

Smart Growth, Smart Sites, and Growth Management in Calvert County

How are we doing?



Calvert County Comprehensive Plan Goal

To maintain and/or improve the overall quality of life for all citizens of Calvert County by:

- a. Promoting sustainable development,
- b. Encouraging a stable and enduring economic base,
- c. Providing for safety, health, and education, and
- d. Preserving the natural, cultural, and historic assets of Calvert County.



Our landscape



Our towns



Our environment



Our transportation system

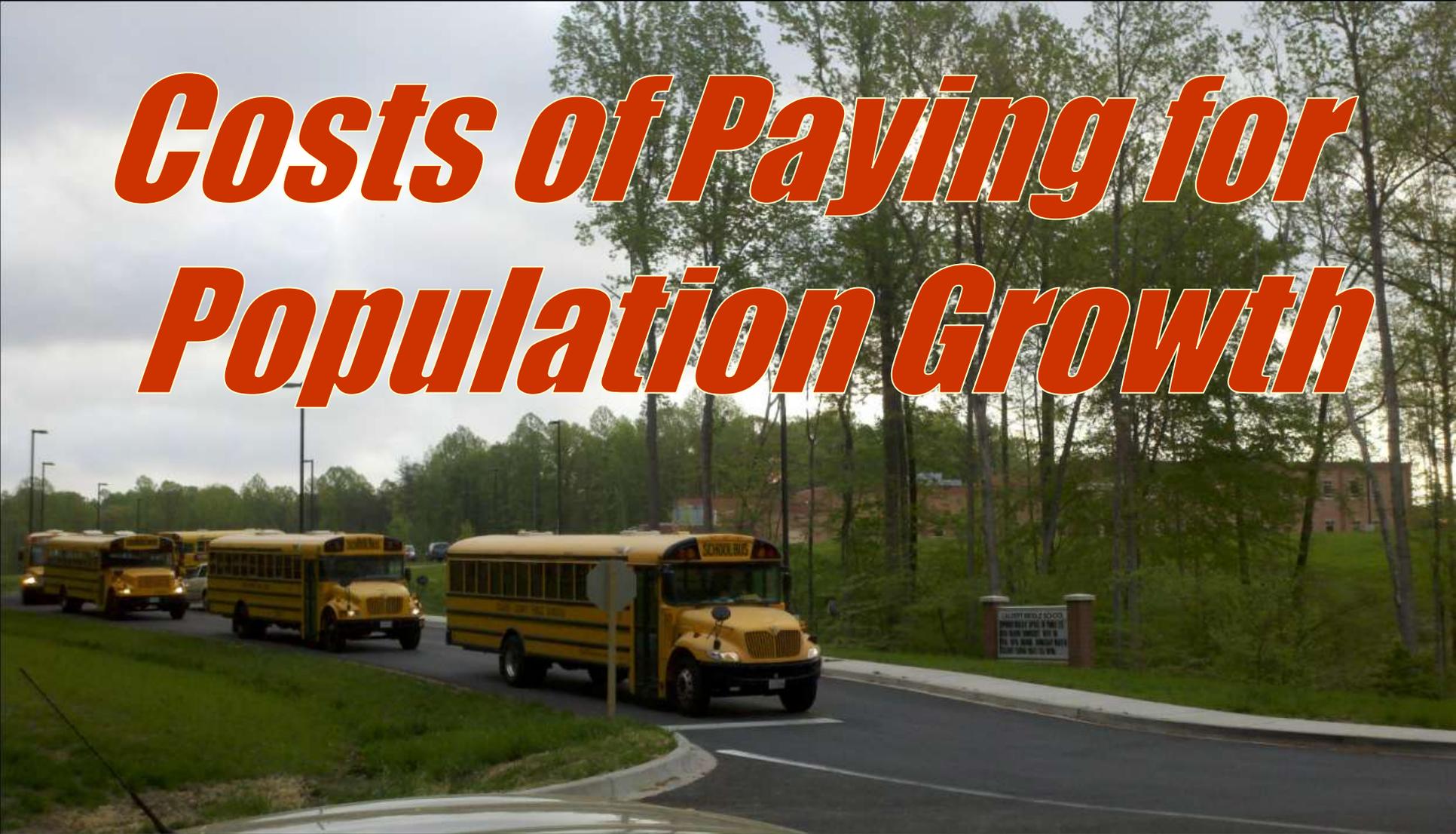


Capacity of MD 4

The State Highway Administration predicts that the peak direction travel time could take up to 40 minutes just to travel through Dunkirk by 2025



Costs of Paying for Population Growth

A line of yellow school buses is driving on a paved road. The buses are in a single file, moving from left to right. The background features a line of tall, thin trees and a building in the distance. The sky is overcast.

