

Comments on the Calvert County Comprehensive Plan, December 2018 Draft
 Additional Comments from the Public Received through February 26, 2019

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Harrod, Felicia R.

From: Diane Harrison <ddharrison620@gmail.com>
Sent: Monday, February 25, 2019 9:46 AM
To: Planning and Zoning; Commissioners
Subject: Comprehensive Plan

Please re-consider the uniqueness of Calvert County with a more thorough and inclusive study before adopting the current Comprehensive Plan, which appears to be blatantly lacking.

As a small peninsula with distinct rural character and pride AND only one major corridor running through the county, these facts are undeniable, can't be changed and MUST be central to responsible planning for the future. Any comprehensive planning must include traffic studies based on this elementary and encompassing fact.

This is to include the impracticality and negative impact a new bay bridge in Calvert County would bring.

Route 4 also serves as our only evacuation route should, God forbid, we have an emergency at the Calvert Cliffs Nuclear Power Plant or Dominion Energy Cove Point.

In a county that dates back to 1654, historic preservation must be a consideration as well as maintaining our rural character and farm heritage. In an era of unwanted commercialization and unwarranted residential development... PLEASE stop and "smell the roses"! Every blade of grass or sorghum or corn field does not have to be covered in asphalt or concrete.

The rate of county development must be smart, controlled, sustainable, and based on all input factors to include it's rural character, natural resources and water shed, roads, schools, water and sewer, land and historic preservation and our quality of life.

Diane D. Harrison, Board Member
Calvert County Historical Society

Harrod, Felicia R.

From: Griffith Harrison <griff.harrison@gmail.com>
Sent: Monday, February 25, 2019 10:08 AM
To: Planning and Zoning
Cc: Commissioners
Subject: Draft Comprehensive Plan

I am a proud native of Calvert County and am bullish about keeping Calvert “Country” and putting in place planning for the out years to ensure that we preserve the rural character of this wonderful county.

To that end, I encourage you to seriously read and consider adopting the amendments to the draft plan presented by Keep Calvert Country - Grow Responsibly.

If we do not, at this time, put the necessary resources of time and prudent thought processes into developing a Comprehensive Plan to ensure we keep this rural character, we run the risk of not only being another Waldorf but something much worse!

Please do not let this happen on your watch.

Sincerely

Griffith N. Harrison Jr.

Harrod, Felicia R.

From: Allison miller <allisonjmiller@comcast.net>
Sent: Monday, February 25, 2019 1:07 PM
To: Planning and Zoning
Subject: Calvert 2040 comments

Good afternoon,

We are writing to voice our strong opposition to any additional development in Dunkirk. We have plenty of vacant store fronts and too much traffic already. We moved to Calvert County seventeen years ago because we wanted to raise a family in a rural setting. We hope that the planning commission and the BOCC follow the wishes of Dunkirk residents and dramatically slow the growth in the 2040 plan.

Thank you,
Nathan and Allison Miller

Harrod, Felicia R.

From: Virginia Rice <keepcalvertcountry@gmail.com>
Sent: Monday, February 25, 2019 3:11 PM
To: Planning and Zoning
Subject: Request For Studies BEFORE Growth

Calvert County Planning Commission Members:

As you are aware, Maryland Law requires that:

"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."

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".

Therefore, I am requesting that no growth be proposed in the Plan until studies are conducted to determine the effects on traffic, schools, the environment, water supply, budget, etc. before the Plan is approved.

Specifically, the Plan should first answer the following basic question:

1 - How many households are projected if the growth in the Town Centers and Residential Areas are approved and if water and sewer is allowed to maximize density, as proposed?

Based on the answer to the above, the following additional questions should be answered:

2 - How much traffic will be generated by the projected households? Can our roads accommodate the additional traffic? If not, what road improvements are needed? How will those improvements be funded?

3 - How many additional schools will be needed? How will they be funded?

4 - What impacts will the proposed growth have on our environment? How will those impacts be mitigated?

5 - Can our aquifers adequately supply water to the projected households? If not, what is the solution?

If studies have in fact been conducted, I request that the results be added to the Plan and that they be shared with the public and the Planning Commission in a public presentation, with adequate time for review, questions and comments.

If studies have not been conducted to answer the above questions, I request that the Planning Commission direct the Consultant and staff to conduct the necessary studies and that the results be presented to the Planning Commission and the public, with adequate time for review, questions and comments, before approval of the Plan.

Thank you.

Virginia Rice

Ginnyr1@hotmail.com

Lusby

Harrod, Felicia R.

From: David Bury <burydav@gmail.com>
Sent: Monday, February 25, 2019 3:23 PM
To: Planning and Zoning
Cc: Sunderland, Carolyn V.
Subject: Calvert County 2040 Comments
Attachments: David Bury Comments to Planning Commission on Comprehensive Plan Second Draft 25 Feb 2019a.docx

Dear Sir/Ma'am

Attached are my comments on the second draft of the County Comprehensive Plan. Please pass these to the Planning Commission as soon as possible, so that they have time to review them before the 26 February hearing.

Thank you very much

David Bury
4310 King Fisher Ct
Chesapeake Beach, MD 20732
burydav@

David Bury Comments to Planning Commission on Comprehensive Plan Second Draft
25 Feb 2019

1. Please delete all references to expanding Town Center boundaries and to Residential Areas in the Comprehensive Plan, and relegate those decisions to the Town Center Master Plan and Zoning Ordinance rewrite processes. The residential growth envisioned by this language will almost certainly put the County in grave risk of violating the legal requirements of the Adequate Public Facilities Ordinance (AFPO) regarding road infrastructure. Right now, the County does not have critical data available on current and projected future rush-hour traffic congestion levels to make informed decisions about how Town Center and Residential Area growth will conform to the AFPO. The Transportation Plan Update study requested by the Planning Commission will provide that data, and is scheduled to be finalized in August 2019.

This study will provide badly-needed data on just how much additional residential growth can occur in specific areas of the County before road capacity exceeds acceptable State Highway Administration levels (D in Town Centers, C outside Town Centers). It is imperative that no decisions on redefining Town Center and Residential Area boundaries be made until the data from this study is available. Obviously, Comprehensive Plan finalization cannot wait until August 2019. Accordingly, decisions on Town Center and Residential Area sizes should be made during the Town Center Master Plan and Zoning Ordinance rewrite processes when that data will be available. Comprehensive Plan language must not predetermine, or even strongly influence, how the Town Center Master Plans and Zoning Ordinances address these issues.

Please add language to the Comprehensive that retains the 37,000 household residential buildout goal until the Transportation Plan Update results are available and can be adequately studied. This will enable a more comprehensive determination of buildout that can be done through the Town Center Master Plan and Zoning Ordinance process, and using best estimates of remaining residential growth outside the Town Centers.

As background, the last major traffic study was done in 2011 and updated in 2013, and looked only at Prince Frederick, not county-wide. It showed that, during the peak PM rush hour, fully six major Prince Frederick intersections were operating at levels of congestion the State deemed "unacceptable:" MD 2/4 at MD 402, MD 765A at Commerce Lane, MD 765A at Armory Road, MD 765 A at Church Street, MD 2/4 at MD 765, and Prince Fredrick Boulevard at MD 231. This analysis was based on 2010 traffic volumes (somewhat lower than today).

Now add in that future traffic volumes will increase still further over today's levels, as Calvert residential and commercial growth finally starts recovering from the effects of the great recession. For example, four major Prince Frederick residential developments are already in the pipeline: Calvert Hills East (96 apartments), Chaplin South/Beechtree (260 apartments), Oakland Hall Phase 3 (31 houses) and the first section of Armory

Square (250 townhouses). That's 637 new residences, or, conservatively assuming 1.5 vehicles per residence commute to work, 955 more vehicles added to Prince Frederick AM and PM rush hours. In addition, some proportion of these vehicles will commute north on 2/4, adding to congestion at Dunkirk, some will commute south into St Mary's, further aggravating the Thomas Johnson Bridge backup, and some will commute to Charles, adding to the MD231 headache.

Now factor in that the current draft Comprehensive Plan includes large expansions of Prince Frederick and other town centers, and envisions rezoning much of the added land to densities as high as 24 residences per acre. Then add in the increased zoning density (from 1 to 4/acre) proposed in the Residential Areas around the Town Centers. And then add the continuing residential growth outside Town Centers and Residential Areas. After considering all these factors, where and how soon will the County be at serious risk of violating the AFPO? The short answer is that we won't know until we get much better data.

2. Please add the following explicit policy goals, which were contained in the 2010 Comprehensive Plan and are missing from the current draft Comprehensive Plan:

- A. **"Continue to support policies that link the amount, location and rate of residential growth to County land use objectives, including highway, school, and aquifer capacities."**
- B. **"Monitor residential growth and evaluate the effectiveness of existing regulations to meet growth management objectives."**
- C. **"Do not increase highway capacity within the Farm and Forest District."**
- D. **"Continue to work with the County's land trusts to identify and preserve farms that are critical to the protection of lands in Priority Preservation Areas."**

3. Executive Summary, page ES-4. Add bracketed text to: **"Major Town Centers have a conventional density of three dwelling units per acre, which can be increased using TDRs to a density consistent with the approved Town Center Master Plan, [the Town Center Zoning Ordinance and the County Adequate Public Facilities Ordinance]."** Rationale: Need to add a specific reference to the AFPO here since upzoning must be managed carefully according to updated traffic congestion data to abide by AFPO legal requirements.

4. Executive Summary, page ES-4. Under Growth Areas, Residential, add **"Future development is guided by the adjacent Town Center Master Plan and Town Center Zoning Ordinance."** Also add bracketed text to **"Density in these areas can be increased to a maximum of four dwelling units per acre [if consistent with the County Adequate Public Facilities Ordinance]."** Please strike "developer-funded and add bracketed text in the last sentence to read: **"~~Developer-funded~~ [Public-funded] provision of public water and sewer facilities may be needed in order to obtain the maximum density."** Rationale: Existing language likely permits far more residential growth in Residential Areas than road infrastructure can sustain unless the AFPO is adhered to. The "vibrancy" and appearance of Town Centers will be greatly affected by how the residential areas are developed, and should

be guided by that Town Center's Master Plan and Zoning Ordinance. Developer-funded public water and sewer should not be encouraged, since failure of these systems would become a taxpayer burden.

5. Executive Summary, page ES-6. Under the Environmental and Natural Resources heading, add bracketed text to **"Watershed management, [water table preservation, waste management, the implications of climate change and sea level rise,] forested preservation, air quality, mineral resources, hazard mitigation, and hazardous materials are also discussed."** Rationale: important issues that should be highlighted in the Executive Summary, in addition to their discussion in the main text.

6. Executive Summary, page ES-6-7. Under the Transportation Section, add **[Sections of MD 2/4 and 231 going through major town centers currently experience significant rush hour congestion and are close to maximum acceptable capacity. Future development decisions must be informed by their impact on road capacity. In addition, the State is beginning the process of deciding where to locate a second Chesapeake Bay Bridge. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge would have a devastating impact on the County's quality of life and rural legacy, and that it not be located in the County.]** Rationale: These are important transportation issues that need to be mentioned up front, and in further detail elsewhere in the draft.

7. Executive Summary, page ES-7, under the Water Resources, add bracketed text to **"Given these policies, the county must ensure that its water supply and wastewater systems in Town Centers meet current and future needs without jeopardizing the health of local waters, [aquifers,] the Patuxent River, and the Chesapeake Bay."** Also, change **"1) ensuring sufficient drinking water quality and quantity to accommodate future population growth,"** to read **"1) ensuring future population growth does not exceed the capability of aquifers to supply sufficient drinking water volume and quality."** Rationale: Aquifer health is a critical issue that needs to be mentioned up front, as well as in further detail elsewhere in the draft.

8. Chapter 1, page 1-5. Add a new bullet to the paragraph beginning: An important focus of this plan update. **[4. Ensuring that growth maintains Calvert's rural character, does not outstrip infrastructure, including road capacity, and maintains an attractive appearance consistent with Town and Village Master Plans.]** Rationale: The existing three paragraphs emphasize growth, but if this paragraph is to be a summary of the most important policy actions, it needs to include language on rural character and smart growth.

