

# Why We Came ... Why We Stayed

And why we believe the Prince Frederick Master Plan  
is Bad for Calvert County

**Comprehensive Plan Goal**  
**To maintain or improve the quality of life for all citizens of Calvert County**

**Why did we come to Calvert?** Surveys have invariably said we were drawn to the rural character, the vistas, the creeks, the river and bay, but also to the lower taxes, safe communities, good schools, lack of billboards, the sense of place.

**And why we stayed?** There seemed to be a well thought out plan for land use: commercial development was clustered in towns; farms could be seen along the roads and growth was controlled. It felt like the County government was protecting the best interest of its citizens.

Community groups were present everywhere and we joined them to keep our communities strong. We felt like we were home when we crossed the County line.



Calvert County is a beautiful welcoming place steeped in a rich heritage.



We live on the Pleasant Peninsula, on the largest, the most productive estuary in the nation, where we could fish, hunt, hike, go bird watching, and see wildlife in the woods and waterways around us.

We have a low-density rural character with preserved undeveloped lands and productive farms which produce abundant local foods and commodities.

Our school system is good and ranked within the top 20% in Maryland. We have many strong community organizations, a low crime rate, and a good road system.

In many ways our isolation while still being close to major employment centers has been a key reason for what we are.

Now, many of the reasons we came and stayed for are in jeopardy due to County wide plans and town center plans that favor the few over the desires of the many.

# Our Resources Are **NOT** Infinite!

## RESOURCES

- Land that can be developed without damaging the environment
- Safe water from aquifers
- Road capacity and room and money to increase capacity
- School capacity and money to build more
- Sources of income to accommodate growth

*Easily developed land in short supply – Environmental impacts to steep slopes*

*Aquifers adequacy based on faulty population projections*

*MD 4 is reaching its carrying capacity*

*No economic development projected to substantially increase tax base*

## What will happen if

- ⊕ Prince Frederick quadruples in population?
- ⊕ Our wells dry up as the aquifers drop?
- ⊕ More stormwater management systems fail?

**What are Benefits and Impacts for the Average Citizens of**

***Growth That We Did Not Ask For?***

Calvert County's resources are not infinite so growth, especially uncontrolled growth, cannot be sustained forever if we are to enjoy the County's quality of life. Our location on a peninsula and our isolation has also put a limit on our resources which include land, water from aquifers, road and school capacity. These resources along with the sources of income (tax base) to accommodate increased population growth create hard limits.

Land that is easy to develop into dwelling, businesses, and roads is in short supply. This forces development to be shifted to steep erodible soils or farm lands. The adequacy of the system of aquifers which supply all of the County's water is based on faulty population projections. Rt 4 and other roads in Prince Frederick already have a number of failed intersections and is reaching its carrying capacity. We now have the longest commute in the state according to the US Census bureau due not only to distances but also to congestion and failed intersections. To grow in population the tax base must also grow. New dwellings do not add enough funds to pay for their County provided services. Funds to increase the tax base must come from economic development. However, the projected economic development is not expected to substantially increase the tax base. Again, our isolation makes Calvert County unattractive to large and even medium size businesses.

What will happen if our County seat, located in the middle of the County, more than quadruples in population? What happens when our wells dry up as the aquifers drop? What will happen to our watersheds as more stormwater management systems fail. What are the offsetting benefits of growth not just for developers and large contractors but for the average citizens? What will be the impact of growth that we did not ask for?



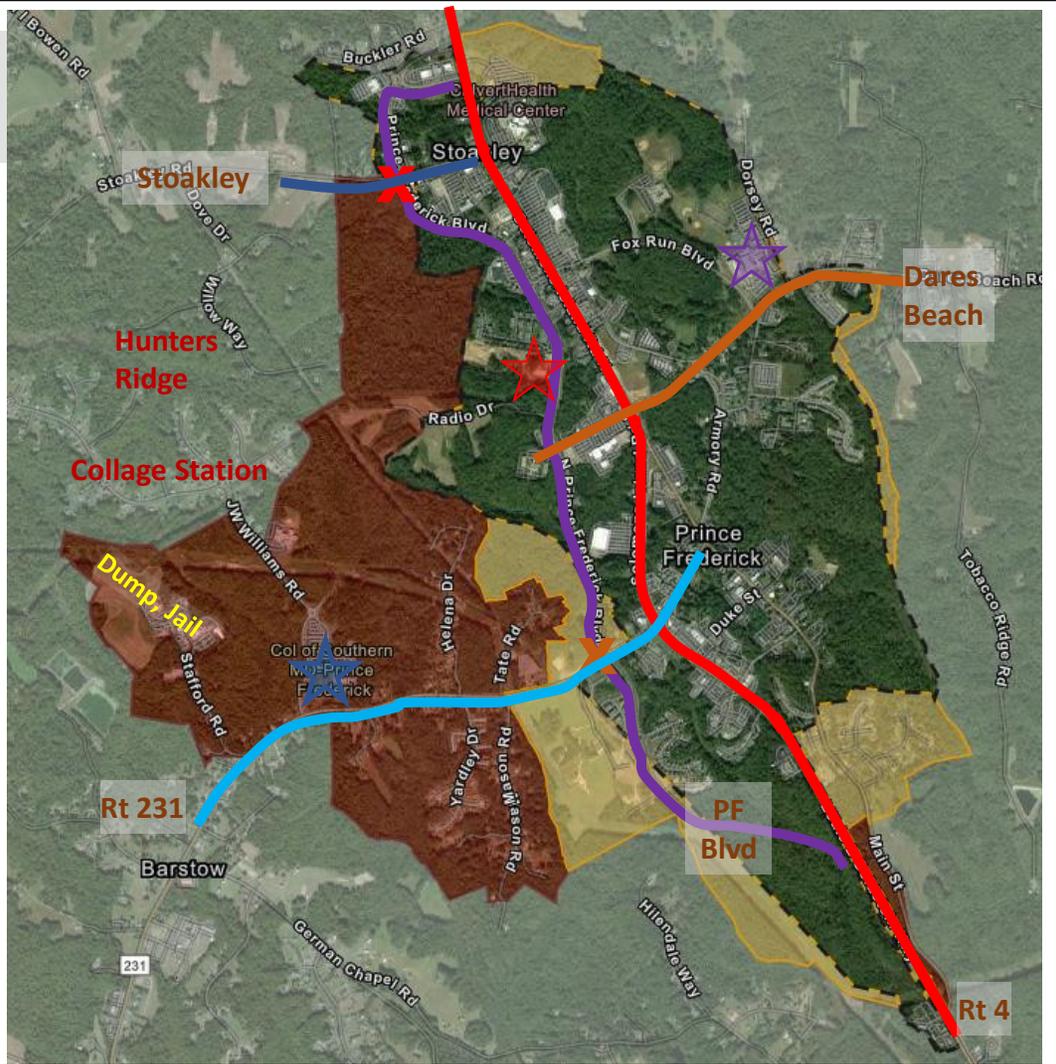
Is this what we want or are willing to accept? Can we take a chance on a future we cannot reverse?