Before buildout reductions, three more high schools, plus supporting elementary and middle schools, were projected.

Loss of farmland And rural character

In the 1980's and 1990's we were losing up to 3,000 acres of farmland per year.

A photograph of a stream flowing through a wooded area. The water is significantly turbid, appearing brown and muddy, which is a clear sign of high sediment load. The stream is surrounded by trees and dense vegetation, some of which are bare, suggesting a late autumn or winter setting. The overall scene illustrates the impact of erosion on water quality in natural environments.

Sediment and nutrient loads

**Most county streams have
been damaged by erosion**

Traffic



The most measurable concern appeared to be traffic.
Can MD 4 accommodate more than 37,000 households?

Residential zoning density was cut twice, in 1999 and 2003, with a goal of reducing residential buildout to a total of 37,000 households.



As a result:

- Our residential growth rate slowed from 3.6% per year to less than 1%.
- Our bond rating has risen to AAA, from two rating agencies.
- New school construction is mainly replacements rather than to add capacity.
- Farmland conversion has nearly stopped.
- Traffic growth has slowed.



Southern Maryland Transportation Plan 2008

Results

- By 2030 only a portion of MD 4 will function at a 'D' level of service and no corridor will function at an 'E or F' level of service.

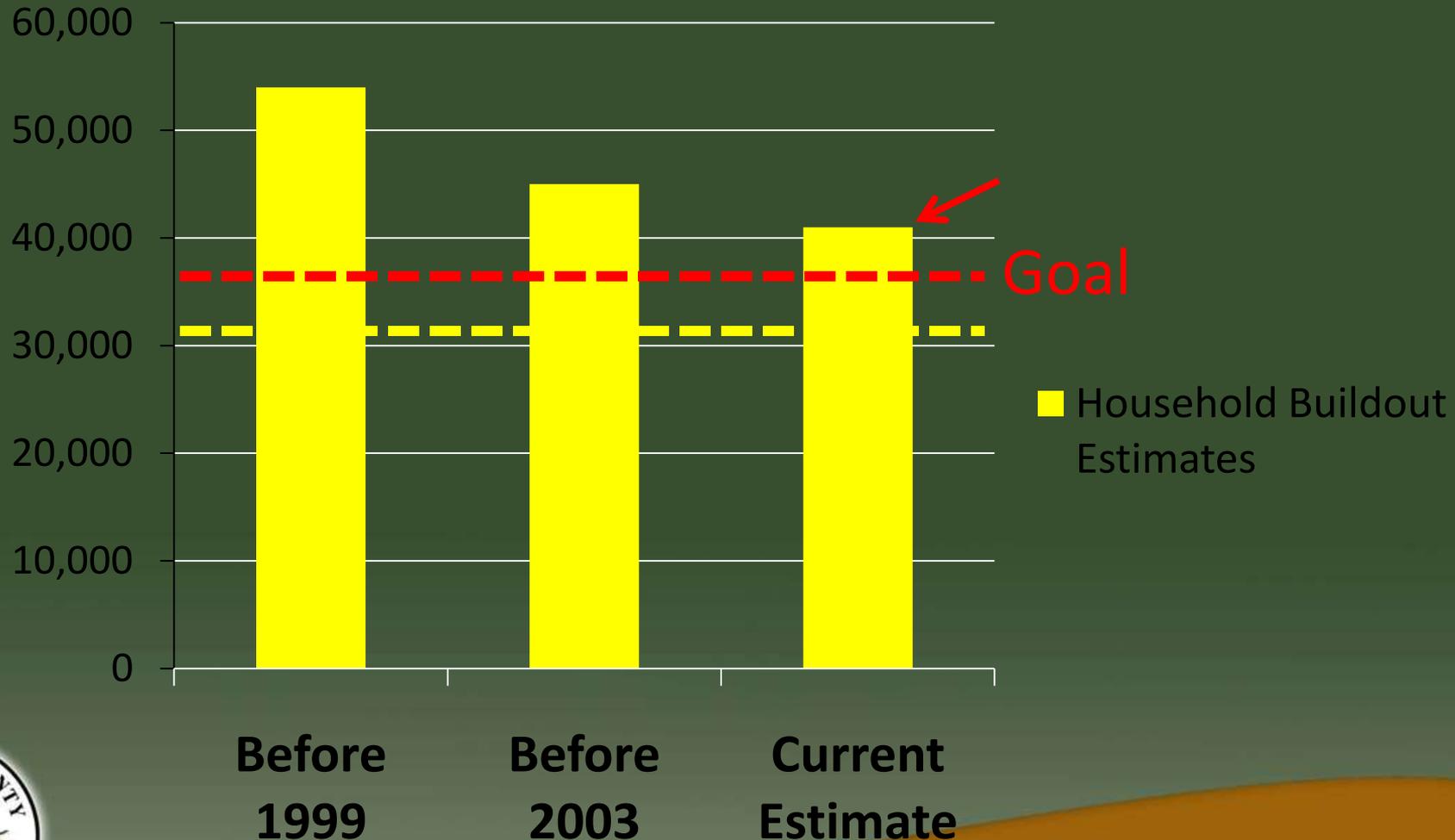
Figure ES.9 2030 Level of Service



Source: Cambridge Systematics, Inc. with data from State Highway Administration.

