16 is the topic of discussion, the Boyd's Transit
17 Center. All interested persons are entitled to
18 be heard at this hearing. However, the
19 testimony portion of this hearing is not a forum
20 for dialogue, questions and answers, or cross
21 examination. Please direct your remarks to the
22 Boyd Transit Center Project that is the subject
23 of this hearing. If your comments stray into
24 areas unrelated to this project, I will ask that
25 you refocus your comments on the subject

Transcript of Public Hearing

August 16, 2022

8

1 project.

2 Following the conclusion of this
3 public hearing, the record will remain open for
4 four weeks to allow any person who was unable to
5 attend this hearing an opportunity to have their
6 comments included in the public record and be
7 fully considered. The official closing date for
8 which all comments and testimony must be
9 received, is Tuesday, September 13, 2022 at 5
10 p.m. Submissions may be E-mailed or sent via
11 regular mail and must be received or postmarked
12 by the close of the hearing record. Please be
13 sure to provide your name and property address
14 on your submission. Written testimonies will be
15 considered with the same weight as oral
16 testimony. Submissions should be sent to Ms.
17 Park, P-A-R-K, whose contact information is
18 posted at the top of this evening's chat as well
19 as on your screen.

20 After the hearing is concluded and the
21 record is officially closed, a hearing officer
22 will review and weigh all the information
23 submitted into the public record and make the
24 recommendation to the Director of the Department
25 of Transportation, Mr. Christopher Conklin.

Transcript of Public Hearing
August 16, 2022

9

1 It's his decision regarding the final decision
2 on the project.

3 And now to discuss the Boyds Transit
4 Center, I give you Ms. Maricela Cordova.

5 MS. MARICELA CORDOVA: Thank you,
6 Gary. Good evening, ladies and gentlemen. The
7 subject of this evening's public hearing is to
8 consider the design for the construction of a
9 new bus loop parking lot and a standalone
10 restroom structure for bus operators on the
11 former Anderson property at Boyds MARC Station.

12 For your convenience, we have posted
13 displays that aid in the visual description of
14 this project. The displays will also be posted
15 on the project website by 5 p.m. tomorrow,
16 August 17, 2020.

17 Display A is an area of project
18 vicinity maps -- map of Boyds Transit Center.
19 The Boyds MARC Station is located within the
20 Boyds Historic District. The existing parking
21 lot is located south of the station and provides
22 15 spaces. The parking lot and station are
23 owned by CSX Railroad and leased and maintained
24 by MTA. The Transit Center is proposed on
25 parcels along MD 117, which is Barnesville Road

1 just north of the Boyds MARC Station and west to
2 MD 121, Clarksburg Road. The parcels were
3 previously owned by the Anderson family. The
4 project site is approximately one acre in size.

5 Display B shows the structures that
6 will be demolished prior to the construction of
7 the transit center. The demolition duration
8 will be one and a half months.

9 Display C shows the transit
10 improvements in detail. The project provides 42
11 additional parking spaces including 2 accessible
12 parking spaces. The project also provides a
13 dedicated bus loop and bus bay for future ride-
14 on services. The proposed transit center will
15 also provide both short- and long-term bicycle
16 parking west of Hoyle's Mill, a historic
17 structure that will remain. A 10-foot wide
18 shared use path will be constructed along
19 Barnesville Road at the transit center. A new
20 storm drain system will be installed within the
21 project area. A new bus operator restroom and
22 electrical closet will replace a former 2-story
23 auto parts store.

24 Display C-1 shows the floorplan of the
25 new facility. The facility will provide seating

1 for waiting transit passengers, covered storage
2 for a minimum of 20 bicycles, a comfort station
3 for bus operations, an ADA -- I'm sorry -- bus
4 operators, an ADA site access to the MARC train
5 platform, and adjacent electrical equipment,
6 plus it will support the facility, and the angle
7 wall will display route signage.

8 Display C-2 shows the elevation view
9 of the facility. The walls enclosing the toilet
10 room and electrical closet will be constructed
11 of brown-faced concrete block in a running bond
12 pattern, stacked every two vertical rows. The
13 block pattern will complement the
14 [indiscernible] stone metal shingles of the
15 Hoyle's Mill building. The guardrail is
16 required due to the sloping sidewalk on the east
17 and south side of the back bicycle storage.

18 Display C-3 shows the approach view of
19 the building. The roof design was developed to
20 slope towards the south of the site and was
21 inspired by double-slope Maryland barns found
22 nearby. The exposed wood structure continues
23 rural design references. The site area left
24 open to the west is anticipated to have a future
25 community amenity.

1 Project justification. MCDOT
2 initiated a feasibility study in the fall of
3 2012 to evaluate the expansion of Boyds MARC
4 Station after receiving numerous resident
5 requests. The project is also recommended in
6 the MARC Rail Community Sector Plan, which was
7 approved and adopted in April 2019. With the
8 addition of parking and ride-on bus service to
9 the Boyd's MARC Station, the project will
10 support the increasing demand of commuter
11 ridership in the area due to the continuing
12 growth in Clarksburg and Germantown. The
13 project will also provide a safe pedestrian and
14 bicycle access to and from the transit station.

15 Costs and assessments. The total cost
16 of this project is currently estimated at
17 \$5,650,000 including engineering, land
18 acquisition, site improvement, utilities, and
19 construction. There are no properties which are
20 considered to be specially benefited by the
21 purpose improvement. Therefore, no properties
22 are expected to be assessed.

23 About exhibits, as previously
24 discussed, several exhibits are incorporated
25 into the public record binder for your

Transcript of Public Hearing
August 16, 2022

13

1 information and consideration. The exhibits
2 include: Number 1, Office of Management and
3 Budget Boyds Transit Center, P501915. Number 2,
4 Boyd's Transit Center 70% Transportation Design
5 Plans. Number 3, Boyds Transit Center 30%
6 Building Design Plans. Number 4, written
7 testimony regarding the Boyds Transit Center
8 proposal provided prior to this hearing. Number
9 5, Washington Times newspaper and online
10 advertisement proof, Montgomery County news
11 release dated August 2, 2022, and Go Montgomery
12 newsletter published on August 4 and 11, 2022,
13 all advertising this hearing. Number 6, list of
14 attendees to be added following this hearing.
15 Number 7, hearing transcript transcripts also to
16 be added following the hearing. Project-related
17 data and files can be downloaded from the
18 project website. Alternatively, you may contact
19 Ms. Park to request digital copies of the
20 project files at Rebecca Park --
21 Rebecca.Park@montgomerycountymd.gov. The files
22 will continue to be available to the public
23 until the record for this public hearing is
24 officially closed.

25 As previously stated, here with us

Transcript of Public Hearing
August 16, 2022

14

1 this evening is Dan Sheridan, Chief of Planning
2 and Design Section, Rebecca Park, Project
3 Manager for Boyds Transit Center, Phil
4 McLaughlin, Deanna Archey, and Wayne Miller with
5 the Division of Transit Services. In addition,
6 we have Pam Destino, Alex Obrey [phonetic], and
7 Fred Heyser from the engineering consulting firm
8 WRNA present at this hearing. We will be
9 available after the hearing to answer any
10 questions regarding the design aspects for this
11 project. And now I will turn things back over
12 to Mr. Erenrich. Thank you.

13 MR. GARY ERENRICH: Thank you, Ms.
14 Cordova. We will now hear testimony from those
15 in attendance who wish to testify when
16 registering to attend this hearing. Those who
17 have not signed up to testify will have the
18 opportunity to do so by clicking on reactions
19 icon at the bottom of your screen, and then
20 clicking raise hand. Once given speaker's
21 rights, please clearly provide your name and
22 address for the record prior to beginning your
23 testimony. Because there may be significant
24 interest in this project, and the number of
25 attendees of this hearing who wish to speak, it

1 may be necessary to enforce a three-minute time
2 limit for every testimony. So, I'm requesting
3 that all presentations taking longer than three
4 minutes be summarized, so as to comply with the
5 time constraints.

6 In addition to testifying orally,
7 you're welcome to provide your full testimony in
8 writing for submission into the record. Written
9 testimony carries the same weight as oral
10 testimony.

11 Lori Main will read names out loud
12 from the sign-in sheet and reminder to limit
13 your testimony to three minutes if needed and
14 for speakers to announce their name and address
15 clearly before testimony. Thank you.

16 MS. LORI MAIN: All right, Gary. We
17 don't have anyone signed up to testify this
18 evening. Would anybody like to testify?

19 MR. GARY ERENDRICH: Then we can give
20 you more than three minutes if in fact you need
21 more than three minutes to state your testimony.
22 I see Miriam Schoenbaum.

23 MS. LORI MAIN: Yes. Miriam, can you
24 unmute yourself?

25 MS. MIRIAM SCHOENBAUM: Hi. This is

Transcript of Public Hearing
August 16, 2022

16

1 Miriam Schoenbaum. I live at 15004 Clucker Road
2 in Boyds and I am speaking as president of the
3 Boyds Historical Society.

4 First of all, I want to thank and
5 MCDOT for getting to the 70% design stage on
6 this project ever since 2006 when we
7 successfully stopped the state from closing the
8 MARC station with help from Mr. Erenrich. We
9 have advocated for a plan to ensure the
10 continued viability of the historic station at
11 the heart of our community. This plan will do
12 that at the community's choice of location while
13 also extending both ride-on and paratransit
14 access to Boyds.

15 I was also very happy to receive an
16 E-mail from Ms. Park this afternoon correcting
17 my misapprehension and reassuring me that the
18 plan provides for parking spaces and an ADA ramp
19 to the adjacent Boyd's Country Store.

20 That leaves the issue of historic
21 Hoyle's Mill, which is owned by the county. On
22 behalf of the Boyds Historical Society, let me
23 say that the plan must provide for reuse of this
24 building. The county has a legal responsibility
25 to preserve and maintain it unless another

1 caretaker and user can be found. But another
2 caretaker will not be found if the county redoes
3 a septic system and builds a restroom for the
4 bus drivers and excludes the Hoyle's Mill
5 building from its use. As long as you're
6 redoing the septic system and building a
7 restroom, it must enable the reuse of Hoyle's
8 Mill. This could easily and cost effectively be
9 done by connecting the restroom to the Hoyle's
10 Mill building as we have suggested.

11 And I will close by noting that the
12 only well currently on the property is in the
13 basement under Hoyle' Mill. So, the building is
14 in scope for the project, so please include the
15 building in the scope of the project.

16 MR. GARY ERENDRICH: Thank you very
17 much. Is there anybody else that has requested
18 to provide testimony?

19 MS. LORI MAIN: Yes, Gary. Ms. Leslie
20 Saville.

21 MR. GARY ERENDRICH: Okay. Ms. Leslie
22 Saville, can you please -- please state your
23 name and address for the record. Is -- is she
24 unmuted?

25 MS. LESLIE SAVILLE: How about now?

Transcript of Public Hearing
August 16, 2022

18

1 MS. LORI MAIN: Yes, we can hear you.

2 MS. LESLIE SAVILLE: Terrific. I am
3 Leslie Saville. I'm a resident at 9900 Georgia
4 Avenue, Apartment 106, Silver Spring. I'm a
5 Boyds Historical Society member, a Silver Spring
6 resident, and I have had the opportunity to work
7 on this project with Ms. Park and WRA for many
8 years as planning staff at Montgomery Planning.
9 I'm speaking as myself, not as a planner,
10 because I am a former planner. My comment on
11 the 70% submission for the Boyds Transit Center
12 follows.

13 The scope of this project is important
14 but insufficient; it must be expanded. This
15 site is located within the National Register
16 boundary for the Boyd's White Grounds Historic
17 District and a Maryland Heritage Area. The
18 property with the historic Boyds Mill is an
19 irreplaceable gateway to our Western Heritage
20 areas, including the agricultural reserve. In
21 2018, staff consulted with the Maryland
22 Historical Trust and were made aware of adverse
23 impacts the project would have and were advised
24 to consider how to avoid, minimize, or mitigate
25 those impacts. The 70% submission doesn't seem

1 to address this. Please coordinate further with
2 Sarah Rogers, Executive Director of Heritage
3 Montgomery to assure that this project is a
4 credit to agency SHA and Montgomery County, and
5 it becomes the economic asset it has the
6 opportunity to be.

7 Incorporate and reuse the Hoyle's
8 Mill. The mill is a public resource that should
9 be utilized, provide access to a bathroom to
10 assure public -- human -- I'm sorry, I can't
11 talk tonight -- to assure human reuse of the
12 historic Hoyle's Mill. Add adequate ADA
13 compliant ingress and egress for the mill
14 building.

15 At 70%, this proposal now shows the
16 Poolesville Small Engine Repair building being
17 demolished and a new building with a bathroom.
18 It does not show a well or septic facility. DPS
19 does not show any septic testing. Until there
20 has been a successful water table and
21 percolation test, this project is premature.
22 The existing well is under Hoyle's Mill. The
23 mill must be brought into the project scope.

24 This project does not reflect the
25 historic context The location. At a minimum,

1 the new structure, site lighting, railings, bike
2 rack, signage, and other details should reflect
3 the historic section of Boyds. Integrate the
4 reuse of the Hoyle's mill into these plans.
5 Design the bathroom facility and site details to
6 be compatible with the historic context.
7 Pedestrian-scale lighting should be used. The
8 proposed 25-foot lights are out of scale. Avoid
9 over lighting the site. Turn off lighting
10 overnight. Review these designs with Heritage
11 Montgomery, the Board's Historical Society
12 Preservation staff, the Historic Preservation
13 Commission, SHA, and Maryland Historical Trust
14 staff. The details used at Kensington and
15 Germantown MARC Stations may be appropriate for
16 use here. Review the plantings. Due to county
17 wide over planting, avoid planting Red Maples.
18 Consider the users. The proposal forces all
19 MARC users, including handicapped users, to
20 cross the railroad tracks at grade. This is
21 shameful. The existing pedestrian tunnel must
22 be de-watered and retrofitted for handicapped
23 users. Room is being provided for 400 square
24 feet of bicycle storage. Provide restroom
25 facilities for that number of bicyclists.

1 Grading between the proposed entry and the new
2 walkway and the Boyds Country Store does not
3 provide positive drainage at the store's
4 foundation. Drainage must be handled on this
5 property and not discharged onto any adjacent
6 property. A different use than the potential
7 future community garden should be determined
8 with the community. Several community uses have
9 been proposed by residents and in collaboration
10 with them, one should be selected.

11 I'm disappointed not to see the
12 Hoyle's Mill being incorporated into this
13 project. Multiple parties have asked for its
14 inclusion for multiple years. Given the
15 opportunities that this site presents to the
16 community and the entire county, the scope of
17 this project must be expanded to include it as a
18 top priority. Thank you for providing me with
19 this opportunity to provide input.

20 MR. GARY ERENDRICH: Thank you very
21 much, appreciate your comments. Lori, who else
22 do we have?

23 MS. LORI MAIN: Next, we'll hear from
24 Chris Arndt.

25 MR. GARY ERENDRICH: Okay. Thank you.

Transcript of Public Hearing
August 16, 2022

22

1 MR. CHRIS ARNDT: Yes, hi, can you
2 hear me?

3 MS. LORI MAIN: Yes.

4 MR. GARY ERENRICH: Yes.

5 MR. CHRIS ARNDT: Yes, this is Chris
6 Arndt. I live in 21090 Sugar Ridge Terrace in
7 Boyds, 20841, and this is one of those rare
8 occasions where I am complete -- I am in
9 complete agreement with Miriam Schoenbaum. This
10 is a great project. I think it should be done
11 as soon as possible. But we have to include the
12 proper plumbing, I'm going to call it, for the
13 Hoyle's Mill, so septic and otherwise. It
14 doesn't make sense to go ahead without that,
15 since that building will be used in the future.
16 So, let's do it now. So, with that, I like the
17 plans, and I'd like to see those as soon as
18 possible. I am a MARC rider, and this would be
19 great to have at Boyds. Thank you.

20 MR. GARY ERENRICH: Thank you.

21 MS. LORI MAIN: Okay. Next, we'll
22 hear from Gordon Taylor.

23 MR. GORDON TAYLOR: Okay, I'm Gordon
24 Taylor, 22101 Slidell Road in Boyds. My thought
25 is that it's so important to encourage bike

1 riding, that the bike ride lockup area is at
2 least covered. Not so important to be enclosed,
3 and particularly not enclosed needing those
4 lockers that you see, for example, in Rockville,
5 at the Rockville station, but just that it's
6 covered, you know, some sort of overhang. That
7 would allow the bikes themselves not to have the
8 wet seats and all those kinds of things, so that
9 people will really use it. And that's it.

10 MR. GARY ERENDRICH: Thank you very
11 much.

12 MS. LORI MAIN: Okay. That's all we
13 have right now. Would anyone else like to
14 testify tonight? Oh, okay. We have Dan
15 Seamans.

