



# The Villager

Newsletter of the Davidsonville Area Civic Association

Vol. 46, No. 2

P. O. Box 222, Davidsonville, Maryland 21035

July-August 2019

## DACA's 46<sup>th</sup> ANNUAL MEETING

Many thanks to Chris Asher for serving as president of DACA since 2014, five successful terms in office. Very enthusiastic thanks to Bruce Stein for taking on the position of President. Hurrah! And thanks to the officers continuing in their current jobs: Vice President Ed Woods and Treasurer Brian Stanton. Thanks to Kate Fox for taking on some of the secretary's job—recording Minutes. Gail will continue as Secretary, handling all communications and writing/editing the Villager.

Welcome and thanks to Cyndi Morgan and Meredith McQuoid-Greaseon, joining Chris Asher and Sean Healy in the board term through June 2022; to Phil Livingstone and Melissa Stanton in the term through June 2021; and to Jeff Bishop, Kate Fox, Wayne Reid, and Martin Zehner in the term through June 2020. And a special welcome to Lynn Marano who will fill one vacancy in the term through June 2021. That leaves one slot open in that term, and the board invites a volunteer to join us.

DACA welcomes volunteers to serve on the board or participate as they prefer. You do not have to be a director to attend and participate in Board meetings.

DACA members and guests listened attentively to the presentation by Christopher Moran reporting on the clean-up of toxic fuel spills at the USAF Transmitter Site on Davidsonville Road north of Route #50. William Burris, and Cyprian Fonge represented Joint Base Andrews, which sponsored the remediation work, and Peggy Williams represented the Maryland Department of the Environment.

Senator Ed Reilly spoke of the achievements of the Anne Arundel County delegation to the State legislature and introduced Heather Bagnall as the new member of the House of Delegates; they had a friendly exchange on issues.

James Kitchin spoke on behalf of County Executive Steuart Pittman and promised to look further into road issues and the dog park, concerns brought forth by DACA members. Matt Pipkin spoke on behalf of Council member Jessica Haire and offered her help on these problems. After the meeting, Senator Reilly asked the State Police to attend DACA's August 1 board meeting to explain the legal issues of truck traffic through Davidsonville and automobiles interacting with bicycle lanes on our scenic roads.

Many thanks to DACA's loyal members who came out to the meeting. They approved the Bylaws change to allow DACA to address issues in nearby portions of South County beyond Davidsonville.

**PUBLIC MEETING to discuss the**

**WHOOF DOG PARK**

**proposed for Rossback Road.**

**July 11, 7:30 pm,**

**in the Boy Scout Building at DFRC**

**DACA people**

Many thanks to Judy Kienast for her contribution to DACA and her contribution to the Scholarship Fund, in addition to renewing her membership dues.

Thanks to Natalia Bassford for renewing the Four Legs Animal Hospital ad in the Villager and for her additional contribution to DACA, and to Terry and Carolyn Fry, Margaret Herbers, Bruce Stein, and Barbara Trotter for their contributions in addition to continuing their memberships. Welcome new members Donna and Peter Wagner and thanks for their gift in addition to their DACA dues.

Farewell to Pat Meinhold, a DACA member since 2006, who is moving out of Davidsonville, and thanks for transferring her membership to the new owners of her home; welcome new residents Charles and Afrouz Anderson.

I am happy to support DACA. And I think the scholarship is a great idea. Thanks for all you do. Judy

[Truck traffic on rural roads] is a true RA issue. Thank you for helping the residents voice their concerns [at the annual meeting]! Thank you! Ruth

Welcome sign info from Chris:  
SHA now wants a new application filed and approvals from the Office of Traffic Safety and Environmental Design. I continue to plod along and provide requested information.