9. Chapter 2, Table 2.2, Use of MDP Growth Projection Data issue: Please add text that explicitly includes something like the following caveat: **"Projecting growth so far into the future is inherently difficult. These 2017 MD Dept of Planning population growth estimates use a standard U.S. Census Bureau methodology based on broad regional birth, death and migration trends, but do not take into account future County decisions on zoning, building and town center expansion. The actual future population growth in Calvert County will be greatly affected by these decisions."**

According to my conversations with Mr Gita-Krishna Akundi at the Maryland Department of Planning, their projections use the U.S. Census Bureau's Cohort-Component Method, which relies solely on broad regional birth, death and migration trends and *do not* take into account the potential population growth allowed under current zoning, *nor* the impact of future decisions on zoning, building and town center expansion. MDP produces new population growth estimates every three years, and my review of past MDP estimates shows that their past projections sometimes varied significantly from the County population growth that actually occurred.

For these reasons, publishing the MDP 2030 and 2040 population growth numbers without such a caveat gives a false sense of security about the growth that will probably actually occur under existing Draft Comprehensive Plan language, and on the resulting impact to County infrastructure. These numbers are inherently, albeit inadvertently, misleading.

10. Chapter 2, Page 2.2: Please correct **"The southern end of the county is very connected to the water, and does not have significant connections to major employment centers"** to read **"The southern end of the county is very connected to the water, and is connected by a single two-lane bridge to significant major employment centers associated with Patuxent Naval Air Station."** Rationale: Accuracy, since Pax River and associated businesses are indeed a major employment center for the County. Important here emphasize both the importance of Pax River to the Calvert economy, and the need to replace or expand the Johnson bridge with greater capacity.

11. Chapter 2, Page 2.2: Re: "In many areas within the Town Centers, the housing stock is predominately single family dwellings on mid-size lots, and the commercial areas are dispersed and vehicle-oriented. **It will be difficult to transform these areas to mixed-use, pedestrian-friendly, vibrant communities without an influx of jobs and houses into these areas.**"

Please change the second sentence to read: **"[It will be important to transform these areas to mixed-use, pedestrian-friendly, vibrant communities and meet the demand for affordable work force housing by explicitly addressing these issues in detail in the individual Town Center Master Plans and associated zoning and building regulations.]"**

Vibrancy does not necessarily depend on huge job growth, and "influx of houses" should not imply "influx of more big, expensive single-family houses." We should place more emphasis on increasing Town Center vibrancy by encouraging development of more affordable "work force" housing (rents at about the \$1200-1300/month level), so that teachers, police officers, County employees and others who are currently forced to commute into the County from lower-cost areas of Charles and St Marys can afford to live in Calvert. This does not require additional job creation, but it does require building and zoning regulations that mandate that a certain percentage (say, 15%) of new residential development within Town Centers be priced at this level. There are creative

ways this can be done with duplexes and quads, developments of new “very-small house” designs, and mixed-size apartment developments. It requires policy changes, some of which are included in the Chapter 11 policy implementation section, that more strongly encourage a deliberate shift away from the large single-family house developments that would otherwise continue to occur within Town Centers.

12. Chapter 2, Page 2.3: Please ask P&Z staff or the consultant to provide more recent statistics than 2011 on the number and percentage of jobs in the County filled by non-County residents. These figures are seven years old and reflect a time when we were still just emerging from the Great Recession. They may not still be accurate.

13. Chapter 2, Page 2.3: Re: **“These higher incomes belong to residents working at jobs outside Calvert County in the Washington, DC, Annapolis, MD, and Baltimore, MD regions.”** Please add, **“..or associated with Patuxent Naval Air Station.”** Rationale: Accuracy.

14. Chapter 2, Page 2-5. Re: *“The 2010 Comprehensive Plan calls for the construction of other sections of the Prince Frederick Loop Road, the network of local roads parallel to MD 2/4 in Prince Frederick. The 2013 Prince Frederick Charrette Report bases its recommended Town Center land use upon these roads. **Similar parallel roads systems are in place or should be included in the plans for each designated growth area along MD 2/4.”** Recommend delete this last sentence. The construction of additional parallel roads is unrealistic because of a combination of geographic constraints, projected road construction funding constraints, and citizen resistance to the seizure of privately-owned land under eminent domain that would be required to build new parallel roads in other designated growth areas along Rt 2/4. It should not be included in the Comprehensive Plan text.*

15. Chapter 2, Page 2-5. Please add **[In addition, the State is beginning the process of deciding where to locate a second Chesapeake Bay Bridge. If the bridge were located in Calvert County, traffic throughput would greatly increase, requiring expansion of Rt 2/4 into at least three lanes in either direction, extensive State seizures of private property along Route 2/4 and elsewhere through eminent domain. The bridge would have a devastating impact on Calvert County’s quality of life and rural legacy. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge not be located in the County.]** Rationale: This is a critical transportation issue that must be addressed in the plan.

16. Chapter 2, Page 2-7. After **“Currently there are two-levels of designated growth centers. The 2010 Comprehensive Plan calls them major and minor Town Centers. There was some acceptance of the use of Villages as an alternative to minor Town Center. Some residents from Huntingtown and Dunkirk preferred the designation “Village” for their respective communities.”** please add **“Dunkirk-area residents were overwhelming opposed to designating Dunkirk as a Major Town Center.”** Rationale: Accuracy. While it was great to see the Planning Commission recommend that Dunkirk be defined as a Minor Town Center, it is also important that this list of public viewpoints include explicit reference in the Comprehensive Plan text to Dunkirk-area resident’s opposition to the Major Town Center designation.

17. Chapter 2, page 2-4 and 2-7. The characterization of takeaways from citizen participation in the Key Issue Workshops should explicitly note that participants in one of the workshops overwhelming supported retention of the 37,000 household buildout goal. Unfortunately, this important finding has been consistently omitted from the prepared summaries of the workshops. On page 2-7, please add the bracketed text to **“This issue paper included a review of the policies outlined in the 2010 Comprehensive Plan, recent and projected growth in population and housing, construction approvals, the results of a build-out analysis, and descriptions of the current land preservation programs. At the workshop, staff presented an overview of the county’s planning efforts. Following the presentation, participants developed and ranked proposals for preserving rural character and directing growth by answering two open-ended questions. [This included an expression of overwhelming support for retaining the 2010 Comprehensive Plan’s 37,000 household buildout goal.]”** Rationale: Accuracy.

18. Chapter 2, page 2-7. Re: **“Preserving Rural Character and Directing Growth to Existing Settlements: “Make it easier for people to build what the county wants, where it wants it.”** This is a very vague sentence that. It’s not clear what “the County” wants, or where it wants it. Does “existing settlements” mean Town Centers, or something else? Taken out of context, this sentence could imply that people want a significant relaxation in zoning restrictions, which was certainly not what was expressed at the workshops. Recommend reword as simply **“Preserving Rural Character and Directing Growth to Town Centers.”**

19. Chapter 3, page 3-11. Unfortunately, the draft Comprehensive Plan’s discussion on Development Capacity is fundamentally flawed because none of the scenarios discussed addresses road capacity.

As noted above, this section must add a discussion of the County’s ability to continue to abide by the legal constraints on development imposed by the Adequate Public Facilities Ordinance (i.e. State Highway Administration traffic congestion levels of “D” or better within Town Centers, and “C” or better outside Town Centers – please note that according to the most recently-available data on County adherence to SHA traffic congestion levels, a 2013 study encompassing only Prince Frederick, fully six Prince Frederick intersections were already receiving a grade of “E”).

Instead, the development capacity scenarios that the Comprehensive Plan draft currently relies on are based primarily on what existing zoning permits absent any consideration of the AFPO. This text needs to be returned to Planning and Zoning for a rewrite that notes the importance of using the results of the forthcoming Transportation Plan Update (results expected in August 2019), which will include County-wide traffic congestion projections through 2040. According to the County’s Transportation Plan Update RFP and the winning contractor’s proposal, these projections will be based on a much more rigorous assessment of anticipated residential growth than is currently available either through Maryland Department of Planning or the Metro Washington Council of Governments.

Until the Transportation Plan Update results are available, the current Development Capacity methodologies referenced in this Comprehensive Plan draft are incomplete at best, and quite possibly inaccurate. They should not be used here.

20. Please delete Objective 3.2.1.2, **“Consider allowing developer-funded extension of public water and sewer systems into the Residential Areas around Prince Frederick, Lusby, and Solomons.”** Rationale: If these developer-funded systems fail, they will be taken over by the County at increased taxpayer cost. In addition, pending the results of the Transportation Plan Update, it is prudent to assume that the road infrastructure in these areas almost certainly does not have sufficient capacity to support the large growth in residential development and densities that would accompany extension of water and sewer into these residential areas.

21. Re Objective 3.3.1.5, **“Allow uses that serve both local residents and employees to locate in employment areas.”** This is far too vague, and essentially serves as a blank check. Please request from staff further elaboration, and inclusion in the Chapter 3 text, about exactly what this means. If that elaboration is objectionable, please delete the Objective.

22. Pages 3-21 to 3-22. Request delete language expanding the Owings Minor Town Center across Route 260, and advocating for water and sewer. Rationale: Route 260 is far too busy to permit the “walkability” and increased commercial and residential development feeding on to Route 260, which is already on the verge of failure under SHA criterion during peak rush hour congestion. Given the restricted area and topography in Owings, the whole issue of even considering it to be a Minor Town Center should be reconsidered. There simply no “there” there.

23. Page 3-22. Re Huntingtown, please add the bracketed text, **“The extension of the Minor Town Center designation across MD 2/4 incorporates the high school [solely so that the high school could be included in a Preferential Funding Area that would make application for State-funded maintenance and improvements easier – there is no intent to expand Huntingtown Town Center boundaries further, or for any other reason].”** Rationale: Clarifies an issue still widely misunderstood by the public.

24. Chapter 4. This section does not include any discussion of the impact of climate change on the County, including forecasted sea level rise that will threaten significant parts of Solomons, the Twin Beaches, other Designated Waterfront Communities and elsewhere. Storm water management and cliff erosion will also be more greatly impacted by the forecasted increase in heavy rainfall. Please return the draft to Planning and Zoning to insert text that addresses these issues.

25. Page 4-17. Add bracketed text to **“Allow public water and sewer facilities in locations within a designated Waterfront Communities only when necessary to address public health and safety. [Their design and approval must take into account the projected sea level rise through the year 2100].”** Rationale: Ignoring projected sea level rise in installing new systems

would result in substantial future health risk to residents and environmental risk to the Bay, with attendant legal risk to the County.

26. Page 4-16. Add as a goal: **[Portions of the County that are currently zoned as Rural Community Districts but are in fact tidal wetlands should be rezoned as Wetland Districts.]**

27. Page 6-2. Recommend change **“Most housing is out of reach for low-income families and for young adults.”** to **“Most housing is out of reach for lower-income families and for young adults. In addition, other key segments of the workforce, including many teachers, policemen, local government employees and others have few housing options available if they rely on single incomes.”** Rationale: Need to more explicitly note how much wider a population is affected by this problem – it isn’t just low-income families and young adults.

28. Page 6-7 and 11-12. Add to goal 3 on page 6-7 a requirement for building and zoning regulations that mandate that 15 percent of new residential development within Town Centers be priced at a level affordable for someone on a single income with a salary equivalent to what an average County teacher, policeman or local government worker makes. There are creative ways this can be done with duplexes and quads, developments of new “very-small house” designs, mixed-size apartment developments, and Federal and State grant funding. Rationale: Without such a requirement, even new developments like the Beechtree apartments going into Prince Frederick that are currently advertised as “workforce housing” at \$1400-\$1700/month will be priced beyond the reach of this segment of the populace. Based on the current salaries for the people noted above, a rent of \$1200-\$1300/month is what would be required.

29. 7-3. Re “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.”**

There are several serious problems with this language. First, the AFPO criterion for acceptable traffic flows outside Town Centers is SHA “C,” not “D.” Please change the text accordingly, for accuracy.

Second, SHA has not actually assessed whether peak period congestion is acceptable in Calvert since the 2013 Prince Frederick Study update, which gave six intersections a failing grade of “E.” The draft text needs to include this finding, which is the last rigorous datapoint for rush-hour traffic congestion anywhere in the County.

Third, the graphs and general discussion of traffic volumes throughout this chapter focuses too much on Annual Average Daily Traffic volume, which gives an overly rosy picture – the more important measure is average peak AM and PM rush hour traffic

congestion at the most heavily-used intersections in Calvert. Please require Planning and Zoning to redraft this section to include text and graphics that include this far more accurate measures of the traffic situation in Calvert.