# Prince Frederick Town Center

**Green = Existing TC**

**Yellow = Phase 1 Expansion**

**Brown = Phase 2 Expansion**



This is a map of the current Prince Frederick Town Center and the proposed expansion.

The green region is the existing town center. The small yellow areas are the Phase 1 expansion and the brown areas are the Phase 2 expansion. Note that the draft Prince Frederick Town Center Master Plan does not differentiate between Phase 1 and 2, but simply takes for granted that both expansions will be approved in the future.

There are two roughly vertical lines. The red line is Route 4. The purple line is Prince Frederick boulevard including the proposed future southern extension to route 4.

From the top, the dark blue line is Stoakley Road, the orange line is Dares Beach Road and the cyan line is Route 231.

The intersection of Prince Frederick Boulevard with Stoakley Road is shown with a red X and its intersection with route 231 is shown with an orange X.

The purple star is Calvert High school, the red star is the senior center and the blue star is the College of Southern Maryland. The Hunters Ridge and College Station subdivisions can be seen in the northeast.

Now focus on the region west of Rt 4 and north of Rt 231. The region especially west of Prince Frederick Boulevard is largely undeveloped. Standard planning practice would be to do an environmental assessment, a traffic impact assessment, and a tax burden assessment of the proposed town center expansion as a part of the Master Plan. The draft Master Plan did not include this information.

# Financial Impact? *Potential to Devastate the County*

- Master Plan provides no assessment of financial costs or impact on taxes
  - ❖ County Data: **EACH** dwelling unit (DU) costs County ~ \$2000/yr in **Operating Budget** expenses (education, police, fire, government, etc)
  - ❖ Plan shows up to 13,000+ new DU (just in PF) = \$26+ Million/year
  - ❖ **Operating Budget** does **NOT** include these infrastructure improvements:
    - New schools (One new high school/9000 DU + middle & elementary)
    - Roads, Parks, Other capital expenditures (County buildings)
    - No PF capital infrastructure in budget through 2027
- Plan does **NOT** project revenue growth to cover costs
- Plan waives fees usually paid by developers:
  - ❖ Adequate facilities
  - ❖ Transferable development rights
  - ❖ Excise tax fees
- Current Taxpayers to pay for expanded services, infrastructure
- Plan does **NOT** mention value of undeveloped land → DNR says over **\$200M** when stormwater management savings included

**Bottom Line: Developers pocket more profits, Citizen's taxes go up and/or services will decline, Quality of life declines, Value of your home goes down**

The taxes paid to the County by the owners of a dwelling each year fall short of paying for the services provided. The average \$2000 shortfall is paid for out of the County's Operating Budget. These are estimates calculated by the County. Building more places for more people to live in do NOT pay for themselves. The deficit has to be made up for by other revenues collected. The Operating Budget only pays for services such as education, police, and maintenance but does not pay for capital items like new schools, road construction or widening, and new government buildings. Population increases would require all of the things in this category to be built to accommodate the increased needs. For some scenarios envisioned by the County's consultant up to 13,000+ new dwellings (houses, apartments, town houses, etc) could be built which would cost the County \$26M/year just for the Operating Budget shortfall. The funds for capital projects would put further pressure on County revenues. The Plan does not project revenue growth to cover the deficit. The plan goes on to propose waiving fees for the developers for adequate facilities, transferable development rights and excise tax fees. Current residents would have to cover the revenues lost to the developers.

One last thing that the Plan does not cover is the value of undeveloped land. The Department of Natural Resources estimates that the current undeveloped land is worth over \$200M when one accounts for things like storm water management.

The bottom line for population growth is: Developers pocket more profits while Citizen's taxes go up and/or services decline, the quality of life declines, and the value of your home goes down due to higher taxes and lower quality of life.