16 MR. DAN SEAMANS: Hello, can you hear
17 me?

18 MS. LORI MAIN: Yes.

19 MR. DAN SEAMANS: I'm Dan Seamans.
20 I'm the current president of the Boyds Civic
21 Association. In addition to the written
22 testimony I've provided, I'd like to say that
23 both of these buildings in this area, the
24 Hoyle's Mill and the Boyds Market, are long-term
25 iconic features here. The other buildings there

1 were mostly built completely for utility and not
2 so much for beauty. It is an improvement to the
3 hillside there in Boyds that they be removed,
4 and I welcome this and the addition of the
5 removal of the newer hardware store. I think it
6 opens up Boyds to views from both sides,
7 enhances the historic features on the largely
8 residential side of the tracks right immediately
9 there at the station. I've been in Boyd since
10 1960. I used to ride my bikes to the Boyds
11 market and the hardware store and it was all
12 very interested and quite a learning experience
13 for me in my summertime days. But the Hoyle's
14 Mill itself is very central to the history of
15 Boyds. It's in my written testimony about the
16 previous mill on Little Seneca Creek south of
17 Boyds. It was moved to Boyds in the progression
18 of technology for convenience and reliability in
19 the use of the train tracks for transportation.
20 Keeping these old features in Boyds, I think,
21 are important and along with some other
22 testimony, I do agree with a station waiting
23 area or necessary bathroom for the bus operator
24 to include the use of the Hoyle's Mill and
25 perhaps have a change in design to reflect the

1 more historic features of the old Boyds, not
2 necessarily exactly relating to the Hoyle's
3 Mill, but possibly somehow. The old station
4 features were-- were very nice features and
5 they are a throwback to an earlier time and they
6 may be considered.

7 So, we've had other testimony that I
8 fully agree with, and so, that'll be the end of
9 mine and thank you very much.

10 MR. GARY ERENRICH: Thank you very
11 much. Is there anybody else that is online that
12 would like to provide testimony tonight? I see
13 people in the chat are commenting. Katie
14 Blackman, would you like to go on record
15 verbally with your comment?

16 MS. KATIE BLACKMAN: Yes, I'll read it
17 out loud.

18 MR. GARY ERENRICH: Thank you.

19 MS. KATIE BLACKMAN: My name is
20 Katherine Blackman. I'm at 19735 White Ground
21 Road. I'm in full agreement with Leslie's
22 thoughtful testimony. We have an opportunity
23 here to increase access to public
24 transportation, create a community gathering
25 space, and on [audio cut out] areas. I do think

1 the plan is -- is part of the way there, but I
2 think there's work that we could do. And if we
3 as residents have to abide by rules for
4 maintaining our historic appearance of our homes
5 and any additions to our properties, shouldn't
6 the county be held to the same standard? The
7 current bathroom and bike facility doesn't fit
8 into the historic -- visually the historic
9 nature of the community and surely wouldn't be
10 allowed to be built by residents. So, I'd like
11 to ask the county to follow those same
12 standards.

13 MR. GARY ERENDRICH: Thank you very
14 much. Okay, I'll ask again. We certainly have
15 time if others would like to comment this
16 evening. Again, remember, you still have an
17 opportunity for the next four weeks to submit
18 comments for the -- for the record. With that,
19 let me thank everybody for your testimony, and
20 seeing that everybody who wishes to speak has
21 had the opportunity to do so tonight. This
22 concludes the oral testimony portion of the
23 public hearing.

24 We will now have a question-and-answer
25 session. Please click the reactions and raise

1 hand icons to raise your hand if you wish to ask
2 a question. You're also welcome to type your
3 question in the chat box. Others have done that
4 tonight as well. So, does anybody else have any
5 questions that they would like to pose for the
6 staff that's here tonight to consider?

7 MS. LORI MAIN: Okay. We have Katie
8 Blackman.

9 MR. GARY ERENRICH: Thank you, Katie.

10 MS. KATIE BLACKMAN: Yeah. I was just
11 wondering what, if any, you mentioned the
12 addition of a new storm drain and I was just
13 wondering what, if any, green infrastructure was
14 being added to the project?

15 MR. GARY ERENRICH: Okay. Is there
16 someone on the team that could address that?

17 MS. REBECCA PARK: This is Rebecca
18 Park. We -- the green is infrastructure -- the
19 green drainage infrastructure referring to could
20 be Terra Terras, but we use just regular stone
21 drain RCP pipes and yard inland structures for
22 this project.

23 MS. LORI MAIN: Okay. Next, we have a
24 question from Miriam Schoenbaum. Miriam?

25 MS. MIRIAM SCHOENBAUM: Yeah. My

1 question is about the green square in the plans,
2 which I guess is where the concrete block
3 building used to be, and I am wondering what
4 amenity is intended to go there, because the way
5 it's designed right now, nobody is going to do a
6 nice 90-degree angle where the sidewalk goes to
7 get to the train station. Everybody is going to
8 cut the desired path on the diagonal right
9 through that green square to get to the station
10 or to get to the parking lot. You know, if you
11 -- if you want to know more about desire paths,
12 you can talk to Eli Glaser who's working on the
13 pedestrian master plan at the Planning
14 Department. There's going to be a desire path
15 there within a week.

16 MS. REBECCA PARK: Lori, can you
17 please turn to that slide that shows the Display
18 C? Yeah, thank you. Can you zoom in a little
19 bit on the green space that's next to the
20 restaurant structure?

21 MS. LORI MAIN: Here?

22 MS. REBECCA PARK: No, no. To the
23 left, to the left. Yep, got it. You've got it,
24 okay. So, can you zoom in a little bit? Okay.
25 That's fine. Okay, so, Miriam, to answer your

1 question that space was to leave for any future
2 use. I know the community expressed the
3 interest in building a plaza for community use
4 in the future. So, that's why the space was
5 selected there. I do understand your concern.
6 You made a great point that people could cut
7 through that green space. So, that's a great
8 point and we haven't thought about that. So, we
9 can put up a maybe a fence around it to prevent
10 the people cutting through the grass area. But
11 we'll have more information as the design
12 progresses.

13 MS. MIRIAM SCHOENBAUM: Am I -- am I
14 unmuted still?

15 MS. LORI MAIN: Yeah, we can hear you.

16 MS. MIRIAM SCHOENBAUM: Yeah. So, I
17 mean, in this case, the issue is not, you know,
18 that you don't solve the problem by putting up a
19 fence to make people go around. You know, you
20 would solve the problem by making it convenient
21 for people to get to and from the train
22 platform, which is actually kind of the point of
23 the whole facility. Putting up a fence would
24 just be, you know, pedestrian exclusion and bad
25 design.

1 MS. REBECCA PARK: I mean, right now,
2 can you see my arrow where I'm pointing it? Oh,
3 Lori. So, there's a sidewalk around this
4 facility and to the -- to the platform. Lori,
5 I think I'm the co-host, can I control the --
6 the cursor?

7 MS. LORI MAIN: No, no. We'd have to
8 be sharing your screen.

9 MS. REBECCA PARK: So, Miriam, if you
10 see the -- this path to the right of the
11 facility, that's the sidewalk that leads to the
12 walkway to the platform.

13 MS. MIRIAM SCHOENBAUM: I understand
14 that. It's just, you know, pedestrians go in
15 the shortest line and the shortest line is the
16 hypotenuse.

17 MR. DAN SHERIDAN: Sure. We can look
18 at this in the future design of this and see if
19 there's a way to incorporate that into the
20 facility so the pedestrian access doesn't cross
21 that area.

22 MS. MIRIAM SCHOENBAUM: That would be
23 terrific.

24 MR. GARY ERENDRICH: That was Dan
25 Sheridan, right?

Transcript of Public Hearing
August 16, 2022

31

1 MR. DAN SHERIDAN: Yes, Dan Sheridan,
2 MCDOT. I work with Rebecca.

3 MR. GARY ERENRICH: Thank you.

4 MS. LORI MAIN: Okay. Next, we have a
5 question from Gordon Taylor.

6 MR. GORDON TAYLOR: Yes. At one time,
7 we were looking at the Boyds Park or proposed or
8 potential Boyd's Park that's right on the
9 Kloppe Road just behind the station on the
10 other side of the street, right? Is that still
11 being considered for overflow parking? Is that
12 -- are you thinking about that as within the
13 context of your design, because the thought
14 process being that -- that if we're really
15 successful with all the build-up in Clarksburg,
16 etcetera, that we might -- we may quickly
17 outgrow the 42 and need the additional parking?
18 So, are you considering at the park parking as
19 potential for this development as well?

20 MS. REBECCA PARK: No, I mean, that's
21 -- I'm not aware of that. You're -- you're
22 referring, Mr. Taylor, you're referring to that
23 -- the Boyds local park?

24 MR. GORDON TAYLOR: Yeah, exactly.

25 MS. REBECCA PARK: Yeah, we --

1 MR. GORDON TAYLOR: Sorry?

2 MS. REBECCA PARK: Yeah, I know
3 exactly where you're talking about, the location
4 you're talking about. We weren't considering --
5 we weren't considering the site as the overflow
6 parking because we, DOT, you know, coordinated
7 this project with the Boyds Civic Association
8 from the planning stage, and the Boyds Civic
9 Association expressed the strong opinion about
10 preserving the local park, not for the parking
11 purpose.

12 MR. DAN SHERIDAN: But we would, you
13 know, again, we're thinking about the future and
14 this being a highly successful thing and needing
15 overflow parking, but we honestly -- DOT did not
16 -- do not have, you know, control over the park.
17 But if in the case that this is very successful
18 and additional parking is needed, those options
19 can be considered.

20 MR. GORDON TAYLOR: Great, great. And
21 a followup question really because it's somewhat
22 related. We -- this plan, which is, you know, a
23 beautiful plan, by the way, it looks fantastic
24 absent the comments involving the Hoyle's Mill.
25 But one comment I have is that this is a train

1 station "on the wrong side of the tracks,"
2 that's always been my thought, in the sense that
3 the inbound is on the other side. And so,
4 what's the thought process, and this gets to
5 things like, you know, where the location the
6 parking is, and all that sort of thing? What's
7 the thought process from a safety viewpoint of
8 people sort of, you know, running at the last
9 minute to catch the train on the other side of
10 the tracks?

11 MS. REBECCA PARK: Somebody from WRA
12 can like to address this question, either Pam or
13 Alex?

14 MS. PAM DESTINO: The question is
15 about people running and catching the train on
16 the opposite side of the tracks?

17 MR. GORDON TAYLOR: Yeah. So, one, I
18 think for sure, would need that -- those
19 crossing boards would certainly need to be
20 improved, and hopefully that's going to be done.
21 But then just whatever needs to be done, I
22 think, Miriam's comment about the cut-through
23 and not going necessarily across the designated
24 areas is spot on. But those kinds of things are
25 going to be important, because, you know, we get

1 down to 25 degrees and people are going to kind
2 of want to hang out in the building, and at the
3 last moment or in their cars, much less, they're
4 going to start wanting to run across. You see
5 that a Germantown for sure, so.

6 MS. PAM DESTINO: Yeah, anything along
7 the tracks itself is outside the county's
8 jurisdiction, so it'd be MTA. And as Dan said
9 earlier, we can look at, you know, how the
10 sidewalks access the MARC Station, per Miriam's
11 comment.

12 MR. GORDON TAYLOR: Thank you.

13 MS. LORI MAIN: Okay. Next, we have a
14 quick question from Chris Arndt. Chris, can you
15 unmute yourself, please.

16 MR. CHRIS ARNDT: Yes, I'm sorry. I
17 thought I had unmuted myself. So, following
18 Gordon's comments, and even Leslie's, we have
19 that pedestrian underpass, which needs to be
20 addressed. That's -- that's the solution for
21 people getting safely from one side to the other
22 and it's -- it really needs to be incorporated
23 into this. Thank you.

24 MS. LORI MAIN: Thank you. Next, Dan
25 Seamans.

1 MR. DAN SEAMANS: Yes. What technical
2 difficulties are there in having the restroom
3 not in the location shown here but closer or
4 attached to the Hoyle's Mill itself? The
5 Hoyle's Mill is going to be a building that's
6 standing there as a representation of the past
7 historically, and that's important, and I'm glad
8 it's being done. However, making use of the
9 building is another matter. It's in a written -
10 - written testimony submitted by me and others.
11 But what technical difficulties are there in
12 having Hoyle's Mill make use of this restroom,
13 possibly move the restroom location closer to it
14 or attach it to it so that gatherings can be
15 held in that building for multiple purposes, and
16 if you are rebuilding the septic system as it
17 is, that may be answering your question. I
18 don't think weekend use of the Hoyle's Mill
19 building throughout a year will create the water
20 flow that will overwhelm, you know, just an
21 average ordinary septic system. So, I don't
22 think that's really a big issue. But now's the
23 time to consider it because of the design stage
24 and the fact that the septic system is being
25 rebuilt.

1 MS. REBECCA PARK: Okay, so I can
2 answer that question. So, we did look into the
3 possibility of moving that bus operator's
4 restroom next to the -- right next -- right next
5 to the mill. The problem with that is the mill
6 has severe level structure and architecture
7 issues, so that even tying this bathroom to the
8 mill will result in a significant cost of
9 renovation of the mill. And also, I know the
10 community was interested in a public bathroom,
11 but basically the septic design, in order to
12 have this public bathroom that your community
13 has envisioned, we need to have about three
14 acres of lot and the project site right now is
15 only one acre. So, because of these two
16 reasons, we couldn't design a public bathroom.
17 So, I hope that answers the questions.

18 MR. DAN SEAMANS: That standard is not
19 based on water flow usage for the septic system,
20 just strictly public?

21 MR. DAN SHERIDAN: It is, but the
22 septic design would be based on the usage,
23 right? So, a public building would have, you
24 know, say you want to use it for a town
25 gathering or something like that, that has a

1 much higher septic flow that would be required
2 for that, and the site just can't support that.
3 So, and then as Rebecca also stated, the -- the
4 historic mill itself has structural issues and
5 tying the bathroom to it at this point is just,
6 we don't have the scope for that. We don't have
7 the money to cover that scope. So, we can
8 continue to ask for it, you know, a renovation
9 of the mill itself. We can ask for those funds.
10 We don't currently have them in our budget. But
11 that's the difficulty. So, planning for a
12 community building, it does have a higher septic
13 flow and thus would need a bigger septic system,
14 and the site can only support a certain amount.

15 MS. REBECCA PARK: Recommendations end
16 up, you know, based on the septic computation,
17 the average flow of a public bathroom will be
18 require 698 gallons per day, which -- which
19 means it will require the project site to be
20 three acres.

21 MR. DAN SEAMANS: Well, I'm wondering,
22 could that not be restricted in use, the
23 restroom? I mean, it could be restricted in use
24 for daily during the year, a number of days per
25 year? The usage would never approach 690

1 gallons a day per year, as a septic system
2 design would follow too. So, I, just off the
3 top of my head, common sense would tell me it
4 would never be used for that and why couldn't it
5 be restricted in use and still be utilized on
6 the occasional events that could be held there?

7 MR. DAN SHERIDAN: We understand your
8 comment. Again, that's a scope of work that is
9 not included in this transportation project. We
10 can ask for it and see if it can be added, you
11 know, based on your comments, you know, we've
12 heard multiple people say, hey, we want to use
13 the mill. It's just not part of this
14 transportation project as scoped.

15 MR. DAN SEAMANS: Okay.

16 MS. LORI MAIN: Okay. Next, we have a
17 question from Dale Cassidy.

18 MS. DALE CASSIDY: Hi, can you hear
19 me?

20 MS. LORI MAIN: Yeah.

21 MS. DALE CASSIDY: Okay, great. I
22 want to go back to the points that Dan Seamans
23 and Chris Arndt made, I guess, when we were
24 talking about the tunnel. Running late for the
25 train, you know, given that the inbound is on

1 the opposite side, obviously, when the train is
2 pulling in, you can't even run across. That
3 means the tunnel, which definitely needs
4 attention, because that should be used. Who is
5 responsible for the tunnel? Is it CSX? Is it
6 the county? Is it the state? Who's in charge
7 of that issue?

8 MS. REBECCA PARK: I believe that's
9 CSX. I've seen the CSX property. Lori, can you
10 please turn to that display? Yeah, both, yeah.
11 Okay. Zoom in. Yeah, it's over toward the left
12 where it says operator restroom on that side
13 there. There's a black square. Yeah.

14 MS. LORI MAIN: Oh, like -- okay.

15 MS. REBECCA PARK: Yeah, it's right in
16 there.

17 MS. LORI MAIN: Okay.

18 MS. REBECCA PARK: So, DOT -- we at
19 DOT can do the simple maintenance work, which is
20 cleaning the drainage and, you know, repairing
21 the fixtures and putting a fresh coat -- a fresh
22 coat of painting. But, right now, nobody's
23 maintaining it. It should be maintained by
24 either CSX or MTA. But we will -- DOT can do
25 very minimum maintenance work that would allow

1 the pedestrians for their usage.

2 MR. DAN SHERIDAN: And I'll just add
3 that there's potential to maybe do some minor
4 improvements to make maintenance less of an
5 issue, like I think there's trees that are right
6 above it and maybe there can be some sort of
7 awning or something like that to reduce the
8 amount of rain and leaves that fall into the
9 opening. So, that can be looked at as part of
10 this.

11 MS. DALE CASSIDY: Yeah, because the
12 flooding definitely obviously makes it unusable
13 for as much as that does happen, and it just
14 seems like such a perfect solution to some of
15 these, you know, things that have come up. So
16 it's just no shame now to have to find who at
17 CSX has to deal with that.

18 MR. DAN SHERIDAN: MCDOT gets a bigger
19 presence up here with [indiscernible] we can
20 look at maintaining that in a, you know, more
21 frequent manner now.

22 The flooding issue, you know, maybe
23 again, with a canopy or something, that can be
24 reduced or whatever, but just kind of touching
25 some of the points that were earlier made. I

1 don't think it helps, I mean, I guess I forget
2 who it was, but somebody said, like, you know,
3 the station is sort of on the wrong side of the
4 tracks, which we can't really help with that,
5 this is the property, you know, so if people
6 want to wait in their car and run across at the
7 last minute, I don't know whether the tunnel
8 helps with that or not in the colder weather,
9 you know, it does give you an option when you're
10 going to run across the tracks but I don't know
11 if it makes it a faster option. So, those are
12 just my thoughts on that. But I, you know, I do
13 understand how making your morning, you want to
14 stay warm or whatever. But you know, there's --
15 there's only so much we can do about that.
16 Again, there are some parking spaces on the
17 other side, but you know, the other -- the
18 majority are going to be done on the homebound
19 side. So, that -- that is what it is and, you
20 know, commuters will have to adjust, you know,
21 their, their timing into that.