Progress in buildout reduction

Household Buildout Estimates

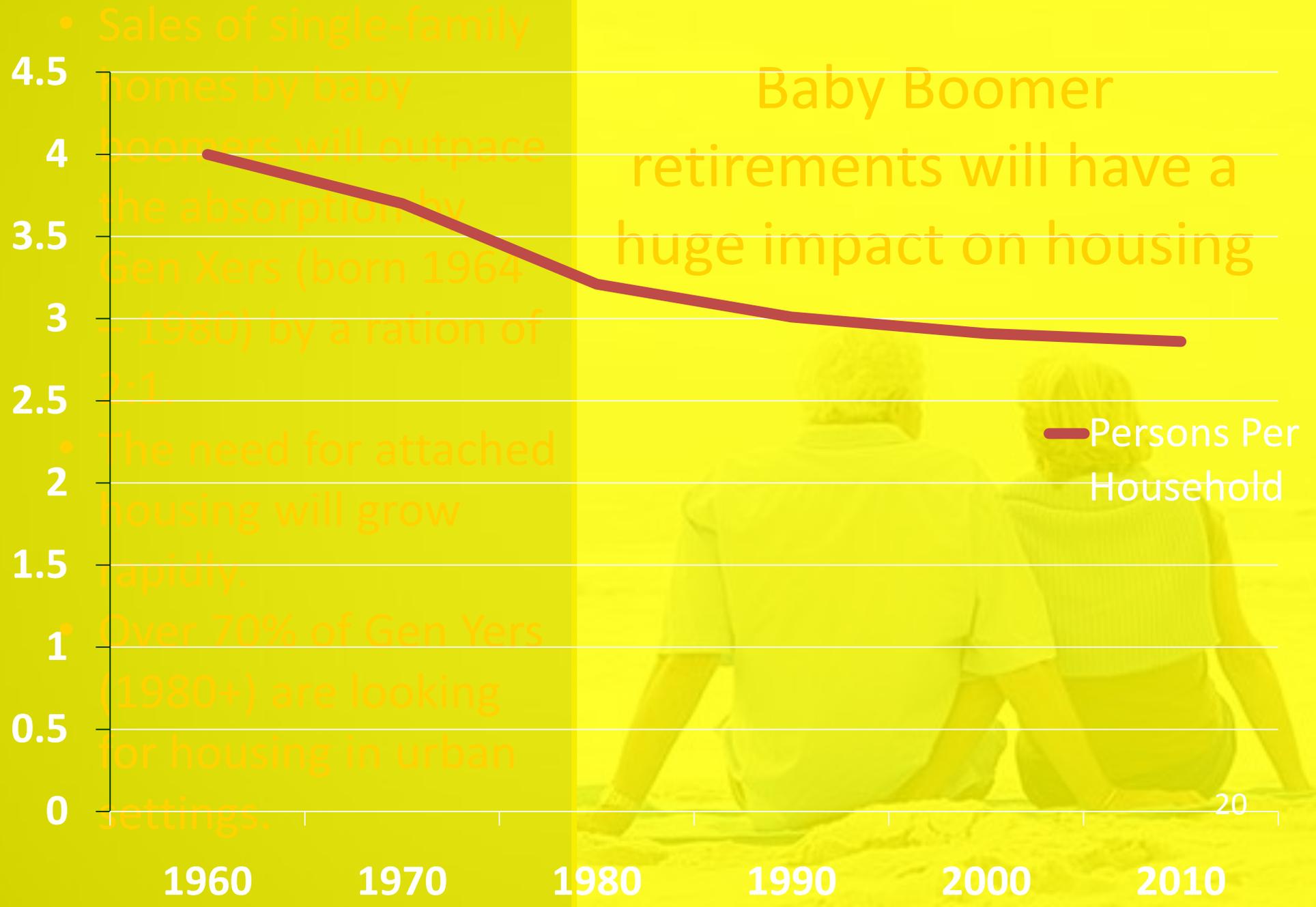


- Sales of single-family homes by baby boomers will outpace the absorption by Gen Xers (born 1964 – 1980) by a ration of 2:1.
- The need for attached housing will grow rapidly.

**Baby Boomer
retirements will have a
huge impact on housing**



Persons Per Household



- Sales of single-family homes by baby boomers will outpace the absorption by Gen Xers (born 1964 - 1980) by a ratio of 2:1.
- The need for attached housing will grow rapidly.
- Over 70% of Gen Yers (1980+) are looking for housing in urban settings.

Baby Boomer retirements will have a huge impact on housing

Persons Per Household

What are the
pressing issues
today?



- The Transferable Development Rights (TDR) market is languishing.
- More developers are asking for TDR waivers.
- The Environmental Protection Agency (EPA) is mandating the preparation of Watershed Implementation Plans (WIPs) to reduce nutrient loads and sediment loads.
- If we do not meet EPA goals, future commercial and residential permits could be halted by the EPA.



What are our options?

And What are the Pros and Cons?



Options:

- Make no changes (Option 1)
- Reduce buildout through purchase and retirement of development rights (Options 2 - 3)
- Focus on location of growth and reduction of TMDLs (Options 4 - 6)
- Focus on housing (Options 7 – 10)



