



DEPARTMENT OF PLANNING & ZONING
INTEROFFICE MEMORANDUM

TO: Planning Commission
VIA: Britany J. Waddell, AICP, Deputy Director/Planning *BW*
Carolyn Sunderland, AICP, Planning Commission Administrator *CS*
FROM: Jenny Plummer-Welker, AICP, Long Range Planner *JPW*
DATE: October 4, 2018
SUBJECT: Calvert County Comprehensive Plan Update – Work Session to Review Chapter 7
Transportation, Table of Contents, Table of Figures, Acronyms, Acknowledgments, and
Appendix

Background:

The Planning Commission held a work session on the *Calvert County Comprehensive Plan Update – Second Draft (May 2018 Draft)*, at its regular meeting on June 20, 2018. The Planning Commission voted to review the draft plan chapter by chapter. The Planning Commission has held work sessions to review the draft in June, July, August, and September, 2018. The Planning Commission is scheduled to continue its review in October and November, 2018.

Discussion:

Review of Chapter 7, Table of Contents, Table of Figures, Acronyms, Acknowledgments, and Appendix
The agenda for the Planning Commission's meeting on October 17, 2018 includes a work session to review Chapter 7 Transportation (16 pages); Table of Contents, Table of Figures, Acronyms, and Acknowledgments (10 pages); and Appendix (81 pages).

The Acknowledgments section (attached) has been revised to include a special thanks to the people of Calvert County who shared their ideas and provided input for the plan and note staff promotions, retirements, department changes, and spelling corrections.

The appendix is a compendium of the documents previously provided to the Planning Commission in 2017. The appendix includes a summary of the workshops held in February, March, April, and May 2017. The summary was previously provided to the Planning Commission in a memorandum dated June 14, 2017, for review by the Planning Commission at its work session on June 28, 2017. For inclusion in the appendix, the memorandum's heading was removed (To/From/Subject/Date) and "draft" was removed from the header. The appendix also includes the issue papers that were prepared for the workshops held February through May 2017, provided to the Planning Commission and posted to the county's website in advance of the workshops, and distributed to the people attending the workshops. The issue paper for the workshop on Fostering Vibrant, Walkable Communities with Multi-generational Opportunities, dated 3/17/17 was updated: the Place-Type Designation chart (Page A-42), was replaced to match the presentation handout distributed at the workshop held on March 27, 2017.

Additional Comments on Second Draft

Comments on the second draft of the *Comprehensive Plan* received through September 28, 2018, the posted due date for comments for the Planning Commission's meeting on October 17, are attached.

Planning Commission Memorandum
Re: Calvert County Comprehensive Plan Update
October 4, 2018
Page 2

Status of Updating the Calvert County Transportation Plan

At its work session on January 10, 2018, the Planning Commission, by consensus, decided to request an inter-modal transportation plan. At the Planning Commission's meeting on April 18, 2018, Planning Director Mark Willis discussed requesting funding from the Board of County Commissioners to revitalize the 1997 Calvert County Transportation Plan before updating the Calvert County Zoning Ordinance. The Planning & Zoning Department and the Department of Finance & Budget, Procurement Office prepared a Request for Proposal for a Transportation Plan Update. The RFP is posted to eMaryland Marketplace. Proposals are due October 16, 2018. Staff will update the Planning Commission as the work on the transportation plan progresses.

Next Steps:

1. Review and discuss Chapter 7 of the *Calvert County Comprehensive Plan, May 2018 Draft* at the Planning Commission's meeting on October 17, 2018.

Attachments:

Acknowledgments (Updated October 4, 2018), and Additional Comments Received through September 28, 2018

cc: Calvert County Department of Planning & Zoning, Comprehensive Plan & Zoning Ordinance Update Staff Team
WSP USA Inc. Staff: Jacquelyn Seneschal, Holly Storck, and Nathan Domme

Acknowledgements

Board of County Commissioners

Evan K. Slaughenhaupt, President; Tom Hejl, Vice President; Pat Nutter; Mike Hart; and Steven R. Weems

County Administrator

Terry Shannon, County Administrator
Wilson Parran, Deputy County Administrator

Planning Commission

Carolyn McHugh, Chair; Greg Kernan, Vice Chair; Rob Reed; Richard Holler; Steve Jones; Maria Buehler; and John Toohey

Department of Planning & Zoning

Core Team

J. Mark Willis, Director; Britany Waddell, AICP, Deputy Director/Planning; Mary Beth Cook, Deputy Director/Zoning Officer; Carolyn Sunderland, AICP, Planning Commission Administrator; Jenny Plummer-Welker, AICP, Long Range Planner; Patricia Haddon, AICP, Principal Planner (retired 2018); Will Selman, CNU-A, Community Designer (2014-2017); Rachel O'Shea, Principal Planner; Kirsti Uunila, RPA, Historic Preservation Planner III; Tay Harris, Planner II; Ronald Marney, AICP, CFM, Rural Planner III; George W. "Will" Hager, Planner II; Judy Holt, Planner I; and Rebekah Swieringa, Planning Intern

Other Staff

Michael Bayer, AICP (2016); Tamara Blake-Wallace; Chris Breedlove; Dr. Dave Brownlee, AICP (retired 2017); Denise Cherry; Christine Finamore; Ashleigh Goedeke; Lindsay Halterman; Felicia Harrod; Jennifer Jackson; Judy Mackall; Dorothea "Scarlet" Oller; Becky Parkinson; John Swartz, CFM; Rick Stotler; Olivia Vidotto; and Roxana Whitt

Calvert Library

Carrie Plymire, Director, and Robyn Truslow

Calvert Marine Museum

Sherrod Sturrock, Director, and Jeff Murray

Department of Communications and Media Relations

Linda Vassallo, Director, Ruthie Buckler, Angela Walters Small, and Mark Volland

Department of Community Resources

Maureen Hoffman, Director (retired June 2017), Jennifer Moreland, Director (began June 2017), Lorraine Joyner, and Sandra Wobbleton

Department of Economic Development

Kelly Robertson-Slagle, Director, Danita Boonchaisri, and Jennifer Pettko

Department of Finance & Budget

Tim Hayden, Director

Department of General Services

Wilson Freeland, Director, and Buildings and Grounds Staff

Department of Human Resources

Paula Gray, Director

Department of Parks & Recreation

Shannon Nazzal, Director, Doug Meadows (retired 2017), and Karyn Molines

Department of Public Safety

Jacqueline Vaughan, Director, and Alfred Jeffery

Department of Public Works

Rai Sharma, Director, Danielle Conrow, John Knopp, Doug Ostazeski, Julie Paluda, Audrey Piercy, Wayne Raither, and Frank Schlotter

Department of Technology Services

Joe Klausner, Director, Erick Pate, Ray Alvey, and Rebecca Willis (2016)

Consultant Team

WSP USA

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Jacquelyn Seneschal AICP, Project Manager

Holiday Storck, AICP; Christopher Riale AICP; Anne Carey; Crystal Saunders, Senior Planners

Nathan Domme, Kathryn Hendley, Oluseyi Olugbenle, Victoria Hallas, Sibty Haider, Planners

Marshall Childs, Graphic Artist

Camiros, Ltd.

Arista Strungys, AICP, PP, Principal Consultant

Special Thanks for Hosting Public Community Meetings

Calvert County Department of Parks & Recreation, Harriet E. Brown Community Center;
Calvert County Public Schools, Calvert High School; Calvert Marine Museum; College of Southern
Maryland, Prince Frederick Campus; Dunkirk Volunteer Fire Department; and
Solomons Rescue Squad and Fire Department

Special Thanks

The people of Calvert County who shared their ideas and provided input for this plan

Comments on the Proposed Calvert County Comprehensive Plan (May 2018 Draft)
Additional Comments Received through September 28, 2018

NAME	GROUP/AGENCY	TOWN	DATE RECEIVED	# OF PAGES
Gordon & Mary Burton		Dunkirk	9/11/2018	2
Anita Brown		Dunkirk	9/18/2018, 9/23/2018, 9/24/2018	14
Maureen Royle Donn		Owings	9/19/2018	1
Wanda Miller		Dunkirk	9/20/2018	2
Steven & Jamie Stowis		Dunkirk	9/21/2018	1
Shane & Sabrina Welch		Dunkirk	9/21/2018	1
Gordon & Mary Burton		Dunkirk	9/24/2018	1
Petition regarding Yellow Bank Road *				5
Gordon & Mary Burton		Dunkirk	9/24/2018	*
Barbara & Jim Ake		Dunkirk	9/24/2018	*
John Murphy		Dunkirk	9/24/2018	*
Roger & Tina Mooney		Dunkirk	9/24/2018	*
Marley & Carol Grimstead		Dunkirk	9/24/2018	*
Karen Carter		Dunkirk	9/24/2018	*
Greg A. Martinez		Dunkirk	9/24/2018	*
Max Stepney		Dunkirk	9/24/2018	*
Richard Baldwin		Dunkirk	9/24/2018	*
Nancy Rosnow		Dunkirk	9/24/2018	*
Shane & Sabrina Welch		Dunkirk	9/24/2018	*
John & Carolyn Panholzer		Dunkirk	9/24/2018	*
Paul Reddy		Dunkirk	9/24/2018	*
Gloria Reddy		Dunkirk	9/24/2018	*
Mark & Glenna Jones		Dunkirk	9/24/2018	*
Ineabelle Rios		Dunkirk	9/24/2018	*
Amanda & C.J. Desrochers		Dunkirk	9/24/2018	*
Mike & Sandy Saucier		Dunkirk	9/24/2018	*

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 Additional Comments Received through September 28, 2018

NAME	GROUP/AGENCY	TOWN	DATE RECEIVED	# OF PAGES
Jennifer Nisson		Dunkirk	9/24/2018	*
Robert Nisson, Jr.		Dunkirk	9/24/2018	*
Michael & Penny Cloud		Dunkirk	9/24/2018	*
Christopher Shotwell & Emily Brandt		Dunkirk	9/24/2018	*
Aaron Everhart		Dunkirk	9/24/2018	*
James & Margaret Kopishke		Dunkirk	9/24/2018	*
Joji & Scott Tonko		Dunkirk	9/24/2018	*
Sara & Theodore Brosey		Dunkirk	9/24/2018	*
Patrick & Katherine Stepp		Dunkirk	9/24/2018	*
Cliff & Faith Whittington		Dunkirk	9/24/2018	*
Shirley M. Whittington		Dunkirk	9/24/2018	*
Wm. Whittington		Dunkirk	9/24/2018	*
Shirley A. Whittington		Dunkirk	9/24/2018	*
Ken and Christine McKenzie		Dunkirk	9/24/2018	*
David & Sharon Sauve		Dunkirk	9/24/2018	*
Russell & Sharon Dyrland		Dunkirk	9/24/2018	*
Afsheen Khan & Mohamed Yusuf		Dunkirk	9/24/2018	*
Rosemary Dowell		Dunkirk	9/24/2018	*
David Ackerly		Dunkirk	9/24/2018	*
June Whittington		Dunkirk	9/24/2018	*
James Jackson		Dunkirk	9/24/2018	*
Mike Ellis		Dunkirk	9/24/2018	*
Ruth Whittington		Dunkirk	9/24/2018	*
Andrea Whittington		Dunkirk	9/24/2018	*
Steven & Jamie Stowis		Dunkirk	9/24/2018	*
Rebecca Williams		Dunkirk	9/24/2018	*

Comments on the Proposed Calvert County Comprehensive Plan (May 2018 Draft)
 Additional Comments Received through September 28, 2018

NAME	GROUP/AGENCY	TOWN	DATE RECEIVED	# OF PAGES
Helga & Jonathan Rupp		Dunkirk	9/24/2018	*
Grant Thrasher & Sahara Petras		Dunkirk	9/24/2018	*
Susan & David Larson		Dunkirk	9/24/2018	*
Tracey Dickerson		Dunkirk	9/24/2018	*
Robert Cramer		Dunkirk	9/24/2018	*
Philip & Wanda George		Dunkirk	9/24/2018	*
David Isenberg		Dunkirk	9/24/2018	*
Larry Langyher		Dunkirk	9/24/2018	*
Wanda Miller		Dunkirk	9/24/2018	*
Marian Hamilton		Dunkirk	9/24/2018	*
Virginia Rogers		Dunkirk	9/24/2018	*
Cindy Ellis		Dunkirk	9/24/2018	*
Dianna & Bill Menoche		Dunkirk	9/24/2018	*
Mark Austin		Dunkirk	9/24/2018	*
Beth Calton		Dunkirk	9/24/2018	*
Mamie Young		Dunkirk	9/24/2018	*
Karen Martin		Dunkirk	9/24/2018	*
Cindy Eisenman		Dunkirk	9/24/2018	*
Vivian Moore		Dunkirk	9/24/2018	*
Michele Schmidt		Dunkirk	9/24/2018	*
Bessie Watkins		Dunkirk	9/24/2018	*
Mark Fones		Dunkirk	9/24/2018	*
John & Rebecca Williams		Dunkirk	9/25/2018	1
Patrick & Katherine Stepp		Dunkirk	9/25/2018	1
Susan Dzurec		Huntingtown	9/28/2018	7
David Bury		Chesapeake Beach	9/28/2018	5

Comments on the Proposed Calvert County Comprehensive Plan (May 2018 Draft)
Additional Comments Received through September 28, 2018

NAME	GROUP/AGENCY	TOWN	DATE RECEIVED	# OF PAGES
Charlene Kriemelmeyer		Dunkirk	9/28/2018	12
Al Sullivan		Dunkirk	9/28/2018	1
Miriam Gholi	Keep Calvert Country	Port Republic	9/28/2018	3

Holt, Judy C.