30. 7-9. The discussion on the impact on Calvert of a future Bay Bridge is not nearly strong enough. Please add the bracketed text, **[If the bridge were located in Calvert County, traffic throughput would greatly increase, requiring expansion of Rt 2/4 into at least three lanes in either direction, extensive State seizures of private property along Route 2/4 and elsewhere through eminent domain. The bridge would have a devastating impact on Calvert County's quality of life and rural legacy. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge not be located in the County.]** Rationale: This is a critical transportation issue that must be addressed in the plan.

31. 7-10. As written, the section on ferry service implies that it will be a partial solution to the Johnson Bridge and other transportation bottlenecks in Calvert. In reality, the traffic volumes and rapidity of transport that ferry service could provide would do little to mitigate peak rush hour congestion. Please change the text so that, if ferry service is mentioned at all, it should be in the context of tourist infrastructure, and not primary transportation infrastructure.

32. 7-11. Please delete **"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."** Rationale: This is completely unrealistic given the geography, the amount of private property that would have to be seized under eminent domain, and competing state-wide requirements for State highway funding over at least the next few decades.

33. 7-12. Add at the end of the Residential and Town Center Transportation Networks section, beginning at the top of page 7-12, **"[However, State and local funding for these highway improvements will continue to be significantly constrained, and some of these improvements may only be funded decades from now, if at all. In addition, County requests for the State to fund a longterm expansion of RT 2/4 to three lanes in each direction extending from Prince Frederick to the Anne Arundel County border are unlikely to be granted in the foreseeable future. Near-term growth and development decisions should not rely on any of these the projects without reasonable assurance that they will be fully funded.]"** Rationale: Caveats the preceding text with a realistic view of what we can actually expect.

34. Page 8-2. Re: "3) proximity to major employment centers in Washington, D.C. and Virginia", add **[Patuxent Naval Air Station]**. Rationale: Accuracy

35. Page 8-2, Please add bracketed text after "The county aims to continue to strengthen business growth by directing development to Town Centers, while preserving agricultural land and the county's rural character." **[When determining the types of economic development to support, the County show give priority to businesses that bring money into**

the County. When money is spent in large corporate stores, a large portion leaves the County and thereby reduces the respending of money in the County.] Rationale: Consistency with the 2010 update to the 2004 plan, and because the economic argument is quite valid.

36. Page 8-2, Re: **“The most recent projections estimated the total employment in Calvert County in 2015 at 34,000, which is projected to increase to 44,300 (by 30 percent) by 2045.”** This 30 percent job growth estimate is inconsistent with the MDP population growth projections on page 2-1, which estimate only a 10 percent population growth (about 10,000 people) between 2015 and 2040. Unless something remarkable happens between 2040-45, this would require a new job appearing for every additional Calvert County resident, man, woman, child and retiree, and that all these new jobs appear in the County instead of elsewhere. Please request P&Z staff reexamine the assumptions and methodologies for these two incompatible projections, and add language that caveats the uncertainties involved in these estimates appropriately, if either or both are to be retained (see my comment re uncaveated use of MDP population growth data near the beginning of this submission).

37. Page 8-6. Re: **“Between 2011 and 2016, the county’s residential real property value has experienced a net decrease of \$1.95 billion. This decline is not completely offset by the growth in commercial real property value during the same period.”** and **“To provide for additional, sustainable revenue sources, to protect the county from the negative revenue effect of residential property devaluation, and to reduce the government’s direct reliance on its residents for revenue, the Board of County Commissioners seek to increase the commercial real property tax base to provide revenue and offset reliance on the residential taxpayer.”**

The numbers quoted in the first sentence are also based on *estimated* 2016 values before the actual figures became available. The 2016 numbers are available now and should be used here. If 2017 and 2018 figures are available, they should also be included here.

Implicit in this last excerpted sentence is the assumption that the 2011-2016 decline in the residential property tax base will continue, and therefore must be made up for in future property taxes from increased commercial development. However, local residential property values are actually finally showing a significant increase following the effects and aftereffects of the Great Recession. The decline in residential property tax base as late as 2016 in part reflects that residential property values are only reassessed every three years, and as properties are increasingly being reassessed to reflect the recent increases in property value, the residential property tax base will start increasing again. Strongly recommend looking at the 2017 and 2018 numbers to see if this has not already begun. There are other arguments for increasing commercial development, but this is not one of them.

Please update to reflect actual 2016, 2017 and 2018 data, and change the existing text to reflect the most recent residential tax base trend, and how it is likely to behave over

the next few years. There is a good case to be made for increasing the commercial tax base, but this text overstates the situation. As is, the current text is outdated and paints a more pessimistic fiscal picture than is actually the case.

38. Page 8-12. Re: Table 8-5 Estimated Lost Spending and Additional Retail Space Demand from County Resident Retail Spending Outside of the County, 2011. This 2011 Retail Purchase Power Analysis study should not be included in the Comprehensive Plan because of several serious problems.

First, the data used is over eight years old, and does not reflect the increase in some retail sectors in the County since then.

Second, the proportion of retail purchases done over the internet has markedly increased since 2011 – some perceived retail shortfalls in 2011 are now met through internet shopping, and do not require increased local retail businesses to fulfill.

Third, the study assumes that commuters will stop shopping outside the County on their way home from work if some equivalent retail space is built anywhere, no matter where, within the County. Will a Solomons/Lusby resident who commutes to Pax River really stop shopping at Charlotte Hall if there's an equivalent store up in Dunkirk?

And, finally, there are some types of retail (e.g. high-end luxury items, high volume furniture) that Calvert will simply never have the population base to support, and thus will never come here – yet the study figures still show these as local retail “shortfalls.” Recommend delete Table 8-5 and have P&Z staff update the text to reflect the most current County assessments.

Harrod, Felicia R.

From: Nancy Garner <keepcalvertcountry@gmail.com>
Sent: Monday, February 25, 2019 3:37 PM
To: Planning and Zoning
Subject: Request For Studies BEFORE Growth

Calvert County Planning Commission Members:

As you are aware, Maryland Law requires that:

"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."

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".

Therefore, I am requesting that no growth be proposed in the Plan until studies are conducted to determine the effects on traffic, schools, the environment, water supply, budget, etc. before the Plan is approved.

Specifically, the Plan should first answer the following basic question:

1 - How many households are projected if the growth in the Town Centers and Residential Areas are approved and if water and sewer is allowed to maximize density, as proposed?

Based on the answer to the above, the following additional questions should be answered:

2 - How much traffic will be generated by the projected households? Can our roads accommodate the additional traffic? If not, what road improvements are needed? How will those improvements be funded?

3 - How many additional schools will be needed? How will they be funded?

4 - What impacts will the proposed growth have on our environment? How will those impacts be mitigated?

5 - Can our aquifers adequately supply water to the projected households? If not, what is the solution?

If studies have in fact been conducted, I request that the results be added to the Plan and that they be shared with the public and the Planning Commission in a public presentation, with adequate time for review, questions and comments.

If studies have not been conducted to answer the above questions, I request that the Planning Commission direct the Consultant and staff to conduct the necessary studies and that the results be presented to the Planning Commission and the public, with adequate time for review, questions and comments, before approval of the Plan.

Thank you.

Nancy Garner

Melvilles1@yahoo.com

Lusby

Harrod, Felicia R.

From: Jan Owings <Jan.Owings@comcast.net>
Sent: Monday, February 25, 2019 4:56 PM
To: Planning and Zoning
Subject: Comments on PZ and Comprehensive Plan

Dear Mr. Kernan and members of the Planning Commission:

The purpose of this letter is to comment on the on-going deliberations of the Commission. As a Dunkirk resident since 1980, I request that you give consideration in your planning decisions to those of us currently living here, and in particular, that you consider the comments provided by Keep Calvert Country on future growth in the county.

As the petition from KCC stated, studies should be done to analyze growth impacts on traffic, schools, the environment, and our water supply to determine how future changes will impinge on the quality of life of all the citizens in the county.

In particular, while Dunkirk is still a minor town center, increased development around it will exacerbate **traffic** both for those attempting to use it as a commercial center and for those who just want to get through it on an arterial road. I don't see how Route 4 can be successfully used for both these purposes given the projected growth throughout the county. How should the county plan for needed improvements in roads?

The quality of **schools** is a strong determining factor in whether people wish to live in an area or not. Planning for an increased student population will be critical, and the funding for new schools will greatly affect the county's budget.

Likewise, the **environment** surrounding both existing and new development should be important to all citizens. How can the environmental impacts of new development be mitigated?

Our **water supply** will only grow in importance—both its quality and the availability of adequate water for all purposes, including agriculture and commercial use. This is a critical need that should be taken in to account.

These issues need to be addressed as part the Comprehensive Plan review for the good of all the citizens of the county.

Yours truly,

Jan Owings
1921 Aberdeen Dr.
Dunkirk, MD 20754

410-257-3219

Harrod, Felicia R.

From: jp sherkus <sherkus.jp@comcast.net>
Sent: Monday, February 25, 2019 9:34 PM
To: Planning and Zoning
Subject: FW: My Comments on the Comp Plan
Attachments: David Bury Comments to Planning Commission on Comprehensive Plan Second Draft 25 Feb 2019a.docx

Good evening all,

I am speaking as a private citizen and resident of Dunkirk. Having read Mr. Bury's detailed analysis of the new draft Comp Plan, I must agree with him in every area. In addition, it appears that the hundreds of pages of comments made by the citizens of the county have been ignored by the staff in preparing this current draft. Perception can be taken as truth, and the current perception is that developers have more say in the plan than the citizens.

Regards, JP

John P. "JP" Sherkus
410-257-5693

David Bury Comments to Planning Commission on Comprehensive Plan Second Draft
25 Feb 2019

1. Please delete all references to expanding Town Center boundaries and to Residential Areas in the Comprehensive Plan, and relegate those decisions to the Town Center Master Plan and Zoning Ordinance rewrite processes. The residential growth envisioned by this language will almost certainly put the County in grave risk of violating the legal requirements of the Adequate Public Facilities Ordinance (AFPO) regarding road infrastructure. Right now, the County does not have critical data available on current and projected future rush-hour traffic congestion levels to make informed decisions about how Town Center and Residential Area growth will conform to the AFPO. The Transportation Plan Update study requested by the Planning Commission will provide that data, and is scheduled to be finalized in August 2019.

This study will provide badly-needed data on just how much additional residential growth can occur in specific areas of the County before road capacity exceeds acceptable State Highway Administration levels (D in Town Centers, C outside Town Centers). It is imperative that no decisions on redefining Town Center and Residential Area boundaries be made until the data from this study is available. Obviously, Comprehensive Plan finalization cannot wait until August 2019. Accordingly, decisions on Town Center and Residential Area sizes should be made during the Town Center Master Plan and Zoning Ordinance rewrite processes when that data will be available. Comprehensive Plan language must not predetermine, or even strongly influence, how the Town Center Master Plans and Zoning Ordinances address these issues.

Please add language to the Comprehensive that retains the 37,000 household residential buildout goal until the Transportation Plan Update results are available and can be adequately studied. This will enable a more comprehensive determination of buildout that can be done through the Town Center Master Plan and Zoning Ordinance process, and using best estimates of remaining residential growth outside the Town Centers.

As background, the last major traffic study was done in 2011 and updated in 2013, and looked only at Prince Frederick, not county-wide. It showed that, during the peak PM rush hour, fully six major Prince Frederick intersections were operating at levels of congestion the State deemed "unacceptable:" MD 2/4 at MD 402, MD 765A at Commerce Lane, MD 765A at Armory Road, MD 765 A at Church Street, MD 2/4 at MD 765, and Prince Fredrick Boulevard at MD 231. This analysis was based on 2010 traffic volumes (somewhat lower than today).

Now add in that future traffic volumes will increase still further over today's levels, as Calvert residential and commercial growth finally starts recovering from the effects of the great recession. For example, four major Prince Frederick residential developments are already in the pipeline: Calvert Hills East (96 apartments), Chaplin South/Beechtree (260 apartments), Oakland Hall Phase 3 (31 houses) and the first section of Armory

Square (250 townhouses). That's 637 new residences, or, conservatively assuming 1.5 vehicles per residence commute to work, 955 more vehicles added to Prince Frederick AM and PM rush hours. In addition, some proportion of these vehicles will commute north on 2/4, adding to congestion at Dunkirk, some will commute south into St Mary's, further aggravating the Thomas Johnson Bridge backup, and some will commute to Charles, adding to the MD231 headache.