## Summary: Master Plan New Facilities - **NO** Cost Data Supplied

### **Master Plan proposed or implied new facilities (no cost data provided)**

- *West Dares Beach Rd extension*
- *Prince Frederick Blvd extension*
- *Rt 231 widening and realignments*
- *Stoakley Rd extension, widening and new roundabout*
- *Extension of the three lane portion of Rt 4 to North of the hospital*
- *Complete Chesapeake Blvd (Dares Beach Rd to Rt 4)*
- *High speed merge of Chesapeake Blvd at Rt4*
- *New connection between Dares Beach Rd extension and Stoakley Rd*
- *High speed merge lane for Prince Frederick Blvd south intersection with Rt 4*
- *Extensive future costs related to sophisticated stormwater management installations for steep slope/erodible soils including inspection, maintenance, and repair*

- *New library parking garage*
- *County Health Dept expansion*
- *Parks & Recreation program expansion*
- *New bus service & bike lanes between library and CSMD*
- *Complete missing sidewalk segments*
- *New sewer & wastewater treatment plant*

### **Other new facilities required by proposed residential growth (no mention in Master Plan, cost undetermined)**

- *New elementary, middle and high school construction*
- *Increased general County staff, school staff*
- *Expansion of police, fire & EMS*
- *Expansion of Prince Frederick fresh water system*
- *Expansion of hospital and urgent care facilities*
- *Additional government-funded senior housing*

This is a summary of the new facilities called for or implied in the proposed Master Plan as well as facilities that would be required by residential growth. The list is quite extensive with many expensive projects such as roads, buildings, and water/sewer. The cost of some of these items might be shared by the State but there are no line items for any of these in the long-term State budget. The competition to obtain State funds is fierce and the efforts to obtain capitol funds can be protracted. The infrastructure would need to be in place before any development occurred based on adequate facilities requirements.

# History of Calvert Population Growth

- ❖ 1969 – 1985 (16 years) Population 20358 – 40,101 = 19,743, 1234/yr
- ❖ 1985 – 2002 (17 years) Sharp increase in Population
  - ❖ 40,052 increase
  - ❖ 2356/yr → Almost twice the previous rate
- ❖ Actions that cut growth
  - ❖ 1999, 2003: Commissioners cut densities in half
  - ❖ Commissioners buy many TDRs
  - ❖ Toughen Adequate Facilities Regulations
  - ❖ By ~ 2006 lower growth rate established
  - ❖ 2008 Great Recession and 2011 major subdivision moratorium solidify rate
- ❖ 2005 – 2020: 6691 increase, 446/yr (0.5%/year)
- ❖ Sounds like growth stabilized at a low rate **BUT**
  - ❖ 2017 Buildout limit that capped growth eliminated
  - ❖ Lowered number of TDRs in town centers
  - ❖ Rezoned 1000's of acres from rural (very low density) to residential
  - ❖ Eased Adequate Facilities Regulations
  - ❖ **Guess who pushed for these changes (Hint: begins with d, ends in ers)**

*Fun Fact*  
It took until the early  
1960's to double the  
1800 population

*The next doubling  
came by late 1970's*

It's valuable to cover a bit of the history of population growth in Calvert County to help one understand how the draft Master Plan might impact growth patterns in the future. County actions have been factors that have affected the growth in the past couple of decades and which along with the new master plans in progress could change the current relatively slow and stable growth in the future.

In the 16 years between 1969 and 1985 Calvert's population grew by almost 20,000 to about 40,000. The average rate was 1234 people/year. 1985 began a period of even higher growth which lasted until about 2002 and resulted in 40,000 more people in 17 years and a growth rate of 2356/year. The population in 2002 was about 80,000.

In 1999, the County began to implement actions which reduced the growth rate dramatically. The commissioners cut densities in half twice and bought TDRs. Adequate Facilities regulations were toughened. By about 2006 the growth rate transitioned to 446/year which resulted in only a 6691 person increase from 2005 to 2020. The growth rate was only .5% for this period. Additional factors which helped solidify the low growth rate were the 2008 Great Recession and the major subdivision moratorium implemented in 2011.

Long-term County plans (Comprehensive Plan, Water and Sewer Plan) incorporated a growth rate of only 113 dwellings a year (about 317 people/year) from 2016 through 2040 using the plans' projected population in 2040. The actual growth rate for the period of 2016 – 2020 was 475 people/year and as already mentioned over the period of 2005 – 2020 the rate averaged 446 people/year. Both of the actual rates are significantly higher than the rates used by the County plans.

What has happened that might restart rapid growth again? In 2017 the buildout limit that capped growth was eliminated. The number of TDRs to build in town centers was lowered. Thousands of acres were rezoned from rural (very low density) to residential. Developers pushed for these changes

# Unrealistic Population Projections

## *Protections For Current Low Rate Removed*

- ❖ Growth Restrictions **REDUCED** the 2002 population growth rate 81% by 2006
  - ❖ Before Restrictions: 1985-2002: 7850 Households/decade, 2356 People/year
  - ❖ After Restrictions: 2005-2020: 1540 HH/dec, 446 Ppl/yr
- ❖ **BUT Growth Restrictions Have Been REMOVED!**
- ❖ Plan's growth projections based on current LOW rate (446 People/year)
- ❖ Current Growth rate = 8900 More People by 2040
  - ❖ BUT With growth restrictions removed no way to maintain low growth
  - ❖ Southern Md neighbors @ 2 – 3X Calvert rate
  - ❖ Calvert could have over 20,000 more people by 2040
- ❖ Lack of Growth Restrictions = **UNREALISTIC PROJECTION OF NEEDS:**
  - ❖ Facility needs
  - ❖ Service needs (police, fire, medical, etc)
  - ❖ Road capacity requirements
  - ❖ Water and sewer
  - ❖ ETC ETC ETC

### Bottom Line:

Plan's projections hide the potential impact of residential growth

***NO BINDING DOCUMENTS LIMITING GROWTH***

**County will not be prepared for POTENTIAL Growth**

This is the first Calvert County plan in which the County did not make its own population projections. Instead, they relied on the projections provided by the consultant. The 1985 – 2002 rate averaged 7850 Households/decade and 2356 People/year. A number of actions detailed in the previous slide cut growth which are referred to as growth restrictions. These restrictions were put in place beginning about 2002 and by 2006 the growth rate had been cut by 81%. The 2005-2020 growth rate averaged 1540 Households/decade or 446 People/year. The Plan's population growth projection is based on the very low rate in place since 2005. Note that household size is defined as the average number of people living in a dwelling. This number can change every year and has declined for the past 50 years.