Growth Management	Option 1 – No Change. 15% of all housing in TCs.	Option 9 – 45% of future Growth in TCs.
New households	41,000	37,000
New road miles	89	45
MD 4 level of service	D	C
New school enrollment	4,800	2,700
New schools	6	3
New nitrogen load	124,000	63,000
New phosphorus load	5,000	2,700
New Non-single family units	1,500	2,600

Take away points

- The 2003 Buildout reduction has worked, though we still don't know for sure if we will keep residential development to 37,000 units.
- Land Preservation Programs adopted to preserve land and retain equity in land have worked. They need TDR markets to continue to work.
- Directing growth to town centers is a key to meeting TMDLs and protecting fisheries/the bay.
- Housing options are best provided in town centers. Developers need TDR waivers to make non-market housing work.
- Most indicators point to directing growth to town centers.

Why Isn't more growth happening in designated growth areas in MD?

- Lack of adequate infrastructure where growth is desired, resulting in highway congestion, lack of sewer capacity, overcrowded schools, etc.
- Higher cost of development in designated growth areas.
- Higher up-front costs, which discourage investors and bankers.
- The fear of higher crime and/or undesirable schools in existing urban areas where infill is desired to achieve smart growth goals.

We are beginning a discussion about progress in achieving the Comprehensive Plan goal and will be asking the general public to weigh in.