Now factor in that the current draft Comprehensive Plan includes large expansions of Prince Frederick and other town centers, and envisions rezoning much of the added land to densities as high as 24 residences per acre. Then add in the increased zoning density (from 1 to 4/acre) proposed in the Residential Areas around the Town Centers. And then add the continuing residential growth outside Town Centers and Residential Areas. After considering all these factors, where and how soon will the County be at serious risk of violating the AFPO? The short answer is that we won't know until we get much better data.

2. Please add the following explicit policy goals, which were contained in the 2010 Comprehensive Plan and are missing from the current draft Comprehensive Plan:

- A. **"Continue to support policies that link the amount, location and rate of residential growth to County land use objectives, including highway, school, and aquifer capacities."**
- B. **"Monitor residential growth and evaluate the effectiveness of existing regulations to meet growth management objectives."**
- C. **"Do not increase highway capacity within the Farm and Forest District."**
- D. **"Continue to work with the County's land trusts to identify and preserve farms that are critical to the protection of lands in Priority Preservation Areas."**

3. Executive Summary, page ES-4. Add bracketed text to: **"Major Town Centers have a conventional density of three dwelling units per acre, which can be increased using TDRs to a density consistent with the approved Town Center Master Plan, [the Town Center Zoning Ordinance and the County Adequate Public Facilities Ordinance]."** Rationale: Need to add a specific reference to the AFPO here since upzoning must be managed carefully according to updated traffic congestion data to abide by AFPO legal requirements.

4. Executive Summary, page ES-4. Under Growth Areas, Residential, add **"Future development is guided by the adjacent Town Center Master Plan and Town Center Zoning Ordinance."** Also add bracketed text to **"Density in these areas can be increased to a maximum of four dwelling units per acre [if consistent with the County Adequate Public Facilities Ordinance]."** Please strike "developer-funded and add bracketed text in the last sentence to read: **"~~Developer-funded~~ [Public-funded] provision of public water and sewer facilities may be needed in order to obtain the maximum density."** Rationale: Existing language likely permits far more residential growth in Residential Areas than road infrastructure can sustain unless the AFPO is adhered to. The "vibrancy" and appearance of Town Centers will be greatly affected by how the residential areas are developed, and should

be guided by that Town Center's Master Plan and Zoning Ordinance. Developer-funded public water and sewer should not be encouraged, since failure of these systems would become a taxpayer burden.

5. Executive Summary, page ES-6. Under the Environmental and Natural Resources heading, add bracketed text to **"Watershed management, [water table preservation, waste management, the implications of climate change and sea level rise,] forested preservation, air quality, mineral resources, hazard mitigation, and hazardous materials are also discussed."** Rationale: important issues that should be highlighted in the Executive Summary, in addition to their discussion in the main text.

6. Executive Summary, page ES-6-7. Under the Transportation Section, add **[Sections of MD 2/4 and 231 going through major town centers currently experience significant rush hour congestion and are close to maximum acceptable capacity. Future development decisions must be informed by their impact on road capacity. In addition, the State is beginning the process of deciding where to locate a second Chesapeake Bay Bridge. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge would have a devastating impact on the County's quality of life and rural legacy, and that it not be located in the County.]** Rationale: These are important transportation issues that need to be mentioned up front, and in further detail elsewhere in the draft.

7. Executive Summary, page ES-7, under the Water Resources, add bracketed text to **"Given these policies, the county must ensure that its water supply and wastewater systems in Town Centers meet current and future needs without jeopardizing the health of local waters, [aquifers,] the Patuxent River, and the Chesapeake Bay."** Also, change **"1) ensuring sufficient drinking water quality and quantity to accommodate future population growth,"** to read **"1) ensuring future population growth does not exceed the capability of aquifers to supply sufficient drinking water volume and quality."** Rationale: Aquifer health is a critical issue that needs to be mentioned up front, as well as in further detail elsewhere in the draft.

8. Chapter 1, page 1-5. Add a new bullet to the paragraph beginning: An important focus of this plan update. **[4. Ensuring that growth maintains Calvert's rural character, does not outstrip infrastructure, including road capacity, and maintains an attractive appearance consistent with Town and Village Master Plans.]** Rationale: The existing three paragraphs emphasize growth, but if this paragraph is to be a summary of the most important policy actions, it needs to include language on rural character and smart growth.

9. Chapter 2, Table 2.2, Use of MDP Growth Projection Data issue: Please add text that explicitly includes something like the following caveat: **"Projecting growth so far into the future is inherently difficult. These 2017 MD Dept of Planning population growth estimates use a standard U.S. Census Bureau methodology based on broad regional birth, death and migration trends, but do not take into account future County decisions on zoning, building and town center expansion. The actual future population growth in Calvert County will be greatly affected by these decisions."**

According to my conversations with Mr Gita-Krishna Akundi at the Maryland Department of Planning, their projections use the U.S. Census Bureau's Cohort-Component Method, which relies solely on broad regional birth, death and migration trends and *do not* take into account the potential population growth allowed under current zoning, *nor* the impact of future decisions on zoning, building and town center expansion. MDP produces new population growth estimates every three years, and my review of past MDP estimates shows that their past projections sometimes varied significantly from the County population growth that actually occurred.

For these reasons, publishing the MDP 2030 and 2040 population growth numbers without such a caveat gives a false sense of security about the growth that will probably actually occur under existing Draft Comprehensive Plan language, and on the resulting impact to County infrastructure. These numbers are inherently, albeit inadvertently, misleading.

10. Chapter 2, Page 2.2: Please correct **"The southern end of the county is very connected to the water, and does not have significant connections to major employment centers"** to read **"The southern end of the county is very connected to the water, and is connected by a single two-lane bridge to significant major employment centers associated with Patuxent Naval Air Station."** Rationale: Accuracy, since Pax River and associated businesses are indeed a major employment center for the County. Important here emphasize both the importance of Pax River to the Calvert economy, and the need to replace or expand the Johnson bridge with greater capacity.

11. Chapter 2, Page 2.2: Re: "In many areas within the Town Centers, the housing stock is predominately single family dwellings on mid-size lots, and the commercial areas are dispersed and vehicle-oriented. **It will be difficult to transform these areas to mixed-use, pedestrian-friendly, vibrant communities without an influx of jobs and houses into these areas.**"

Please change the second sentence to read: **"[It will be important to transform these areas to mixed-use, pedestrian-friendly, vibrant communities and meet the demand for affordable work force housing by explicitly addressing these issues in detail in the individual Town Center Master Plans and associated zoning and building regulations.]"**

Vibrancy does not necessarily depend on huge job growth, and "influx of houses" should not imply "influx of more big, expensive single-family houses." We should place more emphasis on increasing Town Center vibrancy by encouraging development of more affordable "work force" housing (rents at about the \$1200-1300/month level), so that teachers, police officers, County employees and others who are currently forced to commute into the County from lower-cost areas of Charles and St Marys can afford to live in Calvert. This does not require additional job creation, but it does require building and zoning regulations that mandate that a certain percentage (say, 15%) of new residential development within Town Centers be priced at this level. There are creative

ways this can be done with duplexes and quads, developments of new “very-small house” designs, and mixed-size apartment developments. It requires policy changes, some of which are included in the Chapter 11 policy implementation section, that more strongly encourage a deliberate shift away from the large single-family house developments that would otherwise continue to occur within Town Centers.

12. Chapter 2, Page 2.3: Please ask P&Z staff or the consultant to provide more recent statistics than 2011 on the number and percentage of jobs in the County filled by non-County residents. These figures are seven years old and reflect a time when we were still just emerging from the Great Recession. They may not still be accurate.

13. Chapter 2, Page 2.3: Re: **“These higher incomes belong to residents working at jobs outside Calvert County in the Washington, DC, Annapolis, MD, and Baltimore, MD regions.”** Please add, **“..or associated with Patuxent Naval Air Station.”** Rationale: Accuracy.

14. Chapter 2, Page 2-5. Re: *“The 2010 Comprehensive Plan calls for the construction of other sections of the Prince Frederick Loop Road, the network of local roads parallel to MD 2/4 in Prince Frederick. The 2013 Prince Frederick Charrette Report bases its recommended Town Center land use upon these roads. **Similar parallel roads systems are in place or should be included in the plans for each designated growth area along MD 2/4.”** Recommend delete this last sentence. The construction of additional parallel roads is unrealistic because of a combination of geographic constraints, projected road construction funding constraints, and citizen resistance to the seizure of privately-owned land under eminent domain that would be required to build new parallel roads in other designated growth areas along Rt 2/4. It should not be included in the Comprehensive Plan text.*

15. Chapter 2, Page 2-5. Please add **[In addition, the State is beginning the process of deciding where to locate a second Chesapeake Bay Bridge. If the bridge were located in Calvert County, traffic throughput would greatly increase, requiring expansion of Rt 2/4 into at least three lanes in either direction, extensive State seizures of private property along Route 2/4 and elsewhere through eminent domain. The bridge would have a devastating impact on Calvert County’s quality of life and rural legacy. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge not be located in the County.]** Rationale: This is a critical transportation issue that must be addressed in the plan.

16. Chapter 2, Page 2-7. After **“Currently there are two-levels of designated growth centers. The 2010 Comprehensive Plan calls them major and minor Town Centers. There was some acceptance of the use of Villages as an alternative to minor Town Center. Some residents from Huntingtown and Dunkirk preferred the designation “Village” for their respective communities.”** please add **“Dunkirk-area residents were overwhelming opposed to designating Dunkirk as a Major Town Center.”** Rationale: Accuracy. While it was great to see the Planning Commission recommend that Dunkirk be defined as a Minor Town Center, it is also important that this list of public viewpoints include explicit reference in the Comprehensive Plan text to Dunkirk-area resident’s opposition to the Major Town Center designation.

17. Chapter 2, page 2-4 and 2-7. The characterization of takeaways from citizen participation in the Key Issue Workshops should explicitly note that participants in one of the workshops overwhelming supported retention of the 37,000 household buildout goal. Unfortunately, this important finding has been consistently omitted from the prepared summaries of the workshops. On page 2-7, please add the bracketed text to **“This issue paper included a review of the policies outlined in the 2010 Comprehensive Plan, recent and projected growth in population and housing, construction approvals, the results of a build-out analysis, and descriptions of the current land preservation programs. At the workshop, staff presented an overview of the county’s planning efforts. Following the presentation, participants developed and ranked proposals for preserving rural character and directing growth by answering two open-ended questions. [This included an expression of overwhelming support for retaining the 2010 Comprehensive Plan’s 37,000 household buildout goal.]”** Rationale: Accuracy.

18. Chapter 2, page 2-7. Re: **“Preserving Rural Character and Directing Growth to Existing Settlements: “Make it easier for people to build what the county wants, where it wants it.”** This is a very vague sentence that. It’s not clear what “the County” wants, or where it wants it. Does “existing settlements” mean Town Centers, or something else? Taken out of context, this sentence could imply that people want a significant relaxation in zoning restrictions, which was certainly not what was expressed at the workshops. Recommend reword as simply **“Preserving Rural Character and Directing Growth to Town Centers.”**

19. Chapter 3, page 3-11. Unfortunately, the draft Comprehensive Plan’s discussion on Development Capacity is fundamentally flawed because none of the scenarios discussed addresses road capacity.

As noted above, this section must add a discussion of the County’s ability to continue to abide by the legal constraints on development imposed by the Adequate Public Facilities Ordinance (i.e. State Highway Administration traffic congestion levels of “D” or better within Town Centers, and “C” or better outside Town Centers – please note that according to the most recently-available data on County adherence to SHA traffic congestion levels, a 2013 study encompassing only Prince Frederick, fully six Prince Frederick intersections were already receiving a grade of “E”).

Instead, the development capacity scenarios that the Comprehensive Plan draft currently relies on are based primarily on what existing zoning permits absent any consideration of the AFPO. This text needs to be returned to Planning and Zoning for a rewrite that notes the importance of using the results of the forthcoming Transportation Plan Update (results expected in August 2019), which will include County-wide traffic congestion projections through 2040. According to the County’s Transportation Plan Update RFP and the winning contractor’s proposal, these projections will be based on a much more rigorous assessment of anticipated residential growth than is currently available either through Maryland Department of Planning or the Metro Washington Council of Governments.

Until the Transportation Plan Update results are available, the current Development Capacity methodologies referenced in this Comprehensive Plan draft are incomplete at best, and quite possibly inaccurate. They should not be used here.