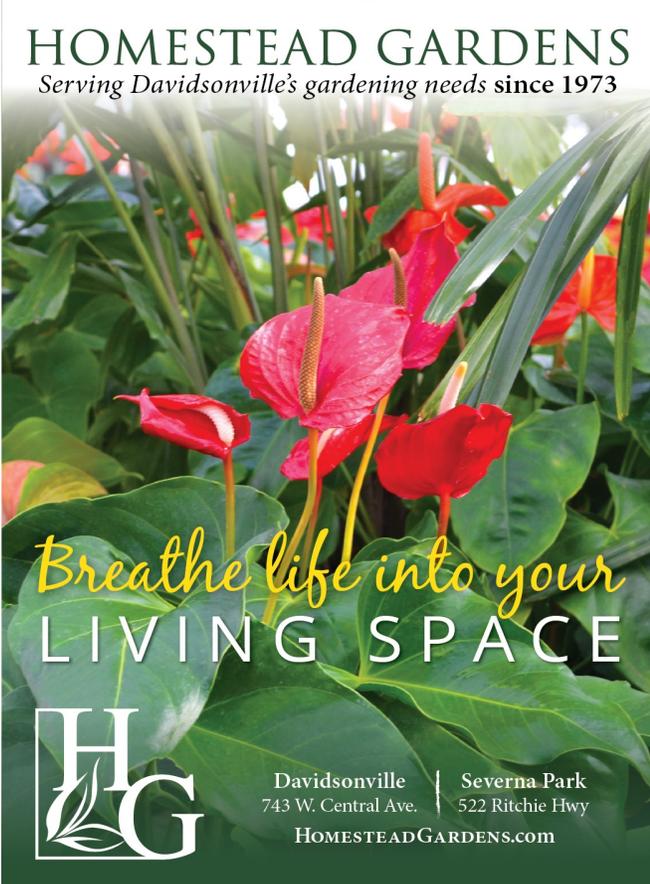
**DACA Scholarship**

Tom Angelis and the DACA Board of Directors invite you to help grow this fund so we can offer larger amounts to applicants. **To support the fund**, make your check in any amount payable to DACA and write "scholarship" in the memo space. Remember, every bit helps, whether coming in or going out! In 2018, the DACA Board approved using funds from the scholarship to match prize money for winners of the Green Expo poster contest. Tell us how you would like to see it used in 2019!

*In Memoriam*  
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*In Memoriam*  
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### Construction Disruption on Riva Road at Governors Bridge Road and Glen Isle Road *from Bruce Stein*

The County has recognized the problems with this intersection for years. Residents of Cambria complained that it was a dangerous intersection and it needed a light; the County did surveys, and agreed that it was improperly engineered and dangerous. In 2001, the Department of Public Works said they would not put in a light, but a roundabout. That never happened, and here we are 20 years later. Since they have identified the intersection as dangerous, they are at legal risk if the intersection is not corrected to meet the applicable engineering standards. On May 1, the Public Works Department conducted a meeting to inform commuters of their plan.

The project has become a lot more than just a light, but a complete re-working of the intersection, including Glen Isle Road (I believe that at one point, a traffic study of the Glen Isle intersection with Riva was done) and, yes, it will be inconvenient for Cambria and Glen Isle and all commuters who use Riva Road. The Home-wood/Riva Road intersection will be closed in full or in part for possibly three or four months, forcing Cambria traffic to enter and leave via Anglesey Drive and school buses to be re-routed. The communities off St. George Barber Road will have to take a big detour when the one-lane use of Governors Bridge Road goes into effect.

The county's website states that the project will include adding a traffic signal to the intersection, widening the roadway to accommodate bike compatible shoulders, a continuous sidewalk on the east side of the roadway, curb and gutter, storm water management, lighting, and signing/markings. An advanced signal beacon will also be added south of

the intersection. Benefits will provide improved sight lines, safer roadway geometrics and a signalized intersection. Pedestrians will also have a new sidewalk and bicycle accommodations will be incorporated.

No doubt that during construction, traffic problems and tie ups will impact us all. Hopefully, when completed, the new intersection will allow the traffic to flow smoothly for folks on both sides of Riva and Governors Bridge Roads.

You can see more details at the County's website: [https://www.aacounty.org/departments/public-works/engineering/Capital Projects/riva-road-at-governor-bridge-road](https://www.aacounty.org/departments/public-works/engineering/Capital%20Projects/riva-road-at-governor-bridge-road).

Rochelle Johnson of Broad Stream Lane, off Glen Isle Road, poses another issue after the job is done. Will the traffic light cause cars to back up and block cars attempting to exit Glen Isle? The new traffic light will alleviate the pressure from Governors Bridge during the rush hours, but getting to that point may be a huge inconvenience. Governors Bridge will be closed headed toward Riva Road for an extended amount of time. You can enter going towards Davidsonville Road, but you won't be able to exit for months, which means that people will probably use 214 as an alternative route, creating more traffic.

Bruce writes: It is my understanding that the folks in Harbor Hills are (or will be) expressing their concerns about their detour to the County. I would encourage you and your neighbors to contact the County's project manager for this project with your concerns: Debra Russell, P.E., (410) 222-1340. [pwruss44@aacounty.org](mailto:pwruss44@aacounty.org). I have found her and the County open to and cooperative in attempting to address concerns.

**And at the other end of Governors Bridge Road:** Ruth Gausman spoke with Mr. Patel, the engineer in charge of the Governors Bridge Project on June 5. He informed her that no decisions have been made as to which one of the six options will be pursued. He says that he foresees a meeting with Anne Arundel Officials and State Officials in the near future but there is no time line set on their decision.