Subject: FW: Yellow Bank Road/ Dunkirk

From: pokipoki@verizon.net <pokipoki@verizon.net>

Sent: Tuesday, September 11, 2018 12:25 PM

To: Plummer-Welker, Jenny L. <Jenny.Plummer-Welker@calvertcountymd.gov>; Sunderland, Carolyn V. <Carolyn.Sunderland@calvertcountymd.gov>

Subject: Yellow Bank Road/ Dunkirk

Dear Ms Plummer and Ms Sunderland,

Thank you for the summary emails that you sent me. On September 3, Jim Ake, Patrick Stepp, and Carroll and Manley Grinstead met with us to hear from Jim about his meeting with you. In summation, it seems that you are suggesting that we ask for a change in classification from the present and desired Priority Preservation/ Farm Forest to Rural Residential instead of the inconsistently proposed Residential status**. After lengthy discussion we were left with several concerns from which we would benefit with further clarification:

1. It has never been clearly stated as to *why* the Commission made such a radical jump in the classification of Yellow Bank. There must be a rationale for such a decision. This erratic decision is especially troubling because, as we have pointed out, the 2040 CP draft is internally inconsistent in its mapping of the area.
2. Why are you suggesting “Rural Residential”? What is the advantage to the County in using this term? What does it imply in terms of development vs Priority Preservation/ Farm Forest? The definitions in the CP are not clear on this. From our perspective, the Priority Preservation steers growth away from Yellow Bank; that is not so clear in regards to the Rural Residential classification.
3. Why does the designation Priority Preservation/Farm and Forest only apply to the “Farm” portion of Yellow Bank and not the “Forest” portion?
4. We remain deeply concerned that this change was made *in the second draft* without direct notification of the residents. This is especially troubling as a change in classification in the CP is by default a change in zoning.
5. In reexamining the current zoning map and comparing it with the proposed changes to Yellow Bank classification, we were struck by the link between the residential area on Smithville Road/ Ferry Landing Road and its proximity to Yellow Bank via a possible southern entrance. We could not help but wonder if that was the motivation in making Yellow Bank a residential area. It would be a direct link literally via the back door for developers. Is that the answer to Question #2?
5. Given the concern of many of the residents of Yellow Bank, what reality is there that we can influence any change as the final decision is in the hands of the County Commissioners? As was experienced by the citizens of Dunkirk in their opposition to Dunkirk as a Major Town Center and additionally the ignoring of citizen input on County signage, citizen input is of little or no meaning in our County planning policies.

Anxiously awaiting a viable solution to our concerns,

Gordon and Mary Burton
3795 Yellow Bank Rd

301-855-2637

****Thank you, Ms Plummer for taking the time to drive down Yellow Bank and studying the area. We might note that of the 4 houses that have been built on Yellow Bank in the last ten years, three of them are on designated Farm land and the fourth one is on the very edge of what you classify as Residential, but is in reality former open fields on the Whittington Farm.**

Harrod, Felicia R.

From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 5:17 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 of the draft Comprehensive Plan

Page 3-21 – Minor Town Centers

There may be one or more small to medium-size employment centers (*e.g.* institutional employment, and retail and service employment). Open space and public spaces in Minor Town Centers are provided and proportionate to building massing. **Minor Town Centers are currently served by individual, private sewage disposal systems.**

See sentence in bold above. This is what Dunkirk has so why was Dunkirk changed to a major town center? While it might have more commercial development than some of the minor town centers, it also has a lot of empty retail spaces. Some store locations have been empty for more than 5 years. Since Dunkirk is almost built out, it also fits the definition of a minor town center because it only has the “potential for limited development with some additional commercial uses that serve the local community.”

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:58 PM
To: Planning and Zoning
Subject: Comments on chapter 3 of the Draft Comprehensive Plan

Page 3-19 under the topic Prince Frederick

“The proposed Phase II expansion will be considered through the updating of various other plans including the Calvert County Transportation Plan, Prince Frederick Town Center Master Plan, and other infrastructure plans as may be appropriate.”

Why is the Calvert County Transportation Plan waiting until Phase II of the expansion in Prince Frederick? That seems like you are putting the cart before the horse. Being able to handle the traffic and ease the current congestion should have been considered with Phase i.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:52 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 of the Draft Comprehensive Plan

Page 3-17

Dunkirk

“Dunkirk is the gateway to Calvert County from the Washington, D.C. metropolitan area, is bisected by MD 4, and is the only Major Town Center served by private community sewer systems. These characteristics require a unique set of land use policies specific to this area of approximately 200 acres at the northern end of the county.”

You state here that Dunkirk is the only Major Town Center served by private community sewer systems and requires a unique set of land use policies specific to this area. If Dunkirk is unique in that manner as you have stated, then why not give Dunkirk its own unique identification and not try to make it a major town center. You could just call it a town center or a business center. Why are you trying to force Dunkirk into a classification that does not fit? Dunkirk is NOT and does NOT want to be a major town center.

Your reference to the approximately 200 acres, are you referring to the existing Minor Town Center or the enlarged town center as is mentioned in the expansion proposed for Dunkirk? Please clarify.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:43 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 - draft Comprehensive Plan

Page 3-17 Major Town Centers

“Major Town Center master plans are individually adopted and continue to provide a broad mix of commercial, office, residential, public, and quasi-public development as a means of promoting economic development, creating local jobs, expanding cultural opportunities, **reducing traffic congestion**, preventing strip commercial development, providing a full range of housing opportunities, and providing convenient access to goods and services for county residents. The provision of adequate roads, water, wastewater systems, public transportation, and high-quality internet communication systems, together with public amenities such as parks, town squares, trails, sidewalks, bikeways, indoor recreational, and cultural facilities, should remain a top priority, in accordance with master plans for Town Centers.”

Please tell me how a major town center reduces traffic congestion. My experience has been that a major town center **INCREASES** traffic congestion. I do agree adequate roads should be a priority and the county needs to first determine how the roads can handle increased development.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:38 PM
To: Planning and Zoning
Subject: Comments Chapter 3 draft Comprehensive Plan

Page 3-16 Growth Areas

“Major Town Centers serve a community of all ages, with special attention given to senior citizens and young adults.” Please explain what special attention is given to senior citizens and young adults. I certainly don’t see it.

“Four unincorporated population centers are large enough to support this type of development: Dunkirk, Prince Frederick, Lusby, and Solomons.” Again Dunkirk residents would like Dunkirk removed from the list of Major Town Centers.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:31 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 of the Draft Comprehensive Plan

Growth Areas

Major Town Centers – Major Town Centers have a conventional density of three dwelling units per acres, which can be increased using TDRs to a density consistent with the approved Town Center Master Plan. These communities allow a wide variety of commercial and residential development. Future development is guided by a Town Center master plan.

Residential – Mapped areas within approximately one mile of a Major Town Center. The density in these areas can be increased through the use of TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre. Developer-funded provision of public water and sewer facilities may be needed in order to obtain the maximum density.

Page 3-14 – Again Dunkirk is shown as a major town center. Please remove Dunkirk as a major town center. That kind of projected development would cripple an already crowded Route 4 in the Northern Part of the county. As the Gateway to the county, as the plan calls Dunkirk, Dunkirk should reflect the rural character of the county that we all treasure. I moved here in 1979 because it was a rural county. If Dunkirk were developed any more it would totally lose all rural character. That is not what we want.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:25 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 of the draft Comprehensive Plan

Table 3-5 – page 3-12 – Managing Residential Growth

Again, why is Dunkirk listed as a major town center when it does NOT fit the criteria listed in the draft Comprehensive Plan for a major town center? Also where are the plans for new roads and where is the plan for new infrastructure, schools, etc. to support Scenario 6? Any major growth in Dunkirk is just going to further bottleneck Route 4 as almost all of the Route 4 traffic has to pass through Dunkirk. Roads are a critical piece to have in place before more development can take place or Route 4 will become a parking lot during rush hours.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:16 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 of the draft Comprehensive Plan

Page 3-6

Tier I: Areas already served by public sewerage systems and mapped as a locally designated growth area or is in a municipality that is a Priority Funding Area served by public sewerage systems. In Tier I, a residential subdivision plat may not be approved unless all lots are to be served by public sewer.

What is Dunkirk identified as Tier 1 when it is NOT served by public sewerage system? The commercial development is Dunkirk is served by private or builder supplied sewerage system. Major Town Centers are considered to be in Maryland's Priority Funding Areas (PFAs) page 3-5 with public funded sewer and water. This is not what the actual residents of Dunkirk want. We do not want Dunkirk to be labeled as a major town center. Please listen to the citizens of Dunkirk. We would like to remain a minor town center or just a business center with its own set of rules.

Thank you.

Anita Brown



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Harrod, Felicia R.

From: Anita Brown <anitawb@comcast.net>
Sent: Tuesday, September 18, 2018 4:04 PM
To: Planning and Zoning
Subject: Comments on Chapter 3 Land Use - draft Comprehensive Plan

Over all comment, where in the current version of the draft Comprehensive Plan is the maximum build out number? I have not found it and it was in an earlier draft. The maximum build out should be included in the plan and the roads, infrastructure, schools, etc should support that number. Please add the maximum build out number to the next version of the Comprehensive Plan.

Thank you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Sunday, September 23, 2018 7:42 PM
To: Planning and Zoning
Subject: Transportation Chapter Comments - draft Comprehensive Plan

Why is this paragraph included twice in the same section? It appears on page 7-3 and 7-4

“In each case, there was a significant increase in traffic volumes along MD 2/4 or MD 4 from 2000 to 2005. After 2005 the rate of growth in traffic decreased and in several locations overall traffic volume dropped between 2005 and 2010. By 2015 traffic returned to 2005 levels only in the vicinity of Lusby. The sharp traffic volume increase in 2005 at MD 2/4 in Prince Frederick was followed by a significant decrease in 2010 followed by a small increase in 2015. The steep decrease in traffic volumes at the MD 2/4 intersection can be attributed to the completion of Prince Frederick Boulevard from Stoakely Road to MD 213 in 2006. Prince Frederick Boulevard is part of the Prince Frederick loop road, an interconnected roadway system designed to relieve pressure on MD 2/4. Prince Frederick Boulevard along with its counterpart, Chesapeake Boulevard are examples of the county’s efforts to reduce congestion on MD 2/4.”

Thanks you.

Anita Brown



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From: Anita Brown <anitawb@comcast.net>
Sent: Sunday, September 23, 2018 7:37 PM
To: Planning and Zoning
Subject: Transportation Chapter - Draft Comprehensive Plan

Page 7-3 Traffic Congestion

Please add Dunkirk to the following sentence: "In general, the highways in the county are operating at a level of service acceptable to the SHA (Level of Service D or better); however, residents experience peak period congestion at the traffic signals located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick".

Traffic backs up at the stoplights in Dunkirk during rush hour in the morning and evening as well.

Thank you.

Anita Brown



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Harrod, Felicia R.

From: Anita Brown <anitawb@comcast.net>
Sent: Sunday, September 23, 2018 7:32 PM
To: Planning and Zoning
Subject: Comments on Transportation Chapter - draft Comprehensive Plan

Page 7 – 2 Background

“The creation of more jobs in the county would reduce the number of people commuting out of the county.”

Please change the verb would to **COULD**. The creation of more jobs in the county could reduce the number. . . . It would depend on the jobs created as to whether it would truly reduce the number of people commuting out of the county.

Thank you.

Anita Brown

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From: Anita Brown <anitawb@comcast.net>
Sent: Monday, September 24, 2018 4:00 PM
To: Planning and Zoning
Subject: Comments on Chapter 7 - Transportation - draft comprehensive plan

Pedestrian and Bicycle Network – page 7-10

I think overall in the transportation section there is too much emphasis on bicycle paths and the fact that they could relieve some of the automobile traffic when in truth who is going to want to bike along route 4 with cars going 65 or 70 miles per hour if not faster once they pass the stoplights. Since many of the town centers split route 4 there is also the safety issue of crossing from one side of route 4 to the other. Even if you put bike lanes in the town centers, most of the county road leading to the town centers do not even have shoulders so there is no safe place to ride your bike to even get close to the Town Center. You also state in the draft Comprehensive Plan that Calvert has an aging population which is true. I doubt if you will find many seniors biking to or around the town centers. Looking at adding bike lanes as a means of reducing automobile traffic is not realistic.

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From: Anita Brown <anitawb@comcast.net>
Sent: Monday, September 24, 2018 3:34 PM
To: Planning and Zoning
Subject: Comments on Transportation Chapter Draft Comprehensive Plan

Page 7-11 Residential Area and Town Center Transportation Networks

“Each Town Center master plan proposes road construction projects. In most cases, implementation of these projects would help manage access onto MD 4 and MD 2/4 and provide a framework for higher density residential commercial development. **In some cases, these improvements are needed to resolve existing traffic congestion.**”

Why is the county not doing a traffic survey/study first before considering expanding any of the town centers? We already know we have traffic congestion problems along routes 2/4. These should be addressed and a determination should be made what the existing roads can support before we consider expanding any of the town centers. If we don't resolve traffic issues first we will only have more areas of congestion and your statement on page 7-3, Traffic Congestion in Calvert County will not show a SHA Level of Service D, but a F. SHA Level of Service D is nothing to be proud of.

“In general, the highways in the county are operating at a level of service acceptable to the SHA (Level of Service D or better); however, residents experience peak period congestion at the traffic signals located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick.”

Thank you,

Anita Brown

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COMMENTS ON THE PLAN

First of all it says the same things multiple times so is not very concise and understandable. It is a lot of words but very little in the way of real action.