So why is using the current growth rate unrealistic? The 2019 Comprehensive Plan removed limits on growth such as the buildout limits or put in place policies that encourage growth such as expanded its town centers and residential zoned areas. The plan also recommends waiving excise taxes, reducing TDR requirements in the town center, and waiving traffic studies all of which encourage increased growth rates. It is unrealistic to assume that Calvert will continue the current low growth rate without growth restrictions or controls. Other local southern Maryland counties have growth rates that are 2 to 3 times higher than Calvert's. At our current rate of growth there will be roughly another 10,000 people in Calvert by 2040. With potential growth in just Prince Frederick from the draft Master Plan's potential growth and the lack of restrictions on growth one would not be surprised if Calvert County grew by 20,000 or even 30,000 people by 2040. The unrealistic growth projection has the effect of producing facility needs projections that could seriously underpredict service and capital improvement costs. Translating that to a brick and mortar example that is easily relatable, the rule of thumb for high schools required to accommodate the population growth would suggest 2 or 3 more high schools would need to be built as would more middle and elementary schools. Other population related needs that would require increased funding include police, fire, medical, road capacity, water, and sewer.

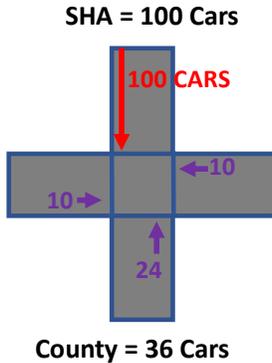
The consultant and Planning and Zoning argue that growth will stay low but the projections are not reliable. It seems more likely that developers will use the lack of controls and reduced fees to build high density properties in the expanded town center speculating that if they build them, they can fill them. The County will not be prepared for the resultant growth and its accompanying pressure on our limited resources. WHY should we want this growth and what will be the impact?

# Plan Uses Non-Standard Traffic Calculations Under-Reports County Traffic

## Md State Highway Administration

1. Standard method
2. Uses most congested entrance to intersections to grade (e.g. PM Rt4 North@Stoakley Rd)

### EXAMPLE



## Calvert County Transportation Plan

1. Non-Standard
2. Under-reports rush hour traffic
3. Averages-out the congestion at all entrances to an intersection
4. **County can avoid Adequate Public Facilities Ordinance restrictions on residential growth**
5. Adequacy of system also based on roads that are not likely to be built!!

Intersection	County Plan, AM Commute	County Plan, PM Commute	State AM Commute	State, PM Commute
MD 4 & Yellow Bank Rd	Not mentioned	Not mentioned	C	F
MD 4 & Ward Rd	C	D	E	F
MD4 at the 2/4 Split	D	C	D	F
MD 4 & Cox Rd	D	F	C	F
MD 4 & Chaneyville Rd	Not mentioned	Not mentioned	F	E
MD 4 & Plum Point Rd	C	B	F	F
<b>MD 4 &amp; Stoakley Rd</b>	C	D	C	F
<b>MD 4 &amp; MD 402</b>	C	D	D	F
<b>MD 4 &amp; MD 231</b>	C	C	D	F
MD 4 & Sixes Rd	F	F	F	F
MD 4 & MD 264	B	B	D	E
MD 4 & Ball/Calvert Bch Rd	C	D	D	E

County Plan Source: 2020 Calvert County Transportation Plan

Source: 2016-2018 Maryland State Highway Administration

Calvert County Adequate Public Facilities Ordinance:

"County intersections must maintain a level "C" service rating except for Town Centers where a level "D" service rating will be acceptable. State roads and intersections must maintain a minimum level "D" service rating after full development of this and all other existing and proposed subdivisions and residential development within the study area"

Traffic and congestion have always been a top issue for the citizens of Calvert County in polls and surveys. The Plan calls for using a non-standard approach for assessing the level of service for intersections versus the standard State Highway Administration method. The SHA method has a long history of use in Calvert County. The SHA method uses the approach lane with the highest volume of traffic to assess the intersection as a whole whereas the County method averages the traffic for all entrances to the intersection. In the example intersection, the SHA method would grade the intersection using 100 cars while the non-standard method would grade the intersection based on 36 cars. The table shows the grading of a number of intersections in Calvert County using the County method and the SHA method. The yellow highlighted cells are in the current Prince Frederick Town Center. The Red cells are failed intersections based on 2016 and 2018 data. A rating of D is only acceptable within town centers. It is easy to see that the County method gives passing grades to many more intersections than the SHA method. This is important because roads are one of the Public Facilities covered under the Adequate Public Facilities Ordinance. If carrying capacity of the road systems and levels of service at intersections are degraded to a non-passing grade then that is a violation of the Ordinance. If the improvements to restore the intersection to a passing grade are not in the County or State budgets then the developer has to pay for them. By using a non-standard technique to grade the performance of an intersection as adequate the County is effectively bypassing a provision of the Ordinance. The authors of the plan are trying to say that there is no problem and there will not be a problem even with the potential population increase allowed by both the Comprehensive plan and the Prince Frederick draft plan. To make matters even worse, the County's optimistic forecast for no traffic problems in resulting from new development in the expanded town center is based on new road construction and major improvements to existing roads. Long term State budgets do not support these roads and improvements and the County cannot afford to build them using only County funds. Even using the County's grading system, the intersections will eventually fail so to get around this problem the Plan proposes weakening the Adequate Public Facilities Ordinance.