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### County responds to residents' road concerns

Davidsonville residents and commuters expressed their concerns about increased trash, heavy truck traffic, and bicycles on Davidsonville Road, Birdsville Road, Patuxent River Road, Rossback Road, Double Gate Road, and more. Complaints came via email and from DACA members at the annual meeting.

Among them were Mel and Darla Harmel, Liz Hopkins, Faith Bange, and Jeff Bishop. Ruth Gausman reported that trucks are operating on Patuxent River Road outside of normal business hours, early morning and late evenings. New residents Gray and Cyndi Morgan remarked on the trash left on our roads. Rusty Allen noted that, with recently placed lane markings on county roads, cars cannot pass bicycles. Bicyclists have the right to use the full lane, so vehicles must move into the left lane to pass them, but it is illegal to cross the double yellow center line.

These comments reached the ears of state and county officials, who offered their help in finding answers and dealing with the issues. Senator Reilly; Delegate Heather Bagnall; James Kitchin, South County representative to Steuart Pittman; and Matt Pipkin, legislative aide to Jessica Haire, responded to these concerns.

DACA Vice President Ed Woods provided the following report on truck traffic from an "unscientific survey" that he and his wife Laura conducted, parked beside the road and counting trucks, for one hour mid-day between 12:30 and 1:30 pm on June 5.

At the choke point that most traffic passes through, Ed sat near the crossroad of Davidsonville Road (#424) and Central Avenue, (#214) focusing on dump trucks but also noting what else contributed to traffic there. His count of "everything bigger than van or pick-up truck" included 36 dump trucks. Of those traveling south on #424, two dump trucks turned east on #214; three continued south on Birdsville Road; 19 turned west on #214. Returning through the intersection, 17 headed north on #424, for a total of 41 dump truck moves through the intersection. Other truck traffic, including 17 tractor trailers, brought the total to 97 trucks at that intersection—1.6 trucks every minute, or one truck every 36 seconds. He noted that the traffic signal served well; all traffic waiting for a green light was able to get through in one cycle. He did not notice any display of impatience or reckless driving, or excessive use of jake brakes. Drivers stopped or left room to allow other vehicles to enter or leave the store's parking lot.

*(Continued on page 5)*



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**Roads** (from previous page)

Laura Woods observed the corner of Central Avenue and Patuxent River Road. She noted 16 trucks coming east from Prince George’s County on #214 and turning south on Patuxent River Road in about 20 minutes. She followed a group of trucks and saw that they all went south on Sands Road. A few went into the Sandy Hill Reclamation property but most continued south on Sands Road toward Wayson’s Corner.

Regarding Ruth Gusman’s question about Patuxent River Road traffic, Kate Fox said the Brandywine gravel facility may be operating under a special exception variance, which could specify operating hours. The precast concrete facility was rezoned from RA non-conforming to heavy industrial, so they may not be operating under any kind of variance.

Regarding trash on the roads: AA County Bureau of Highways replied, “We are in receipt of your recent email forwarded to us from Maryland State Highway Administration (SHA) concerning litter on Double Gate Road and Patuxent River Road.

“We all agree that roadside litter is an unsightly nuisance that impacts our communities. Public service education, litter removal, and enforcement are strategies that the County employs to address the issue of litter along its roadways. Anne Arundel County focuses on public outreach and prevention strategies, along with partnering with businesses and communities to improve conditions. With regard to enforcement, § 10-110 of the Criminal Law Article of the Annotated Code of Maryland makes it unlawful to dispose of litter on a highway.

Citizens observing a litter or dumping violation may report these as a non-emergency to the local police district. The Anne Arundel County Police Department’s website, <https://www.aacounty.org/services-and-programs/report-illegal-dumping> advises citizens that they can call (410) 222-8610 to report littering that has already occurred or 911 for littering or dumping in progress.

Regarding the condition of county roads, the County BOH replied, “In response to your concern about potholes on Queen Anne Bridge Rd, a work order has been entered into our system for investigation by Southern District Roads. For your reference WO #19415899 is the tracking number of the work order. If you need any additional information, you may contact Southern District Roads directly at 410-222-1933. Please note Central Ave/MD 214 is maintained by SHA. Please visit our website at <https://www.aacounty.org/departments/public-works/highways/>.”

SHA may have done its duty to forward the messages to AA County, but has not responded about the condition of State Routes #24 and #424.

Senator Reilly arranged for State Police Officer Joseph Wilson and Officer Kyle Donaldson to attend DACA’s August 1 Board meeting, to clarify the legal aspects of bicycles, auto traffic and truck usage. DACA members are welcome to attend the board meeting, but must notify [info@daca-md.org](mailto:info@daca-md.org) to assure space in DACA’s conference room.