1. Not everyone wants to live IN A TOWN CENTER near shopping, traffic, night time light pollution, etc.. That is why along with the housing developments which are many times a town unto themselves, we also need villages like Owings, or as the report named them "hamlets".
2. Farm and forest- as I stated the last time we were asked for opinions- 1 home in twenty acres makes for a very lonely existence. Why not allow 2 or 3 close together homes on the 20 acres so farm workers or family may also live on the farm.
3. The Owings town center is a JOKE as much of what is included is non-tidal wetland and parts that are in that area(the other side of the street) are not in the designation..Owings consists of 2 streets surrounded by 2 highways.
4. Employment- many county dwellers going out of county for jobs while county jobs are filled by those from out of county. Are there any measures to give county residents first choice if otherwise qualified- are county jobs advertised in a way that residents know what is available provided they have those qualifications?
5. Transportation- yes bus service and bike lanes are needed and very useful. They can help persons who use them to get to Dr. appts., library, even to their job. That does not solve the problem of at least once a week use of an auto when it is time for the 3-5 bag grocery shopping to occur. And there are those of us no longer able to bike anywhere. Do the present buses run on week-ends and holidays?
6. Housing, yes we need some homes built that are not million dollar mansion so that young people and even older can purchase a reasonable home. Not everyone wants to live in an apartment for their whole life. As for the elderly- there are ways a home can be made viable even for older persons if they do not want to leave the family home.

Maureen Royle Donn

Planning & Zoning

SEP 19 2018

RECEIVED

Holt, Judy C.

Subject: FW: Classification/Zoning of Yellow Bank Road

From: Sunderland, Carolyn V.
Sent: Thursday, September 20, 2018 1:53 PM
To: wgmiller53 <wgmiller53@comcast.net>
Subject: RE: Classification/Zoning of Yellow Bank Road

Dear Ms. Miller:

Thank you for correspondence regarding Yellow Bank Road as it relates to the draft Comprehensive Plan and the Shoppes at Apple Greene Commercial Center. Your comments will be logged into the public record and then sent to the Planning Commission for consideration. The Chapter 3, Land-Use, of the Draft Comprehensive Plan will be reviewed by the Planning Commission in a work session at their regular meeting schedule for November 14, 2018.

The Shoppes at Apple Greene actually obtained site plan approval some years ago but was stalled as a result of the economic downturn. During the review and approval process, however, the exterior elements of the site development, including the lighting, were reviewed by both the Planning Commission and the Dunkirk Architectural Review Committee. Per the County Zoning Ordinance, the lights must be specified as "dark skies friendly", which means that they must have cut-off panels to prevent them from shining skyward. I too live in Dunkirk, so I will look for the glare and speak to our inspectors about the angle of the lights.

Respectfully,
Carolyn V. Sunderland, AICP
Planning Commission Administrator
Dept. of Planning & Zoning
County Services Plaza
150 Main Street
Prince Frederick, MD 20678
410 535-1600 x2380

County Website: www.calvertcountymd.gov

We would appreciate your feedback: <https://md-calvertcounty.civicplus.com/FormCenter/Customer-Satisfaction-Surveys-40/Community-Planning-and-Building-Customer-73>



From: wgmiller53 <wgmiller53@comcast.net>
Sent: Thursday, September 20, 2018 12:04 AM
To: Sunderland, Carolyn V. <Carolyn.Sunderland@calvertcountymd.gov>
Subject: Classification/Zoning of Yellow Bank Road

Dear Ms. Sunderland:

It seems clear that one of the main reasons people have chosen to move to areas like Yellow Bank Road is that homes are not in close proximity, that farms are close by, that there is not a cookie cutter feel. We like our neighbors but we can visit with them when we choose and not have them in our field of vision; a place where home is truly private and peaceful.

I've lived on Yellow Bank Road for 20 years, moving here because of the rural aspect of Calvert County, while just outside of Washington, D.C. That characteristic makes Calvert unique. There has been some development in that time on this road but it seems that my neighbors' homes were built with the "Keep Calvert Country" philosophy in mind in that all are on at least an acre, most on more.

Obviously, allowing higher density housing on Yellow Bank will completely change its character, affecting traffic, noise, and privacy. To consider that the property bordering mine could become a row of townhomes or eight single family homes is extremely disheartening.

A few days ago while cresting the hill on northbound Route 4 into Dunkirk after dark, the shopping center storefronts and lights smacked me in the eyes. It looked like an amusement park! Seeing that makes me ashamed that I didn't make the effort to find out more about the intentions of local government regarding development. My hope is that we won't destroy the special quality that Yellow Bank Road in Calvert County has to offer.

Wanda Miller
3555 Yellow Bank Road
Dunkirk, MD 20754

July 2018

Planning & Zoning

To: Calvert 2040 Comments
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, MD 20678

SEP 21 2018

RECEIVED

Subject: Change of Classification for Yellow Bank Road

Regarding the May 2018 Draft Calvert County Comprehensive Plan (CCCP), the Yellow Bank community should be removed from the proposed reclassification to Residential as indicated in Figure ES-1 (Future Land Use).

Under the existing 2010 Comprehensive Plan, the entire extent of Yellow Bank Road is designated Priority Preservation Area (PPA) as part of the Farm and Forest District. This designation is reserved for protection of farming and natural resource related uses. As such Residential growth is to be directed away from this area. The 2018 Draft retains the PPA protection (Figure 1-1, page 1-4).

However, the May 2018 Draft CCCP, Figure ES-1 (Future Land Use) proposes to reclassify the central half of Yellow Bank Road as Residential, leaving the eastern and western portions as Farm and Forest. This constitutes a complete reversal from low density Priority Preservation to the highest density Residential zoning outside of a Major Town Center.

The result for residents living within this area would be the threat of increased development and higher property taxes, with increased traffic problems. There has been no notification to local residents and no attempt for input from residents regarding the proposed changes.

Yellow Bank Road has grown over many years through the actions of individual lot owners and in conformance with the original 1967/ 1978 CCCPs, and not developers. As such, it has maintained its rural, forest atmosphere, and the forest canopy and stream flow remain protected. There seems to be no justification for this proposal.

It might also be noted that adding more housing units will not improve the character of the commercial area of Dunkirk as suggested by the proposed CCCP. Examples of dense housing adjacent to commercial developments abound in the Washington/ Baltimore area and none of them have created "vibrant, walkable, town centers" out of developers' commercial areas.

The Yellow Bank Road community should be removed from any consideration of Residential zoning.

Respectfully,

Steven & Jamie Stowers
3445 Yellow Bank Rd

September 17, 2018

To: Calvert 2040 Comments
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, MD 20678

Planning & Zoning

SEP 21 2018

RECEIVED

Subject: Change of Classification for Yellow Bank Road

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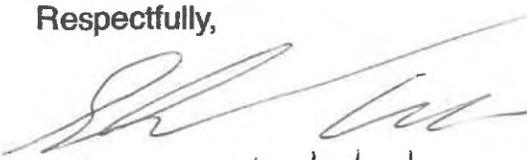
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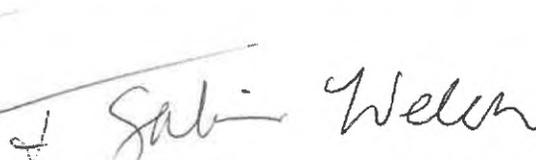
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The Yellow Bank Road community should be removed from any consideration of Residential zoning.

Respectfully,


Shane Welch


Sabrina Welch

September 22, 2018

Planning & Zoning

Ms Jenny Plummer-Weiker
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, Maryland 20678

SEP 24 2018

RECEIVED

2040 Comments of Draft Comprehensive Plan/ Yellow Bank Road Classification

Dear Ms Plummer:

We would like to stress again that the citizens living on Yellow Bank Road *unanimously* want their community to remain PRIORITY PRESERVATION/ FARM AND FOREST as it has been for a half century. This is strongly stated both in letters from Yellow Bank citizens and in the petition presented to you by John Murphy.

We recognize that oral discussion has taken place in which an alternative classification for Yellow Bank as RURAL RESIDENTIAL/ RCD has been mentioned. This alternative has been a topic of discussion among many residents and the final choice, as indicated by the unanimous petition illustrates that such a classification *would not* be in the best interest of the residents of Yellow Bank, nor the citizens of Calvert County. RURAL RESIDENTIAL/ RCD with the use of TDR application could result in changes to the character and health of the Yellow Bank and Dunkirk community similar to the currently proposed RESIDENTIAL/ RD proposal.

For half a century Calvert County's Comprehensive Plans have set *slow, controlled growth as a goal*. The current proposed Comprehensive Plan is a radical change from that long held policy. The changing of the classification of Yellow Bank Road to either Residential or Rural Residential allows the use of TDRs to further increase development.

For the preservation of the unique qualities of Calvert County and Yellow Bank Road we encourage Planning and Zoning to recommend to the Planning Commission and to the County Commissioners the retention of Yellow Bank in its entirety as PRIORITY PRESERVATION/ FARM AND FOREST.

Sincerely

Mary A. Burton
Gordon D. Burton
Mary A. Burton
Gordon D. Burton

cc: Carolyn Sunderland

September, 2018

Planning & Zoning

Calvert 2040 Comments,
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, Maryland 20678

SEP 24 2018

RECEIVED

Subject: Change of Classification for Yellow Bank Road in Comprehensive Plan

We the undersigned believe that Yellow Bank Road should NOT be reclassified as ***Residential*** as stated in the Draft of the May 2018 Comprehensive Plan for the following reasons:

1. Yellow Bank Road should remain in the category ***Priority Preservation/ Farm and Forest*** as it has been classified since the first Comprehensive Plan in the 1970's. Its character remains Farm and Forest.
2. Changing the classification to Residential would allow for building 3 to 4 houses per acre.
3. The rural character of Yellow Bank, which encompasses farmland, and large acreage lots ranging from one to ten acres, presently represents exactly the growth pattern that the County envisioned nearly 50 years ago.
4. If classified Residential, the diverse social and economic character of the present community could significantly be changed.
5. Increased population would mean increased traffic on a small country road and would significantly increase the hazards now encountered in accessing Route 4.
6. The Community could easily be linked with commercial and large scale development on Route 4 and Dunkirk Town Center by sewer systems built by developers and eventually maintained by residents and taxpayers.
7. Last, the woodlands of Yellow Bank that protect its wetlands and streams that feed into the Patuxent River and Chesapeake Bay could eventually be replaced by asphalt and dense housing, contributing to pollution and lowered air quality, both of which are challenges for the health of the entire County.

Sincerely,

SIGNATURE

PRINTED NAME

ADDRESS

Gordon & Mary Burton

Gordon & Mary Burton

3795 Yellow Bank

Barbara & Jim Ake

BARBARA & JIM AKE

3372 YELLOW BANK, RD

John Murphy

JOHN MURPHY

3375 YELLOW BANK RD.

John U. May

Regina Tina Moon

3345 Yellow Bank Rd.

Manley & Carol Grimstead

Manley & Carol Grimstead

3425 Yellow Bank Road

Karen Carter

Karen Carter

3535 Yellow Bank Rd

Greg A. Martinez

Greg A. Martinez

3535 Yellow Bank Rd.

Max Steppes

MAX STEPPES

3559 Yellow Bank Rd

Richard Baldwin

Richard Baldwin

3605 Yellow Bank Rd

Nancy Rosnow

NANCY ROSNOW

3605 YELLOW BANK RD

Shane & Sabi Welch

Shane & Sabi Welch

3611 Yellow Bank Rd

Carolyn K. Pankolzer

John & Carolyn Pankolzer

3522 Yellow Bank Rd.

Paul Reddy

PAUL REDDY

3485 Yellow Bank Rd

Mark H Jones

Gloria Reddy
MARK H JONES

3485 Yellow Bank Rd

Glenna Jones

Glenna J. Jones

3474 Yellow Bank Rd.

Amanda Desrochers

Amanda Desrochers
C.J. Desrochers

3462 Yellow Bank Rd

Isabelle Rios

Isabelle Rios

3468 Yellow Bank Rd.

Mike & Sandy Sancier

MIKE & SANDY SANCIER

10960 Orion Ln.

Jennifer Nisson

Jennifer Nisson

10955 Orion Ln.

Robert S. Nisson, Jr.

Robert S. Nisson, Jr.

10955 Orion Ln.

SIGNATURE

PRINTED NAME

ADDRESS

Michael & Penny
Christopher Shotwell
Emily Brandt

Michael & Penny
Penny L. Cload
Christopher Shotwell
Emily Brandt

10970 Orion Lane Dunkirk
MD. 20754
3465 Yellow Bank Rd.

[Signature]

Aaron Everhard

11005 Judith Ln. Dunkirk, MD
20754

James K. Karpishke
Margaret L. Karpishke

JAMES K. KARPISHKE
MARGARET L. KARPISHKE

11015 JUDITH LN DUNKIRK
20754

Josi Tonko
Scott Tonko

JOSI TONKO
SCOTT TONKO
Sarah Boney

11020 JUDITH LN
DUNKIRK, MD 20754

Patrick Stepp

Patrick Stepp

11025 Judith Lane Dunkirk MD
20754
10965 ORION LANE

Katherine Stepp

Katherine Stepp

DUNKIRK, MD. 20754

Cliff & Faith Whittington
Cliff Whittington

3122 Yellow Bank Rd
Dunkirk MD 20754

Shirley Whittington

Shirley Whittington

4022 YELLOWBANK Rd.
Dunkirk Md 20754

William Whittington

Wm. Whittington

4075 Yellow Bank Rd,
Dunkirk MD 20754

Shirley A. Whittington

Shirley A. Whittington

4075 Yellow Bank Rd.
Dunkirk, MD 20754

Ken & Christine McKenzie

Ken & Christine McKenzie

4071 Yellow Bank Rd
Dunkirk 20754

DAVE + SHARON SHOVE

David & Sharon Shove

3892 YELLOW BANK ROAD

Russell + Sheron Dyer

[Signature]