20. Please delete Objective 3.2.1.2, **“Consider allowing developer-funded extension of public water and sewer systems into the Residential Areas around Prince Frederick, Lusby, and Solomons.”** Rationale: If these developer-funded systems fail, they will be taken over by the County at increased taxpayer cost. In addition, pending the results of the Transportation Plan Update, it is prudent to assume that the road infrastructure in these areas almost certainly does not have sufficient capacity to support the large growth in residential development and densities that would accompany extension of water and sewer into these residential areas.

21. Re Objective 3.3.1.5, **“Allow uses that serve both local residents and employees to locate in employment areas.”** This is far too vague, and essentially serves as a blank check. Please request from staff further elaboration, and inclusion in the Chapter 3 text, about exactly what this means. If that elaboration is objectionable, please delete the Objective.

22. Pages 3-21 to 3-22. Request delete language expanding the Owings Minor Town Center across Route 260, and advocating for water and sewer. Rationale: Route 260 is far too busy to permit the “walkability” and increased commercial and residential development feeding on to Route 260, which is already on the verge of failure under SHA criterion during peak rush hour congestion. Given the restricted area and topography in Owings, the whole issue of even considering it to be a Minor Town Center should be reconsidered. There simply no “there” there.

23. Page 3-22. Re Huntingtown, please add the bracketed text, **“The extension of the Minor Town Center designation across MD 2/4 incorporates the high school [solely so that the high school could be included in a Preferential Funding Area that would make application for State-funded maintenance and improvements easier – there is no intent to expand Huntingtown Town Center boundaries further, or for any other reason].”** Rationale: Clarifies an issue still widely misunderstood by the public.

24. Chapter 4. This section does not include any discussion of the impact of climate change on the County, including forecasted sea level rise that will threaten significant parts of Solomons, the Twin Beaches, other Designated Waterfront Communities and elsewhere. Storm water management and cliff erosion will also be more greatly impacted by the forecasted increase in heavy rainfall. Please return the draft to Planning and Zoning to insert text that addresses these issues.

25. Page 4-17. Add bracketed text to **“Allow public water and sewer facilities in locations within a designated Waterfront Communities only when necessary to address public health and safety. [Their design and approval must take into account the projected sea level rise through the year 2100].”** Rationale: Ignoring projected sea level rise in installing new systems

would result in substantial future health risk to residents and environmental risk to the Bay, with attendant legal risk to the County.

26. Page 4-16. Add as a goal: **[Portions of the County that are currently zoned as Rural Community Districts but are in fact tidal wetlands should be rezoned as Wetland Districts.]**

27. Page 6-2. Recommend change **“Most housing is out of reach for low-income families and for young adults.”** to **“Most housing is out of reach for lower-income families and for young adults. In addition, other key segments of the workforce, including many teachers, policemen, local government employees and others have few housing options available if they rely on single incomes.”** Rationale: Need to more explicitly note how much wider a population is affected by this problem – it isn’t just low-income families and young adults.

28. Page 6-7 and 11-12. Add to goal 3 on page 6-7 a requirement for building and zoning regulations that mandate that 15 percent of new residential development within Town Centers be priced at a level affordable for someone on a single income with a salary equivalent to what an average County teacher, policeman or local government worker makes. There are creative ways this can be done with duplexes and quads, developments of new “very-small house” designs, mixed-size apartment developments, and Federal and State grant funding. Rationale: Without such a requirement, even new developments like the Beechtree apartments going into Prince Frederick that are currently advertised as “workforce housing” at \$1400-\$1700/month will be priced beyond the reach of this segment of the populace. Based on the current salaries for the people noted above, a rent of \$1200-\$1300/month is what would be required.

29. 7-3. Re **“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.”**

There are several serious problems with this language. First, the AFPO criterion for acceptable traffic flows outside Town Centers is SHA “C,” not “D.” Please change the text accordingly, for accuracy.

Second, SHA has not actually assessed whether peak period congestion is acceptable in Calvert since the 2013 Prince Frederick Study update, which gave six intersections a failing grade of “E.” The draft text needs to include this finding, which is the last rigorous datapoint for rush-hour traffic congestion anywhere in the County.

Third, the graphs and general discussion of traffic volumes throughout this chapter focuses too much on Annual Average Daily Traffic volume, which gives an overly rosy picture – the more important measure is average peak AM and PM rush hour traffic

congestion at the most heavily-used intersections in Calvert. Please require Planning and Zoning to redraft this section to include text and graphics that include this far more accurate measures of the traffic situation in Calvert.

30. 7-9. The discussion on the impact on Calvert of a future Bay Bridge is not nearly strong enough. Please add the bracketed text, **[If the bridge were located in Calvert County, traffic throughput would greatly increase, requiring expansion of Rt 2/4 into at least three lanes in either direction, extensive State seizures of private property along Route 2/4 and elsewhere through eminent domain. The bridge would have a devastating impact on Calvert County's quality of life and rural legacy. County actions taken under the Comprehensive Plan must reflect citizen consensus that the bridge not be located in the County.]** Rationale: This is a critical transportation issue that must be addressed in the plan.

31. 7-10. As written, the section on ferry service implies that it will be a partial solution to the Johnson Bridge and other transportation bottlenecks in Calvert. In reality, the traffic volumes and rapidity of transport that ferry service could provide would do little to mitigate peak rush hour congestion. Please change the text so that, if ferry service is mentioned at all, it should be in the context of tourist infrastructure, and not primary transportation infrastructure.

32. 7-11. Please delete **"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."** Rationale: This is completely unrealistic given the geography, the amount of private property that would have to be seized under eminent domain, and competing state-wide requirements for State highway funding over at least the next few decades.

33. 7-12. Add at the end of the Residential and Town Center Transportation Networks section, beginning at the top of page 7-12, **"[However, State and local funding for these highway improvements will continue to be significantly constrained, and some of these improvements may only be funded decades from now, if at all. In addition, County requests for the State to fund a longterm expansion of RT 2/4 to three lanes in each direction extending from Prince Frederick to the Anne Arundel County border are unlikely to be granted in the foreseeable future. Near-term growth and development decisions should not rely on any of these the projects without reasonable assurance that they will be fully funded.]"** Rationale: Caveats the preceding text with a realistic view of what we can actually expect.

34. Page 8-2. Re: "3) proximity to major employment centers in Washington, D.C. and Virginia", add **[Patuxent Naval Air Station]**. Rationale: Accuracy

35. Page 8-2, Please add bracketed text after **"The county aims to continue to strengthen business growth by directing development to Town Centers, while preserving agricultural land and the county's rural character."** **[When determining the types of economic development to support, the County show give priority to businesses that bring money into**

the County. When money is spent in large corporate stores, a large portion leaves the County and thereby reduces the respending of money in the County.] Rationale: Consistency with the 2010 update to the 2004 plan, and because the economic argument is quite valid.

36. Page 8-2, Re: **“The most recent projections estimated the total employment in Calvert County in 2015 at 34,000, which is projected to increase to 44,300 (by 30 percent) by 2045.”** This 30 percent job growth estimate is inconsistent with the MDP population growth projections on page 2-1, which estimate only a 10 percent population growth (about 10,000 people) between 2015 and 2040. Unless something remarkable happens between 2040-45, this would require a new job appearing for every additional Calvert County resident, man, woman, child and retiree, and that all these new jobs appear in the County instead of elsewhere. Please request P&Z staff reexamine the assumptions and methodologies for these two incompatible projections, and add language that caveats the uncertainties involved in these estimates appropriately, if either or both are to be retained (see my comment re uncaveated use of MDP population growth data near the beginning of this submission).

37. Page 8-6. Re: **“Between 2011 and 2016, the county’s residential real property value has experienced a net decrease of \$1.95 billion. This decline is not completely offset by the growth in commercial real property value during the same period.”** and **“To provide for additional, sustainable revenue sources, to protect the county from the negative revenue effect of residential property devaluation, and to reduce the government’s direct reliance on its residents for revenue, the Board of County Commissioners seek to increase the commercial real property tax base to provide revenue and offset reliance on the residential taxpayer.”**

The numbers quoted in the first sentence are also based on *estimated* 2016 values before the actual figures became available. The 2016 numbers are available now and should be used here. If 2017 and 2018 figures are available, they should also be included here.

Implicit in this last excerpted sentence is the assumption that the 2011-2016 decline in the residential property tax base will continue, and therefore must be made up for in future property taxes from increased commercial development. However, local residential property values are actually finally showing a significant increase following the effects and aftereffects of the Great Recession. The decline in residential property tax base as late as 2016 in part reflects that residential property values are only reassessed every three years, and as properties are increasingly being reassessed to reflect the recent increases in property value, the residential property tax base will start increasing again. Strongly recommend looking at the 2017 and 2018 numbers to see if this has not already begun. There are other arguments for increasing commercial development, but this is not one of them.

Please update to reflect actual 2016, 2017 and 2018 data, and change the existing text to reflect the most recent residential tax base trend, and how it is likely to behave over

the next few years. There is a good case to be made for increasing the commercial tax base, but this text overstates the situation. As is, the current text is outdated and paints a more pessimistic fiscal picture than is actually the case.

38. Page 8-12. Re: Table 8-5 Estimated Lost Spending and Additional Retail Space Demand from County Resident Retail Spending Outside of the County, 2011. This 2011 Retail Purchase Power Analysis study should not be included in the Comprehensive Plan because of several serious problems.

First, the data used is over eight years old, and does not reflect the increase in some retail sectors in the County since then.

Second, the proportion of retail purchases done over the internet has markedly increased since 2011 – some perceived retail shortfalls in 2011 are now met through internet shopping, and do not require increased local retail businesses to fulfill.

Third, the study assumes that commuters will stop shopping outside the County on their way home from work if some equivalent retail space is built anywhere, no matter where, within the County. Will a Solomons/Lusby resident who commutes to Pax River really stop shopping at Charlotte Hall if there's an equivalent store up in Dunkirk?

And, finally, there are some types of retail (e.g. high-end luxury items, high volume furniture) that Calvert will simply never have the population base to support, and thus will never come here – yet the study figures still show these as local retail “shortfalls.” Recommend delete Table 8-5 and have P&Z staff update the text to reflect the most current County assessments.

Harrod, Felicia R.

From: Von Willey <vonwilley@me.com>
Sent: Monday, February 25, 2019 10:50 PM
To: Planning and Zoning
Cc: Hutchins, Thomas E.; Weems, Steven R.; Hance, Earl F.; McConkey, Kelly D.; Hart, Michael R.
Subject: Calvert 2040 "recommended draft" Comments
Attachments: 2040 Comments 2-25-19.docx

Von Willey
Huntingtown, MD

I am commenting on the Planning Commission's "recommended draft" of the Calvert 2040 Comprehensive Plan and the difficulties inherent in the public hearing being scheduled for Tuesday, February 26.

The process of updating the Calvert County Comprehensive Plan has captured the interest and engagement of many Calvert County citizens. Through workshops, charrettes, citizen group meetings, Planning Commission/Board of County Commissioner meetings, open houses and forums, hundreds of Calvert County residents have educated themselves and contributed valuable input on the drafts of the Comprehensive Plan. Having participated in this process, I am deeply appreciative of the work our county Planning and Zoning staff members have invested in this process of updating the Comprehensive Plan over the past few years, while also performing the tasks and responsibilities of their various positions.

I have three main concerns which, if addressed, would ease and possibly eliminate many of my other concerns.

The first concern is the scheduling of the public hearing to occur on the due date of the mandated 60 day State Agency Review by MDP. In speaking with our regional representative at MDP, I was advised that all but one state agency review was emailed to our P&Z Department on Friday, Feb. 22. After a thorough search on the county website Monday, February 25, 2019, I contacted Planning & Zoning and was told that staff were adding the state agency review to the Planning Commissioner's packets and the material would be made available to the public at the public hearing on Tuesday Feb. 26.

The scheduling of the public hearing on MDP's due date of February 26 for completion of the state agency review has resulted in an unnecessary amount of pressure for Planning & Zoning staff, the Planning Commission and the citizens of Calvert County to be fully informed in their assessment of the recommended draft of the Comprehensive Plan.

While the county is under no obligation to change any aspect of the Comprehensive Plan draft to address any state agency comments, it would be irresponsible to ignore guidance from those with professional knowledge and expertise that could mitigate future difficulties or financially challenging outcomes. Especially since future state funding could be contingent upon the content of our Comp Plan and soon to be re-written Zoning Ordinances.