## Protect Calvert's Water Supply Limit Population Growth

- Groundwater (aquifers) - an abundant, but **not infinite** resource
- Long-term planning documents base projections of adequate water on specific population levels
- Adequacy of Aquia aquifer thorough 2040
  - Based on Calvert County's population projection for 2040
  - Calvert's actual population projected to exceed the 2040 planning level by **2022**
- Residences outside of town centers rely on Aquia
  - 80% of population
  - Lower Patapsco aquifer next best option
  - Much deeper, ~800'
  - **Expensive, ~\$40,000 - \$50,000 for new well**

Quoted from the 2013 Report to Maryland Assembly on Groundwater Protection Program: "**Groundwater is an abundant, but not infinite resource...**"

The water supply for Calvert County comes from aquifers. An aquifer is an underground layer of water-bearing rock, rock fractures or unconsolidated materials like gravel, sand, or silt that has pores or openings that permit water to pass through. Groundwater from aquifers can be extracted using a water well.

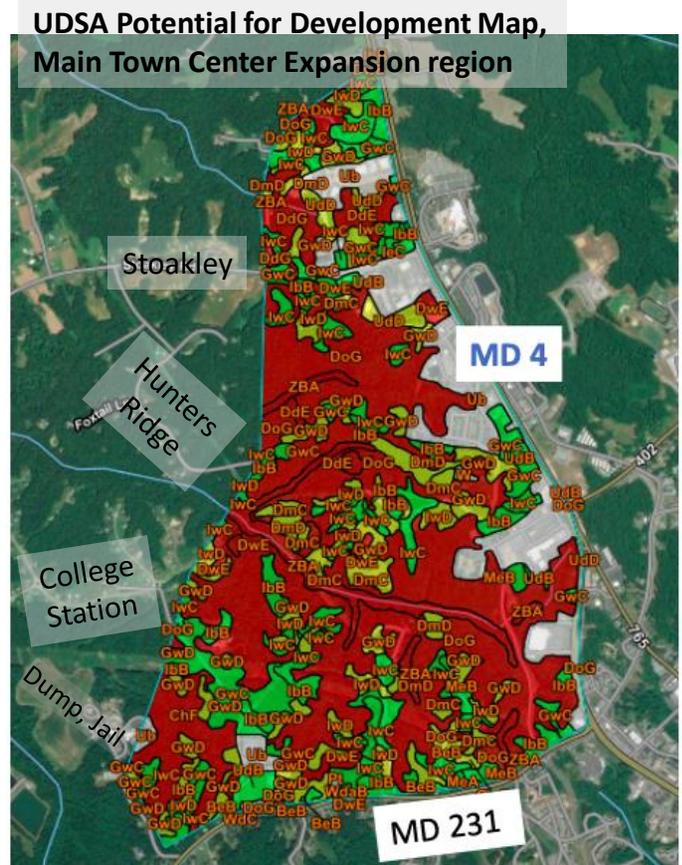
The adequacy of the water supply from the Aquia Aquifer is based on State and County long-term planning documents which specify outyear estimates of population levels. Although Calvert's population growth has been the lowest in Southern Maryland since 2010, it is projected to exceed the 2040 population level projected by planners by 2022. In Calvert County 80% of the population depends on the Aquia. The town centers with water systems use the deeper Patapsco Aquifer. The residential wells which use the Aquia will not all suddenly run dry after 2022 but failures may be seen as time goes by. If these wells fail, they will be forced to drill a new deeper well. The cost of a new well depends on many factors but in Calvert County the dominant factor is the depth of the well. A well to the Patapsco which is roughly twice as deep as the Aquia is estimated to cost on the order of \$40,000 to \$50,000. This cost would be borne by the individual household, not the County.

The future supply of water for Calvert and other users in Charles, St. Mary's, Anne Arundel, and parts of Eastern Shore who share the Aquia Aquifer will depend on limiting population growth.

# CONSULTANT DID NOT DO ENVIRONMENTAL ASSESSMENT!!!

The draft plan does **NOT** mention the unsuitable soil conditions for development

- USDA Map is of Main Area of Proposed Town Center Expansion
- USDA Map Considers **BOTH** Steepness of slope, Soil type for ratings
- Red**: Very Limited for Development, 58.6% of area
- Yellow**: Somewhat Limited, 18.5% of area
- Green**: Not Limited, 24.8% of area
  - Could be Developed BUT....
  - .....The Green Areas are Isolated, would need roads across **Red** areas
- Red should not be developed**
  - Developed at great expense or
  - Stormwater controls will fail (degrades stream quality)
- Area drains into Hunting Creek - Greatest diversity of fish species in lower Patuxent



**Development of this area = Unacceptable risk to waterways and habitats**

The very first thing that a planner should do is to conduct an environmental assessment. The consultant did not do the assessment. Instead, the expansion hinges on the use of land which is problematic for any development or roads. The draft plan does **NOT** mention the unsuitable soil conditions for development including new roads in the expanded town center.

The map shows the results of a USDA soil survey for an Area of Interest or AOI west of Rt 4 and North of Rt 231. This AOI includes almost all of the undeveloped land in the town center after all proposed expansions. And no, this AOI does not include the jail or the dump which are included in the town center expansion! Unlike some of the vague statements in the town center plan which only considers percent of slope in determining the acceptability of land for development, the USDA analysis used to produce the map properly considers both slope and the susceptibility of the soil to erode in determining whether the land is appropriate for development. In doing a soil survey one must specify what type of development one intends to use the land for. The "Dwelling without Basement" category was chosen as it is a category whose requirements for development are easier to meet than Dwellings with Basements or Light Commercial.