3582 Yellow Bank Road.

Abshen Khan + Mohamad Yusuf

Abshen Khan
Mohamad Yusuf

3518 Yellow Bank Rd

Rosemary A. Dowell

Rosemary A. Dowell

3482 Yellow Bank Rd.

David Ackery

DAVID ACKERY

3472 Yellow Bank Rd.

JUNE WHITTINGTON

Jane Whittington

3972 YELLOW BANK RD.

James Jackson

James Jackson

3882 Yellow Bank Rd

Mike Ellis

Mike Ellis

3886 Yellow Bank Rd

SIGNATURE

PRINTED NAME

ADDRESS

Robert Whittington

Robert Whittington

10910 S. Marie Ln

Andrea Whittington

Andrea Whittington

10910 S. Marie Ln.

Steve & Jamie Stevens

Steve & Jamie Stevens

3445 Yellow Bank Rd.

Rebecca Williams

Rebecca Williams

3395 Yellow Bank Rd.

HELENA RUPP

HELENA RUPP

3845 Yellow Bank Rd

JONATHAN RUPP

JONATHAN RUPP

Graci Thresher

Graci Thresher

3775 Yellow Bank Rd

Sahana Petras

Sahana Petras

SUSAN & DAVID LARSON

SUSAN & DAVID LARSON

3618 Yellow Bank Rd

Tracey Dickerson

Tracey Dickerson

3728 Yellow Bank Road, Dunkirk

Robert Cranmer

Robert Cranmer

3612 Yellow Bank

Philip H. George

Philip H. George

3655 Yellow Bank Rd

Wanda M. George

Wanda M. George

3655 Yellow Bank Rd

David B. Isenberg

David B. Isenberg

3581 Yellow Bank Rd

Larry Langley

Larry Langley

3545 Yellow Bank Rd

Wanda Miller

WANDA MILLER

3555 YELLOW BANK RD.

Marian G. Hamilton

MARIAN G. Hamilton

3632 Yellow Bank Rd.

Virginia M. Rogers

Virginia M. Rogers

3952 Yellow Bank Rd.

Cindy R. Ellis

Cindy R. Ellis

3734 Yellow Bank Rd.

Dianna Menoche

Dianna menoche

3624 Yellow Bank Rd

Bill Menoche

Bill Menoche

3552 Yellow Bank Rd

Mark Austin

Mark Austin

3579 Yellow Bank Rd

Beth Calton

Beth Calton

3825 Yellow Bank Rd

Mamie Young

Mamie Young

SIGNATURE

PRINTED NAME

ADDRESS

Karen Martin

Karen Martin

3342 Yellow Bank Rd.

Cindy Eisenman

Cindy Eisenman

3265 Yellow Bank Rd.

St

St

(3335)
3335 Yellow Bank Rd

Michele Schmidt

Michele Schmidt

3325 Yellow Bank Rd

Bessie Watkins

Bessie Watkins

3155 Yellow Bank Rd

Mark T. Fones

Mark T. FONES

3315 Yellow Bank Rd

Planning & Zoning

SEP 24 2018

RECEIVED

July 2018

To: Calvert 2040 Comments
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, MD 20678

Planning & Zoning

SEP 25 2018

RECEIVED

Subject: Change of Classification for Yellow Bank Road

Regarding the May 2018 Draft Calvert County Comprehensive Plan (CCCP), the Yellow Bank community should be removed from the proposed reclassification to Residential as indicated in Figure ES-1 (Future Land Use).

Under the existing 2010 Comprehensive Plan, the entire extent of Yellow Bank Road is designated Priority Preservation Area (PPA) as part of the Farm and Forest District. This designation is reserved for protection of farming and natural resource related uses. As such Residential growth is to be directed away from this area. The 2018 Draft retains the PPA protection (Figure 1-1, page 1-4).

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It might also be noted that adding more housing units will not improve the character of the commercial area of Dunkirk as suggested by the proposed CCCP. Examples of dense housing adjacent to commercial developments abound in the Washington/ Baltimore area and none of them have created "vibrant, walkable, town centers" out of developers' commercial areas.

The Yellow Bank Road community should be removed from any consideration of Residential zoning.

Respectfully,

John and Rebecca William
3395 Yellow Bank Road
Dunkirk, MD, 20754

July 2018

To: Calvert 2040 Comments
Calvert County Department of Planning and Zoning
175 Main Street
Prince Frederick, MD 20678

Planning & Zoning

SEP 25 2018

RECEIVED

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The Yellow Bank Road community should be removed from any consideration of Residential zoning.

Respectfully,



Katherine All

Holt, Judy C.

Subject: FW: Comp. Plan comments: Comments I received from Maryland Department of Transportation

From: Susan Dzurec <calvertwoman@gmail.com>

Sent: Friday, September 28, 2018 3:45 PM

To: Sunderland, Carolyn V. <Carolyn.Sunderland@calvertcountymd.gov>

Subject: Comp. Plan comments: Comments I received from Maryland Department of Transportation

Carolyn,

The following are my comments to the Planning Commission for the next work session on the Comprehensive Plan. Please note that I have contacted MDOT and their input is included in my letter.

Sue Dzurec

Calvert County Planning Commission,

I appreciate the opportunity to submit comments on the Comprehensive Plan and offering supporting documentation that would necessitate changes to the current draft proposals.

To date citizens have repeatedly asked for a traffic study to be completed prior to the Comp. Plan moving forward. I believe it is imperative that we determine that our infrastructure will be capable of supporting the amount of growth that you are proposing with the expansion of Town Centers throughout the county.

In July, I had the opportunity to speak with **Mr. Slater, the Administrator of the Maryland Department of Transportation** at a meeting here in the county.

Mr. Slater was kind enough to take my questions and then follow up with additional information on traffic in the county. I have included my questions and the official email with the answers herein.

Additional supporting documentation on traffic in our community is found in the minutes of the joint meetings held between the Chamber of Commerce, the Small Business Interest Group (SBIG) and at least 12 county staff including Commissioner Hejl.

Commissioner Hejl espouses that we have 67% pass through traffic on a regular basis. This idea of pass through traffic information and the use there of, came from a scheme devised by the members of SBIG at their Feb. 8 2016 meeting to deceive the citizens of the county. Please note that Hejl was in attendance when this scheme was conceived. As noted by MDOT in their response, traffic is traffic, regardless of origin or destination.

Excerpt from the February Chamber of Commerce/SBIG Meeting Minutes:

Miscellaneous: • Pass-Through Traffic Data Buehler (Patrick, **Maria Buehler's father**) asked for data from the State Highway Administration or elsewhere on the amount of pass-through traffic going back and forth in Calvert County. He is interested in determining how much of the traffic generated in Calvert County is pass-through traffic coming from people who live in St. Mary's, Charles or Anne Arundel County. **He stated this information would be helpful when complaints are received from the general public about the negative impact new development will have on traffic in the county to show that if we had shopping here we would actually have less traffic. He feels the public is confused and thinks all the traffic in Calvert County is coming from people who live here.** There was brief discussion on this issue. Linda Vassallo advised her department may have data from the Department of Labor Licensing & Statistics on where people work, although she was not certain it would give the pass-through numbers Buehler was seeking. **Holler** stated the State Highway Administration did a study on this in the early 1990s. Barnett mentioned looking at the Census Bureau for information. Shannon stated they will research this and see what they can find.

The County came up with a study that I forwarded to Mr. Slater that he has confirmed is useless to support the accusations of 67% pass through traffic. It should also be noted that both Ms. Buehler and Dr. Holler have questioned the accuracy of the subject of pass through traffic mentioned in the Comprehensive Plan, once during the May 30 work session and then again on August 22.

It should be noted that Mr. Slater's staff included in their response to one of my questions about the expansion of Rt. 2/4 in Prince Frederick the following:

"It is our policy to use land use assumptions in our forecasts that have either been approved or adopted by the regional MPO, or approved as part of the County's development process at the time we are designing the improvements."

I contend that during the development process of the expansion of Md. Rt. 2/4 in Prince Frederick, **the Comprehensive Plan had not been written yet.** Therefore, the expansion of the PF Town Center by 83% as proposed by you was not taken into consideration. One must thus conclude that the road will be obsolete before it is even completed if you allow the town center expansions throughout the county to move forward.

Based on the responses by the Maryland Department of Transportation, I am asking you to **exclude** the expansions of all of our Town Centers as proposed in the 2nd draft of the Comprehensive Plan until a complete traffic study has been completed on the entire county.

Thank you for your time and consideration of my request,
Susan Dzurec
Huntingtown, Md.

My Letter to Maryland State Department of Transportation:

Good Morning Mr. Slater,

I wanted to thank you and your staff for taking the time to come to Calvert County and address locations of our state highways and the safety issues we are experiencing.

I also want to thank you for taking my questions during the meeting and privately afterward.

I would like to confirm parts of our conversation to be sure I heard you correctly.

I gave you an excerpt from a letter dated April 19, 2016, to the Sect. of the Maryland Dept. of Transportation on Calvert County Transportation Priorities from the County Commissioners. <http://www.co.cal.md.us/documentcenter/view/13265>

In the middle of page 1, of the Calvert County Transportation Priorities, it talks about Rt. 2/4 and states: it serves more than 50,000 vehicles per day, and projected to increase 83,500 by 2030. It has also come to my attention that Gov. Hogan recently projected 67,250 trips per day by 2035. You stated that you could put me in touch with the person that would have the source of these figures. I would appreciate that information.

I gave you a traffic information blog for your review. According to the county we have a pass thru traffic figure of 67% and they are basing many of their planning decisions on that fact. When questioned how they came up with that figure we were given the State Calvert County Traffic Volume Map 2016, which was included in my packet. We contacted Mr. Nigam with MDOT and asked if it would be possible to determine the amount of pass through traffic using the SHA traffic count maps. His response was: ***"Our traffic counting methodology just counts vehicles at the location. They do not have the capabilities to decipher the origin and or destination of the vehicle. So we would not be able to get you that data."***

When you looked at the traffic volume map it was my understanding that you confirmed Mr. Nigam's finding that this map could not be used to figure the number of pass through trips. Is this correct?

It was also my understanding that when we were discussing "pass through" traffic and its effects on Rt. 2/4, you stated "it didn't matter, traffic is traffic." Is that correct?

I gave you copies of two blogs written by the former Director of Calvert County Planning and Zoning, Greg Bowen. These blogs can be found on: <https://www.keepcalvertcountry.com/> Using the 83,500 trips per day figure, Mr. Bowen has determined that by 2030 the traffic in Calvert County will be 40% higher than current traffic on MD Rt. 5 north of Waldorf (6 lanes). MDOT is currently expanding Rt. 2/4 thru Prince Frederick (6 lanes). Will the current expansion be able to handle the projected traffic?

In addition, the current draft of the County's Comprehensive Plan, which is not a reflection of the wishes of the majority of residents but rather the mandate of developers and the commissioners, was not written until this past spring. Alarming changes are proposed in the expansion of **Prince Frederick alone** of 83%. In Mr. Bowen's blog he has determined this could mean an increase in our population up to 34,817 residents in Prince Frederick.

You stated that the current widening of Rt. 2/4 in Prince Frederick would have been based on the projections available at the time. Therefore, one must question if the expansion of P.F. by 83%, Owings +59%, Solomons/Lusby +35%, St. Leonard +16% and the new addition of residential areas adjacent to each Town Center would have been included in the drafting of said widening.

Mindful of this information, in your opinion, does MDOT believe that our current roads can handle that type of growth? Furthermore, would MDOT support this type of growth in any given area without a traffic study of the effects on [Rt. 231, 2/4](#) and 765 as well as the rest of Calvert's state and county roads?

My last question; is Chesapeake Blvd (the east side of the Prince Frederick bypass), back on the map/list of projects? With this amount of Town Center expansion, we can't expect Rt. 2/4 and only half of the bypass system to handle the increase in traffic. However, it appears that it is no longer included in the list of priorities submitted by the Commissioners. It is my understanding that this bypass was an essential piece of the puzzle to the MDOT transportation projections for Prince Frederick.

Thank you so much for your time and consideration of my questions and my request for verification on comments.

Susan Dzurec

Response from Maryland Department of Transportation:

Aug 2

Eric Beckett <ebeckett@sha.state.md.us>

Ms. Dzurec,

Thank you for your email and interest in traffic congestion along [MD 2/4](#) in Prince Frederick, Maryland. I appreciate the opportunity to address your questions.

The future Average Daily Traffic (ADT) numbers for major projects included in the Consolidated Transportation Program (CTP) are updated yearly and are modified based on approved land use from the appropriate regional Metropolitan Planning Organization through a cooperative process. For [MD 2/4](#), these projected ADT volumes are based on the Metropolitan Washington Council of Governments (MWCOC) regional travel demand model, which takes in to account the entire Washington, DC region, and can change year to year depending on the latest approved socio-economic and land-use data adopted by the region at that time. For example, if a county or jurisdiction were to update their master plan and increase the density or change the land-use, once adopted by that county, they would collaborate with the MPO to both reflect what is in their local land use plans and assume a reasonable rate at which development could occur. Calvert County is included in the MWCOC travel demand model area and is the best tool we have available for estimating regional travel demand forecasts.

The first set of numbers you reference, 50,000 vehicles per day (vpd) projected to increase to 83,500 vpd by 2030, represents Average Daily Traffic (ADT) volume along [MD 2/4](#) in the FY 2015-20 version of the CTP. These numbers refer to the overall MD 2/4 planning study, contained in the Primary Development and Evaluation Program, and represent the highest ADT along the corridor within the project limits - north of Stoakley Road to south of MD 765A.

The second set of ADT numbers you reference, 67,250 vpd by 2035, can be found in the FY 2018-23 version of the CTP. These numbers specifically refer to the Phase 2 breakout project of the overall [MD 2/4](#) planning study, which is contained in the Primary Construction Program, and represent the highest ADT along the corridor within the project limits – Fox Run Boulevard to Commerce Lane. We will be review and updating these numbers with the next version of the draft CTP that will be released this Fall. The existing and future ADT and peak hour traffic volumes are developed by the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Travel Forecasting and Analysis Division (TFAD). Please feel free to reach out to Ms. Lisa Shemer, Division Chief, if you should have any further questions about these or other volumes along [MD 2/4](#). She can be reached via email at lshemer@mdot.state.md.us or by phone at 410-545-5640.