22 MS. DALE CASSIDY: Okay, thank you.

23 MS. LORI MAIN: Okay. Next, we'll
24 hear from Katie Blackman.

25 MS. KATIE BLACKMAN: Forgive me if you

1 hear the train in question in the background,
2 but I had a question. If you are able to
3 restore that tunnel, the current plans don't
4 look like there's any pathways to the tunnel.
5 So, would that then be added in or how would
6 that become usable so that we wouldn't be kind
7 of traversing the grass, which can get pretty
8 muddy there to use it?

9 MS. REBECCA PARK: There is a pathway,
10 I mean, as shown on the display, there is a
11 sidewalk that leads to the entrance to the
12 tunnel.

13 MS. KATIE BLACKMAN: Got it. Thank
14 you.

15 MS. REBECCA PARK: Sure.

16 MS. LORI MAIN: Okay. Next, Miriam
17 Schoenbaum.

18 MS. MIRIAM SCHOENBAUM: Yeah, I wanted
19 to say -- well, this is not actually going to
20 say, but maybe ten or twelve, I think the
21 Department of General Services put some money
22 into the tunnel, and how they figured it out
23 with CSX, or whose responsibility it was, I
24 don't know, but the county did it, and so,
25 presumably the county can do it again.

1 That wasn't actually my comment. My
2 comment I put it in the chat was whether the
3 transportation part as scoped relies on the well
4 that is below the Hoyle's Mill building or
5 whether there's a plan to drill a new well, I
6 couldn't tell from the plans. But there's a lot
7 that I couldn't see in the plan. So, I'm
8 asking.

9 MS. REBECCA PARK: Your question is if
10 there's a -- could you repeat the question,
11 Miriam? I just want to be sure.

12 MS. MIRIAM SCHOENBAUM: Whether there
13 is a plan to drill a new well, or whether the
14 restroom is supposed to use the well that is
15 under the Hoyle's Mill building or whether the
16 restroom will not have running water, I guess,
17 there's another option.

18 MS. REBECCA PARK: We are not planning
19 drill a new well. We are replacing the septic
20 tank in the system because it's way outdated,
21 it's past the lifespan time. Pam, can you
22 address the question?

23 MS. PAM DESTINO: The existing -- the
24 future bathroom uses the existing water that the
25 hardware store uses.

1 MS. MIRIAM SCHOENBAUM: Okay, and the
2 well is under the Hoyle's Mill building. Did
3 you know that?

4 MS. PAM DESTINO: Yes, again, the
5 future restroom uses the existing hardware
6 store's water.

7 MS. MIRIAM SCHOENBAUM: From the well
8 under the Hoyle's Mill building.

9 MS. PAM DESTINO: Yes.

10 MS. MIRIAM SCHOENBAUM: Okay.

11 MS. LORI MAIN: Okay. Next, we have a
12 question from D. Flood.

13 MR. DAVE FLOOD: Yes, hi. This is
14 Dave Flood. Nice to hear and see and or not see
15 but hear everyone. I've been riding the MARC
16 train for eighteen years, and I gotta tell you,
17 it's great to see this happen. But it is -- you
18 mentioned this -- it's so funny how it's on the
19 other side of the tracks that we ride everything
20 on. Does the plan have anything to do with
21 where people ride the train over the tracks or
22 anything for that, or is it -- are you going to
23 add anything to the, you know, again, an awning
24 or anything over the tracks or not? Is that not
25 included? Right? No? I guess not. It's only

1 -- it's only the parking lot, right?

2 MS. REBECCA PARK: Yeah, you're asking
3 like an awning, like waiting on the platform or
4 on -- I mean, we do have a waiting area.

5 MR. DAVE FLOOD: I know, just for the
6 -- just for the people riding the bus, right? I
7 mean, so like it's that for that, it's not --

8 MS. REBECCA PARK: Yeah, yeah.
9 Because it's -- the platform and up to where the
10 edge of the sidewalk is --

11 MR. DAVID FLOOD: That's it.

12 MS. REBECCA PARK: That's CSX
13 easement. We can't build anything --

14 MR. DAVE FLOOD: Have you guys even
15 talked to CSX or MARC?

16 MS. REBECCA PARK: Yes, yes. CSX, in
17 fact, they are reviewing this design, the 70%
18 design and I know community would like to see
19 the sidewalk between the two buildings, between
20 the Hoyle's Mill and the former auto parts store
21 building. But simply stated know that, you
22 know, they will not allow any walkway or path
23 within the CSX right-of-way.

24 M. DAVE FLOOD: And they wouldn't work
25 with you on designs of that kind of thing,

1 either?

2 MS. REBECCA PARK: So, you know, the
3 purpose of this was working with the CSX with
4 the coordination and, you know, trying to
5 incorporate the other comments from the Boyds
6 Civic Association. I'm trying to have them
7 explain why and also, if that's not -- if the
8 side path behind the two buildings is not
9 allowed, at least allow us to extend the
10 sidewalk all the way out to the platform.

11 MR. DAVE FLOOD: Yeah, this comes back
12 to my second question, which goes down to
13 Germantown too. It's this historical look that
14 it really is going to just make this look like
15 an eyesore. In other words, if we can't make it
16 look all like within the community, it's really
17 going to be tough to say, yeah, this is a great
18 idea all in all. But the thing is, is if you
19 can't make it feel like -- if it's not even in
20 the budget too to get the right kind of light
21 fixtures, and we ran into this with the light
22 that went down in the corner here, if we can't
23 get all the historical look in this design, and
24 it's not even included in the budget, in other
25 words, have you looked into all the material

1 that's needed, like the brick and the stuff that
2 goes onto the ground and everything that to make
3 it look almost like, you know, Germantown, to
4 make it look historical? Is that also not part
5 of this?

6 MS. REBECCA PARK: Giving this a
7 historical -- historical look is -- is our goal.

8 MR. DAVE FLOOD: Okay.

9 MS. REBECCA PARK: You know, the
10 facility that we showed you in one of the
11 displays is designed based on that, the
12 historical look in the surrounding area. Yeah,
13 the -- yeah, that right, the image right there.

14 MR. DAVE FLOOD: It looks kind of, you
15 know, industrial like. I'm sorry, I'm a
16 designer, I have to tell you, from an artist
17 standpoint, and Katie said the same thing and
18 Leslie said the same thing. It just isn't, you
19 know, it doesn't seem the cultural feel of the
20 community, and I've been here for almost twenty-
21 five years now, and everything that everyone
22 says about their homes, if you got went around
23 and looked at everyone's home, I live in an 1800
24 year home, and it's -- it's made of teak wood
25 and, you know, this isn't the same kind of

1 material. I mean, I know you're trying to make
2 that look like it with the -- with the wood and
3 everything, but I don't know. That's -- that's
4 my thing. It's just a question, really.

5 MS. REBECCA PARK: Yeah.

6 MR. DAVE FLOOD: The budget was going
7 to afford that.

8 MS. REBECCA PARK: Thank you for all
9 your feedback, and we'll go back to the --

10 MR. DAVE FLOOD: It's really a
11 question about the budget.

12 MR. DAN SHERIDAN: It's also in
13 coordination with historical review, but we can
14 work out -- we can -- we can bear with them and
15 get input on -- on that -- on just what you're
16 saying, you know.

17 MR. DAVE FLOOD: Okay.

18 MR. DAN SHERIDAN: Yeah, what can we
19 do, and, of course, budget is part of it, but
20 also, you know, a streetlight is a streetlight,
21 and if we get the right streetlight, it
22 shouldn't be any more or less expensive, so, you
23 know, we can work on those details.

24 MR. DAVE FLOOD: Yeah, but so -- so is
25 an oil-burning light. Never mind.

Transcript of Public Hearing
August 16, 2022

49

1 MR. DAN SHERIDAN: Well, we're not
2 going to put those up.

3 MS. LORI MAIN: Okay. Next, Maggie
4 Bartlett. Maggie?

5 MR. GARY ERENRICH: Maybe we can move
6 on, and if she comes up, comes back, we can get
7 her later.

8 MS. LORI MAIN: Okay, great. Next,
9 we'll hear from Dale Cassidy.

10 MS. DALE CASSIDY: Okay. Can you just
11 show the bird's eye view again, that slide?

12 MS. LORI MAIN: Sure.

13 MS. DALE CASSIDY: Thank you. That
14 one. I'm curious why those handicap spots are
15 way over there on the other side of the mill,
16 rather than there are these three spaces kind of
17 right next to the Boyds store showing between
18 that grassy patch and the Boyds store, there's
19 three spaces there. What are those for?

20 MS. REBECCA PARK: So, we've been
21 working with the Boyds Civic Association and
22 they expressed interest of preserving the Boyds
23 Country Store and easier access to the store.
24 So --

25 UNIDENTIFIED MALE SPEAKER: That makes

1 sense.

2 MS. DALE CASSIDY: No, it doesn't. I
3 don't understand. What are you -- I'm not sure.
4 That doesn't impede any access to the Boyds
5 Store that I can see.

6 MS. REBECCA PARK: So, we are, I mean,
7 it's not -- we are still working on whether we
8 should put those handicap spots in those three
9 places or we could use those two of the three
10 spots for the designated parking spots for the
11 Boyds Country Store because we're still working
12 on where the -- the accessible parking spaces
13 will be.

14 MS. DALE CASSIDY: Okay. Yeah,
15 because it just seems awfully far showing where
16 they are now, and Boyds Store still has their
17 spaces in front. You know, it rarely gets
18 overloaded. So, anyway, thank you.

19 MS. LORI MAIN: Okay, Maggie Bartlett,
20 would you like to -- we cannot hear you.

21 MS. MAGGIE BARTLETT: Can you hear me
22 now?

23 MS. LORI MAIN: Yes, we can.
24 Fabulous.

25 MS. MAGGIE BARTLETT: I had to open up

1 my computer instead of looking at it. Question,
2 the path that's on the wrong side of the tracks
3 from the tunnel to the railroad tracks, well,
4 right now, you'd have to walk on the road. Is
5 there any plan to improve that, to add safety?

6 MS. REBECCA PARK: I'm sorry.

7 MS. MAGGIE BARTLETT: All right.

8 There's -- on the tunnel --

9 MS. REBECCA PARK: Yes.

10 MS. MAGGIE BARTLETT: On the side, on
11 the wrong of the tracks, where people would have
12 to cross under, will there be a sidewalk or some
13 kind of area that people wouldn't have to walk
14 in the street to get to the train station?

15 MS. REBECCA PARK: Yeah, I mean,
16 there's a pathway, there's a walkway around
17 that. Lori, can you kind of go through this
18 gray line? Yeah, there is a path to the -- to
19 the tunnel. Yeah, back to that display. Yeah,
20 there is a -- there is a path to the tunnel so
21 that people would not be walking on the bus bay
22 or the parking lot.

23 MS. MAGGIE BARTLETT: No, that's not
24 what I'm talking about. I'm talking on the
25 other side of the tracks.

1 MR. DAN SHERIDAN: Rebecca, I believe
2 she's talking about the south entrance to the
3 tunnel. We can look. We can look at making
4 that an improved connection to the station area.

5 MS. MAGGIE BARTLETT: Yeah, because
6 right now, somebody would have to walk on the
7 street around a curve. That would not be very
8 safe.

9 MS. REBECCA PARK: Understood.

10 MS. MAGGIE BARTLETT: Okay, thank you.

11 MS. LORI MAIN: Okay. Next, Leslie
12 Saville.

13 MS. LESLIE SAVILLE: Did I get the
14 unmuted?

15 MS. LORI MAIN: You did.

16 MS. LESLIE SAVILLE: Hot diggity dog.
17 So, you guys last went to the Maryland
18 Historical Trust in 2018. They have not seen
19 this plan. I think some of the questions that
20 we have might be helped if there were MHT
21 comments for everybody here testifying tonight
22 to be able to look at and give you reactions to.
23 Is there any way for you to get this plan
24 submitted to them and get comments back before
25 the closure of your -- your public hearing so

1 that they can have the benefit of seeing it and
2 all of us here can have the benefit of MHT's
3 comments?

4 MS. REBECCA PARK: We have been
5 coordinating with MHT and we also received a
6 letter of comments from State Highway
7 Administration regarding their review of the
8 access permit that's needed for this project.
9 They, even SHA stated that they are aware of the
10 coordination with MHT. So, we'll be receiving
11 comments from MHT shortly.

12 MS. LESLIE SAVILLE: that would be
13 great. Can you post those to the project
14 website for us?

15 MS. REBECCA PARK: The MHT comments?

16 MS. LESLIE SAVILLE: Yes. That would
17 be absolutely fantastic.

18 MS. REBECCA PARK: Sure.

19 MS. LESLIE SAVILLE: Thank you.

20 MS. LORI MAIN: Okay. Next, we have
21 Dan Seamans.

22 MR. DAN SEAMANS: Thank you. If I
23 may, I'd like to critique this shelter restroom
24 area design. It's got some sharp angles that
25 are provocative and modern looking, and then it

1 has a post and beam structure and wood that's an
2 intimation toward historic something or another,
3 and it has a coursework that matches the Hoyle's
4 Mill tin siding. I would say that it's neither
5 modern nor old, the two or three elements, the
6 two elements, the shape and the post and beam
7 structure sort of conflict with one another in a
8 way. I mean, I think it looks modern overall.
9 It does not look historic.

10 The overhang, you know it reminds me
11 of the awning in front of the Dean's Garage
12 there that was held up by cables and always
13 looked as if it was going to fall down, and I
14 think people looked at it twice whenever there
15 was a snowfall before they walked under it. You
16 know if that's an intimation, it's not designed
17 to imitate, I would say, but it's reminiscent of
18 it. Those old buildings were haphazard, they
19 were just useful. They weren't aesthetic. So,
20 I do have a question, like Mr. Flood had about
21 this design. To relate it to Hoyle's Mill, I
22 think is an excellent idea. But I would say it
23 either needs to be, you know, all the way
24 modern, and just be another element to show
25 against the old building, or it should be

1 something that very much relates to the old
2 station, or the Hoyle's Mill building itself
3 more fully.

4 MS. REBECCA PARK: Thank you for your
5 comments, and we'll go back and evaluate the
6 architecture design of this facility.

7 MR. DAN SEAMANS: Thank you.

8 MS. LORI MAIN: Okay. Next, we have
9 Michael Abraham.

10 MR. MICHAEL ABRAHAM: Hi, thank you.
11 So, I came in late, so I don't know if this has
12 been addressed, but I wanted to ask about the
13 lighting and my concern is about preventing or
14 minimizing light bleed into the immediate area
15 at night, and are there plans to have the lights
16 on timers so that they're not on all night or
17 have them be motion sensors or something like
18 that?

19 MS. REBECCA PARK: We are still a
20 little premature in the lighting design, even
21 though we have a 70% design. We -- we're -- we
22 still have to design that. That's a very good
23 comment. So, we'll incorporate that. But I
24 don't have much to share with you in terms of
25 lighting design, other than we are trying to

1 have fixtures that will blend in in the
2 historical surrounding.

3 MR. MICHAEL ABRAHAM: Thank you, and
4 just pointing out, you know, that the lights
5 don't need to be on from 10 at night until say 6
6 in -- 5 or 6 in the morning. But thank you.

7 MR. DAN SHERIDAN: And I will say that
8 there -- and I'm not a lighting expert -- there
9 are fixtures that work with the dark sky
10 initiative type things to try to reduce the
11 amount of light pollution. We can also take a
12 comment on, you know, timing them so that after
13 hours, they are off or dimmed or something like
14 that.

15 MR. MICHAEL ABRAHAM: Yeah, thank you.

16 MS. LORI MAIN: Okay. Next, we have
17 Gordon Taylor.

18 MR. GORDON TAYLOR: Okay, great.
19 Yeah, compliments to the design team here,
20 number one, for taking into account the business
21 -- the lone business that we have physically in
22 Boyds, and I think that's critical. I think
23 anyone who's been in this town for the last
24 twenty, thirty, forty years, has known -- has
25 seen already the vast improvement that that

1 business has made to that specific space and
2 they -- the parking that you showed earlier, I
3 think really shows those three spaces would be
4 critical for -- for giving that business
5 continued viability. If we rely only on the
6 spaces that are directly in front, that means
7 we've literally cut that poor ownership team's
8 parking, probably, you know, less than half
9 really, in terms of what we really -- today,
10 people are parking, particularly the trucks, are
11 parking all in front of the existing hardware
12 store building. So, it would be a vast shame.
13 Even as the plan sits now, it's a huge change to
14 the parking that they really enjoy today. But I
15 think keeping and maintaining those three spots
16 are going to be critical.

17 Big question I have, will parking
18 continue for that business in the rear of the
19 building? Is that going to be possible?

20 MS. REBECCA PARK: Where? Where of
21 the building? Lori, can you please flip to that
22 display?

23 MR. GORDON TAYLOR: Yeah, that's the
24 Country Store. Those two buildings off to the
25 left there, the far left, it's the shorter of

1 the two. That's the -- that's the Country
2 Store. So, behind it, there's somewhat asphalt
3 or gravel. Is that going to be available for
4 parking for the business?

5 MS. REBECCA PARK: I believe so. We
6 are only touching the Anderson -- Anderson
7 family -- former Anderson family parcels. I
8 mean, that -- the -- the space behind the Boyds
9 Country Store is, I mean, is up to the owner.