This Plan will determine the quality of our lives for the next 20+ years, requiring the inclusion of all relevant input and resources to enable the best possible decisions by those tasked with such an important undertaking. To do anything less all but ensures the failure of many goals, visions, and objectives contained within the Calvert 2040 Comprehensive Plan.

My second concern is that current data, updated studies and citizen input has not been included within the current recommended draft of the Plan. Having attended the Planning Commission work sessions on the individual chapters of the draft Comprehensive Plan, as well as read the citizen comments available online, it has been disappointing to see so few of the well-researched, thoughtful comments of citizens even discussed...let alone considered for inclusion. Many citizens are highly educated professionals in an impressive array of fields relevant to areas of concern in this planning process and have provided valuable input which has been overwhelmingly ignored.

There is data presented within the recommended draft of the 2040 Comprehensive Plan on key topics such as transportation, traffic flow, housing, commercial and retail reports, water demand in town centers, existing capacity of sewage treatment in town centers, etc. which is not as current as it could be. Viable projections necessary to plan for the future using outdated information will not be as accurate as projections made using more recent data.

The Planning Commission *has* addressed one recommendation by concerned citizens, ordering a Transportation Study which will hopefully be completed later this year. However, citizen questions

regarding environmental impacts, cost analysis' on providing & maintaining Adequate Public Facilities, future water quality/availability, etc. have not been addressed. Provision of necessary studies and the analysis of the most current data available would provide this information, ensuring the best possible input to creating achievable goals and objectives in the final draft of the Comprehensive Plan.

The third area of concern is the proposed expansion of the Town Centers, major and minor. Increasing the geographic area of the Town Centers allows for the development of high density residential and commercial growth in a much larger area than currently exists, with higher density allowances in the one mile radius outside of those expanded boundaries. Without studies of impacts to transportation and the environment, costs of providing and maintaining adequate public facilities, this proposed expansion directly contradicts the goals of responsible and sustainable comprehensive planning.

On page 3-17 the recommended draft states:

“Emphasis is placed on creating a more compact pattern of development that will reduce dependence upon automobiles and enable people to live within convenient proximity to stores, offices, and services.”

This statement is yet another contradiction to the proposed boundary expansion of Prince Frederick found on page 3-18. Similar can be said of the proposed linking of the Solomons/Lusby Town Centers, however it is in Prince Frederick that the increased density will negatively impact residents of Calvert County.

Higher densities of residential areas outside of the Prince Frederick Town Center proposed in this plan would be developed within 2.4 miles of the Patuxent and 4.8 miles from the Chesapeake Bay, creating excessive amounts of impervious surface which will increase runoff into those waterways.

Due to the unique geography of Calvert County, collector and local roads will see large increases of traffic which will bottleneck at Rt. 4, in and throughout the Town Center of Prince Frederick. The recommended draft of the Calvert 2040 Plan sets transportation goals, yet doesn't tie those goals to any requirement of implementation BEFORE higher density residential development inside Town Centers or the one mile radius outside of those areas. Expansion of major and minor Town Centers other than Prince Frederick will have similar effects upon traffic flow on collector and local roads which feed into the main arterial highways, making it imperative that transportation goals are required to be met in conjunction with, or before, any increased residential density zoning.

In conclusion, there is one paragraph of this draft of the Calvert 2040 Comprehensive Plan which summarizes to some extent the collective concerns I have with adopting this draft to guide our growth in the coming years.

“Sustainable communities have timely inter-jurisdictional coordination that enables them to identify and resolve issues at the earliest possible stage when they are usually easiest to address and manage, including growth management, environmental protection, and economic development strategies.

Now is the earliest possible stage to identify and resolve potential issues. Now is the best time to continue collecting relevant data, completing vital studies, analyzing projected costs, and using every available resource and valuable citizen input to ensure the most successful outcomes in planning the future of Calvert County. A place as geographically unique as Calvert County presents challenges unlike any other area in the state of Maryland. It is up to all of us who love and live in this place to meet those challenges to grow responsibly and sustainably while retaining the rural character of our county.

NOTE: The paragraph at the bottom of page 7-3 which begins with “In each case...” is repeated on page 7-4 after the paragraph which begins with “Table 7-1 Table 7-1 and Figure 7...”.

Harrod, Felicia R.

From: janet allen <keepcalvertcountry@gmail.com>
Sent: Monday, February 25, 2019 11:04 PM
To: Planning and Zoning
Subject: Request For Studies BEFORE Growth

Calvert County Planning Commission Members:

As you are aware, Maryland Law requires that:

"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."

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".

Therefore, I am requesting that no growth be proposed in the Plan until studies are conducted to determine the effects on traffic, schools, the environment, water supply, budget, etc. before the Plan is approved.

Specifically, the Plan should first answer the following basic question:

1 - How many households are projected if the growth in the Town Centers and Residential Areas are approved and if water and sewer is allowed to maximize density, as proposed?

Based on the answer to the above, the following additional questions should be answered:

2 - How much traffic will be generated by the projected households? Can our roads accommodate the additional traffic? If not, what road improvements are needed? How will those improvements be funded?

3 - How many additional schools will be needed? How will they be funded?

4 - What impacts will the proposed growth have on our environment? How will those impacts be mitigated?

5 - Can our aquifers adequately supply water to the projected households? If not, what is the solution?

If studies have in fact been conducted, I request that the results be added to the Plan and that they be shared with the public and the Planning Commission in a public presentation, with adequate time for review, questions and comments.

If studies have not been conducted to answer the above questions, I request that the Planning Commission direct the Consultant and staff to conduct the necessary studies and that the results be presented to the Planning Commission and the public, with adequate time for review, questions and comments, before approval of the Plan.

Thank you.

janet allen

janetallen7@hotmail.com

Dunkirk

Our county has grown leaps and bounds and development for profit-seekers is spinning in ambition. Every day there is at least one report (and usually more) of an accident along Route 4 - our "highway" is now a thoroughfare with racing cars and texting, distracted drivers putting us all at great danger. The things that drew my family to Calvert County nearly 20 years ago are fading in front of my eyes. Shall we become another Prince Georges or Charles? If I had wanted more pavement and less farmland, I would have stayed there. Listen to the people instead of the profit-focused developers. It is your duty to render a response with data and conservative-minded, conservation-minded solutions, not simply hold meetings and ignore those who don't agree with the planned growth. We may not all be able to make the meetings the planners schedule, but we can all make it to the polls. Please render a response and a cooperative solution to those who don't agree with the comprehensive plan as it now stands. Thank you.

Harrod, Felicia R.

From: Greg Bowen <landstewardshipsolutionsllc@gmail.com>
Sent: Tuesday, February 26, 2019 9:38 AM
To: Planning and Zoning
Cc: Commissioners
Subject: Comments on the 2040 Comprehensive Plan
Attachments: 2040Plan.Greg.Bowen.Comments.pdf

Dear Commissioner Kernan,

Attached are my comments and I plan to summarize them at the hearing tonight.

Thank you for your consideration.

Sincerely,

Gregory A. Bowen AICP

February 25, 2019

Comments on the 2040 Comprehensive Plan

Commissioner Kernan,

I am grateful to the Planning Commission for retaining the goals and visions from previous county comprehensive plans. I am also grateful that the heritage section and purpose statement were added into the Plan and that sustainability factors are mentioned. Finally, I am pleased that the goal of preserving 40,000 acres of prime farm and forest land was included in the Plan.

However, there are some fundamental flaws to the Plan. First, it assumes that growth has and will practically stop--that between 2030 and 2040, Calvert will grow by a total of just 700 units, or 70 units per year. There is one project being proposed that has 800 units in Prince Frederick. And Prince Frederick is proposed to grow by 82%, an area that could add another 7,000 new housing units. Nor do the projections consider the tens of thousands of undeveloped lots in Calvert. In short, the population projects do not represent reality, particularly considering proposed actions to stimulate growth.

For thirty 30 years Calvert was the fastest or second fastest growing county in the state. It was the 4th fastest growing county between 2000 and 2010. Calvert's quality of life factors are all still there, such as:

- Calvert has the lowest number of reported violent crime offenses for a Maryland county per 100,000 population in 2018 accord to the Robert Wood Johnson Foundation¹.
- Calvert is tied for 2nd lowest rate of children under 18 in poverty in 2018 (7%) (Robert Wood Johnson Foundation).
- Its public school system is ranked 3rd in academic achievement. (BackgroundChecks.org), 3rd in test scores (schooldigger.com) and 6th considering multiple factors (Niche.com).²
- It has the 4th best overall rank in county health outcomes (Robert Wood Johnson Foundation)³.
- It has the 4th highest county per capita income in Maryland (Wikipedia).
- It has the 8th lowest property tax rate (note that all but one of the seven with lower tax rates are rural counties.) (Maryland Association of Counties (MACO))⁴.
- It has the 9th highest percentage per capita of assessed value of real and personal property (MACO).

¹ (Robert Wood Johnson Foundation report- County Health Rankings and Roadmap)
<http://www.countyhealthrankings.org/app/maryland/2018/measure/factors/43/map>

²<https://backgroundchecks.org/top-school-districts-in-maryland-2018.html>;
<https://www.schooldigger.com/go/MD/districtrank.aspx>;
<https://patch.com/maryland/columbia/marylands-best-school-districts-new-rankings-released>

³ <http://www.countyhealthrankings.org/app/maryland/2018/rankings/outcomes/overall>

⁴ <https://www.mdcounties.org/138/MACos-County-Budget-Tax-Rate-Survey>

Today, Calvert is the 11th fastest growing county in the state (in the middle of the counties) and yet the writers of the Plan seem to indicate that growth has practically stopped and is in dire need for desperate measures for growth. The Plan removes provisions in the Plan that call for controlling growth.

Smart Growth Maryland commissioned a poll, conducted by OpinionWorks and released on October 30th, which confirms resident support controlled growth. They indicated that the single most important issue or challenge facing Calvert County is overdevelopment/ growth/ sprawl. According to the poll, **65%** say that we should discourage residential development and **69%** say that Calvert needs to remain a smaller community and protect its rural character. Residents also see the connection between residential growth and traffic and **51%** see traffic as a major problem. The full OpinionWorks report can be viewed at this web address: <https://bit.ly/2SjCrSp>.

According to the poll, **87%** of county registered voters support protecting waterways like the Chesapeake Bay, Patuxent River, and local creeks. Also, **79%** support protecting most agricultural land from development. The residents believe that these issues need to be priorities in the new county Comprehensive Plan.

The results of the Sustainable Calvert Network (SCN) Candidate Questionnaire and Candidates Forum in October provide some reason for hope for those who care about Calvert's rural lands, rural economies, and quality town center development which is needed to help prevent residential sprawl.

On the other hand, the recommended draft of the Comprehensive Plan falls far short on these and other issues:

- The recommended Plan eliminates the provisions in the current Plan for controlling residential growth.
- The Plan's authors removed a whole section on water quality, even cutting water quality standards without comment or justification.
- The recommended Plan calls for preserving 40,000 acres of prime farm and forest land, but it fails to identify any new initiatives to reach the land preservation goal.
- The recommended Plan reduces the need for transferable development rights in town centers and considers eliminating the use of TDRs in the Rural Residential District **(See Attachment A)**
- The recommended Plan removes the provision in the current Plan that says "Continue to support the land preservation efforts of local, state, and national land trusts."
- The recommended Plan removes the provision in the current Plan that says "Continue to work with the County's land trusts to identify and preserve farms that are critical to the protection of lands in Priority Preservation Areas."

All of these issues and more appear to put the new recommended Comprehensive Plan out of sync with the desires of County voters as per the OpinionWorks poll. However, with a few changes (see attachment B), this plan could keep Calvert County on the right path.

Please consider these changes before it is sent to the County Commissioners.

Thank you.



Gregory A. Bowen

Attachment A

The Plan adversely impacts the County's land preservation programs in two ways.

1. the zoning ordinance currently requires the use of Transferable Development Rights (TDRs) after one dwelling unit per acre. The Plan now states that Major Town Centers have a convention density of three dwelling units per acre, without TDRs.

Major Town Centers – “Major Town Centers have a conventional density of three dwelling units per acre, 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. Each Major Town Center has nearby residential development.”

Page ES-4

2. Until now, the Rural Residential District has been a receiving area for Transferable Development Rights (TDRs). The wording below indicates a change in intent.

Rural Residential (formerly the Rural Community District where 95% of all TDRs have been used) – Rural areas dominated by existing large-lot residential development, typically three to 10 acres in size, with an average lot size of approximately five acres. New development in the rural residential area would be permitted at a conventional density of one lot per 20 acres. This category accommodates existing small-scale neighborhood convenience retail and service uses as well as essential public services. In past Calvert County Comprehensive Plans, rural residential areas have been designated growth areas (receiving areas for TDRs).