In regards to the pass-through traffic, Mr. Nigam's response is correct. There is no information contained in the Traffic Volume Maps on the percentage of pass-through traffic along [MD 2/4](#). He was also correct in his statement that the way the traffic count data is collected does not indicate trip origin or destination. The traffic counts, such as those in the attached map, are simply the number of vehicles per day in both directions at that location along the roadway. The MDOT SHA would use Origin-Destination (O-

D) Studies to determine the amount of pass through traffic on a roadway such as [MD 2/4](#). A detailed O-D study can also tell you how much is completely pass-through traffic (i.e. goes all the way through the county without stopping), versus a trip which had one end outside the county and the other end inside the county. Mr. Slater's statement regarding "traffic is traffic" is also correct in this context since the MD 2/4 project is looking to address the traffic that is using the road regardless as to whether it is pass-through or going to a destination within Calvert County. Knowing the origins and designations and the pass through traffic would be more applicable if we were looking at providing an alternative route and we were trying to measure who would take the new route vs the existing route.

When a project is progressing through design we are analyzing the alternatives using more detailed traffic information than ADTs. A key piece of this information is peak hour traffic volumes, which represent the highest amount of traffic during both the morning and evening peak travel hours. The forecasts were developed using the latest projections for the area at the time, which in this case was using version 2.3.57A of the regional MWCOG travel demand model, along with Round 8.4 cooperative land use forecasts and the 2015 Constrained Long Range Plan. Based upon these forecasts, the improvements were designed to provide acceptable operations through 2035. It is our policy to use land use assumptions in our forecasts that have either been approved or adopted by the regional MPO, or approved as part of the County's development process at the time we are designing the improvements.

Land-use and development decisions take place at the County level. When a developer wants to gain access to a state roadway, they are required to submit a Traffic Impact Study (TIS) which is in turn reviewed by MDOT SHA. The MDOT SHA works with the County and the developer with the goal of addressing the development's impacts to the surrounding state roadway system, however, the degree of traffic-related mitigation and roadway improvements by the developer are controlled by the local Adequate Public Facilities ordinance (APFO).

The MDOT SHA is aware of Chesapeake Boulevard and Calvert County's plan to build it as a bypass to [MD 2/4](#). [Chesapeake](#) Boulevard is a local effort and not funded by the Maryland Department of Transportation. Regarding the recent forecasts and assumptions for the Phase 2 project, if a development was approved, then it was included our forecast along with the portion of the loop road/bypass system that was associated with that development's build-out requirements.

Thank you again for your interest in MD 2/4 in Calvert County. If you have any questions feel free to reach out to me directly at ebeckett@mdot.state.md.us.

Thanks,

Eric Beckett

Deputy Director, Office of Planning and Preliminary Engineering
Maryland State Highway Administration

[707 N. Calvert Street](#), Mail Stop C-502

Baltimore, Maryland 21202

phone: 410-545-5666

toll free: 1-888-204-4828

email: ebeckett@sha.state.md.us

Harrod, Felicia R.

From: David Bury <burydav@gmail.com>
Sent: Friday, September 28, 2018 5:35 PM
To: Planning and Zoning
Subject: CValvert 2040 Comments amended
Attachments: David Bury comments on Chapter 7 ver 2.docx

Dear Sir/Ma'am

Attached is an amended version of the comments I sent you earlier this afternoon on Chapter 7 of the Second Draft of the County Comprehensive Plan. It contains additional concerns I have on the draft. Please pass the attached, instead of my earlier submission today, to the Planning Commission and the Planning and Zoning Department for consideration.

Thank you very much

David Bury
burydav@gmail.com
4310 King Fisher Ct, Chesapeake Beach, MD 20732
443-684-3924

David Bury comments on Chapter 7, Transportation, Calvert County Comprehensive Plan 2nd Draft, 28 Sept 2018.

7-2. Please added bracketed text to “According to the U.S. Census Bureau, approximately 60% of [employed] residents commute out of the county for work.” Reason: Accuracy. Residents can refer to children and retirees.

7-2 to 7-3. Please added bracketed text to “Calvert County’s future transportation system’s success depends upon a land use pattern that supports a multi-modal system [and manages commercial and residential growth so that traffic congestion does not exceed a State standard of “D.”]. Reason. The best measure of future transportation system success is acceptable levels of congestion. Not just being multimodal. The added text reflects this, and includes a concrete measurable goal.

7-3 under Sustainability Approach and throughout Section 7. Section 7 consistently overplays the amount of bicycling and walking that will actually occur for commuting and shopping. While including bicycle and pedestrian-friendly streets and highways is a laudable goal, the distances between most residences in Calvert, and shopping and employment centers is simply too great for these alternate transportation modes to result in any meaningful reductions in automobile traffic congestion. In addition, construction of expensive bicycle/pedestrian overpasses would have to occur in Dunkirk and Prince Frederick if these transportation modes are to be used for a lot of the shopping and commuting taking place within these Town Centers – unlikely anytime soon given current budget realities. The discussions of bicycling and pedestrian modes throughout this section should be limited largely to their role in recreational activities, not commuting and shopping. Recommendation: Please return these discussions to staff for rewrite.

7-3. The Trends in Transportation section only discusses past trends, not future trends. Unless explicit language addressing future trends is added, the implication is that past trends will continue into the future. We cannot assume this. New language should be added based on the most recent 2015 Metro Washington Council of Governments population projections, adjusted with County projections of residential growth from developments already approved and anticipated to occur. It is important to note that the MWCOG 2015 projections envision over twice the growth, and an 8% higher population by 2040 than the 2017 Maryland Planning Department projections currently used in this Comprehensive Plan draft, and that the MWGOC projections use a more sophisticated methodology. Recommendation. Request staff use the MGWOC population growth estimates in Chapter 2, or at least cite both the MGWOC and MDP estimates. Add a future trend discussion to Chapter 7 that is based on at least the MGWOC population growth estimates, if not also the MDP estimates, adjusted with County projections of residential growth from developments already approved and anticipated to occur.

7-3. Under Trends in Transportation, and as an example of my comment above, is there any hard data to substantiate “Beyond vehicular auto traffic, increasing numbers of travelers are opting to walk and to bicycle for short daily trips” ?

7-3. Under Trends in Transportation, please add bracketed sentence after the last sentence that reads “Also, these vehicles with their enhanced safety features may encourage individuals who are not drivers or who do not drive frequently to travel more often and further distances than they might in less-

sophisticated cars.” [These trends are likely to increase traffic congestion]. Rationale: Emphasizes the key takeaway in this section, which is otherwise a bit buried.

7-3. Under Traffic Congestion in Calvert County, add bracketed text to “...however, residents experience peak period congestion at [the Thomas Johnson Bridge leading from Solomons to St Marys County, on Route 231 west of Prince Frederick, and at] the traffic signals located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick. Rationale: Accuracy. Essential to include mention of these serious traffic bottlenecks.

7-3. Under Traffic Congestion in Calvert County, add bracketed text to “The county has not seen increasing levels of traffic along the primary county arterial road in recent years [, except at the Thomas Johnson Bridge]. Rationale: Accuracy, as reflected in SHA Average Annual Daily Traffic Volume Maps between 2005-17.

7-3 and 7-4. Under Traffic Congestion in Calvert County. The more relevant measure of traffic congestion affecting the frustration levels of county residents is peak AM and PM rush hour volume trends, not average daily traffic volume spread out over a 24 hour period. Rush hour volumes are also arguably more relevant factors for long-range planning than aggregate daily numbers. The current draft does not cite rush hour traffic volumes and trends. Recommendation: Please request staff or consultant obtain AM and PM rush hour volume trends from SHA and include it in this section. Please also add text such as “The County has commissioned a traffic study that will estimate future traffic volume at key locations, based on Metro Washington Council of Government population projections.”

7-4. Please add bracketed text to “While some delay at signalized intersections in Prince Frederick is experienced during the peak travel periods, all arterial and collector roads [were] operating at acceptable levels of service [(Maryland SHA rating of “D” or better, as of 2013, the last time a Prince Frederick traffic study that assessed levels of service].” Rationale: Correcting a misleading statement. SHA has not determined peak rush hour levels of service in Prince Frederick since the 2013 study, five years ago. We need updated rush hour data, which should be provided by Fall 2019 in the upcoming transportation plan study just recently contracted by the County.

7-4. Middle paragraph is almost completely redundant with wording in neighboring paragraphs, suggest return to staff for rewrite or deletion.

7-4. Table 7-1 is somewhat misleading. As noted in comments above, the relevant data affecting residential quality of life and future growth decisions is peak AM/PM rush hour traffic volumes. Recommendation: Please request staff or consultant obtain AM and PM rush hour volume trends from SHA and include it in this or a following Table.

7-4. Add Route 231 data to Table 7-1. Rationale: This is a bad congestion area.

7-6. Re “The county considers the gradual conversion of MD 4 and MD 2/4 into a controlled through access expressway as key to resolving future traffic congestion.” There are too many pre-existing access points along Rt 2/4 to envision it a future a controlled access expressway. Recommendation. Delete language.

7-6. re: “Purchase of right-of-way for new overpasses along MD 4 and MD 2/4,” this is a laudable goal, but the funds to purchase and construct these overpasses are unlikely in the foreseeable future. In

addition, this Plan should attempt to prioritize major funding expenditures, and the new Johnson Bridge surely should be prioritized over these.

7-7. Please add to the end of the first paragraph on the expansion of Rt 2/4 through Prince Frederick: [Although this project will promote the freer flow of traffic within Prince Frederick for the next few years, it has no effect on Rt 2/4 congestion north or south of Prince Frederick. In addition, a transportation study should determine how much programmed and anticipated future residential development can occur within Prince Frederick before an unacceptable level of congestion (SHA level E) occurs, even with this Rt 2/4 expansion in place.] Rationale: Accuracy. Existing text implies that the widening of Rt 2/4 will ameliorate traffic congestion concerns in Prince Frederick over the long term, and to the north and south along Rt 2/4 after completion. This is incorrect.

7-7. "In Arterial highways such as MD 231 and MD 260 serve fast and heavy traffic between subdivisions and urban centers," replace "urban centers" with "employment centers outside the county." Rationale. More accurate.

7-9. Under Chesapeake Bay Crossing Study, after "Locating a bay crossing in Calvert County would result in a tremendous amount of pass-through traffic to MD 4," Please add [A Calvert bay crossing would require widening MD 4 to at least three lanes in each direction nearly the entire length of the County, which would involve extensive State seizures of privately-owned property along MD4 under eminent domain, and greatly increased congestion and safety concerns where arterial and collector roads intersect with MD4].

7-9. Under Chesapeake Bay Crossing Study, replace "Constructing a bay crossing in Calvert would likely have a significant impact on the county's rural character" with [Constructing a bay crossing in Calvert would have a devastating impact on the county's rural character, and would run counter to this Comprehensive Plan. Calvert County residents have expressed overwhelming opposition to a bay crossing in Calvert.] Rationale: Important to provide much stronger language on the Bay Bridge issue as a matter of record.

7-10. Second paragraph. The implication here that ferry service can even partially ameliorate the rush hour congestion at the Johnson Bridge is incorrect. The carrying volume and periodicity of ferry runs are simply too small. Recommendation: Delete this paragraph on the Solomon ferry in entirety.

7-10. The Pedestrian and Bicycle Network section consistently overplays the amount of bicycling and walking that will actually occur for commuting and shopping. While including bicycle and pedestrian-friendly streets and highways is a laudable goal, the distances between most residences in Calvert, and shopping and employment centers is simply too great for these alternate transportation modes to result in any meaningful reductions in automobile traffic congestion. In addition, construction of expensive bicycle/pedestrian overpasses would have to occur in Dunkirk and Prince Frederick if these transportation modes are to be used for a lot of the shopping and commuting taking place within these Town Centers – unlikely anytime soon given current budget realities. The discussions of bicycling and pedestrian modes throughout this section should be limited largely to their role in recreational activities, not commuting and shopping. Recommendation: Please return these bicycle and pedestrian discussions to staff for rewrite.

7-11. At the end of the second paragraph under Residential Area and Town Center Transportation Networks, re "Connecting the current roads parallel to MD 2/4 into a complete roadway network that

extends the length of MD 2/4 through each of the Town Centers would allow circulation between parcels without the need for additional access points on the through highway.” Text is ambiguous – does this mean the entire length of the County, or just within the other Town Centers in addition to Prince Frederick? In either case, this suggestion is impractical based on cost, the need for State seizures of private property under eminent domain, and topography. State budget constraints make it exceedingly unlikely these roads will be funded in the foreseeable future, and the ability of the County and developers to cofund such projects seems marginal at best. Recommendation: Return to staff for clarifying language, and to rewrite to indicate that, while desirable, the construction of additional roads parallel to MD2/4s is unlikely.

7-11 to 7-12. Re “The county should establish road and sidewalk/path connectivity requirements based on block length in designated areas and for residential and commercial subdivisions above a certain size to help reduce traffic congestion and improve walkability, especially in Town Centers.” Need to specify what “a certain size” means, too vague.

7-13. Under Goals and Objectives, please add: “Based on the County Adequate Public Facilities Ordinance, use estimates of future aggregate daily and peak rush hour traffic volumes as an essential input in determining future land use patterns, including zoning ordinances and residential and commercial development.” Rationale: Adherence to the AFPO is not specifically mentioned in the current draft, and including this is at the heart of responsible transportation planning going forward.

7-13. Re Objective 7.1.1.2, construction of a new Johnson Bridge should be added as the highest single County priority for major transportation infrastructure funding. Town Center roads are second to this.

7-13. Re Objective 7.2.1.1, are we seriously proposing to eliminate existing accesses to MD 4 and M 2/4? How could this possibly be done, and how could it possibly be funded? Recommendation: Eliminate the reference to existing accesses in this objective.