The areas colored red are rated as "Very Limited" for development, the yellow areas are defined as Somewhat Limited and the green areas are Not Limited. A portion of the Area of Interest has large buildings, parking lots and roads. These grey areas are called Null and are not rated. 13.4% of the area of interest is Null rated. When one takes out the land that is Null rated, 24.8% of the land is rated as "Not Limited" for development. Note that many of the green Not Limited designations are islands for which roads would need to traverse red zones to reach. 56.8% of the area is rated as Very Limited and 18.5% is rated as Somewhat Limited bringing the total of Very or Somewhat Limited to 75.3%. The table below shows the detailed percentages for all three categories compared for areas with and without the Null category.

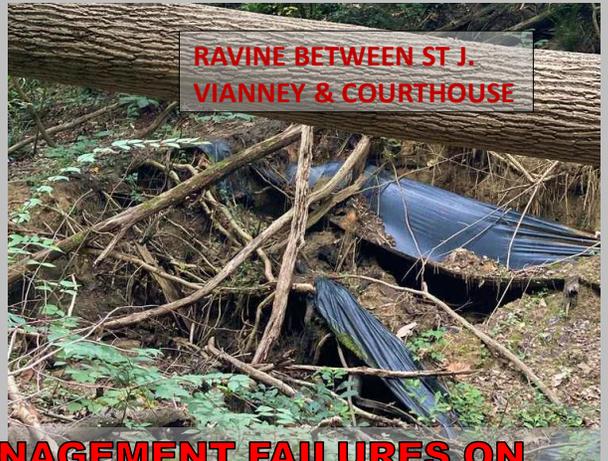
Rating	Acres in Area of Interest* (AOI)	Percentages	
		w/Null	w/o Null
Very Limited	611.2	49.2	56.8
Somewhat Limited	198.6	16.0	18.5
Not Limited	266.4	21.4	24.8
Null or Not Rated	166.0	13.4	0
<b>Totals for AOI</b>	<b>1242.2</b>	<b>100</b>	<b>100</b>

Development on Red zones would be very expensive due to complex stormwater management systems for the construction phase and for the permanent stormwater management systems. The life cycle costs include not just construction of the systems but also inspection, maintenance, and repair. Risk of failures of the stormwater management systems in the red zones would be high especially when one considers that potentially difficult maintenance and repairs efforts are often the first things to be shortchanged during the budgeting cycles. Red zone Very Limited areas should not be considered for development. Even the Somewhat limited area can be problematic. The area on the map drains into Hunting Creek. Hunting Creek has the greatest species diversity of any creek in the lower Patuxent River. Sediment transported into the creek has the potential to damage its healthy environment and thus its species diversity

The Bottom Line is that the Proposed development of this area of steep slopes and fragile land susceptible to erosion will adversely impact the habitats and fisheries of waterways including Hunting Creek, the Patuxent River, and the Chesapeake Bay. Other areas of the proposed town center not included in the map drain into Parkers Creek (The most pristine creek on Maryland's western shore) and Battle Creek.



**CONSTRUCTION SITE SEDIMENT**

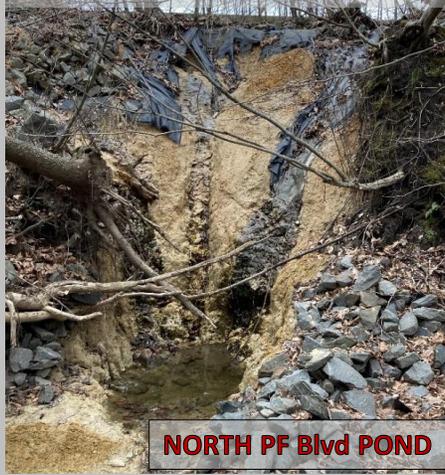


**RAVINE BETWEEN ST J. VIANNEY & COURTHOUSE**

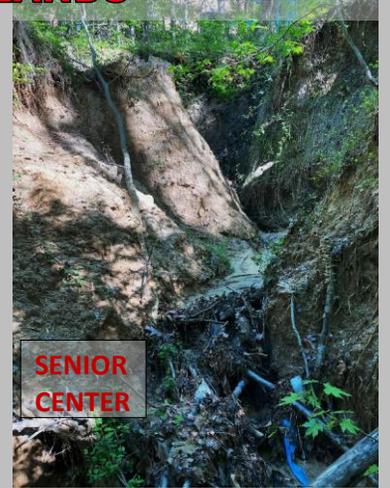
**EXISTING STORMWATER MANAGEMENT FAILURES ON FRAGILE PRINCE FREDERICK LANDS**



**POOL RAVINE**



**NORTH PF Blvd POND**



**SENIOR CENTER**

Evidence of failed stormwater management systems proves that in the real world it is risky to develop in the USDA Soil Survey Red zones. Current stormwater management systems on these steep slopes continue to fail and dump sediment into Hunting Creek or Parkers Creek. While we care about all sediment being dumped into our creeks, these two are especially worthy of our protection. Hunting Creek has the greatest diversity of fish species in the lower Patuxent River watershed and Parkers Creek is the most Pristine watershed on the Western Shore of Maryland.