10 MR. GORDON TAYLOR: Right. And any of
11 the concrete that you see that tan color, all of
12 that is not parkable, right, for anyone trying
13 to patronize the business there. Is that right?
14 None of that parking would --

15 MS. REBECCA PARK: Again, we are only
16 doing the design within the Anderson properties.

17 MR. GORDON TAYLOR: Okay. Well, I
18 just want to clarify that where you see that
19 concrete, none of, you know a car can't park on
20 that. Is that right?

21 MS. REBECCA PARK: Yeah. I mean, the
22 side -- where the sidewalk will be? No.

23 MR. GORDON TAYLOR: No, all of that --
24 I guess that's all where the bus goes, the gray
25 area, that's all --

1 MS. REBECCA PARK: Yeah, the gray
2 area. Yeah, the gray area, right. That's a --
3 that's a bus load. So, the -- I know the -- the
4 store uses parking on the -- on that side of the
5 store, but that parking will be all gone.

6 MR. GORDON TAYLOR: Yeah. And this is
7 the point I really want to make that again, if
8 you looked at this -- these -- this team -- this
9 ownership team really probably has two good
10 spots in this design. So, it's going to be
11 critical that that asphalt area that was just
12 spoken to, that that -- they would have that
13 too, right? You know, the ones that are off to
14 the right there. Otherwise, you're gonna --
15 you're gonna -- we're gonna end up losing our --
16 our last business.

17 MS. REBECCA PARK: Yeah.

18 MR. GORDON TAYLOR: And I think -- and
19 I think then that that puts a significant dent
20 in the ridership because this is coffee, it's,
21 you know, it's cakes and all that sort of
22 morning type stuff, orange juice, and they can
23 do more potentially with it. But otherwise, if
24 we don't get them parking, we're gonna lose
25 them, no doubt, speaking as a former retail

1 owner.

2 MS. REBECCA PARK: Okay. Thank you
3 for -- thank you for your comment.

4 MS. LORI MAIN: Okay. Next, Maggie
5 Bartlett.

6 MS. MAGGIE BARTLETT: Oh, my gosh, I
7 have forgotten what I wanted to ask. Oh, the
8 lighting? So, are there county codes that
9 require lighting on a public area when it's not
10 in use? Like schools, they still light up their
11 parking lots, even though there's no active
12 school event. Are there county regulations for
13 that?

14 MS. REBECCA PARK: I am not aware. I
15 don't think -- we don't -- we don't have any
16 lighting experts on this call, but we can
17 certainly take that question and then get back
18 to you.

19 MS. MAGGIE BARTLETT: Okay, because I
20 think that's important. I mean, it's really
21 nice to say oh, we'll work out the certain
22 lights to be down -- down -- aiming down. But
23 they're -- if they're on all the time, that
24 would not be, and that would not be acceptable.
25 I mean, just for the people that live around

1 there to have 24-hour lights in their backyard.

2 MR. DAN SHERIDAN: Yeah, we can look
3 into that, like Rebecca said, for the parking
4 area. I will say that on industrial areas like
5 walkways, we do try to keep them lit.

6 MS. MAGGIE BARTLETT: Keep them what?

7 MR. DAN SHERIDAN: Lit.

8 MS. MAGGIE BARTLETT: See, that's my
9 concern.

10 MR. DAN SHERIDAN: Yeah.

11 MS. MAGGIE BARTLETT: If they're lit
12 all the time, when -- anyway.

13 MR. DAN SHERIDAN: Yeah.

14 MS. MAGGIE BARTLETT: I don't live
15 there, but I know a lot of people would be upset
16 by that.

17 MR. DAN SHERIDAN: Sure. And we'll
18 take that into consideration.

19 MS. MAGGIE BARTLETT: Excellent, thank
20 you.

21 MR. DAN SHERIDAN: The light is to be
22 aimed down rather than trying to triangulate and
23 have it spread out everywhere.

24 MS. MAGGIE BARTLETT: Well, that's --
25 the people that are living there may not like

1 that.

2 MR. DAN SHERIDAN: Correct. And we'll
3 look into it. Again, more detail on the final.

4 MS. MAGGIE BARTLETT: Even if it's,
5 you know, sensor lights that come on when you
6 need them.

7 MR. DAN SHERIDAN: We'll look into
8 that. And it's a possibility or, you know, it
9 may not even be required after hours.

10 MS. MAGGIE BARTLETT: Thank you, Dan.

11 MS. LORI MAIN: Okay. We have another
12 question from Katie Blackman.

13 MS. KATIE BLACKMAN: Yeah. I thought
14 we said earlier that there were three parking
15 spaces near the Boyds General Store. Can you
16 zoom in on the area between the kind of the bus
17 turnaround and the store? So, those three
18 parking spaces would be able to be used for
19 people trying to access the Boyds General Store?

20 MS. REBECCA PARK: So, I can't say.
21 This -- making these three spaces as designated
22 parking for the store is something we will have
23 to coordinate with the Division of Parking, DOP.
24 So, we don't have a certain -- we don't have a -
25 - I can't guarantee that these parkings will be

1 designated for the store.

2 MS. KATIE BLACKMAN: Right, but
3 potentially?

4 MR. GARY ERENDRICH: This is Gary
5 Erenrich and my is that we really probably could
6 not assign -- assign those spaces to say it's
7 exclusive for the store since this is a public
8 facility. What we can say is it's short-term
9 parking, like one-hour parking, half an hour
10 parking, whatever, so that you can get the
11 turnover that you want without saying it's
12 reserved for particular property.

13 MS. KATIE BLACKMAN: I would
14 definitely support that. We just want to make
15 sure they -- it's such a great resource for the
16 community and for transit riders that anything
17 we can do in that way, I would be in support of.

18 MS. PAM DESTINO: Just to note, in the
19 70% plans, we did note these were short-term,
20 15-minute parking spaces, those three.

21 MS. KATIE BLACKMAN: Wonderful, thank
22 you.

23 MS. LORI MAIN: Okay. Does anybody
24 else have any questions this evening or perhaps
25 we should go to the chat and see if there's any

1 new questions in there.

2 MR. GARY ERENRICH: That would be
3 great. I would say though, this has been very
4 enlightening, the question-and-answer session,
5 and I appreciate everybody coming out and
6 raising questions. I think it's insightful to
7 the engineers and -- and others to hear your
8 comments. And as had been already stated by
9 others on the team, many of those will be
10 investigated further. Seeing that all the
11 questions have been answered, we will conclude
12 this hearing. We'll keep the record open for
13 four weeks. Comments and written testimony will
14 then be due on Tuesday, September 13th, at 5
15 p.m. Can you put the slide on, Lori, with
16 Rebecca's information?

17 MS. LORI MAIN: Absolutely.

18 MR. GARY ERENRICH: Okay, thank you.
19 Submissions should be sent to Rebecca Park,
20 Professional Engineer at
21 Rebecca.park@montgomerycountymd.gov or via
22 online comment form, the link to which is
23 provided on the project website, and it's stated
24 what the project website is. And I want to
25 thank you for participating and this public

Transcript of Public Hearing
August 16, 2022

65

1 hearing is now concluded. So, have a pleasant
2 evening, and thank you for your participation.

3 [Whereupon the hearing was concluded.]

4 [Off the record at 8:22 p.m.]

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CERTIFICATE OF NOTARY PUBLIC

I, Shannon Hayes, Notary Public for the
State of Maryland, do hereby certify that on
August 16, 2022, the above proceeding took place
before me at the aforementioned location, and
that I am neither counsel for, related to, nor
employed by any of the parties to this case and
have no interest, financial or otherwise, in its
outcome.

IN WITNESS WHEREOF, I have hereunto set my
hand and affixed my notarial seal this 16th day
of August, 2022.

Shannon Hayes

Shannon Hayes, Notary Public/Court Reporter for
the state of Maryland

CERTIFICATE OF TRANSCRIBER

I, Pamela A Flutie, do hereby certify
that the foregoing transcript is a true and
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said proceedings were transcribed to the best of
my ability from the audio recording and
supporting information; and that I am neither
counsel for, related to, nor employed by and of
the parties to this case and have no interest,
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A handwritten signature in cursive script that reads "Pamela A. Flutie". The signature is written in dark ink and is positioned above a horizontal line.

Pamela A. Flutie

Transcript of Public Hearing
August 16, 2022

68

A			
abide	acres	adopted	aid
26:3	36:14, 37:20	12:7	9:13
ability	across	advance	aimed
67:6	33:23, 34:4,	6:14	61:22
able	39:2, 41:6,	adverse	aiming
42:2, 52:22,	41:10	18:22	60:22
62:18	acting	advertisement	alex
about	5:8	13:10	14:6, 33:13
12:23, 17:25,	active	advertising	all
24:15, 28:1,	60:11	13:13	7:17, 8:8,
28:11, 29:8,	actually	advised	8:22, 13:13,
31:12, 32:3,	29:22, 42:19,	18:23	15:3, 15:16,
32:4, 32:9,	43:1	advocated	16:4, 20:18,
32:13, 33:15,	ada	16:9	23:8, 23:12,
33:22, 36:13,	11:3, 11:4,	aesthetic	24:11, 31:15,
38:24, 41:15,	16:18, 19:12	54:19	33:6, 46:10,
47:22, 48:11,	add	affixed	46:16, 46:18,
51:24, 52:2,	19:12, 40:2,	66:11	46:23, 46:25,
54:20, 55:12,	44:23, 51:5	afford	48:8, 51:7,
55:13	added	48:7	53:2, 54:23,
above	13:14, 13:16,	aftermentioned	55:16, 57:11,
40:6, 66:4	27:14, 38:10,	66:5	58:11, 58:23,
abraham	42:5	after	58:24, 58:25,
55:9, 55:10,	addition	6:4, 8:20,	59:5, 59:21,
56:3, 56:15	12:8, 14:5,	12:4, 14:9,	60:23, 61:12,
absent	15:6, 23:21,	56:12, 62:9	64:10
32:24	24:4, 27:12	afternoon	allow
absolutely	additional	16:16	8:4, 23:7,
53:17, 64:17	10:11, 31:17,	again	39:25, 45:22,
acceptable	32:18	26:14, 26:16,	46:9
60:24	additions	32:13, 38:8,	allowed
access	26:5	40:23, 41:16,	26:10, 46:9
11:4, 12:14,	address	42:25, 44:4,	almost
16:14, 19:9,	8:13, 14:22,	44:23, 49:11,	47:3, 47:20
25:23, 30:20,	15:14, 17:23,	58:15, 59:7,	along
34:10, 49:23,	19:1, 27:16,	62:3	9:25, 10:18,
50:4, 53:8,	33:12, 43:22	against	24:21, 34:6
62:19	addressed	54:25	already
accessible	34:20, 55:12	agency	56:25, 64:8
10:11, 50:12	adequate	19:4	also
account	19:12	agree	5:11, 7:6,
56:20	adjacent	24:22, 25:8	9:14, 10:12,
acquisition	11:5, 16:19,	agreement	10:15, 12:5,
12:18	21:5	2:5, 22:9,	12:13, 13:15,
acre	adjust	25:21	16:13, 16:15,
10:4, 36:15	41:20	agricultural	27:2, 36:9,
	administration	18:20	37:3, 46:7,
	53:7	ahead	47:4, 48:12,
		22:14	

Transcript of Public Hearing
August 16, 2022

69

<p>48:20, 53:5, 56:11 alternatively 13:18 although 5:22 always 33:2, 54:12 amenity 11:25, 28:4 amount 37:14, 40:8, 56:11 anderson 9:11, 10:3, 58:6, 58:7, 58:16 angle 11:6, 28:6 angles 53:24 announce 15:14 another 16:25, 17:1, 35:9, 43:17, 54:2, 54:7, 54:24, 62:11 answer 4:4, 14:9, 28:25, 36:2 answered 64:11 answering 35:17 answers 7:20, 36:17 anticipated 11:24 any 5:25, 6:22, 8:4, 14:9, 19:19, 21:5, 26:5, 27:4, 27:11, 27:13, 29:1, 42:4, 45:22, 48:22, 50:4, 51:5,</p>	<p>52:23, 58:10, 60:15, 63:24, 63:25, 66:7 anybody 15:18, 17:17, 25:11, 27:4, 63:23 anyone 15:17, 23:13, 56:23, 58:12 anything 34:6, 44:20, 44:22, 44:23, 44:24, 45:13, 63:16 anyway 50:18, 61:12 apartment 18:4 appearance 26:4 appreciate 21:21, 64:5 approach 11:18, 37:25 appropriate 20:15 approved 12:7 approximately 5:4, 10:4 april 12:7 archey 5:15, 14:4 architecture 36:6, 55:6 area 9:17, 10:21, 11:23, 12:11, 18:17, 23:1, 23:23, 24:23, 29:10, 30:21, 45:4, 47:12, 51:13, 52:4, 53:24, 55:14, 58:25, 59:2, 59:11, 60:9,</p>	<p>61:4, 62:16 areas 7:24, 18:20, 25:25, 33:24, 61:4 arndt 21:24, 22:1, 22:5, 22:6, 34:14, 34:16, 38:23 around 29:9, 29:19, 30:3, 47:22, 51:16, 52:7, 60:25 arrow 30:2 artist 47:16 asked 21:13 asking 43:8, 45:2 aspects 14:10 asphalt 58:2, 59:11 assessed 12:22 assessments 12:15 asset 19:5 assign 63:6 association 23:21, 32:7, 32:9, 46:6, 49:21 assure 19:3, 19:10, 19:11 attach 35:14 attached 35:4 attend 8:5, 14:16</p>	<p>attendance 14:15 attendees 13:14, 14:25 attention 39:4 audio 25:25, 67:6 august 1:10, 5:3, 9:16, 13:11, 13:12, 66:4, 66:12 auto 10:23, 45:20 available 13:22, 14:9, 58:3 avenue 18:4 average 35:21, 37:17 avoid 18:24, 20:8, 20:17 aware 18:22, 31:21, 53:9, 60:14 awfully 50:15 awning 40:7, 44:23, 45:3, 54:11</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>back 11:17, 14:11, 38:22, 46:11, 48:9, 49:6, 51:19, 52:24, 55:5, 60:17 background 42:1 backyard 61:1 bad 29:24 bandwidth 6:7</p>
--	--	---	---

Transcript of Public Hearing
August 16, 2022

70

barnesville 9:25, 10:19 barns 11:21 bartlett 49:4, 50:19, 50:21, 50:25, 51:7, 51:10, 51:23, 52:5, 52:10, 60:5, 60:6, 60:19, 61:6, 61:8, 61:11, 61:14, 61:19, 61:24, 62:4, 62:10 based 36:19, 36:22, 37:16, 38:11, 47:11 basement 17:13 basically 36:11 bathroom 19:9, 19:17, 20:5, 24:23, 26:7, 36:7, 36:10, 36:12, 36:16, 37:5, 37:17, 43:24 bay 10:13, 51:21 beam 54:1, 54:6 bear 5:24, 48:14 beautiful 32:23 beauty 24:2 because 14:23, 18:10, 28:4, 31:13, 32:6, 32:21, 33:25, 35:23, 36:15, 39:4, 40:11, 43:20, 45:9, 50:11,	50:15, 52:5, 59:20, 60:19 become 42:6 becomes 19:5 been 6:10, 19:20, 21:9, 24:9, 33:2, 44:15, 47:20, 49:20, 53:4, 55:12, 56:23, 64:3, 64:8, 64:11 before 2:6, 15:15, 52:24, 54:15, 66:5 beginning 14:22 begins 6:11 behalf 16:22 behind 31:9, 46:8, 58:2, 58:8 being 6:1, 7:10, 19:16, 20:23, 21:12, 27:14, 31:11, 31:14, 32:14, 35:8, 35:24 believe 39:8, 52:1, 58:5 below 43:4 benefit 53:1, 53:2 benefited 12:20 best 67:5 between 21:1, 45:19, 49:17, 62:16	bicycle 10:15, 11:17, 12:14, 20:24 bicycles 11:2 bicyclists 20:25 big 35:22, 57:17 bigger 37:13, 40:18 bike 20:1, 22:25, 23:1, 26:7 bikes 23:7, 24:10 binder 12:25 bird's 49:11 bit 28:19, 28:24 black 39:13 blackman 25:14, 25:16, 25:19, 25:20, 27:8, 27:10, 41:24, 41:25, 42:13, 62:12, 62:13, 63:2, 63:13, 63:21 bleed 55:14 blend 56:1 block 11:11, 11:13, 28:2 board's 20:11 boards 33:19 bond 11:11 both 10:15, 16:13, 23:23, 24:6,	39:10 bottom 6:17, 7:9, 14:19 boundary 18:16 box 27:3 boyd 7:22, 24:9 boyd's 1:1, 6:3, 7:16, 12:9, 13:4, 16:19, 18:16, 31:8 boyds 9:3, 9:11, 9:18, 9:19, 9:20, 10:1, 12:3, 13:3, 13:5, 13:7, 14:3, 16:2, 16:3, 16:14, 16:22, 18:5, 18:11, 18:18, 20:3, 21:2, 22:7, 22:19, 22:24, 23:20, 23:24, 24:3, 24:6, 24:10, 24:15, 24:17, 24:20, 25:1, 31:7, 31:23, 32:7, 32:8, 46:5, 49:17, 49:18, 49:21, 49:22, 50:4, 50:11, 50:16, 56:22, 58:8, 62:15, 62:19 brick 47:1 brought 19:23 brown-faced 11:11 budget 13:3, 37:10,
---	---	--	---