Smart Sites and Safe Routes to School



New Calvert Middle School

Smart Growth

The Challenge of Walkable Communities



Main Street Annapolis





City of Frederick

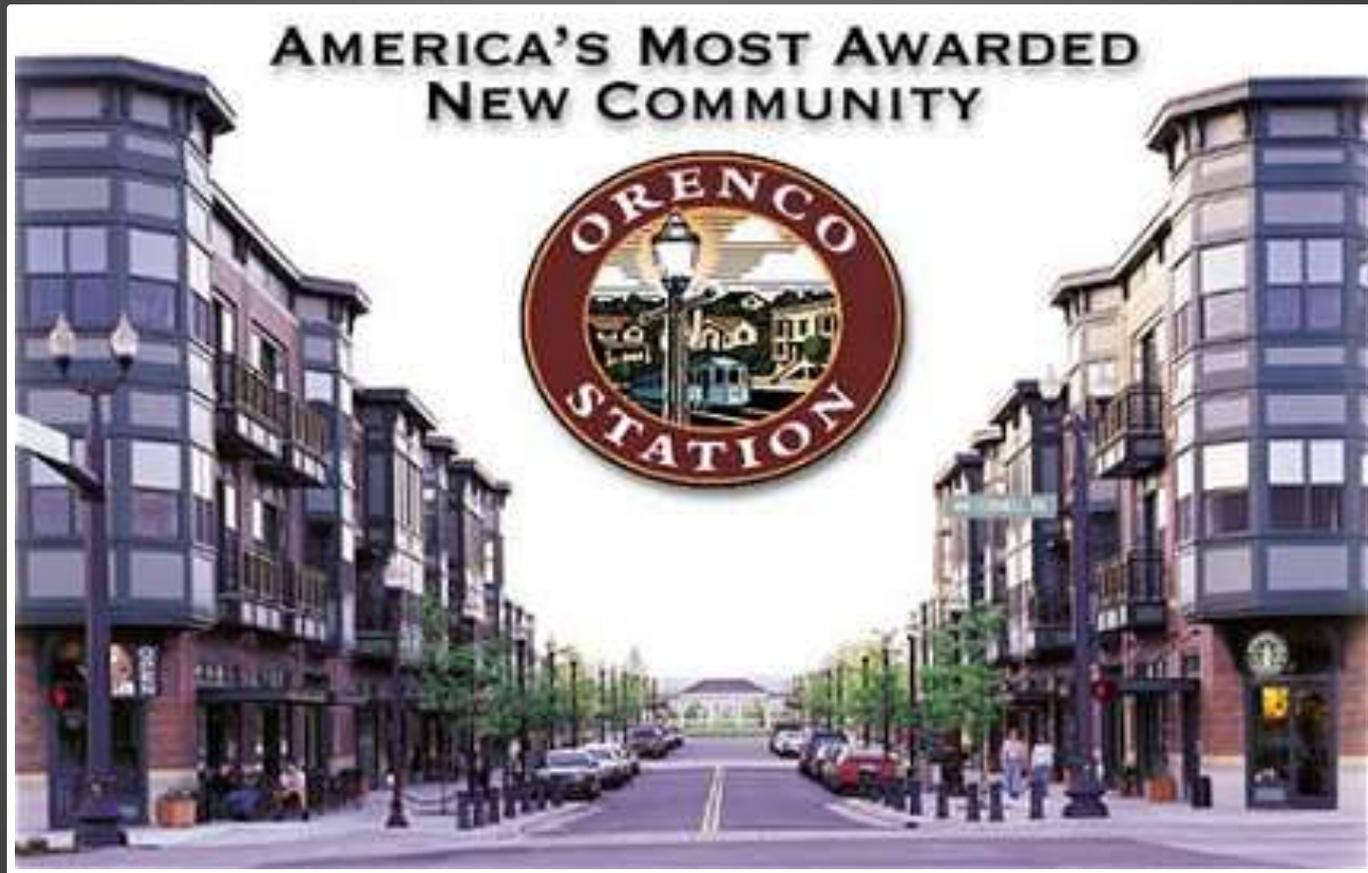


Seaside Florida

Celebration, Florida



Orenco Station, Oregon





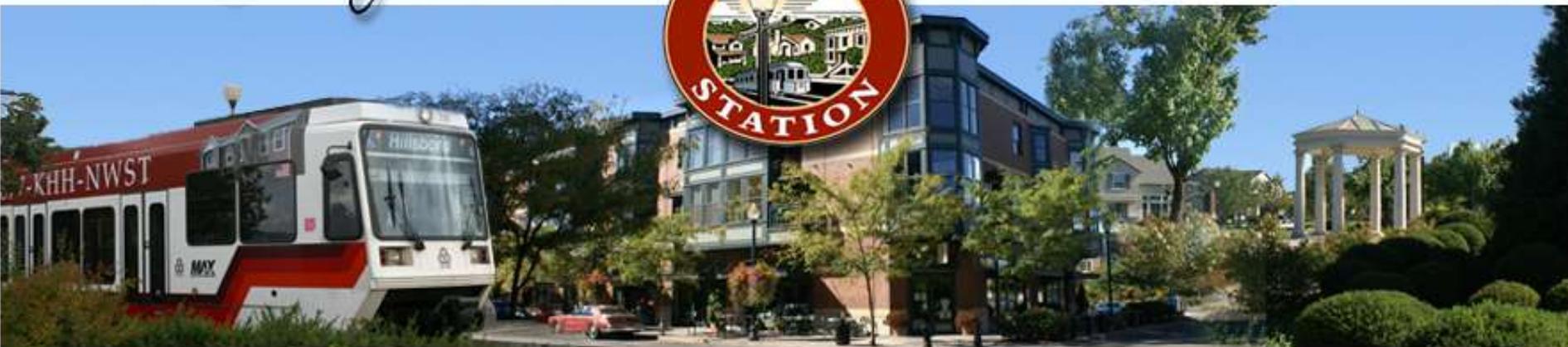
Urban Research Journal

- 50% walk to a local store five or more times a week
- 67% use mass transit at least once a week
- 51% use light rail at least once a week
- 95% found is superior to typical suburbs