These pictures taken since the Spring of 2021 are just a small representative sample of observations made just in the Prince Frederick area – in fact all are within the current town center. Starting in the upper left and going clockwise the first picture shows erosion deposits downstream of a construction site. Enforcement for this construction site was the responsibility of Maryland Department of the Environment but MDE was not able to enforce the regulations to prevent the damage one sees in this picture. The damage in the second picture is due to runoff from the government plaza in the heart of Prince Frederick. This failure of old stormwater management systems has been known by the Department of Public Works and the state of Maryland for many years but no action has been taken or even proposed. This failed system continues to dump sediment into the downhill stream. The third is downstream of the pond near the aquatic center. The picture is of one of two major ravines created from frequent overflow of the pond. The pictures do not do this failure justice! The fourth is near the exit of the pond system across from the Toyota dealer on Prince Frederick boulevard. This system consists of 5 ponds and is relatively modern and yet it still routinely overflows creating the ravine and accompanying sediment one sees in the picture. Both of the last two pond systems have been observed to overflow even during moderate rainfalls of amounts that happen a number of times every year. The last picture is of one of 4 major ravines only feet from the west end of the senior center parking lot. One example not shown is of a hill cut in half with a ravine with a depth of about 20 to 25 feet.

The County has proposed extending West Dares Beach Road through the area near the Senior Center ravines. The existence of steep erodible slopes in this region cannot be denied. The proposed path for an extension of Chesapeake Boulevard which is to the east of route 4 would traverse similar steep erodible soils. The proposed expansion of the Prince Frederick Town Center appears to hinge on using these fragile parcels – NOT GOOD!

Contact Keep Calvert Country (<https://www.keepcalvertcountry.com/contact>) if you would like a tour of these and other SWM failures.

# Process and Plan Fail to Reflect Desires of Citizens

In November 2020,  
Citizens were asked

“What should we \_\_\_\_\_:

1. Preserve?
2. Add?
3. Remove?
4. Keep out?

The chart to the right was  
the result

Notable contradictions of  
the will of the citizens  
below

What is positive and should be kept and reinforced?	What do we not have, but need or desire?	Summary
<b>Preserve</b> <ul style="list-style-type: none"> <li>• History, especially in the old town area</li> <li>• Natural assets such as trees, animal habitats, and watersheds</li> <li>• Prince Frederick's small-town feel</li> </ul>	<b>Add</b> <ul style="list-style-type: none"> <li>• A town square that could function as a central gathering place with nearby upscale/unique dining and small businesses that create a sense of place</li> <li>• Activities for all ages (such as arcades, escape rooms, and an expanded senior center)</li> <li>• Greater connectivity for pedestrians and bicyclists (especially along and across MD 2/4)</li> </ul>	
<b>Remove</b> <ul style="list-style-type: none"> <li>• Vacant and poor-condition buildings</li> <li>• Unattractive signs, landscaping, and other roadside features</li> <li>• Traffic congestion</li> </ul>	<b>Keep Out</b> <ul style="list-style-type: none"> <li>• More big-box stores with large parking lots</li> <li>• High-density residential</li> <li>• More traffic congestion</li> </ul>	
What existing negatives should be eliminated?	What outcomes do we want to avoid?	

- Preserve natural assets: Developing steep erodible soils will harm natural assets
- Preserve small town feel: They do NOT have traffic congestion, high density housing
- Remove vacant/poor condition buildings: Not in the plan
- Remove traffic congestion: Expanding TC without new roads cannot achieve this
- Keep out high-density housing: This plan is all about high-density housing
- Keep out More traffic congestion: Not possible with this plan

## SO WHOSE DESIRES ARE REFLECTED WITH THIS PLAN?

Throughout the entire process of updating both the Calvert County Comprehensive Plan and the Prince Frederick Master Plan, there was never a demand from the public for more residential development. That demand came at the behest of an earlier Board of County Commissioners who directed staff to work directly with members of the development community to identify ways to increase and accelerate residential growth in Town Centers. While there may be good reasons to shift overall County growth to town centers there is no good reason to expand the town center and develop the land just to add more population.

And throughout the process, the citizens said their number one concern was traffic and high density residential. During a November 2020 meeting citizens were asked “What should we preserve, add, remove, and keep out. When one looks at the draft Master Plan one sees notable contradictions to the will of the people as voiced at the meeting:

1. Preserve natural assets: The plan wants to develop steep erodible soils which will harm natural assets
2. Preserve small town feel: Small towns do NOT have traffic congestion, high density housing
3. Remove vacant/poor condition buildings: Not mentioned in the plan
4. Remove traffic congestion: Expanding the Town Center without new or expanded roads cannot achieve this. There is no money to do this.
5. Keep out high-density housing: This plan is all about high-density housing
6. Keep out More traffic congestion: Not possible with this plan

Again, the big **WHY**. Why do we need to grow especially beyond our resources and who benefits? It is simplistically clear that only developers will benefit from population growth that no survey or poll of the citizens has asked for and which take money from the County. The citizens have spoken and they want the opposite of growth for growth's sake.