Transcript of Public Hearing
August 16, 2022

71

46:20, 46:24, 48:6, 48:11, 48:19 build 45:13 build-up 31:15 building 11:15, 11:19, 13:6, 16:24, 17:5, 17:6, 17:10, 17:13, 17:15, 19:14, 19:16, 19:17, 22:15, 28:3, 29:3, 34:2, 35:5, 35:9, 35:15, 35:19, 36:23, 37:12, 43:4, 43:15, 44:2, 44:8, 45:21, 54:25, 55:2, 57:12, 57:19, 57:21 buildings 23:23, 23:25, 45:19, 46:8, 54:18, 57:24 builds 17:3 built 24:1, 26:10 bus 9:9, 9:10, 10:13, 10:21, 11:3, 12:8, 17:4, 24:23, 36:3, 45:6, 51:21, 58:24, 59:3, 62:16 business 56:20, 56:21, 57:1, 57:4, 57:18, 58:4, 58:13, 59:16	c-2 11:8 c-3 11:18 cables 54:12 cakes 59:21 call 6:23, 22:12, 60:16 called 6:12 came 55:11 camera 6:5, 6:9 can't 19:10, 37:2, 39:2, 41:4, 45:13, 46:15, 46:19, 46:22, 58:19, 62:20, 62:25 cannot 50:20 canopy 40:23 capital 5:12 car 41:6, 58:19 caretaker 17:1, 17:2 carries 15:9 cars 34:3 case 29:17, 32:17, 66:7, 67:9 cassidy 38:17, 38:18, 38:21, 40:11, 41:22, 49:9, 49:10, 49:13, 50:2, 50:14 catch 33:9	catching 33:15 center 1:1, 6:4, 7:17, 7:22, 9:4, 9:18, 9:24, 10:7, 10:14, 10:19, 13:3, 13:4, 13:5, 13:7, 14:3, 18:11 central 24:14 certain 37:14, 60:21, 62:24 certainly 26:14, 33:19, 60:17 certificate 66:1, 67:1 certify 66:3, 67:2 change 24:25, 57:13 charge 39:6 chat 7:8, 8:18, 25:13, 27:3, 43:2, 63:25 chief 5:8, 5:10, 5:14, 14:1 choice 16:12 chris 21:24, 22:1, 22:5, 34:14, 34:16, 38:23 christopher 8:25 civic 23:20, 32:7, 32:8, 46:6, 49:21 clarify 58:18 clarksburg 10:2, 12:12,	31:15 cleaning 39:20 clearly 14:21, 15:15 click 26:25 clicking 6:16, 6:17, 14:18, 14:20 close 8:12, 17:11 closed 8:21, 13:24 closer 35:3, 35:13 closet 10:22, 11:10 closing 8:7, 16:7 closure 52:25 clucker 16:1 co-host 30:5 coat 39:21, 39:22 code 7:12 codes 60:8 coffee 59:20 colder 41:8 collaboration 21:9 color 58:11 come 40:15, 62:5 comes 46:11, 49:6 comfort 11:2 coming 64:5
C			
c-1 10:24			

Transcript of Public Hearing
August 16, 2022

72

<p>comment 18:10, 25:15, 26:15, 32:25, 33:22, 34:11, 38:8, 43:1, 43:2, 55:23, 56:12, 60:3, 64:22</p> <p>commenting 25:13</p> <p>comments 7:1, 7:14, 7:23, 7:25, 8:6, 8:8, 21:21, 26:18, 32:24, 34:18, 38:11, 46:5, 52:21, 52:24, 53:3, 53:6, 53:11, 53:15, 55:5, 64:8, 64:13</p> <p>commission 20:13</p> <p>common 38:3</p> <p>community 11:25, 12:6, 16:11, 21:7, 21:8, 21:16, 25:24, 26:9, 29:2, 29:3, 36:10, 36:12, 37:12, 45:18, 46:16, 47:20, 63:16</p> <p>community's 16:12</p> <p>commuter 12:10</p> <p>commuters 41:20</p> <p>compatible 20:6</p> <p>complement 11:13</p> <p>complete 22:8, 22:9</p> <p>completely 24:1</p>	<p>compliant 19:13</p> <p>compliments 56:19</p> <p>comply 15:4</p> <p>computation 37:16</p> <p>computer 51:1</p> <p>concern 29:5, 55:13, 61:9</p> <p>conclude 64:11</p> <p>concluded 8:20, 65:1, 65:3</p> <p>concludes 26:22</p> <p>conclusion 8:2</p> <p>concrete 11:11, 28:2, 58:11, 58:19</p> <p>conduct 5:7</p> <p>conducted 1:9</p> <p>conflict 54:7</p> <p>conklin 8:25</p> <p>connecting 17:9</p> <p>connection 52:4</p> <p>consider 9:8, 18:24, 20:18, 27:6, 35:23</p> <p>consideration 13:1, 61:18</p> <p>considered 7:2, 8:7, 8:15, 12:20, 25:6, 31:11, 32:19</p> <p>considering 31:18, 32:4,</p>	<p>32:5</p> <p>constraints 15:5</p> <p>constructed 10:18, 11:10</p> <p>construction 9:8, 10:6, 12:19</p> <p>consulted 18:21</p> <p>consulting 14:7</p> <p>contact 8:17, 13:18</p> <p>context 19:25, 20:6, 31:13</p> <p>continue 13:22, 37:8, 57:18</p> <p>continued 16:10, 57:5</p> <p>continues 11:22</p> <p>continuing 12:11</p> <p>control 30:5, 32:16</p> <p>convenience 9:12, 24:18</p> <p>convenient 29:20</p> <p>coordinate 19:1, 62:23</p> <p>coordinated 32:6</p> <p>coordinating 53:5</p> <p>coordination 46:4, 48:13, 53:10</p> <p>copies 13:19</p> <p>cordova 5:8, 5:19, 9:4, 9:5, 14:14</p> <p>corner 46:22</p>	<p>correct 62:2, 67:4</p> <p>correcting 16:16</p> <p>cost 12:15, 17:8, 36:8</p> <p>costs 12:15</p> <p>could 17:8, 26:2, 27:16, 27:19, 29:6, 37:22, 37:23, 38:6, 43:10, 50:9, 63:5</p> <p>couldn't 36:16, 38:4, 43:6, 43:7</p> <p>counsel 66:6, 67:8</p> <p>country 16:19, 21:2, 49:23, 50:11, 57:24, 58:1, 58:9</p> <p>county 1:4, 3:3, 5:6, 7:12, 13:10, 16:21, 16:24, 17:2, 19:4, 20:16, 21:16, 26:6, 26:11, 39:6, 42:24, 42:25, 60:8, 60:12</p> <p>county's 34:7</p> <p>course 48:19</p> <p>coursework 54:3</p> <p>court 2:6, 66:15</p> <p>cover 37:7</p> <p>covered 11:1, 23:2,</p>
--	--	---	--

Transcript of Public Hearing
August 16, 2022

73

23:6 create 25:24, 35:19 credit 19:4 creek 24:16 critical 56:22, 57:4, 57:16, 59:11 critique 53:23 cross 7:20, 20:20, 30:20, 51:12 crossing 33:19 csx 9:23, 39:5, 39:9, 39:24, 40:17, 42:23, 45:12, 45:15, 45:16, 45:23, 46:3 cultural 47:19 curious 49:14 current 23:20, 26:7, 42:3 currently 12:16, 17:12, 37:10 cursor 30:6 curve 52:7 cut 25:25, 28:8, 29:6, 57:7 cut-through 33:22 cutting 29:10	dale 38:17, 38:18, 38:21, 40:11, 41:22, 49:9, 49:10, 49:13, 50:2, 50:14 dan 5:9, 14:1, 23:14, 23:16, 23:19, 30:17, 30:24, 31:1, 32:12, 34:8, 34:24, 35:1, 36:18, 36:21, 37:21, 38:7, 38:15, 38:22, 40:2, 40:18, 48:12, 48:18, 49:1, 52:1, 53:21, 53:22, 55:7, 56:7, 61:2, 61:7, 61:10, 61:13, 61:17, 61:21, 62:2, 62:7, 62:10 dark 56:9 data 13:17 date 8:7 dated 13:11 dave 44:13, 44:14, 45:5, 45:14, 45:24, 46:11, 47:8, 47:14, 48:6, 48:10, 48:17, 48:24 david 45:11 day 37:18, 38:1, 66:11 days 24:13, 37:24	de-watered 20:22 deal 40:17 dean's 54:11 deanna 5:15, 14:4 decision 9:1 dedicated 10:13 default 6:6 definitely 39:3, 40:12, 63:14 degree 28:6 degrees 34:1 demand 12:10 demolished 10:6, 19:17 demolition 10:7 dent 59:19 department 1:4, 3:3, 5:6, 8:24, 28:14, 42:21 description 9:13 design 5:10, 5:13, 7:14, 9:8, 11:19, 11:23, 13:4, 13:6, 14:2, 14:10, 16:5, 20:5, 24:25, 29:11, 29:25, 30:18, 31:13, 35:23, 36:11, 36:16, 36:22, 38:2, 45:17, 45:18,	46:23, 53:24, 54:21, 55:6, 55:20, 55:21, 55:22, 55:25, 56:19, 58:16, 59:10 designated 33:23, 50:10, 62:21, 63:1 designed 28:5, 47:11, 54:16 designee 5:5 designer 47:16 designs 20:10, 45:25 desire 28:11, 28:14 desired 28:8 destino 14:6, 33:14, 34:6, 43:23, 44:4, 44:9, 63:18 detail 10:10, 62:3 details 5:20, 20:2, 20:5, 20:14, 48:23 determined 21:7 developed 11:19 development 31:19 diagonal 28:8 dialogue 7:20 different 21:6 difficulties 5:25, 35:2, 35:11
D			
daily 37:24			

Transcript of Public Hearing
August 16, 2022

74

difficulty 37:11 diggity 52:16 digital 13:19 dimmed 56:13 direct 7:21 directly 57:6 director 8:24, 19:2 disappointed 21:11 discharged 21:5 discuss 9:3 discussed 12:24 discussion 7:16 display 9:17, 10:5, 10:9, 10:24, 11:7, 11:8, 11:18, 28:17, 39:10, 42:10, 51:19, 57:22 displays 9:13, 9:14, 47:11 district 9:20, 18:17 division 3:5, 5:9, 5:11, 5:18, 14:5, 62:23 dog 52:16 doing 58:16 done 17:9, 22:10, 27:3, 33:20, 33:21, 35:8,	41:18 dop 62:23 dot 32:6, 32:15, 39:18, 39:19, 39:24 double-slope 11:21 doubt 59:25 down 34:1, 46:12, 46:22, 54:13, 60:22, 61:22 downloaded 13:17 dps 19:18 drain 10:20, 27:12, 27:21 drainage 21:3, 21:4, 27:19, 39:20 drill 43:5, 43:13, 43:19 drive 3:6 drivers 17:4 due 11:16, 12:11, 20:16, 64:14 duration 10:7 during 6:23, 37:24 <hr/> E <hr/> e-mail 16:16 e-mailed 8:10 earlier 25:5, 34:9, 40:25, 57:2,	62:14 easement 45:13 easier 49:23 easily 17:8 east 11:16 economic 19:5 edge 45:10 edison 3:6 effectively 17:8 efficiency 6:8 egress 19:13 ehrenreich 5:5 eighteen 44:16 either 33:12, 39:24, 46:1, 54:23 electrical 10:22, 11:5, 11:10 element 54:24 elements 54:5, 54:6 elevation 11:8 eli 28:12 else 17:17, 21:21, 23:13, 25:11, 27:4, 63:24 employed 66:7, 67:8 enable 17:7 enclosed 23:2, 23:3	enclosing 11:9 encounter 5:25 encourage 22:25 end 25:8, 37:15, 59:15 enforce 15:1 engine 19:16 engineer 64:20 engineering 3:5, 5:9, 5:12, 12:17, 14:7 engineers 64:7 enhances 24:7 enjoy 57:14 enlightening 64:4 ensure 16:9 entire 21:16 entirely 7:15 entitled 7:17 entrance 42:11, 52:2 entry 21:1 envisioned 36:13 equipment 11:5 erenrich 5:2, 14:12, 14:13, 15:19, 16:8, 17:16, 17:21, 21:20, 21:25, 22:4,
---	---	--	--

Transcript of Public Hearing
August 16, 2022

75

22:20, 23:10, 25:10, 25:18, 26:13, 27:9, 27:15, 30:24, 31:3, 49:5, 63:4, 63:5, 64:2, 64:18 estimated 12:16 etcetera 31:16 evaluate 12:3, 55:5 even 34:18, 36:7, 39:2, 45:14, 46:19, 46:24, 53:9, 55:20, 57:13, 60:11, 62:4, 62:9 evening 5:2, 5:7, 6:6, 9:6, 14:1, 15:18, 26:16, 63:24, 65:2 evening's 8:18, 9:7 event 60:12 events 38:6 ever 16:6 every 11:12, 15:2 everybody 26:19, 26:20, 28:7, 52:21, 64:5 everyone 44:15, 47:21 everyone's 47:23 everything 44:19, 47:2, 47:21, 48:3 everywhere 61:23	exactly 25:2, 31:24, 32:3 examination 7:21 example 23:4 excellent 54:22, 61:19 excludes 17:4 exclusion 29:24 exclusive 63:7 excuse 6:2 executive 19:2 exhibits 12:23, 12:24, 13:1 existing 9:20, 19:22, 20:21, 43:23, 43:24, 44:5, 57:11 expanded 18:14, 21:17 expansion 12:3 expected 12:22 expensive 48:22 experience 24:12 expert 56:8 experts 60:16 explain 46:7 exposed 11:22 expressed 29:2, 32:9, 49:22	extend 46:9 extending 16:13 eye 49:11 eyesore 46:15 <hr/> F <hr/> fabulous 50:24 facilities 5:17, 5:18, 20:25 facility 10:25, 11:6, 11:9, 19:18, 20:5, 26:7, 29:23, 30:4, 30:11, 30:20, 47:10, 55:6, 63:8 fact 15:20, 35:24, 45:17 fall 12:2, 40:8, 54:13 family 10:3, 58:7 fantastic 32:23, 53:17 far 50:15, 57:25 faster 41:11 feasibility 12:2 features 23:25, 24:7, 24:20, 25:1, 25:4 feedback 48:9 feel 46:19, 47:19 feet 10:17, 20:24	fence 29:9, 29:19, 29:23 few 5:23 figured 42:22 files 13:17, 13:20, 13:21 final 7:14, 9:1, 62:3 financial 66:8, 67:10 find 40:16 fine 28:25 firm 14:7 first 16:4 fit 26:7 five 47:21 fixtures 39:21, 46:21, 56:1, 56:9 flip 57:21 flood 44:12, 44:13, 44:14, 45:5, 45:11, 45:14, 45:24, 46:11, 47:8, 47:14, 48:6, 48:10, 48:17, 48:24, 54:20 flooding 40:12, 40:22 floor 3:6 floorplan 10:24 flow 35:20, 36:19,
--	--	--	---

Transcript of Public Hearing
August 16, 2022

76

37:1, 37:13, 37:17 flutie 1:25, 67:2, 67:15 focused 7:15 follow 26:11, 38:2 following 7:4, 8:2, 13:14, 13:16, 34:17 follows 18:12 followup 32:21 foot 20:8 forces 20:18 foregoing 67:3 forget 41:1 forgive 41:25 forgotten 60:7 form 64:22 former 9:11, 10:22, 18:10, 45:20, 58:7, 59:25 forty 56:24 forum 7:19 found 11:21, 17:1, 17:2 foundation 21:4 four 8:4, 26:17, 64:13 fred 14:7	frequent 40:21 fresh 39:21 front 50:17, 54:11, 57:6, 57:11 full 15:7, 25:21 fully 8:7, 25:8, 55:3 funds 37:9 funny 44:18 further 19:1, 64:10 future 10:13, 11:24, 21:7, 22:15, 29:1, 29:4, 30:18, 32:13, 43:24, 44:5 <hr/> G <hr/> gaithersburg 3:7 gallons 37:18, 38:1 garage 54:11 garden 21:7 gary 5:2, 5:4, 9:6, 14:13, 15:16, 15:19, 17:16, 17:19, 17:21, 21:20, 21:25, 22:4, 22:20, 23:10, 25:10, 25:18, 26:13, 27:9, 27:15, 30:24, 31:3, 49:5, 63:4, 64:2, 64:18 gateway 18:19	gathering 25:24, 36:25 gatherings 35:14 general 42:21, 62:15, 62:19 gentlemen 9:6 georgia 18:3 germantown 12:12, 20:15, 34:5, 46:13, 47:3 getting 16:5, 34:21 give 9:4, 15:19, 41:9, 52:22 given 14:20, 21:14, 38:25 giving 47:6, 57:4 glad 35:7 glaser 28:12 go 13:11, 22:14, 25:14, 28:4, 29:19, 30:14, 38:22, 48:9, 51:17, 55:5, 63:25 goal 47:7 goes 28:6, 46:12, 47:2, 58:24 going 22:12, 28:5, 28:7, 28:14, 33:20, 33:23, 33:25, 34:1, 34:4, 35:5, 41:10, 41:18,	42:19, 44:22, 46:14, 46:17, 48:6, 49:2, 54:13, 57:16, 57:19, 58:3, 59:10 gone 59:5 gonna 59:14, 59:15, 59:24 good 5:2, 9:6, 55:22, 59:9 gordon 22:22, 22:23, 31:5, 31:6, 31:24, 32:1, 32:20, 33:17, 34:12, 56:17, 56:18, 57:23, 58:10, 58:17, 58:23, 59:6, 59:18 gordon's 34:18 gosh 60:6 gotta 44:16 gov 13:21, 64:21 grade 20:20 grading 21:1 grass 29:10, 42:7 grassy 49:18 gravel 58:3 gray 51:18, 58:24, 59:1, 59:2 great 22:10, 22:19, 29:6, 29:7,
--	--	---	--