7-15. Re Objective 7.5.1.3, “Provide safe pedestrian and bicycle routes to all public schools” there are some schools, including Huntingtown High and Plum Point Middle and Elementary, where the traffic, topography and distance to residential neighborhoods make this impracticable. Recommendation: Add “where practicable” to objective.

7-15. Objective 7.5.2.2. Re “Designate key bike routes connecting Town Centers” the distances between town centers are too great to make this cost-justifiable, especially considering there will be little commuter or shopper use, and uses would be almost entirely recreational. Recommendation. Delete.

7-15. Objective 7.5.3.2. Re walking and bike routes connecting Town Centers, bike and pedestrian overpasses would be needed in Dunkirk and Prince Frederick. A nice goal, but affordability is doubtful, and would they really be used enough to justify the cost?

7-16. Re Objective 7.6.1.4, re potential changes to relax Adequate Public Facilities Ordinance requirements, this will directly lead to higher class sizes and more congested roads, exactly the opposite of what the majority of county residents desire. Recommendation Please, please delete this objective to relax Adequate Public Facilities Ordinance requirements.

Harrod, Felicia R.

From: Charlene Kriemelmeyer <c.tobeyk@icloud.com>
Sent: Friday, September 28, 2018 5:08 PM
To: Planning and Zoning
Subject: Calvert 2040 Comments
Attachments: FINAL CHAPTER 7 TRANSPORTATION.pdf

Attached are our Comments for Chapter Transportation

Please send confirmation that you have received this and were able to open it.

Thank You,
Charlene Tobey Kriemelmeyer
Joe Kriemelmeyer, Jr.

Calvert County Planning Commission
 CALVERT 2040 COMMENTS CH. 4
 May 2018 Draft Chapter 7 Comments for Meeting 10/24/18 DUE 9/28/2018
 Calvert County Dept. of Planning & Zoning
 175 Main Street
 Prince Frederick, MD 20678
 pz@calvertcountymd.gov

9/28/2018

COMMENTS CHAPTER 7 TRANSPORTATION

Pg.7-1 The Vision and Goals are lovely as are the descriptions on the subsequent pages. Now let's get down to reality. There are some issues that I wish to focus upon.

REALITY VERSUS DENIAL AND THE UGLY RESULTS

pg.7-1 Vision

Our highways are safe with only moderate congestion

Goal 2: Maintain MD 4 and MD 2/4 as the main transportation corridor, providing for safe and efficient travel.

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Pg.7-2 MD 2/4 is the only major highway that extends for the full length of the county,... There is only one highway crossing to the west into Charles County, MD 231 Benedict Bridge, and one to the south into St. Mary's County, MD 4, Thomas Johnson Bridge.

7.3.1.1 Address peak-hour congestion on MD 2/4. [SHA]

7.3.1.2 Pursue with SHA the implementation of active traffic management technology to reduce congestion during peak hours. [P&Z, PW, SHA]

7.3.1.3 Improve MD 231 to address safety and reduce congestion. [SHA]

Our only roads leading in and out of the county MD 4, MD 2/4 (Thomas Johnson Bridge), MD 2 and MD 231 (Benedict Bridge) are Maryland State roads. So basically we are dependent upon the goodwill of Annapolis. Unfortunately, we have repeatedly seen Maryland is a state that balks spending money on the transportation needs of it's rural counties. What happens on these roads influences our entire county. Calvert County's requests for road related funding are repeatedly moved back to the end of the que because Annapolis is courting the voters in Montgomery County, Prince Georges County, and Baltimore City/County. Neither of the Projected Average Daily Traffic (ADT) Numbers* take into account the huge increase in households and commercial building which will occur if the CP is adopted as is, hence the CP is incorrect in all assumptions as to the future capacity of our roads. **The CP cannot neglect Calvert County's need for Annapolis coming to a quick, timely rescue when our roads become overburdened due to the lack of a buildout cap in this CP.**

***See attached letter from Eric Beckett Deputy Director, Office of Planning and Preliminary Engineering Maryland State Highway Administration/Maryland Department of Transportation State Highway Administration's (MDOT SHA) Travel Forecasting and Analysis Division (TFAD) **which verifies that the ADT number would change**

" if a county or jurisdiction were to update their master plan and increase the density or change the land-use, once adopted by that county, they would collaborate with the MPO to both reflect what is in their local land use plans and assume a reasonable rate at which development could occur."

This chapter and the Comprehensive Plan Draft 2 (CP) consistently ignores the elephant in the room. The projected traffic increase by the Maryland Department of Transportation (MDOT SHA) 50,000 vehicles per day

(vpd) to increase to 83,000 vpd , (72% higher) by 2030. This projected increase to 83,000 actually underestimates the total traffic growth because MDOT relies upon the Maryland Department of Transportation (MDOT) future Average Daily Traffic (ADT) numbers for major projects. Neither of the Projected Average Daily Traffic (ADT) Numbers*** take into account the huge increase in households and commercial building which will occur if the CP is adopted as is, hence the CP, the Planning Commission and the BOCC are incorrect in all assumptions as to the future capacity of our roads.

***** “50,000 vehicles per day (vpd) projected to increase to 83,500 vpd by 2030, represents Average Daily Traffic (ADT) volume along MD 2/4 in the FY 2015-20 version of the CTP. These numbers refer to the overall MD 2/4 planning study, contained in the Primary Development and Evaluation Program, and represent the highest ADT along the corridor within the project limits - north of Stoakley Road to south of MD 765A.**

*****67,250 vpd by 2035, can be found in the FY 2018-23 version of the CTP. These numbers specifically refer to the Phase 2 breakout project of the overall MD 2/4 planning study, which is contained in the Primary Construction Program, and represent the highest ADT along the corridor within the project limits – Fox Run Boulevard to Commerce Lane. We will be review and updating these numbers with the next version of the draft CTP that will be released this Fall.” Maryland Department of Transportation State Highway Administration’s (MDOT SHA) Travel Forecasting and Analysis Division (TFAD).**

Pg.7-3 Traffic Congestion in Calvert County

*Congestion caused by commuters typically occurs during weekday peak travel periods and is known as recurring congestion. SHA’s Traffic Volume Maps by county shows that the highest traffic volumes in Calvert County are carried on MD 4-MD 2/4, particularly through Prince Frederick. **In general, the highways in the county are operating at a level of service acceptable to the SHA (Level of Service D or better); however, residents experience peak period congestion at the traffic signals located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick.***

The increases in traffic volume during the years of rapid growth still affect the perception of traffic volume changes that Calvert County residents report today. The county has not seen increasing levels of traffic along the primary county arterial road in recent years.

To put this into perspective Waldorf Route 5 has one of the worst traffic problems in the country and at a minimum of 83,500 vpd, the Prince Frederick vpd in 2030 will be almost 39% higher. HOW CAN THE PLAN NOT ADDRESS THIS ISSUE THAT EFFECT THE ENTIRE COUNTY?

The CP insults the intelligence of our citizens. I HAVE NOT SPOKEN TO ONE PERSON WHO IS NOT OFFENDED BY THE STATEMENT THAT THIS IS A PERCEPTION ISSUE! The Consultant must have driven through the county at midnight. This is clear even without a traffic study. Just drive up and down MD4 and MD2/4 during rush hour, when school begins and ends and often throughout the day, at every light. In Dunkirk, which is not even mentioned, traffic regularly is backed up at multiple lights. In the afternoon rush hour traffic usually backs up to past Lyons 100 and at times it backs up to the 260 underpass. The back ups within and both north and south of the Town Center have only gotten worse with the opening of the new shopping center through out the day and of course during the rush hours. **The CP is just wrong, traffic has increased.** People also sit stuck in Owings, Huntingtown, Prince Frederick, at Dares Beach RD , Plum Point Rd , 231 at other roads on MD4 and MD 2/4 throughout the county, throughout the day, through multiple cycles of the light. **The CP overlooks the reality of the 2013 Traffic Study conducted for Prince Frederick which predicts 7 failed intersections**

in the morning rush hour and 9 failed intersections in the evening rush hour, even with the state completion of six lanes and the county's completion of Chesapeake Boulevard. **THIS IS NOT A PERCEPTION. THIS IS REALITY.**

The CP misrepresents the growth potential and underestimates projected growth rate which in turn will underestimate the projected traffic congestion .

“The plan assumes that the county will only grow by 9,800 people (page 9-6) from 2018 to 2040 (22 years) even though the county grew by 12,000 between 2000 and 2010 and by more than 10,000 in every decade since 1970 (pg 3-10). **Just one development underway today (Armory Square) is proposing 590 units, which would yield 12-15% of the estimated growth expected in the next 22 years.** At 24 units per acre, 9,800 new residents could fit on just 200 acres of the 83% expansion of Prince Frederick town center.” KCC

Greg Bowen pulled the zoning maps and figured out the true expansion we can expect in Prince Frederick in terms of dwelling units. The table shows the total number of dwelling units possible and then shows calculations for how many new residents would be expected to occupy those units.

*Range based on 14 units/acre or 24 units/acre

**# of dwelling units multiplied by 2.1 people per unit.

Total Increase in Dwelling Units & Residents in the Prince Frederick Area		
Areas	# of Dwelling Units*	# of New Residents**
Prince Frederick TC	Between 7,294 & 12,504	Between 15,817 & 26,258
Residential Area	3,928	8,249
TOTALS:	Between 7,294 & 16,432	Between 15,817 & 34,507

Just think of the extra traffic. Now Think of ALL the expanded Town Centers with their Residential areas and the traffic they will generate. The projected 83,000 trips per day is just the tip of the iceberg.

The Statement *"In general, the highways in the county are operating at a level of service acceptable to the SHA (Level of Service D or better)"*; Allows the plan to gloss over the failed intersections already in the county. Speaking of levels of service. Nowhere in the chapter are there Benchmarks. Please reinstate them to what was in the last Comprehensive Plan: "A level of service "D" is attained on MD 2/4 and on Town Center roads. A level of service "C" is maintained on County roads and outside Town Centers."

IF THE MAJOR TOWN CENTERS, TOWN CENTERS AND THE RESIDENTIAL AREAS ARE ALLOWED TO GROW WITH NO BUILDOUT CAP TO THEIR MAXIMUM NUMBER OF UNITS, WITH BUILDERS TAKING ADVANTAGE OF ALL POSSIBLE TDRS, allowing developer-funded extension of public water and sewer into the Residential Areas around Prince Frederick, Lusby and Solomons (page 3-24) There will be a huge will increase in residential buildout. The resulting traffic will back up even worse at multiple lights. EACH GROWTH AREA WILL BECOME A BOTTLE NECK WITH MULTIPLE FAILED INTERSECTIONS. SAY GOODBYE TO ATTRACTING TOURISTS, SHOPPERS, ECOTOURISM, ECT

pg 7-6, 7-7 **FUNCTIONAL CLASSIFICATIONS (FREUDIAN SLIP)**

Pg. 7-6 The county considers the gradual conversion of MD 4 and MD 2/4 into a controlled through access expressway as key to resolving future traffic congestion.

THIS IS DEFINITELY NOT WHAT THE CITIZENS ENVISIONED IN THE CALVERT COUNTY COMPREHENSIVE PLAN UPDATE & ZONING ORDINANCE REWRITE SERIES OF FIVE WORKSHOPS ON SPECIFIC ISSUE TOPICS NOR IN SUBSEQUENT MEETINGS! WHAT HAPPENED TO:

Pg. 7-2 To provide a transportation system that moves people and goods to, from, and through the community in a way that is safe, convenient, economical, and consistent with the community's historic, scenic, and natural resources...?

THEREFORE WHAT GOOD IS A TRAFFIC CHAPTER THAT DOES NOT ADDRESS THE ABOVE PROBLEMS? WHAT GOOD IS A TRANSPORTATION CHAPTER THAT DOES NOT INCLUDE BENCHMARKS AND ACTIONS TO REMEDY THESE PROBLEMS?

SO, AT THIS POINT I HAVE TO ASK THAT THE CP BE PUT ON HOLD TO FOLLOW STATE LAW. *"A Planning commission shall prepare a comprehensive Plan by carefully and comprehensively surveying and studying the present conditions and **projections of future growth** of the local jurisdiction."*

I ask you to hire an **experienced traffic planner** to create and accurate transportation study using today's traffic and give two projections: 1.) An accurate projected growth if this CP would go into effect as is without a buildout cap: and 2.) If the CP were to keep the Buildout cap. TO QUOTE KCC

"How much traffic will be generated by the projected households? Can our roads accommodated the additional traffic? If not, what road improvements are needed? How will those improvements be funded? While the current draft of the Comprehensive Plan includes information about "present conditions", it lacks evidence that "projections of future growth" have been "carefully and comprehensively studied".

Objective 4: Prepare traffic circulation studies and transportation plans as needed for Town Centers.

7.1.4.1 Continue to monitor traffic conditions and assess the potential for technological solutions to traffic problems. [P&Z, PW, SHA]

PUTTING THE CART BEFORE THE HORSE IS NOT A SOLUTION FOR DETERMINING THE POLICIES OF THE NEXT 20 YEARS. STUDIES SHOULD BE DONE BEFORE ADOPTION OF THE CP.

There is no meat to make the aspirations in most of chapter happen. No Benchmarks. Few Plans.

PUBLIC TRANSIT SERVICES

Pg 7-1 Goal 4: Improve and expand existing public transit services.

Pg 7-3 Trends in Transportation The county's residents need to travel throughout the county and within their communities, using a variety of modes, with greater ease. ... and expanding transit service are becoming more important.

THIS IS WHY CALVERT COUNTY RESIDENTS ARE NOT USING THE CALVERT COUNTY TRANSIT SYSTEM TO TRAVEL THROUGHOUT THE COUNTY AND WILL NOT IN THE FORESEEABLE FUTURE

The reality is that the Calvert County Public Transportation System is essentially nonfunctional. It is caught in a downward spiral. BECAUSE IT IS NOT FULFILLING THE NEEDS OF THE COUNTY'S POPULATION, IT HAS POOR RIDERSHIP. Therefore it is not allotted the financial support it needs to become fully functional. FROM ANY RIDER'S POINT OF VIEW IT IS VERY HARD TO USE. FROM THE VIEWPOINT OF THE DISABLED AND ELDERLY IT IS OFTEN IMPOSSIBLE.