# Time for a Re-set

## **Calvert Citizens Care!**



### Working Landscapes Support

- ❖ Fishing      Farming      Forestry
- ❖ Agri-tourism   Eco-tourism   Heritage tourism

**Attract residential growth  
from beyond our borders?**

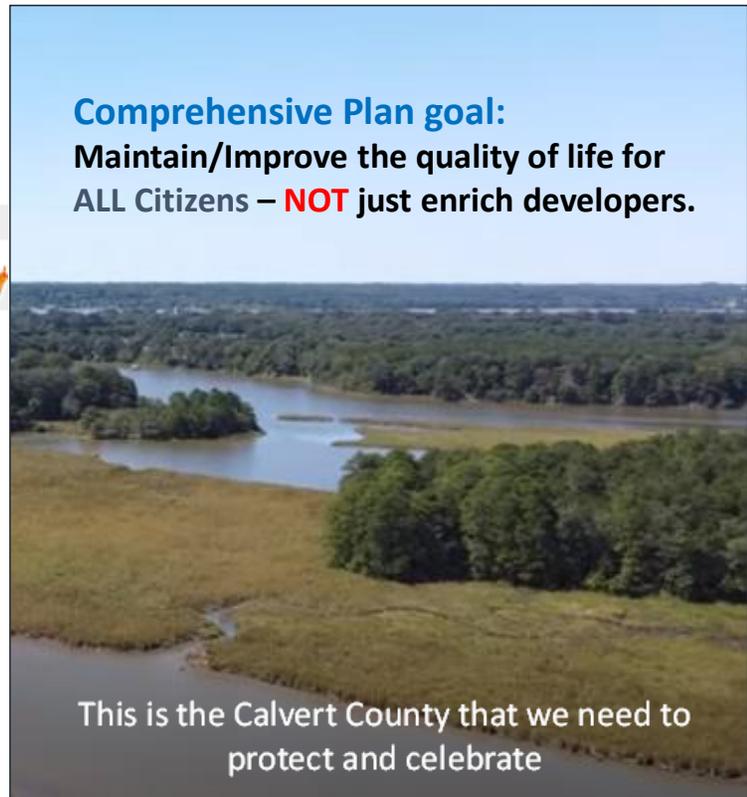
**NO!**

### **WHY? Because:**

- Limited highway capacity,
- Highly erodible soils, steep slopes
- No increase in local employment
- \$\$ for services and improvements

### **Bottom Line:**

- \* Do Not Expand Town Center
- \* Do Not focus on high density development
- \* Proposed Plan is **NOT** consistent w/Comp. Plan
- \* **Not** consistent with the wishes of its citizens



**Comprehensive Plan goal:**  
Maintain/Improve the quality of life for  
ALL Citizens – **NOT** just enrich developers.

This is the Calvert County that we need to  
protect and celebrate

The draft Master Plan fails to make the case that increasing and accelerating the amount and density of residential development in Prince Frederick will benefit anyone except developers.

*Key questions have not been addressed:*

- Why promote residential growth on steep slopes and highly erodible soils?
- Why promote more residential growth when MD 4 has already almost reached capacity?
- What happens when our wells run dry as water levels in our aquifers drop?
- Why increase amounts of housing when no local employment predicted other than services that match population growth
- And what will be the financial impact of growth that we did not ask for?

The Bottom line Conclusions are:

- \*Do Not Expand Town Center
- \*Do Not focus on high density development
- \*Proposed Plan is **NOT** consistent w/Comprehensive Plan
- \***Not** consistent with the wishes of its citizens

The growth promoted by the Plan is just speculative investing by a select few with benefits for almost no one living in the County.

# Requested ACTION

- A. Do not expand the boundaries of the Town Center at all (preferred) **OR**  
Limit expansion: Full set of analyses determines safe areas for growth, the impacts on traffic, and the financial impacts (per Comprehensive Plan, see below\*)
- B. Reduce amount, density of residential development. require a mix of housing types  
(See *Land Use* chapter in draft TC Master Plan)
- C. Delete actions that reduce/minimize costs to developers (Complete full analysis of cost impacts)
- D. Require future approvals of residential development to conform with growth projections codified in new County ordinances
- E. Actively enforce stormwater management rules/ordnances
  - a) Fully fund inspection, maintenance and repair of existing and new systems
  - b) Mandate use of Best Practices or custom practices for new systems - assure no failures or “graceful” failures

**\* From Comp. Plan: “The proposed Phase II expansion will be considered through the updating of various other plans including the Calvert County Transportation Plan, Prince Frederick Town Center Master Plan, and other infrastructure plans, as may be appropriate...The Prince Frederick Phase II expansion should occur only after these plans are updated, as well as meeting future Adequate Public Facilities regulations considerations, including meeting established water, sewer, and public safety criteria. Expansion of the Prince Frederick Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input.”**

There are actually many good pieces in the Plan including the heritage and housing sections. However, the transportation and environmental sections are utterly lacking and the land use section written by the consultant appeared to be written for developers not for the citizens.

So what actions are we requesting?

- A. We would prefer to not expand the boundaries of the Town Center at all unless there is some significant benefit to the average citizen to expand the boundaries.
- B. Don't include expanded boundaries in the plan or fulfill expanded boundaries until full analysis of potential impacts are completed per the Comprehensive Plan: “The proposed Phase II expansion will be considered through the updating of various other plans including the Calvert County Transportation Plan, Prince Frederick Town Center Master Plan, and other infrastructure plans, as may be appropriate...The Prince Frederick Phase II expansion should occur only after these plans are updated, as well as meeting future Adequate Public Facilities regulations considerations, including meeting established water, sewer, and public safety criteria. Expansion of the Prince Frederick Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input.”
- C. Reduce the amount and density of residential development. Require a mix of housing types.
- D. Delete actions that reduce/minimize costs to developers or prove that the reductions would be valuable to the average citizen by completing a full analysis of cost impacts.
- E. Commit to actively enforcing stormwater management rules and ordnances. Include a stipulation on future development that the County will fully fund inspection, maintenance and repair of existing and new systems for their for as long as their use is expected to be needed. Include the replacement costs for systems whose life cannot be extended indefinitely. Mandate use of Best Practices or custom practices for new systems which assure no failures or “graceful” failures for predicted maximum future rainfall events.
- F. Do not propose or implement expansion until a watershed environmental impact assessment is completed and is shown to not adversely impact watersheds' water quality and ecosystems.