Transcript of Public Hearing
August 16, 2022

77

32:20, 38:21, 44:17, 46:17, 49:8, 53:13, 56:18, 63:15, 64:3 green 27:13, 27:18, 27:19, 28:1, 28:9, 28:19, 29:7 ground 25:20, 47:2 grounds 18:16 growth 12:12 guarantee 62:25 guardrail 11:15 guess 28:2, 38:23, 41:1, 43:16, 44:25, 58:24 guys 45:14, 52:17	happy 16:15 hardware 24:5, 24:11, 43:25, 44:5, 57:11 hayes 2:6, 66:2, 66:15 head 38:3 hear 14:14, 18:1, 21:23, 22:2, 22:22, 23:16, 29:15, 38:18, 41:24, 42:1, 44:14, 44:15, 49:9, 50:20, 50:21, 64:7 heard 7:18, 38:12 hearing 1:1, 2:1, 4:2, 5:5, 5:8, 6:1, 6:11, 6:21, 7:5, 7:10, 7:12, 7:18, 7:19, 7:23, 8:3, 8:5, 8:12, 8:20, 8:21, 9:7, 13:8, 13:13, 13:14, 13:15, 13:16, 13:23, 14:8, 14:9, 14:16, 14:25, 26:23, 52:25, 64:12, 65:1, 65:3 hearings 5:23 heart 16:11 held 2:1, 7:10, 26:6, 35:15, 38:6, 54:12 hello 23:16	help 16:8, 41:4 helped 52:20 helps 41:1, 41:8 here 5:7, 13:25, 20:16, 23:25, 25:23, 27:6, 28:21, 35:3, 40:19, 46:22, 47:20, 52:21, 53:2, 56:19 hereby 66:3, 67:2 hereunto 66:10 heritage 18:17, 18:19, 19:2, 20:10 hey 38:12 heyser 14:7 hi 15:25, 22:1, 38:18, 44:13, 55:10 higher 37:1, 37:12 highly 32:14 highway 53:6 hillside 24:3 historic 9:20, 10:16, 16:10, 16:20, 18:16, 18:18, 19:12, 19:25, 20:3, 20:6, 20:12, 24:7, 25:1, 26:4, 26:8, 37:4, 54:2, 54:9 historical 16:3, 16:22,	18:5, 18:22, 20:11, 20:13, 46:13, 46:23, 47:4, 47:7, 47:12, 48:13, 52:18, 56:2 historically 35:7 history 24:14 hold 7:5 home 47:23, 47:24 homebound 41:18 homes 26:4, 47:22 honestly 32:15 hope 36:17 hopefully 33:20 hot 52:16 hour 61:1, 63:9 hours 56:13, 62:9 however 7:18, 35:8 hoyle 17:13 hoyle's 10:16, 11:15, 16:21, 17:4, 17:7, 17:9, 19:7, 19:12, 19:22, 20:4, 21:12, 22:13, 23:24, 24:13, 24:24, 25:2, 32:24, 35:4, 35:5, 35:12, 35:18, 43:4, 43:15, 44:2, 44:8, 45:20,
H			
half 10:8, 57:8, 63:9 hand 6:15, 6:18, 6:19, 6:22, 7:6, 14:20, 27:1, 66:11 handicap 49:14, 50:8 handicapped 20:19, 20:22 handled 21:4 hang 34:2 haphazard 54:18 happen 40:13, 44:17			

Transcript of Public Hearing
August 16, 2022

78

54:3, 54:21, 55:2 huge 57:13 human 19:10, 19:11 hypotenuse 30:16	include 13:2, 17:14, 21:17, 22:11, 24:24 included 8:6, 38:9, 44:25, 46:24 including 10:11, 12:17, 18:20, 20:19 inclusion 21:14 incorporate 19:7, 30:19, 46:5, 55:23 incorporated 12:24, 21:12, 34:22 increase 25:23 increasing 12:10 industrial 47:15, 61:4 influence 7:13 information 5:20, 8:17, 8:22, 13:1, 29:11, 64:16, 67:7 infrastructure 27:13, 27:18, 27:19 ingress 19:13 initiated 12:2 initiative 56:10 inland 27:21 input 21:19, 48:15 insightful 64:6 inspired 11:21	installed 10:20 instead 51:1 insufficient 18:14 integrate 20:3 intended 28:4 interest 14:24, 29:3, 49:22, 66:8, 67:9 interested 7:17, 24:12, 36:10 intimation 54:2, 54:16 investigated 64:10 involving 32:24 irreplaceable 18:19 issue 16:20, 29:17, 35:22, 39:7, 40:5, 40:22 issues 36:7, 37:4 it'd 34:8 itself 24:14, 34:7, 35:4, 37:4, 37:9, 55:2	justification 12:1
I		J	K
icon 7:8, 14:19 iconic 23:25 icons 27:1 idea 46:18, 54:22 image 47:13 imitate 54:17 immediate 55:14 immediately 24:8 impacts 18:23, 18:25 impede 50:4 implementation 5:14, 5:16 important 18:13, 22:25, 23:2, 24:21, 33:25, 35:7, 60:20 improve 51:5 improved 33:20, 52:4 improvement 12:18, 12:21, 24:2, 56:25 improvements 10:10, 40:4 inbound 33:3, 38:25		justification 12:1 katherine 25:20 katie 25:13, 25:16, 25:19, 27:7, 27:9, 27:10, 41:24, 41:25, 42:13, 47:17, 62:12, 62:13, 63:2, 63:13, 63:21 keep 61:5, 61:6, 64:12 keeping 24:20, 57:15 kensington 20:14 keypad 6:20 kind 29:22, 34:1, 40:24, 42:6, 45:25, 46:20, 47:14, 47:25, 49:16, 51:13, 51:17, 62:16 kinds 23:8, 33:24 klopper 31:9 know 6:5, 23:6, 28:10, 28:11, 29:2, 29:17, 29:19, 29:24, 30:14, 32:2, 32:6, 32:13, 32:16, 32:22, 33:5, 33:8, 33:25, 34:9, 35:20, 36:9, 36:24, 37:8, 37:16, 38:11,	
		jean 3:2 job 1:23 joining 5:21, 6:18 juice 59:22 jurisdiction 34:8	

Transcript of Public Hearing
August 16, 2022

79

38:25, 39:20, 40:15, 40:20, 40:22, 41:2, 41:5, 41:7, 41:9, 41:10, 41:12, 41:14, 41:17, 41:20, 42:24, 44:3, 44:23, 45:5, 45:18, 45:21, 45:22, 46:2, 46:4, 47:3, 47:9, 47:15, 47:19, 47:25, 48:1, 48:3, 48:16, 48:20, 48:23, 50:17, 54:10, 54:16, 54:23, 55:11, 56:4, 56:12, 57:8, 58:19, 59:3, 59:13, 59:21, 61:15, 62:5, 62:8 known 56:24	least 23:2, 46:9 leave 29:1 leaves 16:20, 40:8 left 11:23, 28:23, 39:11, 57:25 legal 16:24 leslie 17:19, 17:21, 17:25, 18:2, 18:3, 47:18, 52:11, 52:13, 52:16, 53:12, 53:16, 53:19 leslie's 25:21, 34:18 less 34:3, 40:4, 48:22, 57:8 let's 22:16 letter 53:6 level 36:6 lifespan 43:21 light 46:20, 46:21, 48:25, 55:14, 56:11, 60:10, 61:21 lighting 20:1, 20:7, 20:9, 55:13, 55:20, 55:25, 56:8, 60:8, 60:9, 60:16 lights 20:8, 55:15, 56:4, 60:22, 61:1, 62:5 likewise 6:9	limit 15:2, 15:12 line 30:15, 51:18 link 6:2, 64:22 list 13:13 lit 61:5, 61:7, 61:11 literally 57:7 little 24:16, 28:18, 28:24, 55:20 live 16:1, 22:6, 47:23, 60:25, 61:14 living 61:25 load 59:3 local 31:23, 32:10 located 9:19, 9:21, 18:15 location 16:12, 19:25, 32:3, 33:5, 35:3, 35:13, 66:5 lockers 23:4 lockup 23:1 lone 56:21 long 17:5 long-term 10:15, 23:24 longer 15:3 look 30:17, 34:9,	36:2, 40:20, 42:4, 46:13, 46:14, 46:16, 46:23, 47:3, 47:4, 47:7, 47:12, 48:2, 52:3, 52:22, 54:9, 61:2, 62:3, 62:7 looked 40:9, 46:25, 47:23, 54:13, 54:14, 59:8 looking 31:7, 51:1, 53:25 looks 32:23, 47:14, 54:8 loop 9:9, 10:13 lori 3:2, 15:11, 15:16, 15:23, 17:19, 18:1, 21:21, 21:23, 22:3, 22:21, 23:12, 23:18, 27:7, 27:23, 28:16, 28:21, 29:15, 30:3, 30:4, 30:7, 31:4, 34:13, 34:24, 38:16, 38:20, 39:9, 39:14, 39:17, 41:23, 42:16, 44:11, 49:3, 49:8, 49:12, 50:19, 50:23, 51:17, 52:11, 52:15, 53:20, 55:8, 56:16, 57:21, 60:4, 62:11, 63:23, 64:15, 64:17 lose 59:24
L			
ladies 9:6 land 12:17 largely 24:7 last 33:8, 34:3, 41:7, 52:17, 56:23, 59:16 late 38:24, 55:11 later 49:7 leads 30:11, 42:11 learning 5:24, 24:12 leased 9:23			

Transcript of Public Hearing
August 16, 2022

80

losing 59:15 lot 9:9, 9:21, 9:22, 28:10, 36:14, 43:6, 45:1, 51:22, 61:15 lots 60:11 loud 15:11, 25:17	50:23, 52:11, 52:15, 53:20, 55:8, 56:16, 60:4, 62:11, 63:23, 64:17 maintain 16:25 maintained 9:23, 39:23 maintaining 26:4, 39:23, 40:20, 57:15 maintenance 39:19, 39:25, 40:4 majority 41:18 make 8:23, 22:14, 29:19, 35:12, 40:4, 46:14, 46:15, 46:19, 47:2, 47:4, 48:1, 59:7, 63:14 makes 40:12, 41:11, 49:25 making 29:20, 35:8, 41:13, 52:3, 62:21 male 49:25 management 13:2 manager 5:13, 5:17, 14:3 manner 40:21 many 18:7, 64:9 map 9:18 maples 20:17 maps 9:18	marc 9:11, 9:19, 10:1, 11:4, 12:3, 12:6, 12:9, 16:8, 20:15, 20:19, 22:18, 34:10, 44:15, 45:15 maricela 5:8, 9:4, 9:5 market 23:24, 24:11 maryland 2:7, 3:7, 11:21, 18:17, 18:21, 20:13, 52:17, 66:3, 66:16 master 28:13 matches 54:3 material 46:25, 48:1 matter 35:9 maximize 6:7 maybe 29:9, 40:3, 40:6, 40:22, 42:20, 49:5 mcdot 12:1, 16:5, 31:2, 40:18 mclaughlin 5:14, 14:4 md 9:25, 10:2 mean 29:17, 30:1, 31:20, 37:23, 41:1, 42:10, 45:4, 45:7, 48:1, 50:6, 51:15, 54:8, 58:8, 58:9, 58:21, 60:20,	60:25 means 37:19, 39:3, 57:6 meeting 6:7 member 18:5 mentioned 27:11, 44:18 metal 11:14 mht 52:20, 53:5, 53:10, 53:11, 53:15 mht's 53:2 michael 55:9, 55:10, 56:3, 56:15 microphone 6:25 microphones 6:10 might 31:16, 52:20 mill 10:16, 11:15, 16:21, 17:4, 17:8, 17:10, 17:13, 18:18, 19:8, 19:12, 19:13, 19:22, 19:23, 20:4, 21:12, 22:13, 23:24, 24:14, 24:16, 24:24, 25:3, 32:24, 35:4, 35:5, 35:12, 35:18, 36:5, 36:8, 36:9, 37:4, 37:9, 38:13, 43:4, 43:15, 44:2, 44:8, 45:20, 49:15, 54:4, 54:21,
M			
made 18:22, 29:6, 38:23, 40:25, 47:24, 57:1 maggie 49:3, 49:4, 50:19, 50:21, 50:25, 51:7, 51:10, 51:23, 52:5, 52:10, 60:4, 60:6, 60:19, 61:6, 61:8, 61:11, 61:14, 61:19, 61:24, 62:4, 62:10 mail 8:11 main 3:2, 15:11, 15:16, 15:23, 17:19, 18:1, 21:23, 22:3, 22:21, 23:12, 23:18, 27:7, 27:23, 28:21, 29:15, 30:7, 31:4, 34:13, 34:24, 38:16, 38:20, 39:14, 39:17, 41:23, 42:16, 44:11, 49:3, 49:8, 49:12, 50:19,			

Transcript of Public Hearing
August 16, 2022

81

55:2 miller 5:16, 14:4 mind 48:25 mine 25:9 minimize 18:24 minimizing 55:14 minimum 11:2, 19:25, 39:25 minor 40:3 minute 33:9, 41:7, 63:20 minutes 15:4, 15:13, 15:20, 15:21 miriam 15:22, 15:23, 15:25, 16:1, 22:9, 27:24, 27:25, 28:25, 29:13, 29:16, 30:9, 30:13, 30:22, 42:16, 42:18, 43:11, 43:12, 44:1, 44:7, 44:10 miriam's 33:22, 34:10 misapprehension 16:17 mitigate 18:24 modern 53:25, 54:5, 54:8, 54:24 moment 34:3 money 37:7, 42:21 montgomery 1:4, 3:3, 5:6,	7:11, 13:10, 13:11, 18:8, 19:3, 19:4, 20:11 months 10:8 more 15:20, 15:21, 25:1, 28:11, 29:11, 40:20, 48:22, 55:3, 59:23, 62:3 morning 41:13, 56:6, 59:22 mostly 24:1 motion 55:17 move 35:13, 49:5 moved 24:17 moving 36:3 mta 9:24, 34:8, 39:24 much 17:17, 21:21, 23:11, 24:2, 25:9, 25:11, 26:14, 34:3, 37:1, 40:13, 41:15, 55:1, 55:24 muddy 42:8 multiple 21:13, 21:14, 35:15, 38:12 must 8:8, 8:11, 16:23, 17:7, 18:14, 19:23, 20:21, 21:4, 21:17 muted 6:10	myself 18:9, 34:17 <hr/> N <hr/> name 5:4, 8:13, 14:21, 15:14, 17:23, 25:19 names 15:11 national 18:15 nature 26:9 near 62:15 nearby 11:22 necessarily 25:2, 33:23 necessary 15:1, 24:23 need 15:20, 31:17, 33:18, 33:19, 36:13, 37:13, 56:5, 62:6 needed 15:13, 32:18, 47:1, 53:8 needing 23:3, 32:14 needs 33:21, 34:19, 34:22, 39:3, 54:23 neither 54:4, 66:6, 67:7 never 37:25, 38:4, 48:25 new 9:9, 10:19, 10:21, 10:25, 19:17, 20:1, 21:1, 27:12, 43:5, 43:13,	43:19, 64:1 newer 24:5 news 13:10 newsletter 13:12 newspaper 13:9 next 21:23, 22:21, 26:17, 27:23, 28:19, 31:4, 34:13, 34:24, 36:4, 38:16, 41:23, 42:16, 44:11, 49:3, 49:8, 49:17, 52:11, 53:20, 55:8, 56:16, 60:4 nice 25:4, 28:6, 44:14, 60:21 night 55:15, 55:16, 56:5 nobody 28:5 nobody's 39:22 none 58:14, 58:19 north 10:1 notarial 66:11 notary 66:1, 66:2, 66:15 note 6:5, 63:18, 63:19 notice 2:5 noting 17:11 now's 35:22
--	---	--	---

Transcript of Public Hearing
August 16, 2022

82

number 13:2, 13:3, 13:5, 13:6, 13:8, 13:13, 13:15, 14:24, 20:25, 37:24, 56:20 numerous 12:4	44:1, 44:10, 44:11, 47:8, 48:17, 49:3, 49:8, 49:10, 50:14, 50:19, 52:10, 52:11, 53:20, 55:8, 56:16, 56:18, 58:17, 60:2, 60:4, 60:19, 62:11, 63:23, 64:18 old 24:20, 25:1, 25:3, 54:5, 54:18, 54:25, 55:1 once 6:10, 14:20 one 10:4, 10:8, 21:10, 22:7, 31:6, 32:25, 33:17, 34:21, 36:15, 47:10, 49:14, 54:7, 56:20 one-hour 63:9 ones 59:13 online 13:9, 25:11, 64:22 only 6:18, 17:12, 36:15, 37:14, 41:15, 44:25, 45:1, 57:5, 58:6, 58:15 open 8:3, 11:24, 50:25, 64:12 opening 40:9 opens 24:6 operations 11:3	operator 10:21, 24:23, 39:12 operator's 36:3 operators 9:10, 11:4 opinion 32:9 opportunities 21:15 opportunity 8:5, 14:18, 18:6, 19:6, 21:19, 25:22, 26:17, 26:21 opposite 33:16, 39:1 option 41:9, 41:11, 43:17 options 32:18 oral 6:24, 7:3, 8:15, 15:9, 26:22 orally 15:6 orange 59:22 order 36:11 ordinary 35:21 other 20:2, 23:25, 24:21, 25:7, 31:10, 33:3, 33:9, 34:21, 41:17, 44:19, 46:5, 46:15, 46:24, 49:15, 51:25, 55:25 others 26:15, 27:3, 35:10, 64:7, 64:9	otherwise 22:13, 59:14, 59:23, 66:8, 67:10 out 15:11, 20:8, 25:17, 25:25, 34:2, 42:22, 46:10, 48:14, 56:4, 60:21, 61:23, 64:5 outcome 66:9, 67:10 outdated 43:20 outgrow 31:17 outside 34:7 over 14:11, 20:9, 20:17, 32:16, 39:11, 44:21, 44:24, 49:15 overall 54:8 overflow 31:11, 32:5, 32:15 overhang 23:6, 54:10 overloaded 50:18 overnight 20:10 overwhelm 35:20 owned 9:23, 10:3, 16:21 owner 58:9, 60:1 ownership 57:7, 59:9
O			P
obrey 14:6 obtain 7:13 obviously 39:1, 40:12 occasional 38:6 occasions 22:8 office 13:2 officer 8:21 official 8:7 officially 8:21, 13:24 oh 23:14, 30:2, 39:14, 60:6, 60:7, 60:21 oil-burning 48:25 okay 17:21, 21:25, 22:21, 22:23, 23:12, 23:14, 26:14, 27:7, 27:15, 27:23, 28:24, 28:25, 31:4, 34:13, 36:1, 38:15, 38:16, 38:21, 39:11, 39:14, 39:17, 41:22, 41:23, 42:16,			p-a-r-k 8:17