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**Follow up on truck traffic:**

Ruth Gausman sent DACA this information she received from James Kitchin:

Dump trucks are allowed on our roads, but can be stopped for infractions including uncovered load, lack of brake lights, lack of a license plate, speeding, passing in a no-passing zone, dropping mud on the road, broken down or other safety issues. Legal hours of operation can be verified by contacting Ms. Molly Michaelson, 410-537-3568 or Ed Larrimore, 410-537-3539, at Department of the Environment.

**Update on the dog park issue**

On March 7, a letter in opposition to the dog park was sent to county officials, signed by about 40 residents of Rossback Road, Governors Bridge Road, Patuxent River Road, Lerch Farm Court, Velmeade Lane, Haas Court, and Davidsonville Road. The letter described the pre-submittal public information meeting and dealt with, among other issues, the impact of traffic on Rossback Road, change in the character of the neighborhood, overflow from wetlands on the Rossback Road property, the social aspect of serving drinks, the abundance of public dog parks — Davidsonville Park, Riva Park, Bell Branch Park, Riverwood Park, Edgewater Dog Park — already in this area.

**DACA’s dog park position:**

Bruce Stein drafted a letter which DACA sent on May 28 to Philip Hager, Director of the AA Office of Planning and Zoning. The three-page letter cited and included passages of the County Code; what follows summarizes the DACA Board’s position on the proposed dog park.

Dear Mr. Hager,

Ms. Bonnie McLeod of 2468 Bell Branch Road in Gambrills has prepared plans for a dog park to be built on 10.776 acres of RA zoned property owned by her Pawblicity Hounds LLC at 1691 Rossback Road, Davidsonville. This proposed dog park (Project C 19-0027-00 PP) would operate under the auspices of a for-profit, private club organized as a Benefit LLC, Whoof Park LLC. Pre-submittal notices were sent to property owners within 300 feet of the proposed park and an informational community meeting was held on March 3 for those residents. The proposed use is Conditional in RA zoned areas, and several conditions must be met for approval, per Article 18-10-111. To qualify as a private club, the following definition applies: “Private club” means a facility that is used for social or recreational purposes and that is not operated primarily for profit or commercial purposes.

We believe the proposal fails to meet the required conditions. Our reasons for this include:

1. The proposal fails to demonstrate that Whoof Park LLC will not be operated primarily for profit or commercial purposes. Being organized as a Benefit LLC does not demonstrate this, as the code relating to Benefit LLCs makes no restrictions on profitability. Benefit LLCs are only required to register as such and provide LLC members an annual statement of beneficial activities, and post said statement on their website. A benefit LLC is also required to demonstrate its beneficial activities, judging them against a third party, an independently developed standard for defining, reporting, and assessing best practices in social and environmental performance. *(Continue on page 7)*

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**DACA’s letter about the dog park** (from page 6)  
 We are unaware of such an independently developed standard for Whoof Park LLC’s beneficial activities.

The published plans and publicity/advertising place an emphasis on attracting members of the general public. It is our understanding that “daily memberships” in the club will be offered and food and alcoholic beverages served. We also understand that the club is considering hosting wineries and/or craft brewers at their facility. Such daily memberships and hosted activities are at odds with the intended “not primarily for profit or commercial services” requirement of the conditional use and support the appearance of it being designed to allow casual customers to use the facility, e.g., people who just want to partake of the daily activities offered (thus essentially operating as a recreational area with food and drink), thereby allowing, under the guise of a private club, what would be an otherwise prohibited use, that is, being operated for profit or commercial purposes.

The environmental impact is likely to be severe, and make an existing problem worse. We are already aware of problems/complaints from nearby landowners who are experiencing major problems with stormwater run-off from the subject property as it now exists. The proposed project would significantly increase the non-permeable land on the property, thus increasing the runoff and aggravating the

already existing problem for adjacent landowners.

Given the project proponent’s publicity efforts to gain the attention of and attract significant numbers of people to the park, a significant, but unknown, increase in traffic on Rossback Road may be expected. The additional traffic on this narrow road would adversely impact the neighborhood and create safety issues on Rossback Road. This publicity effort also argues that its primary purpose is for profit, or commercial purposes.

The proposal is unique in its concept and its organization. Even if the presently proposed owner, Whoof Park LLC, is operated in accord with the full intent of the requirements of being operated not primarily for profit or commercial purposes, there exists no means, at County or State level, to enforce that, now or in the future, if ownership or profitability goals should change. Many of the required criteria are undefined and nebulous, as for example the phrase “primarily for profit or commercial purposes” itself. How are “primarily for profit” and “commercial purposes” defined? How is either one factually established, and under what legal authority? How will any decision set a precedent for future similar proposals? And is it a precedent that *should* be set, given public policy? What effect, immediately and in the future will the precedent have on Rossback Road?