neighbors



network





Kentlands, Maryland

Rachel Carson Elementary School



1865 map of Calvert County

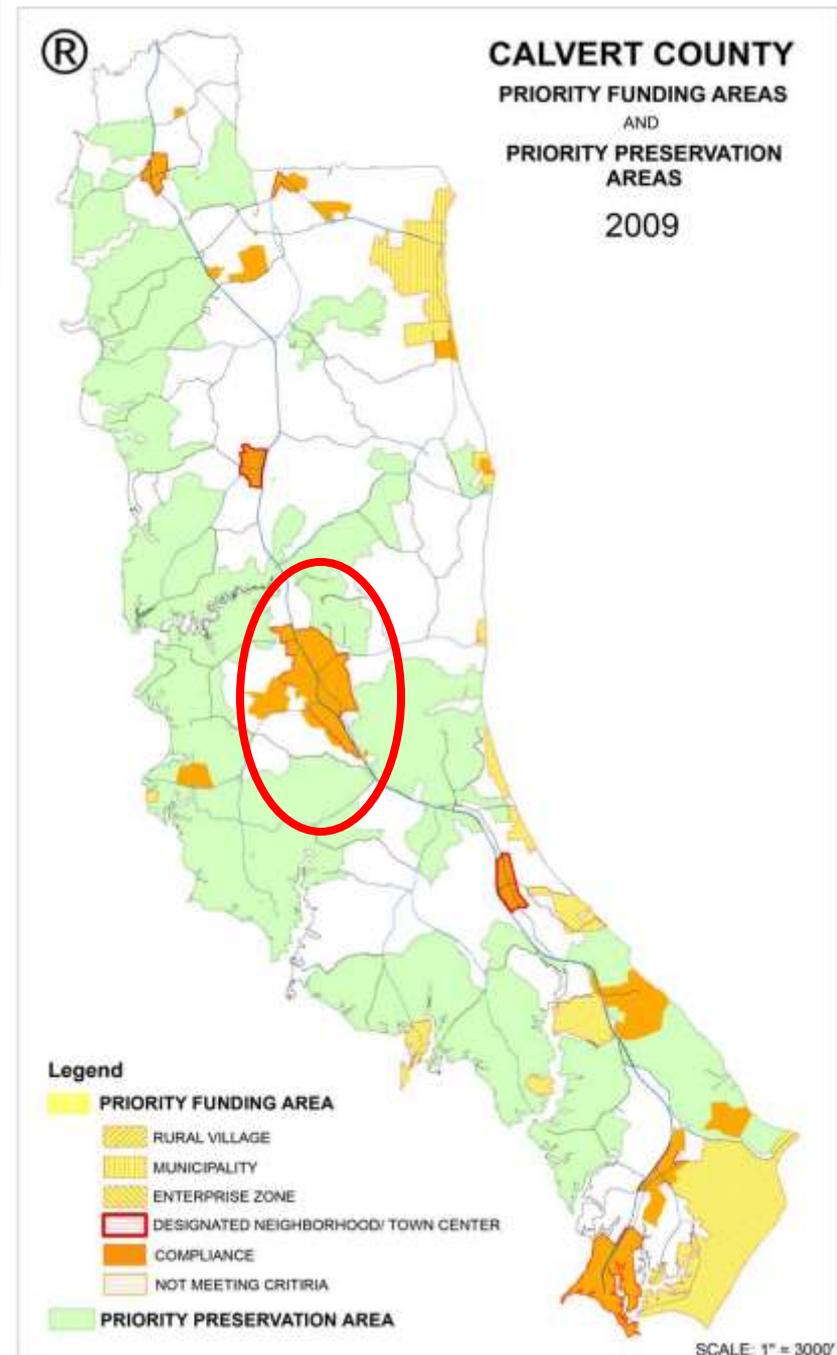