Transcript of Public Hearing
August 16, 2022

83

<p>page 4:2 pages 1:24 painting 39:22 pam 14:6, 33:12, 33:14, 34:6, 43:21, 43:23, 44:4, 44:9, 63:18 pamela 1:25, 67:2, 67:15 paratransit 16:13 parcels 9:25, 10:2, 58:7 park 3:6, 5:12, 8:17, 13:19, 13:20, 14:2, 16:16, 18:7, 27:17, 27:18, 28:16, 28:22, 30:1, 30:9, 31:7, 31:8, 31:18, 31:20, 31:23, 31:25, 32:2, 32:10, 32:16, 33:11, 36:1, 37:15, 39:8, 39:15, 39:18, 42:9, 42:15, 43:9, 43:18, 45:2, 45:8, 45:12, 45:16, 46:2, 47:6, 47:9, 48:5, 48:8, 49:20, 50:6, 51:6, 51:9, 51:15, 52:9, 53:4, 53:15, 53:18, 55:4, 55:19, 57:20,</p>	<p>58:5, 58:15, 58:19, 58:21, 59:1, 59:17, 60:2, 60:14, 62:20, 64:19 park@montgomeryc- ountymd 13:21, 64:21 parkable 58:12 parking 9:9, 9:20, 9:22, 10:11, 10:12, 10:16, 12:8, 16:18, 28:10, 31:11, 31:17, 31:18, 32:6, 32:10, 32:15, 32:18, 33:6, 41:16, 45:1, 50:10, 50:12, 51:22, 57:2, 57:8, 57:10, 57:11, 57:14, 57:17, 58:4, 58:14, 59:4, 59:5, 59:24, 60:11, 61:3, 62:14, 62:18, 62:22, 62:23, 63:9, 63:10, 63:20 parkings 62:25 part 26:1, 38:13, 40:9, 43:3, 47:4, 48:19 participating 64:25 participation 65:2 particular 63:12 particularly 23:3, 57:10 parties 21:13, 66:7,</p>	<p>67:9 parts 10:23, 45:20 passenger 5:17 passengers 11:1 past 35:6, 43:21 patch 49:18 path 10:18, 28:8, 28:14, 30:10, 45:22, 46:8, 51:2, 51:18, 51:20 paths 28:11 pathway 42:9, 51:16 pathways 42:4 patronize 58:13 pattern 11:12, 11:13 pedestrian 12:13, 20:21, 28:13, 29:24, 30:20, 34:19 pedestrian-scale 20:7 pedestrians 30:14, 40:1 people 23:9, 25:13, 29:6, 29:10, 29:19, 29:21, 33:8, 33:15, 34:1, 34:21, 38:12, 41:5, 44:21, 45:6, 51:11, 51:13, 51:21, 54:14, 57:10, 60:25, 61:15, 61:25, 62:19</p>	<p>percolation 19:21 perfect 40:14 perhaps 24:25, 63:24 permit 53:8 person 8:4 persons 7:17 phil 5:13, 14:3 phone 3:8 phonetic 14:6 physically 56:21 pipes 27:21 place 66:4 places 50:9 plan 12:6, 16:9, 16:11, 16:18, 16:23, 26:1, 28:13, 32:22, 32:23, 43:5, 43:7, 43:13, 44:20, 51:5, 52:19, 52:23, 57:13 planner 5:15, 18:9, 18:10 planning 5:10, 5:14, 5:15, 14:1, 18:8, 28:13, 32:8, 37:11, 43:18 plans 13:5, 13:6, 20:4, 22:17,</p>
--	--	---	---

Transcript of Public Hearing
August 16, 2022

84

28:1, 42:3, 43:6, 55:15, 63:19 planting 20:17 plantings 20:16 platform 5:22, 11:5, 29:22, 30:4, 30:12, 45:3, 45:9, 46:10 plaza 29:3 pleasant 65:1 please 5:24, 6:5, 6:8, 6:15, 6:20, 7:21, 8:12, 14:21, 17:14, 17:22, 19:1, 26:25, 28:17, 34:15, 39:10, 57:21 plumbing 22:12 plus 11:6 point 29:6, 29:8, 29:22, 37:5, 59:7 pointing 30:2, 56:4 points 38:22, 40:25 pollution 56:11 poolesville 19:16 poor 57:7 portion 6:11, 6:21, 6:23, 7:4, 7:19, 26:22 pose 27:5	positive 21:3 possibility 36:3, 62:8 possible 22:11, 22:18, 57:19 possibly 25:3, 35:13 post 53:13, 54:1, 54:6 posted 6:3, 8:18, 9:12, 9:14 postmarked 8:11 potential 21:6, 31:8, 31:19, 40:3 potentially 59:23, 63:3 premature 19:21, 55:20 presence 40:19 present 14:8 presentations 15:3 presents 21:15 preservation 20:12 preserve 16:25 preserving 32:10, 49:22 president 16:2, 23:20 pressing 6:19 presumably 42:25 pretty 42:7 prevent 29:9	preventing 55:13 previous 24:16 previously 10:3, 12:23, 13:25 prior 10:6, 13:8, 14:22 priority 21:18 probably 57:8, 59:9, 63:5 problem 29:18, 29:20, 36:5 proceeding 66:4 proceedings 67:4, 67:5 process 5:24, 31:14, 33:4, 33:7 professional 64:20 program 5:17 progresses 29:12 progression 24:17 project 5:20, 7:14, 7:15, 7:22, 7:24, 8:1, 9:2, 9:14, 9:15, 9:17, 10:4, 10:10, 10:12, 10:21, 12:1, 12:5, 12:9, 12:13, 12:16, 13:18, 13:20, 14:2, 14:11, 14:24, 16:6, 17:14, 17:15, 18:7, 18:13,	18:23, 19:3, 19:21, 19:23, 19:24, 21:13, 21:17, 22:10, 27:14, 27:22, 32:7, 36:14, 37:19, 38:9, 38:14, 53:8, 53:13, 64:23, 64:24 project-related 13:16 projects 5:12 proof 13:10 proper 22:12 properties 12:19, 12:21, 26:5, 58:16 property 8:13, 9:11, 17:12, 18:18, 21:5, 21:6, 39:9, 41:5, 63:12 proposal 13:8, 19:15, 20:18 proposed 9:24, 10:14, 20:8, 21:1, 21:9, 31:7 provide 6:24, 8:13, 10:15, 10:25, 12:13, 14:21, 15:7, 16:23, 17:18, 19:9, 20:24, 21:3, 21:19, 25:12 provided 13:8, 20:23, 23:22, 64:23 provides 9:21, 10:10, 10:12, 16:18
---	--	---	---

Transcript of Public Hearing
August 16, 2022

85

<p>providing 5:19, 21:18 provocative 53:25 public 1:1, 4:2, 4:3, 5:7, 7:12, 7:14, 8:3, 8:6, 8:23, 9:7, 12:25, 13:22, 13:23, 19:8, 19:10, 25:23, 26:23, 36:10, 36:12, 36:16, 36:20, 36:23, 37:17, 52:25, 60:9, 63:7, 64:25, 66:1, 66:2, 66:15 published 13:12 pulling 39:2 purpose 7:12, 12:21, 32:11, 46:3 purposes 35:15 pursuant 2:5, 7:11 put 29:9, 42:21, 43:2, 49:2, 50:8, 64:15 puts 59:19 putting 29:18, 29:23, 39:21</p>	<p>35:17, 36:2, 38:17, 42:1, 42:2, 43:9, 43:10, 43:22, 44:12, 46:12, 48:4, 48:11, 51:1, 54:20, 57:17, 60:17, 62:12 question-and-ans- wer 7:5, 26:24, 64:4 questions 7:20, 14:10, 27:5, 36:17, 52:19, 63:24, 64:1, 64:6, 64:11 quick 34:14 quickly 31:16 quite 5:22, 24:12</p>	<p>ran 46:21 rare 22:7 rarely 50:17 rather 49:16, 61:22 rcp 27:21 reaction 6:16 reactions 6:16, 14:18, 26:25, 52:22 read 15:11, 25:16 really 23:9, 31:14, 32:21, 34:22, 35:22, 41:4, 46:14, 46:16, 48:4, 48:10, 57:3, 57:9, 57:14, 59:7, 59:9, 60:20, 63:5 rear 57:18 reasons 36:16 reassuring 16:17 rebecca 5:12, 13:20, 13:21, 14:2, 27:17, 28:16, 28:22, 30:1, 30:9, 31:2, 31:20, 31:25, 32:2, 33:11, 36:1, 37:3, 37:15, 39:8, 39:15, 39:18, 42:9, 42:15, 43:9, 43:18, 45:2, 45:8, 45:12, 45:16,</p>	<p>46:2, 47:6, 47:9, 48:5, 48:8, 49:20, 50:6, 51:6, 51:9, 51:15, 52:1, 52:9, 53:4, 53:15, 53:18, 55:4, 55:19, 57:20, 58:5, 58:15, 58:21, 59:1, 59:17, 60:2, 60:14, 61:3, 62:20, 64:19, 64:21 rebecca's 64:16 rebuilding 35:16 rebuilt 35:25 receive 16:15 received 8:9, 8:11, 53:5 receiving 12:4, 53:10 recommendation 8:24 recommendations 37:15 recommended 12:5 record 8:3, 8:6, 8:12, 8:21, 8:23, 12:25, 13:23, 14:22, 15:8, 17:23, 25:14, 26:18, 64:12, 65:4, 67:4 recorded 6:1, 67:4 recording 6:3, 67:6 red 20:17 redoes 17:2</p>
<p>Q</p>	<p>R</p>		
<p>question 4:4, 7:7, 7:8, 27:2, 27:3, 27:24, 28:1, 29:1, 31:5, 32:21, 33:12, 33:14, 34:14,</p>	<p>6:15, 6:19, 6:21, 6:22, 7:6, 14:20, 26:25, 27:1 raised 6:17 raising 64:6 ramp 16:18</p>		

Transcript of Public Hearing
August 16, 2022

86

redoing 17:6 reduce 6:6, 40:7, 56:10 reduced 40:24 references 11:23 referring 27:19, 31:22 reflect 19:24, 20:2, 24:25 refocus 7:25 regarding 5:20, 9:1, 13:7, 14:10, 53:7 register 18:15 registering 14:16 regular 8:11, 27:20 regulations 60:12 relate 54:21 related 32:22, 66:6, 67:8 relates 55:1 relating 25:2 release 13:11 reliability 24:18 relies 43:3 rely 57:5 remain 8:3, 10:17 remarks 7:21	remember 26:16 reminder 15:12 reminds 54:10 reminiscent 54:17 removal 24:5 removed 24:3 renovation 36:9, 37:8 repair 19:16 repairing 39:20 repeat 43:10 replace 10:22 replacing 43:19 reporter 2:6, 66:15 representation 35:6 request 6:8, 13:19 requested 17:17 requesting 15:2 requests 12:5 require 37:18, 37:19, 60:9 required 11:16, 37:1, 62:9 reserve 18:20 reserved 63:12 resident 12:4, 18:3,	18:6 residential 24:8 residents 21:9, 26:3, 26:10 resource 19:8, 63:15 responsibility 16:24, 42:23 responsible 39:5 restaurant 28:20 restore 42:3 restricted 37:22, 37:23, 38:5 restroom 9:10, 10:21, 17:3, 17:7, 17:9, 20:24, 35:2, 35:12, 35:13, 36:4, 37:23, 39:12, 43:14, 43:16, 44:5, 53:23 result 36:8 retail 59:25 retrofitted 20:22 reuse 16:23, 17:7, 19:7, 19:11, 20:4 review 8:22, 20:10, 20:16, 48:13, 53:7 reviewing 45:17 ride 10:13, 23:1, 24:10, 44:19, 44:21	ride-on 12:8, 16:13 rider 22:18 riders 63:16 ridership 12:11, 59:20 ridge 22:6 riding 23:1, 44:15, 45:6 right 15:16, 23:13, 24:8, 28:5, 28:8, 30:1, 30:10, 30:25, 31:8, 31:10, 36:4, 36:14, 36:23, 39:15, 39:22, 40:5, 44:25, 45:1, 45:6, 46:20, 47:13, 48:21, 49:17, 51:4, 51:7, 52:6, 58:10, 58:12, 58:13, 58:20, 59:2, 59:13, 59:14, 63:2 right-of-way 45:23 rights 14:21 road 9:25, 10:2, 10:19, 16:1, 22:24, 25:21, 31:9, 51:4 rockville 23:4, 23:5 rogers 19:2 roof 11:19 room 11:10, 20:23
---	--	--	--

Transcript of Public Hearing
August 16, 2022

87

route 11:7 rows 11:12 rules 26:3 run 34:4, 39:2, 41:6, 41:10 running 11:11, 33:8, 33:15, 38:24, 43:16 rural 11:23	56:5, 56:7, 60:21, 61:4, 62:20, 63:6, 63:8, 64:3 saying 48:16, 63:11 says 39:12, 47:22 scale 20:8 schoenbaum 15:22, 15:25, 16:1, 22:9, 27:24, 27:25, 29:13, 29:16, 30:13, 30:22, 42:17, 42:18, 43:12, 44:1, 44:7, 44:10 school 60:12 schools 60:10 scope 17:14, 17:15, 18:13, 19:23, 21:16, 37:6, 37:7, 38:8 scoped 38:14, 43:3 screen 6:17, 7:9, 8:19, 14:19, 30:8 seal 66:11 seamans 23:15, 23:16, 23:19, 34:25, 35:1, 36:18, 37:21, 38:15, 38:22, 53:21, 53:22, 55:7 seating 10:25 seats 23:8 second 46:12	section 5:10, 5:13, 5:15, 5:16, 7:11, 14:2, 20:3 sector 12:6 see 15:22, 21:11, 22:17, 23:4, 25:12, 30:2, 30:10, 30:18, 34:4, 38:10, 43:7, 44:14, 44:17, 45:18, 50:5, 58:11, 58:18, 61:8, 63:25 seeing 26:20, 53:1, 64:10 seem 18:25, 47:19 seems 40:14, 50:15 seen 39:9, 52:18, 56:25 selected 21:10, 29:5 seneca 24:16 senior 5:15 sense 22:14, 33:2, 38:3, 50:1 sensor 62:5 sensors 55:17 sent 8:10, 8:16, 64:19 september 8:9, 64:14 septic 17:3, 17:6, 19:18, 19:19,	22:13, 35:16, 35:21, 35:24, 36:11, 36:19, 36:22, 37:1, 37:12, 37:13, 37:16, 38:1, 43:19 service 12:8 services 5:19, 10:14, 14:5, 42:21 session 7:6, 26:25, 64:4 set 66:10 several 12:24, 21:8 severe 36:6 sha 19:4, 20:13, 53:9 shame 40:16, 57:12 shameful 20:21 shannon 2:6, 66:2, 66:15 shape 54:6 share 55:24 shared 10:18 sharing 30:8 sharp 53:24 sheet 15:12 shelter 53:23 sheridan 5:10, 14:1, 30:17, 30:25,
S			
safe 12:13, 52:8 safely 34:21 safety 33:7, 51:5 said 34:8, 41:2, 47:17, 47:18, 61:3, 62:14, 67:5 same 7:3, 8:15, 15:9, 26:6, 26:11, 47:17, 47:18, 47:25 sarah 19:2 saville 17:20, 17:22, 17:25, 18:2, 18:3, 52:12, 52:13, 52:16, 53:12, 53:16, 53:19 say 16:23, 23:22, 36:24, 38:12, 42:19, 42:20, 46:17, 54:4, 54:17, 54:22,			