(Please turn to page 8)

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**Dog park letter, from page 7**

While Rossback Road may not technically qualify as a “historical rural road,” it is designated a “scenic or historical” road. Public policy, going back even prior to the 1997 Scenic and Historic Roads Commission Report, is to limit/control development in such a way as to protect and preserve their unique character, which once lost, cannot be regained. The proposal would forever dramatically alter the scenic and historical nature of Rossback Road. The property in question was/is a turf farm. The project will dramatically and forever change Rossback Road, and diminish its standing as a scenic or historical road.

We believe that there are too many unknowns in this proposed project that, despite the laudable best intentions of the proponents, argue against approval. We request a meeting with you and/or your staff to discuss, expand upon, explain and support our concerns.

At its March 2019 Board meeting, DACA’s Board of Directors voted unanimously to oppose this project on Rossback Road. The Board believes the proposal is not an appropriate use and is prohibited under Article 18-10-111. DACA hereby supports the local residents and requests that this application be denied.

Sincerely, Christopher Asher, President

Copies of the letter were sent to County Executive Stuart Pittman, Delegate Jessica Haire, James Kitchin, CECS Officer, and Lori Rhodes, Office of Planning and Zoning.

In June, James Kitchin told Ruth that Planning & Zoning rejected Bonnie McLeod’s first submittal for the dog park proposal. Concerns arose from a walking trail through a critical area, footprint issues, and some setbacks. She is allowed to resubmit it with changes within 60 days. It would require new legislation by the County Council to allow a private club to be a non-profit

Since then, Ms. McLeod wrote, “While the outdoor park continues to undergo review by the county, we have an opportunity to open an indoor location in Millersville this fall. Yes, you heard it right—an indoor, dog friendly, climate controlled, space to play, all year long! Similar perks, but on a smaller scale.” She posted a survey with seven questions at <https://survey.zoho.com/zs/wSCNY6>, seeking to determine public interest and choices of services in either proposal. You can also find the survey at the website [www.whoofpark.com](http://www.whoofpark.com).

**Public meeting at DFRC, July 11, 7:30 pm**



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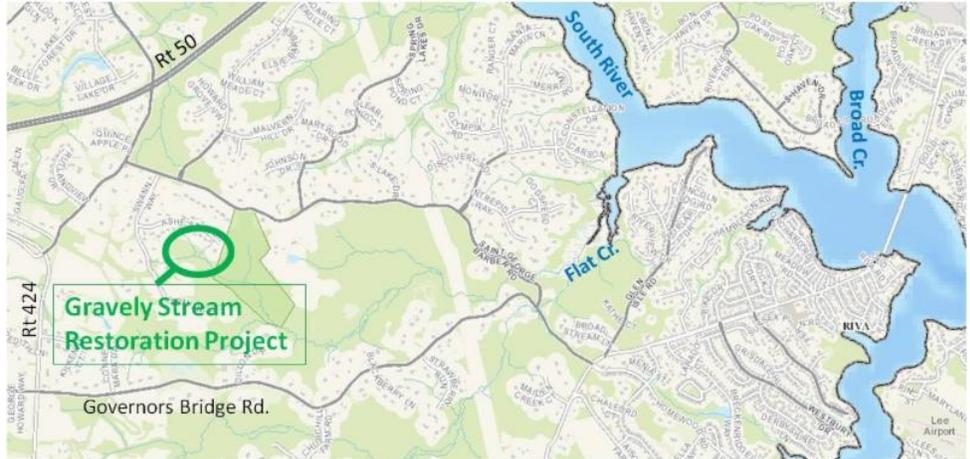
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Thanks to the Chesapeake Bay Trust and their partnership with Anne Arundel County, the Arundel Rivers Federation received funding for four restoration projects. This funding provides the second of three grants needed to tackle the Gravelly Stream Restoration Project off St. George Barber Road in Davidsonville, a 3,400 foot long quickly eroding gully, leading to Flat Creek and the South River.

ARF will also be able to address the gushes of sediment flowing out of a stream in Herrington Harbor North near Deale and is very pleased to work with a marina willing to do their part to restore the Bay.

Being a dog friendly office, the staff are also excited to work with Beechnut Kennels in Edgewater to reduce the sediment and nutrients entering Glebe Bay. They will be working with the nonprofit that operates the Anne Arundel County Fair in Crownsville to remove invasive species, making the forest more accessible for recreation.

**ARF's report on river water quality**

Rainfall in 2018 was the highest ever recorded for the Baltimore metro area and the intense amount of stormwater negatively impacted our rivers accordingly. Not surprisingly, almost every parameter we measured worsened. On the bright side, the fresh rainwater meant there were no jellyfish last summer and all three rivers scored an A for bacteria, meaning our rivers remained swimmable.