The locations of bus stop are difficult to find. There should be clearly marked signs at stops with posted schedules. The busses are unreliable because the busses seldom arrive at the stops on time due to letting riders flag the bus if they happen to be near the bus route. Of course, the routes have to be clearly understood to be able to take advantage of this perk. The Transportation's Printed Schedules are too vague to chance it. Since the times the buses actually get to the stops vary making the few available connections between routes is risky. The first bus may be running late and the connecting bus might be running on time. The next connecting bus will not come for an hour or more: or it may not be there until the next day. If one lives outside of Prince Frederick (PF) there appear to be extremely limited or nonexistent round trips to any of the other Town Centers. By that measure Prince Frederick is the only Major Town Center.

Because I am most familiar with the Dunkirk area and the CP indicates an upgrade of Dunkirk to a MAJOR Town Center, I contacted the Transportation department and I was sent the printed schedules to get from Dunkirk to the Hospital Campus and the Doctors offices on Steeple Chase Drive, (just south of Fox Run Shopping Center) for doctors appointments. I discovered that the County Transit System is totally dysfunctional for this purpose. If it is this bad for Dunkirk, I bet it is worse for the rest of the county, except in Prince Frederick.

The Dunkirk (Orange) Route printed schedule would be confusing to any rider. The stop descriptions are confusing. "Ward Road Extended @ Office Building," which Office Building? An address is necessary as there is more than one. "Safeway Shopping Center" There is no sign and the shopping center is rather big. An exact location is needed. No rider wants to miss the bus due to being in the wrong place. In that parking lot, depending upon the real location of the stop, the bus driver might not be able to see a person in a wheelchair. Riders with a stroller or with physical limitations cannot be asked to chase after the bus. "Rt 4 & Skinner's Turn Road" Which corner? Handicapped or persons who for one reason or another move slowly will not be able to cross to the correct corner if needed before the bus passes. The next bus comes 1 to 2 hours later, if at all ect. The maps on all of the schedules are so tiny and lack enough detail to be of any help, especially the Orange Dunkirk Map (**ATTACHED AT FULL SIZE**).

Monday - Friday Schedule

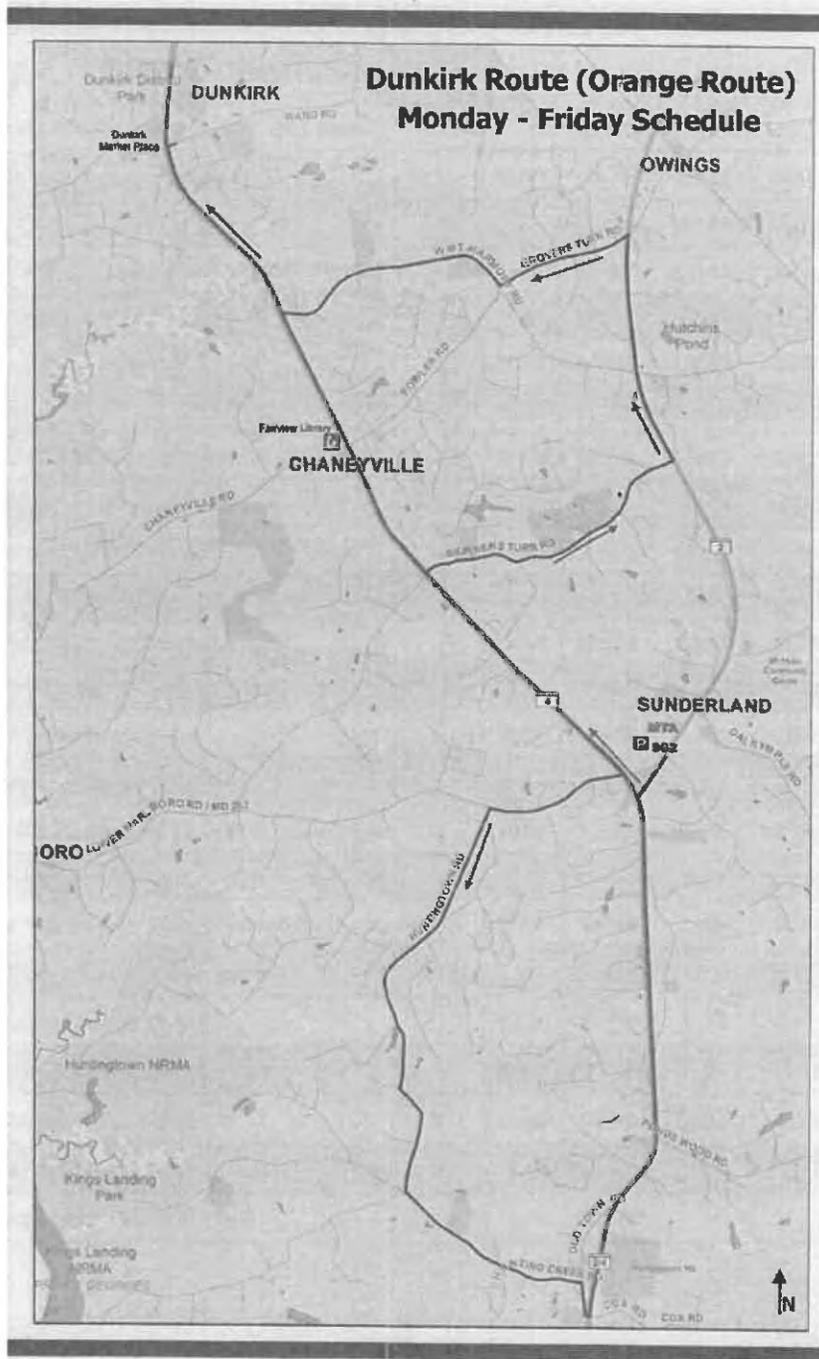
Dunkirk Route (Orange Route)

NOTE: READ SCHEDULE FROM TOP TO BOTTOM

	9:00	N/A	11:25	N/A	N/A
Calvert Pines Senior Center					
Sunderland Park & Ride	9:15	10:15	12:40	1:30	2:55
Route 4 & Skinner's Turn Rd	9:18	10:18	12:43	1:33	2:33
Skinner's Turn Rd & Route 2	9:22	10:22	12:47	1:37	2:37
Route 2 & Grover's Turn Rd	9:24	10:24	12:49	1:39	2:39
Grover's Turn Rd & Mount Harmony Rd	9:25	10:25	12:50	1:40	2:40
Mount Harmony Rd & Route 4	9:28	10:28	12:53	1:43	2:43
Town Center Blvd @ McDonald's	9:31	10:31	12:56	1:46	2:46
Dunkirk Market Place @ Home Store	9:31	10:31	12:56	1:46	2:46
Dunkirk Market Place @ Walmart	9:34	10:34	12:59	1:49	2:49
Dunkirk Market Place @ Giant	9:34	10:34	12:59	1:49	2:49
Dunkirk Urgent Care	9:34	10:34	12:59	1:49	2:49
Dunkirk Park	9:36	10:36	1:01	1:51	2:51
Safeway Shopping Center	9:38	10:38	1:03	1:53	2:53
Ward Rd Extended @ Office Building	9:40	10:40	1:05	1:55	2:55
Fairview Library	9:45	10:45	1:10	2:00	3:00
Route 4 & Route 262/Lower Marlboro Rd	9:50	10:50	1:15	2:05	3:05
Route 262 & Huntingtown Rd	9:51	10:51	1:16	2:06	3:06
Huntingtown Rd @ 4-way stop	9:56	10:56	1:21	2:11	3:11
Hunting Crash Rd & Old Towne Rd	9:59	10:59	1:24	2:14	3:14
Old Towne Rd & Route 4	9:59	10:59	1:24	2:14	3:14
Sunderland Park & Ride	10:04	11:04	1:29	2:19	3:19
Calvert Pines		11:19			2:34

DO YOU SEE ANY INDICATION OF THE STOPS IN DUNKIRK? NO! The arrows and map show the route skipping the Library, yet it is listed on the other side as a stop. How can a bus go down Huntingtown Road up MD (Rt.) 4, and up MD RT 2 at Sunderland at the same time?

The Dunkirk (Orange) Route only runs 5 times per day, Monday through Friday. To get to Prince Frederick let's say a doctor's appointment in Prince Frederick, Fox Run from Dunkirk, one would have to catch the first bus of the day, once the rider figured out where to wait in the Safeway Shopping Center. The bus would arrive around 9:38 am. If the rider is not at the right place, one had better be in good physical shape to run after it to wave it down. Oops, the bus does not go to Calvert Pines. Try the next bus, leaving Dunkirk around 10:38 AM arriving at Calvert Pines 11:19AM. WAIT, THE DUNKIRK ROUTE GOING SOUTH ONLY CONNECTS WITH CALVERT PINES ONE TIME PER DAY AND THE RIDER IS ON IT RIGHT NOW! THERE IS NO RETURN RIDE HOME LATER. THE RIDER CANNOT GET OFF THE BUS OR THE RIDER WOULD BE STRANDED AT CALVERT PINES.



THE COUNTY SEEMS TO HAVE FORGOTTEN A “MAJOR” TOWN CENTER. MAYBE DUNKIRK IS NOT SO MAJOR. OF COURSE NOT, IT DOESN'T EVEN HAVE ANY COLLECTOR ROADS. *Map pg 7-8.* Now, going in the other direction, if a rider lived in Calvert Pines one could get to Dunkirk and back leaving PF at 11:19 AM arrive back home at PF at 3:34 PM, but a person living in Dunkirk has no such luck. There is no alternative as none of the other County Transit Bus Routes connect anywhere but at Calvert Pines: North Route (Pink) has 6 loops on weekdays and 1.5 on Saturdays; The Prince Frederick Shuttle II (Green) runs weekdays 5 times, 7 times on Saturdays. Trying to ride between Dunkirk and the Twin Beaches on the North Route (Pink) Route is just as impossible because the only connection point for the bus routes is at Calvert Pines in Prince Frederick, even though at times the busses traverse along the same portion of MD 4.

AT THE LEAST PLEASE MAKE THE PARK AND RIDES ALSO CONNECTION POINTS FOR THE COUNTY BUSES!

The Prince Frederick Shuttle (White) is the only viable bus route in the County as it runs weekdays 13 times per day and Saturdays 7 times, albeit with fewer stops, but it just runs in the PF area. If it connected to the Dunkirk line more than the 1 time per day then perhaps people could get to their destinations.

Pg 7-9 The county operates two levels of local transit service. A fixed route service serves Town Centers. The fixed-route system addresses two types of movements: within Town Centers and between Town Centers. As shown above, this is fiction.

Pg 7-9 This framework calls for the creation of local transit service areas in the Town Centers and for express bus service between those centers. ...

Pg. 7-14 Objective 1: Increase the frequency of local transit service between Town Centers, including employment areas and health centers.

7.4.1.1 Explore the demand among local employers and workers for buses commuting to take employees to and from work places. Develop routes likely to encourage transit access for employees, patients, and students from throughout the county.

7.4.1.2 Review the routes serving Town Centers to include stops at employment centers. Consider extending transit hours to serve employees within the Town Centers and adjacent areas.

7.4.1.3 Review and increase the number of routes connecting major subdivisions to Town Centers.

YES, BUT SHOULDN'T THE CP TELL HOW IT PLANS ON DOING THESE THINGS AND HAVE A TIME TABLE FOR COMPLETION?

THERE IS NO TRANSIT SERVICE FOR HANDICAPPED PEOPLE WHO LIVE MORE THAN 3/4 MILE FROM THE FIXED COUNTY BUS ROUTE. THAT IS A TRAVESTY!

Pg 7-9, 10 ... This framework calls for the creation of local transit service areas in the Town Centers and for express bus service between those centers. ... increasing access to healthcare services needs to be considered for the county's large senior population. Reliable alternative transportation options are needed for the disabled and seniors in the county. The county is working with the MTA to secure funding to implement these service changes.

YES, BUT OUR STATE IS RELUCTANT TO GIVE FUNDS TO RURAL COUNTIES. Search should be done for alternative means of funding. The need is current.

The county transit bus schedules have a statement that they are “committed to ensuring that no person is excluded from participating on or denied benefits of the transit services we offer. This policy is consistent with

the requirements of the 1964 Civil Right Act...” Well, the Calvert County Transit system does exclude many, if not most of the handicapped in the county because they follow the law to the letter so those who live more than 3/4 mile from the fixed county bus route, and who are not able to get to the town centers to ride the bus are up the proverbial creek!

I know a person who is eligible for public transportation as she is in a wheelchair. In the same letter, HOWEVER, SHE WAS TOLD SHE WAS NOT ELIGIBLE SINCE SHE LIVES MORE THAN 3/4 MILE FROM THE FIXED COUNTY BUS ROUTE SHE IS NOT ELIGIBLE FOR PUBLIC ADA TRANSPORTATION. (By their reckoning, she lives 2 miles too far away.) Therefore to use private wheel chair transportation TO GET FROM HER HOME IN DUNKIRK TO HER PHYSICAL THERAPY, WHICH IS ONLY ONE MILE AWAY, SHE MUST PAY \$60 EACH WAY FOR JUST BEING IN A WHEEL CHAIR , PLUS \$2 PER MILE. THAT MEANS THE ROUND TRIP COST IS \$124.00 THREE TIMES A WEEK. A ROUND TRIP TO THE DOCTOR IN PRINCE FREDERICK = \$180.00 In no time she might be at poverty level and then maybe there might be some help. Fortunately she has someone who is driving her, but if that person is no longer able, then she will no longer be able to get out of the house and to her medical appointments.