The 2040 Plan places greater emphasis on directing residential growth to Town Centers and Residential Areas. Page ES-3 in the Plan

Note: It no longer says that the Rural Residential area is a receiving area for transferable development rights (TDRs) as in the previous Comprehensive Plan

Objective 2: Review the Transfer of Development Rights Program so that it directs the majority of growth to Growth Areas.

Page 3-25

3.3.2.1 Evaluate the use of TDRs within the Farm and Forest areas and the Rural Residential areas. [P&Z, APAB] □ Page 3-25

Note: The first draft of the Plan said that the Rural Residential District would no longer be used for TDRs. Clearly, the authors are still considering that option.

Attachment B – Recommendations

Chapter 3

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Objective 1: Reserve the Farm and Forest District for farming and natural resource-related uses.

- . 3.1.1.1 Continue to fund the Purchase and Retirement (PAR) and Leveraging and Retirement (LAR) Programs. [BOCC] □
- . 3.1.1.2 Establish a procedure for collecting voluntary contributions to the PAR fund with payment of property tax. [P&Z, F&B] □
- . 3.1.1.3 Provide local support to the Maryland Agricultural Land Preservation Program and other state and federal agricultural preservation programs. [P&Z] □
- . 3.1.1.4 Continue to support the goal of permanently preserving a minimum of 40,000 acres of prime farm and forestland through county, state, and federal land preservation programs and land trusts. [BOCC, Agricultural Preservation Advisory Board (APAB), P&Z] □
- . 3.1.1.5 Continue to limit the types of public and quasi-public uses in the Farm and Forest District based upon their purpose and intensity. [BOCC, P&Z] □
- . 3.1.1.6 Periodically review and update the Calvert County Growth Tier Map. [BOCC, PC, and P&Z]

3.1.1.7 “Do not increase highway capacity within the Farm and Forest District.”

3.1.1.8 “Continue to look for ways to direct residential growth away from the Farm and Forest District.”

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.

Objective 1: Make provisions for water and sewer service in Growth Areas consistent with the planned land uses and intensity.

- . **3.2.1.1 Consider options for public financial support for provision of public water and sewer facilities in the Prince Frederick, Lusby, and Solomons Town Centers to promote economic development, encourage multi-family housing opportunities, and protect public health. [BOCC, P&Z, PW, F&B] □**
- ~~. **3.2.1.2 Consider allowing developer-funded extension of public water and sewer systems into the Residential Areas around Prince Frederick, Lusby, and Solomons. [BOCC, PW, P&Z] □**~~
- ~~. **3.2.1.3 Allow privately-funded community sewage treatment facilities to serve commercial, industrial and employment uses located outside Town**~~

~~Centers and Residential Areas, consistent with economic development goals. [BOCC, PW, P&Z] □~~

Note that the above are financially risky for the county as the county will be responsible for their maintenance, including system failures.

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.

Objective 1: Continue to promote a broad mix of commercial, office, residential, public, and quasi-public development within Town Centers.

- **3.3.1.1 Promote Town Centers as community cultural and activity centers by locating schools, colleges, recreational, and cultural facilities there. [BOCC, GS, P&R, BOE] □**
- **3.3.1.2 Facilitate the creation of farmers markets in all Town Centers. [ED, P&Z] □**
- **3.3.1.3 Consider ways to strengthen regulations regarding derelict buildings. [P&Z, County Attorney's Office (CAO), BOCC] □**
- **3.3.1.4 Allow the use of TDRs to increase the density and range of housing types provided in Town Centers. [BOCC, P&Z] □**
- **3.3.1.5 Allow uses that serve both local residents and employees to locate in employment areas. [BOCC, P&Z] □**
- **3.3.1.6 Consider the use of inclusionary zoning as a means of providing workforce housing in major town centers.**

Objective 2: Review the Transfer of Development Rights Program so that it directs the majority of growth to Growth Areas.

- **3.3.2.1 Evaluate the use of TDRs within the Farm and Forest areas and the Rural Residential areas, but insure that if their use is restricted, that landowners with TDRs have equal alternative markets elsewhere, including the increased use of the PAR Fund or LAR Fund. [P&Z, APAB] □**
- **3.3.2.2 Explore the use of TDRs to increase commercial intensity in Town Centers. [BOCC, P&Z, ED, APAB] □**
- **3.3.2.3 Evaluate Fund and administer the Purchase and Retirement Program for development rights with fees collected from the Recordation Tax, as originally intended and/or based on 1% of the total County operating budget.**

- [P&Z, APAB, F&B] □⁵
- 3.3.2.4 Evaluate the policy of using **Require the use of TDRs to increase density in the event any property is rezoned to Residential District beyond the zoning in 2018**⁶[P&Z, PC, BOCC]

Objective 3: Ensure that Town Center Master Plans are updated on a periodic basis.

- 3.3.3.1 Review and update the Town Center Master Plans to reflect the policies of the Calvert 2040 Plan. [BOCC, PC, P&Z] □
- 3.3.3.2 Maintain a schedule to review and update Town Center Master Plan. [BOCC, PC, P&Z] □
- 3.3.3.3 Use the Prince Frederick Charrette Report as a basis for updating the Prince Frederick □ Town Center Master Plan. [BOCC, PC, P&Z] □
- 3.3.3.4 Review Town Center Master Plans to look for additional ways to reduce dependence □ upon automobiles by promoting “pedestrian-friendly” site design and increasing pedestrian and bicycle circulation within and between residential, commercial, and office uses. [P&Z, PW] □
- 3.3.3.5 Continue to improve the appearance of Town Centers by emphasizing Town Center Master Plan Capital Improvements Projects and Architectural Review. [BOCC, PC, P&Z, Architectural Review Committees (ARCs), GS, PW] □
- 3.3.1.7 Support public art and provide small parks and other public amenities in town centers. Consider the creation of an Arts and Entertainment District in the Major Town Centers.

Objective 5: Promote sustainable development.

3.5.1.1. “Continue to support policies that link the amount, location and rate of residential growth to County land use objectives, including highway, school, water quality and aquifer capacities.”

3.5.1.2. “Monitor residential growth and evaluate the effectiveness of existing regulations to meet growth management objectives.”

⁵ In 1999, the Board of County Commissioners increased the recordation tax from \$3.30 to \$5.00 to provide a funding source for buying and retiring development rights. In the last few years, that money was diverted to the General Fund. This action would reverse that action.

⁶ Since the adoption of the county’s land preservation program in 1978, there have been no residential rezonings. The realization was that if added density could happen just by applying for a zoning change, there would be no value in a development right in a County Agricultural Preservation District. Allowing increased residential density in any area of the county, particularly outside town centers, weakens the counties Transferable Development Rights Program and the development of town centers.

3.5.1.3. Do not expand town centers or rezone additional residential lands until it is determined that the county road network and aquifers can accommodate the growth

3.5.1.4. Require in the county's adequate facilities regulations that schools, roads, and water and sewer are in place, or programmed to be in place according to the CIP, before a subdivision or site plan is granted final approval.

3.5.1.5. Maintain the following standards in the Zoning Ordinance: that adequacy for roads means 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. □ Adequacy for water and sewer is no more than 80% of the capacity of the system.

Chapter 4

Watershed Management (before the Patuxent River Policy Plan on page 4-8)

The Plan philosophy is that not all subwatersheds are the same. There should be different goals for urban subwatersheds and rural subwatersheds.

Within the urban subwatersheds (>10% impervious surfaces) maintain 'fishable/swimmable' status and seek to achieve quantifiable water quality goals. Physical conditions in some subwatersheds could make these goals unachievable, though achievable over the entire watershed. Freshwater criteria in streams should also consider the potential loading of nutrients or sediments over time in addition measured concentration goals.

Goal 2: Continue a comprehensive approach to environmental planning with special emphasis on watershed planning.

Objective 1: Create, adopt and update watershed plans for each major watershed in the county.

4.2.1.1 Develop guidelines addressing the content and public involvement process for preparing watershed plans. [P&Z]

4.2.1.2 Establish budgets, a schedule and track the preparation and completion of watershed plans. [P&Z]

4.2.1.3 Maintain the following standards for good water quality:

Thresholds for fresh water:

- <0.71 milligrams of nitrogen per liter□
- <0.031 milligrams of phosphorus per liter 6
- <10 Nephelometric turbidity units (NTUs) of turbidity

Thresholds for tidal water:

- Chlorophyll <10 micrograms per liter of water (April-October)□
- Secchi Depth measurements > 1 meter (in waters deeper than 1 meter, April- October)□
- Oxygen levels: 4 mg/l for deep waters and 6 mg/l for surface waters.

Within the rural subwatersheds, achieve the urban subwatershed goals, plus the following:□

- Maintain or create anadromous fish spawning streams□
- Develop and maintain shellfish beds, with the goal of making them open to harvesting.

Chapter 7

Goal 7: Strongly oppose any bay bridge crossing plan through Calvert County.

Objective 1: Inform state officials of the reasons that Calvert is uniquely not suited as a transportation route for such interstate traffic.

7.7.1.1 Report on Calvert's transportation network reliant on one highway, Maryland 2/4, which would be clogged every weekend for summer months if one-third of the projected bay bridge traffic (135,000 trips per day) were re-directed to Calvert. Likewise, one-third of the projected weekday bay bridge traffic (84,000 trips per day) would overwhelm MD 4, which currently carries 32,000 trips per day in Dunkirk. All other counties have more than one major artery that serves their population.

7.7.1.2 Inform state officials about Calvert's two major utilities and the need to have plenty of available carrying capacity on MD 4 in the event of a disaster at either facility.

Harrod, Felicia R.

From: Viverette, Lisa M.
Sent: Tuesday, February 26, 2019 11:16 AM
To: Robert Daniels
Cc: Planning and Zoning; Commissioners
Subject: RE: Comment on draft Comprehensive Plan.

Good morning, Mr. Daniels –

Thank you for your email; this reply confirms the Board of County Commissioners received your comments.

I have also copied staff from our Department of Planning & Zoning on this reply so they can forward to the Planning Commission.

Best regards,

Lisa M. Viverette

Executive Administrative Assistant to the County Administrator
Calvert County Government
175 Main Street, Courthouse
Prince Frederick, MD 20678
Office: (410) 535-1600, x2201
Fax: (410) 535-5594
Email: Lisa.Viverette@calvertcountymd.gov

From: Robert Daniels <bob_bythebay@yahoo.com>
Sent: Tuesday, February 26, 2019 11:14 AM
To: Commissioners <COMMISS@calvertcountymd.gov>
Subject: Comment on draft Comprehensive Plan.

Dear Commissioners:

Good evening: My name is Robert Daniels, I have been a citizen of Calvert county for 24 years. When my new bride and I were looking to buy a home, we chose Calvert County for several very important reasons. The counties beauty, un crowded conditions, reasonably priced lots, friendly, kind people and of course the top notch school system. Now I am by no means an expert on land use or developments, but I can tell you from my heart that the things being proposed in this latest draft of the Comprehensive plan, seek to destroy every one of the reasons we came here as stated above. Building our home in this county has not been without compromises, the largest being that both my wife and I worked for the Federal Govt. in Washington, D.C., a 44 mile each way commute door to door though heavy traffic. Therefore we knew going in, that living here would require us to

budget for a new vehicle every five years, because of the mileage we would be putting on them. It would require us to rise an hour earlier than we had before, and to sit in traffic each morning and afternoon and arrive home an hour later than we did in the suburbs. To us that trade-off was worth it and factored into our decision. We had other options, Waldorf only 22 miles door to door but overcrowded, unfriendly and expensive or perhaps Howard County where the schools were equally rated, but again overcrowded and expensive. Those reasons kept us out of those places and led us to this pleasant peninsula. Now this draft comprehensive plan in my view would bring Waldorf and Howard County to Calvert and to me that just is not acceptable and would negate all we sacrificed in moving to this rural county. Therefore I urge you to please read all of the citizen comments that have been sent to the Planning commission these past three or four years and especially comments sent directly regarding this plan and its allowance of extreme buildout. Please read them and put yourselves in the position of these good people who's standard of living will be most effected by these proposals. I am not against growth per say, but I am strongly against any growth initiated or proposed without the proper studies having been conducted for sustainability and feasibility. These studies include traffic, environmental, school capacity issues and aquifer impacts, as well as other issues that I am not qualified to address. It would be a huge mistake and disservice to approve this plan as written before these studies have been performed and I implore you to take the time to have these studies performed before you pass unsustainable buildout conditions. When you read through citizens comments on this issue you can easily see that those who feel as strongly as I do far outnumber those who would like to see a "mall of America" here in Calvert county or want to help developers gain wealth at the expense of the good folks living, thriving and raising families here. Thank you for allowing me the time to speak here today and I have faith that our new commission will make the intelligent and righteous choices regarding the new Comprehensive plan that in my view and many others needs significant revision before draft #3 is presented and after the appropriate studies have been evaluated. Thanks Robert J. Daniels, Jr.