ARF identified 14 named creeks that flow into the South River: Aberdeen, Almshouse, Beards, Broad, Church, Crab, Duvall, Gingerville, Glebe, Harness, Little Aberdeen, Pocahontas, Selby, Warehouse. Each creek is fed by tributary streams, some with names, others are nameless.

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**What about Stormwater run-off?**

Stormwater is rainfall or melting snow that flows over any impervious surface (paved surfaces, rooftops) and does not soak into the ground. Stream impairment in urban areas is partially caused by stormwater runoff.

Stormwater management includes controlling flooding, reducing erosion and improving water quality by implementing stormwater management practices, also called best management practices (BMPs). Stormwater management practices are structural, vegetative or managerial practices used to treat, prevent or reduce water pollution. Anne Arundel’s stormwater management regulations were enacted in 2010 and approved by the Maryland Department of Environment in 2011. Since then it appears that the county government’s mantra was to facilitate, not regulate. Pat Lynch wrote to GAN members that AA County must rewrite/amend and tighten their SWF laws that have very loose regulations that developers may or may not follow; they can cause extensive damage in our communities and then state, “but I followed the County Code for Storm Water Management.”

Stormwater and run-off issues are administered by the County Public Works Department through the AA County Watershed Protection and Restoration Program, employing Stormwater Best Management Practices (BMPs). These are an effective and practical means of preventing or reducing the

amount of non-source pollution to a level compatible with water quality goals, through a practice or a combination of practices that provide a level of treatment and/or storage to improve the water quality of watersheds.

These practices can be found in a variety of applications such as a wet pond in a residential area or a rain garden at a private residence. All BMPs require periodic maintenance specific to the location. Effective BMP performance requires regular and effective maintenance. BMP maintenance is the responsibility of the entity owning the BMP. Publicly owned BMPs are maintained by the county while privately owned BMPs typically are maintained by the property owner, homeowner’s association, or property manager.

Growth Action Network monitors stormwater issues through the Stormwater Management Coalition. At the May meeting, Matt Johnston, the county’s new environmental policy director, was appointed to lead a team to discuss stormwater issues; they discussed recent SW management activities, including Inspections and Permit’s task to coordinate interdepartmental action on recommendations made by the Stormwater Work Group; Maryland Department of Environment’s recently released report on the County’s Erosion and Sediment Control Program; the County’s FY2020 Budget; and its relevance to stormwater management concerns.

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**Growth -- the Elephant in the Room**

*From Ann Fligsten, GAN*

The issue of growth is How much can we handle? The ideal pace of new growth has not been recognized.

The Small Area Planning took place almost 20 years ago, and many citizens deliberated to define their area hopes. Now the County is revisiting the SAPs that were written into the Zoning Code and holding Visioning Sessions to hear from residents. Elizabeth Rosborg, Chair of the Community Advisory Committee (CAC), facilitates the Small Area Visioning Sessions. Participants have expressed concerns similar to those of the past and similar to every area: traffic congestion, school crowding, impaired waterways, not enough open space, stormwater out of control. Over-development and over-growth seem to be at the root of these citizen concerns and a critical issue in planning our County's future.

Are growth management and control and slowing growth too hard to discuss? Do people fear being called elitists? I hear comments like "You live in a wonderful place, but now you want to close the drawbridge." "It may not be constitutional to limit or control growth." "We have to grow or die."

I have been looking at efforts that are working in other states or counties. The tools exist to make growth smarter and sustainable, but applying them means setting limits. These are the methods we have seen and I welcome suggestions from you.

1. Urban and rural growth boundaries

Annapolis Town Center has an urban growth boundary.

Montgomery County has a rural area.

Baltimore County has a growth boundary.

South County south of Rt 214 has no formal code but the repeated slogan "Keep South County Rural" does stick in the mind.

2. Down-zoning

In critical areas within 1,000 feet of waterfront, but variances to change limits, are granted in AA County more than any other type of variance, almost 50 percent.)

Only one house per 20 acres unless previously subdivided End of family conveyance in RA. One house per 20 acres in RA was badly misused.