IMPROVING CONDITIONS FOR BICYCLISTS AND PEDESTRIANS AND COMPLETE STREETS AND STREETScape IMPROVEMENTS (CSSI)

pg 7-3 Trends in Transportation

Communities which provide safe and attractive facilities attract residents and businesses interested in healthier and more affordable travel options. The county's residents need to travel throughout the county and within their communities, using a variety of modes, with greater ease. Improving conditions for bicyclists and pedestrians and expanding transit service are becoming more important.

7.2.1.4 Continue the program for resurfacing existing roads. Prioritize resurfacing based on traffic counts, structural condition of paving and subsurface conditions, and skid resistance of existing surfaces. [PW]

Because distances are so great, for example along Ferry Landing Road, the county could create combination bicyclist and pedestrian paths. The county could start with gravel, a pervious surface, reducing heavy rainwater runoff. This solution would save Citizens time getting to the Town Center and also would save the county money. In time, when funding became available, the county could revisit the paths to assess their use and determine which warranted being upgraded to a more permanent surface.

pgs 7-10 through 11 Complete Streets and Streetscape Improvements (CSSI)

Paints a pretty picture, but the cold hard truth is that MD4 and MD 2/4 divide the county in half. Dunkirk and Prince Frederick Town Centers are bifurcated. They are not pedestrian nor bike friendly as the signals do not give the physically challenged and people with strollers enough time to cross the major roads. Good luck with the rosy picture this CP chapter paints of Town Centers with CSSI features by 2040 as it already forgotten about

pg 7-10 "Providing these connections is challenging because of east- west stream valleys cutting through the county on either side of the ridgeline that MD 2/4 follows"

Those valleys will still be there and building the sort of roads described will be very expensive and perhaps impossible. How many years has the "future automobile overpass" been on the map in Dunkirk? One can be very sure Annapolis is not

going to pay for pedestrian overpasses. They have put the road system of Calvert County low on their priority list in the past and they will continue to do so in the future.

Which goes back to Fiction.

Pg 7-10 New roads and retrofits of existing roads should accommodate pedestrians and bicyclists. Such infrastructure could include wide sidewalks and median crossing islands for pedestrians and protected or dedicated bicycle lanes for bicyclists, or shared-use paths for both. Complete Streets and Streetscape Improvements...

Complete Streets are built on empty Lots. It would be very hard and expensive to retrofit our existing Town Centers to get from now to there. Some of the town centers or large portions of the TC are already built near to capacity (Dunkirk). How much of the Town Center will have to be leveled? Who will pay for it?

Pg 7-11 Connecting the current roads parallel to MD 2/4 into a complete roadway network that extends the length of MD 2/4 through each of the Town Centers would allow circulation between parcels without the need for additional access points on the through highway.

Pg 7-14 7.2.1.2 Require parallel connecting roads along MD 4 and 2/4 during the development and subdivision process, where feasible, with the long-term goal of having driveways served by connecting roads.

7.2.1.3 Continue to develop north-south roadway systems, parallel to MD 2/4 in the Town Centers.

The CP omits taking into account the “east- west stream valleys” all along MD 4 and MD 2/4, which make this an impossibility. In Dunkirk there are no parallel roads to connect. I suspect the same is true in much of the county.

The reality is that Dunkirk and Prince Frederick are and will always be bifurcated by a major road. The CP should face that reality and go from there.

Chesapeake Bay Crossing

Page 7-9 should have a statement to the effect that the county is opposed to having the Chesapeake Bay Crossing located here because we do not have the roads to handle the traffic that the bridge would entail and the building of such road would destroy the cherished, unique Rural Character of our County, not to mention the ecotourism, and other industries based upon it.

*** SEE EMAIL LETTER REFERENCED IN FIRST SECTION, ATTACHED ON NEXT PAGE.

Charlene Tobey Kriemelmeyer
Joe Kriemelmeyer, Jr.

Eric Beckett

Deputy Director, Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street, Mail Stop C-502
Baltimore, Maryland 21202
phone: 410-545-5666
toll free: 1-888-204-4828
email: ebeckett@sha.state.md.us

Dear _____,

Thank you for your email and interest in traffic congestion along MD 2/4 in Prince Frederick, Maryland. I appreciate the opportunity to address your questions.

The future Average Daily Traffic (ADT) numbers for major projects included in the Consolidated Transportation Program (CTP) are updated yearly and are modified based on approved land use from the appropriate regional Metropolitan Planning Organization through a cooperative process. For MD 2/4, these projected ADT volumes are based on the Metropolitan Washington Council of Governments (MWCOG) regional travel demand model, which takes in to account the entire Washington, DC region, and can change year to year depending on the latest approved socio-economic and land-use data adopted by the region at that time. For example, if a county or jurisdiction were to update their master plan and increase the density or change the land-use, once adopted by that county, they would collaborate with the MPO to both reflect what is in their local land use plans and assume a reasonable rate at which development could occur. Calvert County is included in the MWCOG travel demand model area and is the best tool we have available for estimating regional travel demand forecasts.

The first set of numbers you reference, 50,000 vehicles per day (vpd) projected to increase to 83,500 vpd by 2030, represents Average Daily Traffic (ADT) volume along MD 2/4 in the FY 2015-20 version of the CTP. These numbers refer to the overall MD 2/4 planning study, contained in the Primary Development and Evaluation Program, and represent the highest ADT along the corridor within the project limits - north of Stoakley Road to south of MD 765A.

There is a second set of ADT numbers you reference, 67,250 vpd by 2035, can be found in the FY 2018-23 version of the CTP. These numbers specifically refer to the Phase 2 breakout project of the overall MD 2/4 planning study, which is contained in the Primary Construction Program, and represent the highest ADT along the corridor within the project limits – Fox Run Boulevard to Commerce Lane. We will be review and updating these numbers with the next version of the draft CTP that will be released this Fall. The existing and future ADT and peak hour traffic volumes are developed by the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Travel Forecasting and Analysis Division (TFAD). Please feel free to reach out to Ms. Lisa Shemer, Division Chief, if you should have any further questions about these or other volumes along MD 2/4. She can be reached via email at lshemer@mdot.state.md.us or by phone at 410-545-5640.

In regards to the pass-through traffic, Mr. Nigam's response is correct. There is no information contained in the Traffic Volume Maps on the percentage of pass-through traffic along MD 2/4. He was also correct in his statement that the way the traffic count data is collected does not indicate trip origin or destination. The traffic counts, such as those in the attached map, are simply the number of vehicles per day in both directions at that location along the roadway. The MDOT SHA would use Origin-Destination (O-D) Studies to determine the amount of pass through traffic on a roadway such as MD 2/4. A detailed O-D study can also tell you how much is completely pass-through traffic (i.e. goes all the way through the county without stopping), versus a trip which had one end outside the county and the other end inside the county. Mr. Slater's statement regarding "traffic is traffic" is also correct in this context since the MD 2/4 project is looking to address the traffic that is using the road regardless as to whether it is pass-through or going to a destination within Calvert County. Knowing the origins and designations and the pass through traffic would be more applicable if we were looking at providing an alternative route and we were trying to measure who would take the new route vs the existing route.

When a project is progressing through design we are analyzing the alternatives using more detailed traffic information than ADTs. A key piece of this information is peak hour traffic volumes, which represent the highest amount of traffic during both the morning and evening peak travel hours. The forecasts were developed using the latest projections for the area at the time, which in this case was using version 2.3.57A of the regional MWCOG travel demand model, along with Round 8.4 cooperative land use forecasts and the 2015 Constrained Long Range Plan. Based upon these forecasts, the improvements were designed to provide acceptable operations through 2035. It is our policy to use land use assumptions in our forecasts that have either been approved or adopted by the regional MPO, or approved as part of the County's development process at the time we are designing the improvements.

Land-use and development decisions take place at the County level. When a developer wants to gain access to a state roadway, they are required to submit a Traffic Impact Study (TIS) which is in turn reviewed by MDOT SHA. The MDOT SHA works with the County and the developer with the goal of addressing the development's impacts to the surrounding state roadway system, however, the degree of traffic-related mitigation and roadway improvements by the developer are controlled by the local Adequate Public Facilities ordinance (APFO).

The MDOT SHA is aware of Chesapeake Boulevard and Calvert County's plan to build it as a bypass to MD 2/4. Chesapeake Boulevard is a local effort and not funded by the Maryland Department of Transportation. Regarding the recent forecasts and assumptions for the Phase 2 project, if a development was approved, then it was included our forecast along with the portion of the loop road/bypass system that was associated with that development's build-out requirements.

Thank you again for your interest in MD 2/4 in Calvert County. If you have any questions feel free to reach out to me directly at ebeckett@mdot.state.md.us.

Thanks,

Eric Beckett

Deputy Director, Office of Planning and Preliminary Engineering

Holt, Judy C.

Subject: FW: Zoning!

-----Original Message-----

From: Al Sullivan <sullyvan11@gmail.com>

Sent: Friday, September 28, 2018 11:02 AM

To: Sunderland, Carolyn V. <Carolyn.Sunderland@calvertcountymd.gov>

Subject: Zoning!

This message is to object to the rezoning of the area including Yellow Bank Road!! AL and Karen Sullivan 3595 Yellow Bank Rd are against the proposal to change the zoning!!!

Regards AL & Karen Sullivan

Harrod, Felicia R.

From: Miriam Gholi <ghollma@yahoo.com>
Sent: Friday, September 28, 2018 4:42 PM
To: Planning and Zoning
Subject: KCC Comments on Translation Chapter
Attachments: Transportation Comments-Draft 1.docx

Please see attached.

Sent from Yahoo Mail on Android

**COMPREHENSIVE PLAN COMMENTS BY:
KEEP CALVERT COUNTRY – GROW RESPONSIBLY
RE: TRANSPORTATION CHAPTER**

Just as the population projections used in the Comprehensive Plan are incorrectly based on current zoning, so too is the Transportation Section based on existing conditions instead of the growth proposed by the Plan (expansions of the Town Centers, increases in Residential areas, and sewer policies that will maximize density).

Additional Comments:

1. Failure to Address Traffic:

The Transportation section fails to address the biggest quality of life issue that County citizens are facing: TRAFFIC. In its report to the MD Department of Transportation on October 24, 2017 (attached), the Board of County Commissioners noted that based on anticipated growth “daily traffic is estimated to grow from the 2011 volume of **48,600 to 83,600** by 2030” through Prince Frederick.

This volume of traffic constitutes 39% more trips per day than on MD 5 north of Waldorf in Charles County. And of course, that traffic increase will be felt along the entire MD 4 corridor. Note: The Governor recently projected an increase to 67,250 by the year 2035. That is still a 49% increase and 12% more than MD Waldorf is experiencing.

Citizens have repeatedly stated that they “don’t want to become another Waldorf”. Here’s another reason why: the commute from Charles County was recently deemed the worst in the nation by Autoinsurancenter.com. Also, the property tax rate in 2017 is the highest for any county in the state.

2. Failure to Conduct a Traffic Study:

No traffic studies were done as a part of the preparation of this draft Comp Plan. How can land use policies be established if we don’t know how much traffic we’re current dealing with and how much more will be added by the proposed expansions of the Town Centers, residential expansions, sewer, etc.?

3. Failure to Use Readily Available Facts:

Even without a traffic study, there is plenty of information available that the consultant could have used but did not.

According to the draft Comprehensive Plan “In general, the highways in the county are operating at a level of service acceptable to the SHA (Level of Service D or better).”

This statement has no basis in fact. No effort was made to project the future traffic flow or to look into SHA studies about projected traffic increases, a requirement of state law. There is no mention in the Plan whether the consultant even reviewed traffic studies that have been submitted with pending subdivision and site plan applications.

Here are some facts that are readily available but ignored by the Comprehensive Plan:

- Commuters face backups of 2 miles many days to get to the Intersection of Stoakley Road on south-bound Route 2/4. A 2013 MDOT Traffic Study rated this intersection an 'E'. Some drivers have even started taking detours on side roads to bypass the backups.
- From a 2013 SHA Study: "This traffic study evaluates potential traffic schemes to improve operations along the MD 2/4 corridor between Calvert Memorial Hospital North and MD 765A South (Main Street) including the entire extent of Prince Frederick Boulevard and Chesapeake Boulevard." **"It is assumed that both Prince Frederick Boulevard and Chesapeake Boulevard will be extended to provide continuity and alternative route to MD 2/4."** *However, there are no plans to complete the final portion of Chesapeake Boulevard.*
- 2013 SHA Study Conclusions: "The majority of the intersections operate at an acceptable [level of service] **LOS under existing conditions.**" "Future developments along the MD 2/4 corridor, especially at the former middle school site and a 36-acre site along MD 402 **will have significant impacts on operations throughout the study area.**"

This conclusion does not factor in the proposed expansion of the Prince Frederick town center. And the study was done before 2016, when the Commissioners increased residential density from 14 to 24 units per acre, over the objective of the residents. So even with the road widening, our roads will be getting much worse.

- Traffic on 231 has increased 46% since 2000. Residents can't get out of their driveways on MD 231. And traffic on MD 4 just north of the Solomons Bridge has increased 38% since 2000.

KCC requests that the Planning Commission direct staff to study current traffic and make accurate projections of future traffic based on: (1) projects currently "in the pipeline"; (2) proposed expansions of the Town Centers; (3) increased Residential areas, and (4) the Plan's sewer policies which will encourage maximum density.

In addition, the Transportation Plan should be prepared prior to adoption of the Comprehensive Plan so that land use policies can be based on accurate, up-to-date facts and information.

4. **Specific Comment:**

Page 7-6, Highway System section – 1st bullet at bottom of page: "New driveway access points to MD 4 and MD 2/4 are not preferred by the county and the Maryland State Highway Administration." This is a drastic weakening of the current Comprehensive Plan policy, which states: "It is the policy of Calvert County that new access points to MD Routes 4 and 2/4 **shall not be allowed.**" KCC Request: Replace the proposed access control policy with the policy from the current Plan.