Sent from [Mail](#) for Windows 10

Harrod, Felicia R.

From: Pam Shilling <pam.shilling@gmail.com>
Sent: Tuesday, February 26, 2019 2:08 PM
To: Planning and Zoning
Subject: More work needs to be done on the comprehensive plan...

I believe the current version of the plan invites developers to take advantage of our lack of commitment to the well-being of the environment and the rural nature of the county.

Where are the actions to restart the County's land preservation programs which are currently non-functioning?

Where are the provisions that link residential growth to County land use objectives, including highway, school, water quality and aquifer capacities?

Where are the measurable benchmarks for water quality, for county debt, and for road capacities?

Where is a statement of position on whether or not a new bay bridge should be located in Calvert County?

Why would we expand town centers and residential zoning without assessment of their impacts on roads, aquifers, and the environment?

Thank you for your time.
Pamela Ritter Shilling
Sunderland Resident

Harrod, Felicia R.

From: trish weaver <tderweaver@gmail.com>
Sent: Tuesday, February 26, 2019 2:14 PM
To: Planning and Zoning; mchugh.carolyn@comcast.net; gregory410@comcast.net; johntooheyjt@netxcape.net; robreed2@comcast.net; willisjm@calvertcountymd.gov; Hutchins, Thomas E.; Hance, Earl F.; Hart, Michael R.; McConkey, Kelly D.; Weems, Steven R.
Subject: Comments for the current Comprehensive Plan

Dear Mr Willis and Staff, Mr Kernan and Fellow Planning Commission Members, and Board of County Commissioners,

My name is Trish Weaver, and I have lived in Prince Frederick for 37 years. I have raised my five children here, volunteered for many organizations, taught school, owned a business, and have participated as a citizen on past Prince Frederick Master Plans and award winning Comprehensive Plans. The current plan being considered needs quite a bit of work to be award winning, preserving what we know as the character of Calvert County in a way that is positive for our environment, our citizens, our commercial community, and most importantly-future generations.

First and Foremost, a Bay Bridge Crossing would in no way be beneficial to our beautiful county. We would have no control or ability to limit the traffic which is already compromised in our 'one way in, one way out' county. I would hope that you would ensure that does not happen by writing it into the Comprehensive Plan in very clear terms.

While commercial and higher density residential building belong in the Town Centers, the planned expansions have been done with no apparent consideration of water tables, sewage and septic risks, transportation studies, our school capacity, or health care and related studies of services needed.

The current hospital renovation has 74 beds when finished, with a capacity of 110 for an emergency. With the proposed Prince Frederick expansion adding an estimated 34,000 people, what happens when even a percentage of the county population needs to go to the hospital or emergency room?

Will we just continue to widen Rt 4 as a band-aid for our traffic problems when there are so many failed intersection issues not being addressed?

How do we know our schools can handle a 30% increase in county population and on what timeline will our kids be accommodated?

How will we take care of trash and sewage in our small county? Where will it all go?

Like Charles County, will we be faced with the possibility of having to purchase water for daily use with this kind of expansion?

With no funds allocated in the budget for Master Plan work for the town centers, how will that be addressed?

As the State Agency Review information just arrived, how will those comments be incorporated?

Addressing these issues with a thorough and very detailed strategy cannot wait. There is plenty of time to have a well researched revision completed by 2020--there is no rush needed to push unwise changes through.

You are charged with the oversight and planning for the entire community, and in order to do so, I believe this plan needs more work. All expansion plans should be halted until Master Plans can be updated and Adequate Facilities can be evaluated in detail.

Please take the time to review all of the comments of citizens and state agency reviews and hold the record open long enough to have time to do that well. It is vital that you take the time now to do this as it will be impossible to reverse once wild expansion begins. Thank you for your service in this arduous task--please take the steps needed to keep our county on an award winning path as this is your legacy.

Sincerely,

Trish Weaver

1210 Clay Hammond Rd

Prince Frederick, MD 20678

Harrod, Felicia R.

From: Len Zuza <len@seaaerie.com>
Sent: Tuesday, February 26, 2019 3:59 PM
To: Planning and Zoning
Subject: Comments for Tonight's Meeting
Attachments: Comments to Planning Commission 022619.docx

Attached are the comments that I propose to make to the Planning Commission.

I request that you make them available to the Commissioners.

Len Zuza

635 Runabout Loop
P.O. Box 1689
Solomons, MD 20688

(H) 410 326 0450
(M) 202 258 1133

Comments to the Calvert Planning Commission On the Need to Limit Traffic Increases To Protect Local Air Quality

Tuesday, February 26, 2019

I am asking you to not make any decisions that would significantly increase highway traffic in Calvert County without first conducting a comprehensive transportation study:

- Highway traffic produces chemicals that generate ozone and other chemicals that can cause serious illnesses.
- In 2015, EPA classified Calvert County as a “nonattainment” area for ozone -- an unhealthful level.
- COPD and lung cancer rates here are already higher than Maryland averages. This indicates the need to avoid significantly increasing traffic.
- This EPA rating was based on pollution readings taken two to five years before LNG liquefaction operations began at Cove Point. These operations will add ozone to county air without any new traffic.

There are two potential decisions before you that could potentially increase traffic:

1. Revision of the County Comprehensive Plan. Any approval of significant new housing construction will increase highway traffic. Just as you would not approve new housing construction without insuring adequate sewage treatment, you should not approve any new plan that would allow major new development without examining whether existing roads can handle the increased traffic without creating congestion and added pollution.
2. A bridge from Calvert County to the Eastern Shore reportedly being considered by MTA. Greg Bowen, former head of county planning, reported that any such bridge would significantly increase traffic from some 35,000 vehicles a day currently to roughly 55,000. The resulting emissions would significantly increase ozone and other harmful chemicals.

To protect the health and safety of Calvert residents, please do not approve any new county plan that would permit new housing developments without first obtaining a detailed transportation study.

Harrod, Felicia R.

From: J Sevilla <qmakeda444@gmail.com>
Sent: Tuesday, February 26, 2019 3:30 PM
To: Planning and Zoning
Subject: COMMENTS-QUESTIONS PUBLIC HEARING Feb 29, 2019-Comprehensive Plan
Attachments: Comments -Calvert County Comprehensive Plan-Public Hearing 02262019.pdf

To: **Mr. Greg Kernan, Chair, Calvert County Planning Commission 2/26/19**

From: June Sevilla

**RE: Comments and Questions for Feb 26, 2019 Public Hearing of Calvert County
Comprehensive Plan**

Thank you for including the attached in tonight's Public Hearing.

TO: Calvert County, Attn: Mr. Greg Kernan, Chair, Calvert County Planning Commission 2/26/19

From: June Sevilla, P.O. Box 354, Solomons MD 20688

RE: Comments and Questions for Feb 26, 2019 Public Hearing of Calvert County Comprehensive Plan

Comments may be submitted by email: pz@calvertcountymd.gov mail : 175 Main Street, Prince Frederick, MD 20678; fax: 410-414-3092 hand delivered: 150 Main Street, Suite 300, Prince Frederick, MD 20678

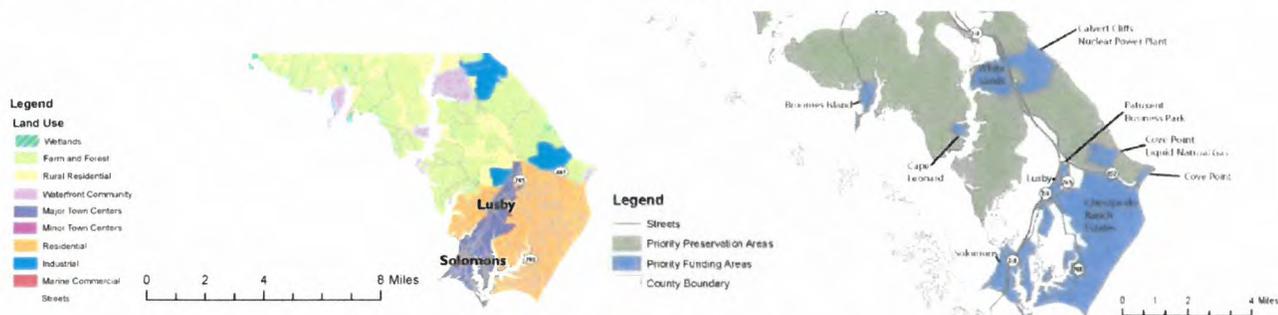


Figure ES-1 Future Land Use Plan Figure 1-2 Calvert County Priority Funding Areas and Priority Preservation Areas

QUESTIONS and CONCERNS:

1. Why are the entire Dominion Cove Point LNG and Exelon CCNPP, both high industrial facilities, considered Priority Funding areas requiring state funds?
2. What are these “industrial area” PFA funds for and how do they benefit residents near those areas?
3. If PFA funds are for roads and other improvements, heavy transport vehicles to these industries (Dominion Cove Point LNG in particular) are the ones causing wear and tear on our public facilities, therefore, what is the county doing to solicit funding support for road maintenance from industries who have a constant stream of high usage heavy weight vehicles?
4. What is the status of Dominion’s previous “Area A” (Route 4/Cove Point Rd intersection) which now has a sign “future county park”?
5. Please explain the status and plans for the current Cove Point Park which to the best of my recollection is constructed on adjacent Dominion land?
6. Plan says: “Waterfront communities are not places for additional growth. Commercial uses, especially along the water, are acceptable in a few of waterfront communities, but not at all in most.” Since Cove Point Beach and vicinity are mature and non-growth areas, why would public water and sewer be planned for Cove Point Beach Community and vicinity? If the intent is to bring public water to fire hydrants, that would be welcome and necessary, but enforcing waterfront community residents to pay for public water and sewer connections is unwise and unwelcome, unless this is on a volunteer basis, and only at the discretion of the homeowner. Please explain the County’s position and plans to not adversely affect residents at Cove Point Beach and vicinity.
7. WATER RESOURCES in Calvert County rely predominantly on the Aquia Aquifer for potable drinking water. In many of the County’s monitoring wells, the Aquia Aquifer levels have gone down tremendously over the years so much so that levels of naturally occurring arsenic are now found in water from this aquifer from oversubscription. These oversubscriptions occur predominantly from industrial sites with the most water consumption. In fact, one of these is Exelon CCNPP which has installed an arsenic removal system for their Aquia Aquifer wells. To my knowledge, Dominion Cove Point LNG is more of a drinking water hog for their operations, but has not installed arsenic removal equipment. However, nearby residential communities of Chesapeake Ranch estates and Solomons have high levels of arsenic in their Aquia wells. This indicates that

these heavy industrial sites are impacting heavily our water resources, so **what are the County's plans to circumvent this safety and water resource non-sustainable condition?**

8. Under WATER RESOURCES, the 2 largest industrial sites are potable water hogs of the Aquia Aquifer, our best source for drinking water. Since the water consumption of Dominion Cove Point LNG and Exelon CCNPP from the Aquia Aquifer competes with our drinking water to the tune of millions of gallons per day, what is the county's plan for migrating these industries away from the Aquia Aquifer to other water sources (including industrial desalination)?
9. The Septics Law will greatly impact waterfront residential communities. However, the greatest pollution sources are industries like Dominion Cove Point which dump their operational wastewater to tributary of Grey's Creek which empties into the Chesapeake Bay. While the County has deferred responsibility to the Md Dept of the Environment (MDE), Calvert County is also actively participating in the granting of these water and wastewater permits. Therefore, the County also has a fiduciary and moral responsibility to its residents. What is the County doing to prevent further pollution from industries or have these industries remove their pollutants and deposit it elsewhere, away from our food and water resources?

Thank you for you attention and consideration to these matters which greatly impact our health, safety, and property values.

Sincerely,

June Sevilla, Cove Point Beach