Limiting town houses to denser zoning categories; now if you have ten acres zoned R-5 you can build townhouses

3. Zoning Overlay

Eastport has an overlay district

Annapolis's Historic District is the only one in AA County

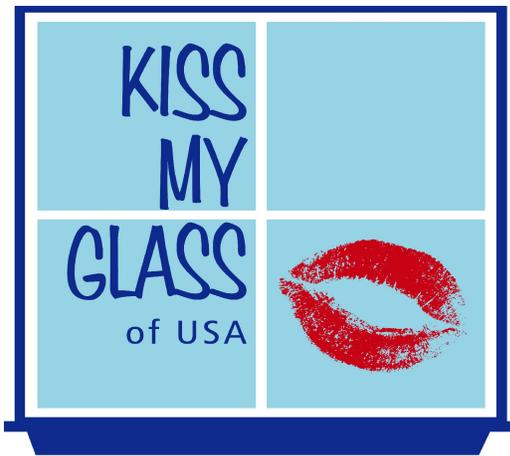
4. Easements held by government or non-profit organizations to maintain open space, forest conservation or other easements

5. A limited moratorium that requires a six-year wait on new developments when schools are at or above capacity Mayo has a moratorium until sewer capacity available One year moratorium to allow time to enact regulations for community solar systems.

6. Purchase of land by the County to protect it and not have to provide infrastructure.

7. Applying a population increase percent limit: when the percent of increase is reached the development is stopped.

*(Continued on page 12 )*



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**Growth, from page 11**

Calvert County established a cap of ten percent growth in ten years. The cap was reached in five years and down-zoning was put in place.

8. In some New Jersey counties studies of capacity are required before allowing population increases.

9. Reviewing the non-renewable resources that are needed to support life of human beings and other critters.

What is the true capacity when resources are limited? What is the County's "carrying capacity" if we want to preserve our waterways and habitat and improve air quality? How much growth do we need? How much do we want? What is the County's growth strategy?

A growth policy that has broad citizen support must be reached by consensus. The Leopold administration wanted to manage growth. County Executive Schuh wanted to control growth, but there really was no overall strategy to manage or control it.

We have an Adequate Public Facility Ordinance but it has not been effective. The APF law was passed to allow development where roads, schools and traffic are adequate for the new development to prevent new growth from negatively impacting the residents who are already living in the area. APF needs revision; it has not really managed growth.

Impact Fees are paid by developers to offset the cost of infrastructure their development will require. The current impact fee for AA County is one of the lowest of the developed counties in Maryland and has resulted in huge backlog of needed road and school maintenance.

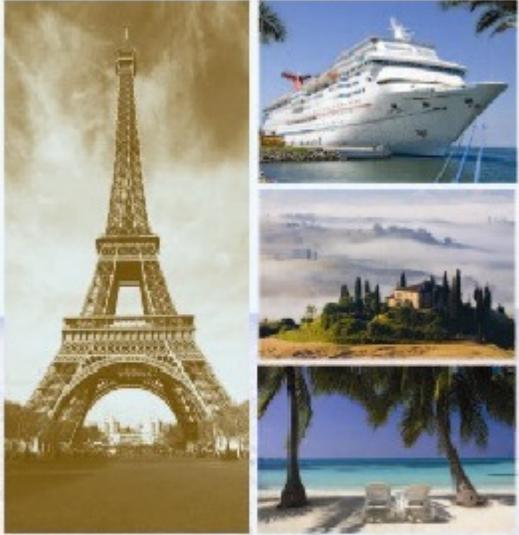
New residential growth does not pay the full impact fee needed to support that growth. Builders cover the costs of land, grading, construction of housing and roads within the subdivision. Impact fees are assessed on the amount of new infrastructure needed outside the builder's project to support new residents; increased traffic, police and firefighting; most expensive is cost of schools, .

The cost of expanded libraries, parks, landfills and other County services are not included in the current assessed impact fee.

The Small Area Visioning information will play a strong role in defining the new GDP, and citizen participation is extremely important. For all of those who cannot attend the Visioning meeting in their small area, an online survey is available with questions that mirror those of the Visioning meeting. Links to the surveys are posted just prior to the meetings at the Visioning Anne Arundel web page.

More to come before this is over!

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ALLIANCE

FOR LIVABLE COMMUNITIES

The Anne Arundel Alliance for Livable Communities is a non-partisan coalition of dozens of local and state organizations representing tens of thousands of county residents and advocating for sustainable growth and environmental protections to safeguard and enhance residents' quality of life.

The Alliance is currently focusing its efforts on the new GDP and seeks to ensure that

- It will be created via a transparent process that offers meaningful opportunities for public engagement throughout.
- It presents a path to an economically and environmentally sustainable future.
- It fully integrates land use, transportation, environment and public facilities and services so development does not outpace our infrastructure at the expense of quality of life.

To achieve our vision for Anne Arundel County, we will focus our efforts with the County General Development Plan (GDP) and City of Annapolis Comprehensive Plan updates, especially in five key areas:

1. Fostering citizen awareness and engagement on growth issues.
2. Increasing transparency and public participation in the county's planning and development processes.
3. Advising decision makers on fiscally and environmentally sustainable growth, and holding them accountable.
4. Speaking out for drinkable, swimmable, fishable water and clean air.
5. Promoting communities that are livable, workable, walkable, and bikeable.