Transcript of Public Hearing
August 16, 2022

88

<p>31:1, 32:12, 36:21, 38:7, 40:2, 40:18, 48:12, 48:18, 49:1, 52:1, 56:7, 61:2, 61:7, 61:10, 61:13, 61:17, 61:21, 62:2, 62:7 shingles 11:14 short 10:15 short-term 63:8, 63:19 shorter 57:25 shortest 30:15 shortly 53:11 should 7:15, 8:16, 19:8, 20:2, 20:7, 21:7, 21:10, 22:10, 39:4, 39:23, 50:8, 54:25, 63:25, 64:19 shouldn't 26:5, 48:22 show 19:18, 19:19, 49:11, 54:24 showed 47:10, 57:2 showing 49:17, 50:15 shown 35:3, 42:10 shows 10:5, 10:9, 10:24, 11:8, 11:18, 19:15, 28:17, 57:3 side 11:17, 24:8,</p>	<p>31:10, 33:1, 33:3, 33:9, 33:16, 34:21, 39:1, 39:12, 41:3, 41:17, 41:19, 44:19, 46:8, 49:15, 51:2, 51:10, 51:25, 58:22, 59:4 sides 24:6 sidewalk 11:16, 28:6, 30:3, 30:11, 42:11, 45:10, 45:19, 46:10, 51:12, 58:22 sidewalks 34:10 siding 54:4 sign-in 15:12 signage 11:7, 20:2 signature-mig2k 67:13 signature-plkal 66:13 signed 6:12, 6:14, 14:17, 15:17 significant 14:23, 36:8, 59:19 silver 18:4, 18:5 simple 39:19 simply 45:21 since 16:6, 22:15, 24:9, 63:7 site 10:4, 11:4, 11:20, 11:23,</p>	<p>12:18, 18:15, 20:1, 20:5, 20:9, 21:15, 32:5, 36:14, 37:2, 37:14, 37:19 sits 57:13 size 10:4 sky 56:9 slide 28:17, 49:11, 64:15 slidell 22:24 slope 11:20 sloping 11:16 small 19:16 snowfall 54:15 society 16:3, 16:22, 18:5, 20:11 solution 34:20, 40:14 solve 29:18, 29:20 some 23:6, 24:21, 40:3, 40:6, 40:14, 40:25, 41:16, 42:21, 51:12, 52:19, 53:24 somebody 33:11, 41:2, 52:6 somehow 25:3 someone 27:16 something 36:25, 40:7,</p>	<p>40:23, 54:2, 55:1, 55:17, 56:13, 62:22 somewhat 32:21, 58:2 soon 22:11, 22:17 sorry 11:3, 19:10, 32:1, 34:16, 47:15, 51:6 sort 23:6, 33:6, 33:8, 40:6, 41:3, 54:7, 59:21 south 9:21, 11:17, 11:20, 24:16, 52:2 space 25:25, 28:19, 29:1, 29:4, 29:7, 57:1, 58:8 spaces 9:22, 10:11, 10:12, 16:18, 41:16, 49:16, 49:19, 50:12, 50:17, 57:3, 57:6, 62:15, 62:18, 62:21, 63:6, 63:20 speak 6:13, 6:25, 14:25, 26:20 speaker 49:25 speaker's 14:20 speakers 15:14 speaking 16:2, 18:9, 59:25 specially 12:20 specific 57:1</p>
--	---	--	---

Transcript of Public Hearing
August 16, 2022

89

<p>spoken 59:12 spot 33:24 spots 49:14, 50:8, 50:10, 57:15, 59:10 spread 61:23 spring 18:4, 18:5 square 20:23, 28:1, 28:9, 39:13 stacked 11:12 staff 18:8, 18:21, 20:12, 20:14, 27:6 stage 16:5, 32:8, 35:23 standalone 9:9 standard 26:6, 36:18 standards 26:12 standing 35:6 standpoint 47:17 start 34:4 state 2:7, 15:21, 16:7, 17:22, 39:6, 53:6, 66:3, 66:16 stated 13:25, 37:3, 45:21, 53:9, 64:8, 64:23 station 9:11, 9:19, 9:21, 9:22,</p>	<p>10:1, 11:2, 12:4, 12:9, 12:14, 16:8, 16:10, 23:5, 24:9, 24:22, 25:3, 28:7, 28:9, 31:9, 33:1, 34:10, 41:3, 51:14, 52:4, 55:2 stations 20:15 stay 41:14 still 5:23, 26:16, 29:14, 31:10, 38:5, 50:7, 50:11, 50:16, 55:19, 55:22, 60:10 stone 11:14, 27:20 stopped 16:7 storage 11:1, 11:17, 20:24 store 10:23, 16:19, 21:2, 24:5, 24:11, 43:25, 45:20, 49:17, 49:18, 49:23, 50:5, 50:11, 50:16, 57:12, 57:24, 58:2, 58:9, 59:4, 59:5, 62:15, 62:17, 62:19, 62:22, 63:1, 63:7 store's 21:3, 44:6 storm 10:20, 27:12 stray 7:23</p>	<p>street 31:10, 51:14, 52:7 streetlight 48:20, 48:21 strictly 36:20 strong 32:9 structural 37:4 structure 9:10, 10:17, 11:22, 20:1, 28:20, 36:6, 54:1, 54:7 structures 10:5, 27:21 study 12:2 stuff 47:1, 59:22 subject 7:22, 7:25, 9:7 submission 8:14, 15:8, 18:11, 18:25 submissions 8:10, 8:16, 64:19 submit 26:17 submitted 7:2, 8:23, 35:10, 52:24 successful 19:20, 31:15, 32:14, 32:17 successfully 16:7 sugar 22:6 suggested 17:10 summarized 15:4 summertime 24:13</p>	<p>support 11:6, 12:10, 37:2, 37:14, 63:14, 63:17 supporting 67:7 supposed 43:14 sure 8:13, 30:17, 33:18, 34:5, 42:15, 43:11, 49:12, 50:3, 53:18, 61:17, 63:15 surely 26:9 surrounding 47:12, 56:2 system 10:20, 17:3, 17:6, 35:16, 35:21, 35:24, 36:19, 37:13, 38:1, 43:20</p> <hr/> <p>T</p> <hr/> <p>table 19:20 take 56:11, 60:17, 61:18 taking 15:3, 56:20 talk 19:11, 28:12 talked 45:15 talking 32:3, 32:4, 38:24, 51:24, 52:2 tan 58:11 tank 43:20 taylor 22:22, 22:23,</p>
--	--	---	--

Transcript of Public Hearing
August 16, 2022

90

22:24, 31:5, 31:6, 31:22, 31:24, 32:1, 32:20, 33:17, 34:12, 56:17, 56:18, 57:23, 58:10, 58:17, 58:23, 59:6, 59:18 teak 47:24 team 27:16, 56:19, 59:8, 59:9, 64:9 team's 57:7 technical 5:25, 6:8, 35:1, 35:11 technology 24:18 telephone 6:18, 6:20 tell 38:3, 43:6, 44:16, 47:16 ten 42:20 terms 55:24, 57:9 terra 27:20 terrace 22:6 terras 27:20 terrific 18:2, 30:23 test 19:21 testify 6:12, 6:14, 14:15, 14:17, 15:17, 15:18, 23:14 testifying 15:6, 52:21 testimonies 7:3, 8:14	testimony 4:3, 6:11, 6:21, 6:23, 6:24, 7:1, 7:4, 7:13, 7:19, 8:8, 8:16, 13:7, 14:14, 14:23, 15:2, 15:7, 15:9, 15:10, 15:13, 15:15, 15:21, 17:18, 23:22, 24:15, 24:22, 25:7, 25:12, 25:22, 26:19, 26:22, 35:10, 64:13 testing 19:19 th 64:14, 66:11 thank 5:21, 9:5, 14:12, 14:13, 15:15, 16:4, 17:16, 21:18, 21:20, 21:25, 22:19, 22:20, 23:10, 25:9, 25:10, 25:18, 26:13, 26:19, 27:9, 28:18, 31:3, 34:12, 34:23, 34:24, 41:22, 42:13, 48:8, 49:13, 50:18, 52:10, 53:19, 53:22, 55:4, 55:7, 55:10, 56:3, 56:6, 56:15, 60:2, 60:3, 61:19, 62:10, 63:21, 64:18, 64:25, 65:2 themselves 23:7 therefore 12:21	thing 32:14, 33:6, 45:25, 46:18, 47:17, 47:18, 48:4 things 14:11, 23:8, 33:5, 33:24, 40:15, 56:10 think 22:10, 24:5, 24:20, 25:25, 26:2, 30:5, 33:18, 33:22, 35:18, 35:22, 40:5, 41:1, 42:20, 52:19, 54:8, 54:14, 54:22, 56:22, 57:3, 57:15, 59:18, 59:19, 60:15, 60:20, 64:6 thinking 31:12, 32:13 thirty 56:24 thought 22:24, 29:8, 31:13, 33:2, 33:4, 33:7, 34:17, 62:13 thoughtful 25:22 thoughts 41:12 three 15:3, 15:13, 15:20, 15:21, 36:13, 37:20, 49:16, 49:19, 50:8, 50:9, 54:5, 57:3, 57:15, 62:14, 62:17, 62:21, 63:20 three-minute 15:1	through 28:9, 29:7, 29:10, 51:17 throughout 35:19 throwback 25:5 time 5:3, 6:22, 15:1, 15:5, 25:5, 26:15, 31:6, 35:23, 43:21, 60:23, 61:12 timers 55:16 times 13:9 timing 41:21, 56:12 tin 54:4 today 57:9, 57:14 toilet 11:9 tomorrow 6:4, 9:15 tonight 5:25, 19:11, 23:14, 25:12, 26:21, 27:4, 27:6, 52:21 tonight's 6:1, 7:10 took 66:4 top 8:18, 21:18, 38:3 topic 7:16 total 12:15 touching 40:24, 58:6 tough 46:17
---	---	---	--

Transcript of Public Hearing
August 16, 2022

91

<p>toward 39:11, 54:2 towards 11:20 town 36:24, 56:23 tracks 20:20, 24:8, 24:19, 33:1, 33:10, 33:16, 34:7, 41:4, 41:10, 44:19, 44:21, 44:24, 51:2, 51:3, 51:11, 51:25 train 11:4, 24:19, 28:7, 29:21, 32:25, 33:9, 33:15, 38:25, 39:1, 42:1, 44:16, 44:21, 51:14 transcribed 1:25, 67:5 transcriber 67:1 transcript 13:15, 67:3 transcripts 13:15 transit 1:1, 5:18, 6:3, 7:16, 7:22, 9:3, 9:18, 9:24, 10:7, 10:9, 10:14, 10:19, 11:1, 12:14, 13:3, 13:4, 13:5, 13:7, 14:3, 14:5, 18:11, 63:16 transportation 1:4, 3:3, 3:5, 5:6, 5:9, 5:11, 8:25, 13:4, 24:19, 25:24, 38:9, 38:14,</p>	<p>43:3 traversing 42:7 trees 40:5 triangulate 61:22 trucks 57:10 true 67:3 trust 18:22, 20:13, 52:18 try 56:10, 61:5 trying 46:4, 46:6, 48:1, 55:25, 58:12, 61:22, 62:19 tuesday 5:3, 8:9, 64:14 tunnel 20:21, 38:24, 39:3, 39:5, 41:7, 42:3, 42:4, 42:12, 42:22, 51:3, 51:8, 51:19, 51:20, 52:3 turn 6:9, 6:13, 6:25, 14:11, 20:9, 28:17, 39:10 turnaround 62:17 turned 6:6 turnover 63:11 twelve 42:20 twenty 47:20, 56:24 twice 54:14</p>	<p>two 11:12, 36:15, 45:19, 46:8, 50:9, 54:5, 54:6, 57:24, 58:1, 59:9 tying 36:7, 37:5 type 7:7, 27:2, 56:10, 59:22</p> <hr/> <p>U</p> <hr/> <p>unable 8:4 under 17:13, 19:22, 43:15, 44:2, 44:8, 51:12, 54:15 underpass 34:19 understand 29:5, 30:13, 38:7, 41:13, 50:3 understood 52:9 unidentified 49:25 units 5:18 unless 16:25 unmute 6:24, 15:24, 34:15 unmuted 6:13, 17:24, 29:14, 34:17, 52:14 unrelated 7:24 until 6:20, 13:23, 19:19, 56:5 unusable 40:12</p>	<p>upset 61:15 usable 42:6 usage 36:19, 36:22, 37:25, 40:1 use 10:18, 17:5, 20:16, 21:6, 23:9, 24:19, 24:24, 27:20, 29:2, 29:3, 35:8, 35:12, 35:18, 36:24, 37:22, 37:23, 38:5, 38:12, 42:8, 43:14, 50:9, 60:10 useful 54:19 user 17:1 users 20:18, 20:19, 20:23 uses 21:8, 43:24, 43:25, 44:5, 59:4 utilities 12:18 utility 24:1 utilized 19:9, 38:5</p> <hr/> <p>V</p> <hr/> <p>vast 56:25, 57:12 verbally 25:15 vertical 11:12 via 8:10, 64:21 viability 16:10, 57:5</p>
--	--	--	---

Transcript of Public Hearing
August 16, 2022

92

vicinity 9:18 video 6:5, 6:9 view 11:8, 11:18, 49:11 viewpoint 33:7 views 24:6 virtual 5:22, 5:23 virtually 1:9, 2:1 visual 9:13 visually 26:8	59:7, 63:11, 63:14, 64:24 wanted 42:18, 55:12, 60:7 wanting 34:4 warm 41:14 washington 13:9 water 19:20, 35:19, 36:19, 43:16, 43:24, 44:6 way 26:1, 28:4, 30:19, 32:23, 43:20, 46:10, 49:15, 52:23, 54:8, 54:23, 63:17 wayne 5:16, 14:4 we'll 21:23, 22:21, 29:11, 41:23, 48:9, 49:9, 53:10, 55:5, 55:23, 60:21, 61:17, 62:2, 62:7, 64:12 we're 31:14, 32:13, 49:1, 50:11, 55:21, 59:15, 59:24 we've 25:7, 38:11, 49:20, 57:7 weather 41:8 webpage 6:4 website 9:15, 13:18, 53:14, 64:23, 64:24	week 28:15 weekend 35:18 weeks 8:4, 26:17, 64:13 weigh 8:22 weight 7:3, 8:15, 15:9 welcome 7:7, 15:7, 24:4, 27:2 went 46:22, 47:22, 52:17 were- 25:4 weren't 32:4, 32:5, 54:19 west 10:1, 10:16, 11:24 western 18:19 wet 23:8 whatever 33:21, 40:24, 41:14, 63:10 whenever 54:14 whereof 66:10 whereupon 65:3 whether 41:7, 43:2, 43:5, 43:12, 43:13, 43:15, 50:7 white 18:16, 25:20 whole 29:23 wide 10:17, 20:17	wish 6:15, 14:15, 14:25, 27:1 wishes 26:20 within 9:19, 10:20, 18:15, 28:15, 31:12, 45:23, 46:16, 58:16 without 22:14, 63:11 witness 66:10 wonderful 63:21 wondering 27:11, 27:13, 28:3, 37:21 wood 11:22, 47:24, 48:2, 54:1 words 46:15, 46:25 work 18:6, 26:2, 31:2, 38:8, 39:19, 39:25, 45:24, 48:14, 48:23, 56:9, 60:21 working 28:12, 46:3, 49:21, 50:7, 50:11 wouldn't 26:9, 42:6, 45:24, 51:13 wra 18:7, 33:11 writing 15:8 written 7:1, 8:14, 13:6, 15:8, 23:21, 24:15, 35:9, 35:10, 64:13
W			
wait 6:20, 41:6 waiting 11:1, 24:22, 45:3, 45:4 walk 51:4, 51:13, 52:6 walked 54:15 walking 51:21 walkway 21:2, 30:12, 45:22, 51:16 walkways 61:5 wall 11:7 walls 11:9 want 16:4, 28:11, 34:2, 36:24, 38:12, 38:22, 41:6, 41:13, 43:11, 58:18,			

Transcript of Public Hearing
August 16, 2022

93

wrna 14:8 wrong 33:1, 41:3, 51:2, 51:11	39:11, 62:16 \$ \$5,650,000 12:17 0 03 1:11 1 10 10:17, 56:5 100 3:6 106 18:4 11 13:12 1100167 3:4 117 9:25 121 10:2 13 8:9, 64:14 15 4:3, 9:22, 63:20 15004 16:1 16 1:10, 5:3, 66:4, 66:11 17 9:16 1800 47:23 1960 24:10 19735 25:20 2 2-story 10:22 20 11:2	2006 16:6 2012 12:3 2018 18:21, 52:18 2019 12:7 2020 9:16 2022 1:10, 5:3, 8:9, 13:11, 13:12, 66:4, 66:12 20841 22:7 20878 3:7 21090 22:6 22 65:4 22101 22:24 24 61:1 240 3:8 25 20:8, 34:1 26 4:4 3 30 13:5 4 400 20:23 42 10:10, 31:17 459892 1:23 49 7:11 4th 3:6	5 501915 13:3 53 7:11 6 67 1:24 690 37:25 698 37:18 7 7 1:11 70 13:4, 16:5, 18:11, 18:25, 19:15, 45:17, 55:21, 63:19 777 3:8 8 8 65:4 8792 3:8 9 9 6:19 90 28:6 9900 18:3
yard 27:21 yeah 27:10, 27:25, 28:18, 29:15, 29:16, 31:24, 31:25, 32:2, 33:17, 34:6, 38:20, 39:10, 39:11, 39:13, 39:15, 40:11, 42:18, 45:2, 45:8, 46:11, 46:17, 47:12, 47:13, 48:5, 48:18, 48:24, 50:14, 51:15, 51:18, 51:19, 52:5, 56:15, 56:19, 57:23, 58:21, 59:1, 59:2, 59:6, 59:17, 61:2, 61:10, 61:13, 62:13 year 35:19, 37:24, 37:25, 38:1, 47:24 years 18:8, 21:14, 44:16, 47:21, 56:24 yep 28:23 yourself 15:24, 34:15 Z zoom 28:18, 28:24,			