ALC is not aligned with any candidate and does not make endorsements. ALC will meet with any candidate upon request to discuss our mission and priorities.

**New Director of Planning and Zoning  
Steve Kaii-Ziegler**

Anne Arundel County Executive Steuart Pittman announced on July 9 that Steven Kaii-Ziegler will be the new Director of the Office of Planning and Zoning, beginning July 31. Mr. Kaii-Ziegler lives in Annapolis and has three decades of planning experience in the region. Phil Hager, the county's current planning director, will move to a new role working directly with the County Executive's Office on redevelopment projects.



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 County Executive Steuart Pittman 410-222-1821 [expitt99@aaacounty.org](mailto:expitt99@aaacounty.org)  
 State's Attorney Anne Colt Leitess 410-222-1740 [aacsao@aaacounty.org](mailto:aacsao@aaacounty.org)

**County Council District 7**

Council District 7 Jessica Haire 410-222-1401 [jessica.haire@aaacounty.org](mailto:jessica.haire@aaacounty.org)  
 James Kitchin, Community Constituent representative for Council District 7, can be reached at [exkkit22@aaacounty.org](mailto:exkkit22@aaacounty.org).

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## CEPA on Managed Aquifer Recharge

As part of an overall integrated strategy for water supply sustainability and nutrient management obligations, the Anne Arundel County Department of Public Works is exploring a concept to arrest declining groundwater levels by augmenting the natural recharge of the aquifers. "Managed Aquifer Recharge" injects highly treated wastewater via an advanced water treatment process into the aquifer system. The water is purified and the chemistry is adjusted to match that of the water drawn out. An additional benefit is reduced outflow from existing treatment plants into the waterways which will significantly aid in meeting clean water goals. This method is in use in several areas in the U.S. and around the world, and Hampton Roads, Virginia, is currently implementing a similar program at a demonstration scale level of one million gallons per day. As one part of a broader suite of alternatives, DPW intends to explore whether this concept is feasible and worthy of further consideration. This is an early and exploratory phase and subject to extensive further scientific evaluation, analyses, and critical review before it can be considered as an alternative for ensuring future water supply sustainability and compliance with nutrient management obligations of the Bay program.

Chesapeake Environmental Protection Association (CEPA) presented a public forum on the Future of Sustainable Water Supply in Anne Arundel County and Southern Maryland. It described how Managed Aquifer Recharge (MAR) can address three important issues: Aquifer sustainability;

Aquifer saltwater intrusion;

Meeting mandated Bay TMDLs.

CEPA President, Al Tucker, introduced the program with a short presentation describing CEPA's continuing concern with water availability in Anne Arundel County (AAC) and discussed, in more detail, the objectives of the Forum. Featured speakers were Chris Phipps, Anne Arundel County Director of Public Works; Ted Henifin, General Manager of the Hampton Roads, Virginia Sanitary District; and Mark Williams and J.P. Stokes, Earth Data. For more information contact Gary Antonides, [garyanto@verizon.net](mailto:garyanto@verizon.net); or Al Tucker, [altucker@cepaonline.org](mailto:altucker@cepaonline.org); or go to [www.CEPAonline.org](http://www.CEPAonline.org)

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Our mailing address is:

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## Start School Later

In March the Board of Education approved hiring a transportation consultant to assist Anne Arundel County Public Schools in evaluating operations, communications, and bell schedules for the early high schools and late starting/releasing schools. The Request for Proposal (RFP) was released on Monday May 13th, with bids due in Mid June. It is anticipated that the Board of Education will approve a contract in their July meeting.

The RFP calls for an initial report due on November 4, 2019, with the final report due on January 3, 2020. The timing is such that any recommendations ought to be included in the budget request next February 2020 for Fiscal Year 2021. Assuming any transportation budget requests (including for any additional school buses for start times) are funded by the County Executive and County Council a year from now and given the long lead time for school bus procurement and driver hiring, the earliest any changes to more age-appropriate school hours would be the 2021-2022 school year. If any cost-neutral adjustments can be made to bell times, the time line may be shorter. *Lisa vanBuskirk*

## Fair Farms Priorities Become Law

An important piece of legislation that passed the General Assembly became law when Gov. Hogan chose not to sign or veto it. The updated Keep Antibiotics Effective Act (SB471/HB652) will ensure that farmers in Maryland restrict antibiotic use in livestock and poultry when animals are not sick and will collect important data regarding antibiotic use on farms. This is the strongest law of its type in the entire country.

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