Housing development after WW II

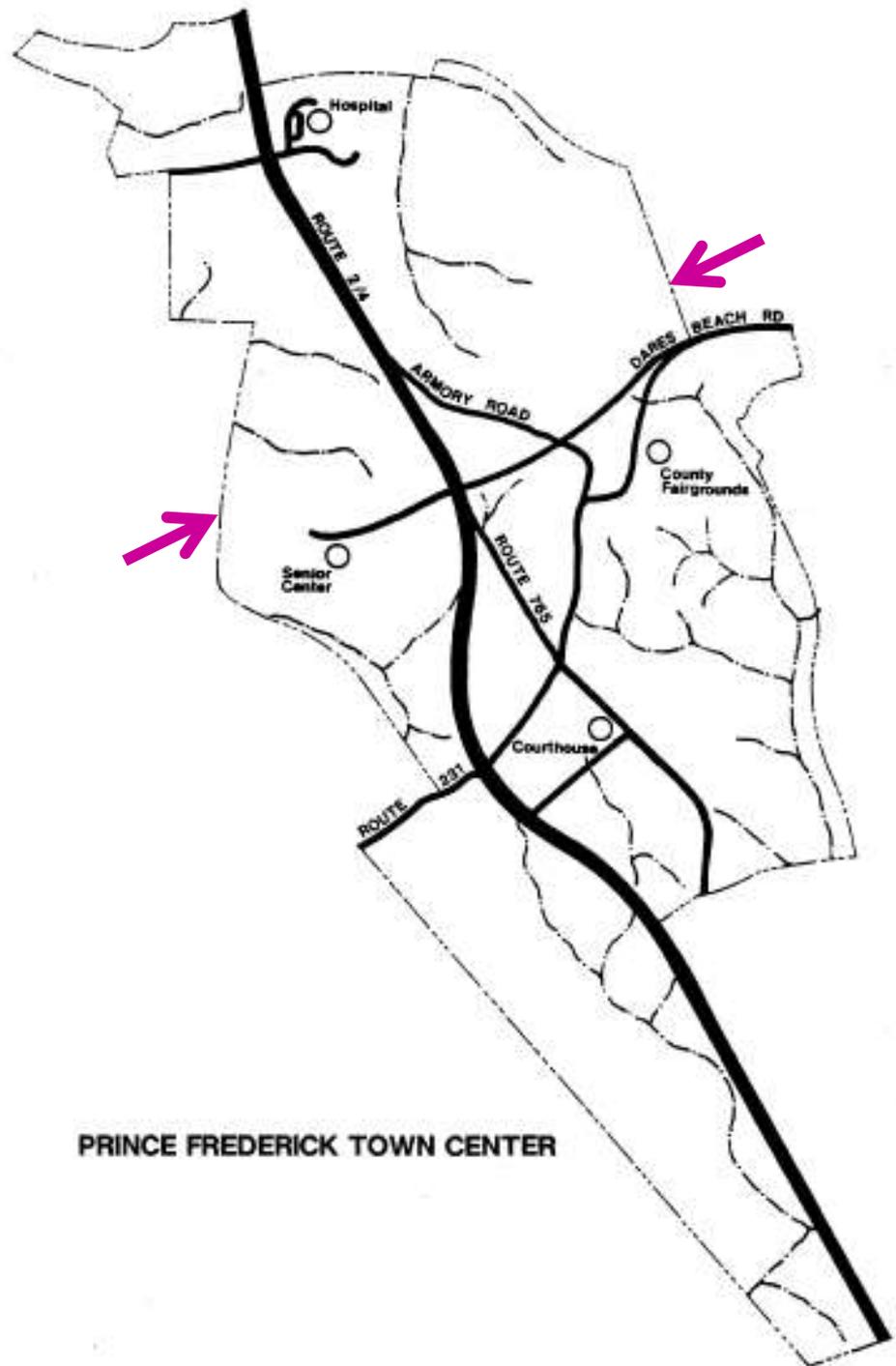


Calvert's PFAs and PPA's

- Priority Funding Areas (PFA)
- Priority Preservation Areas (PPA)

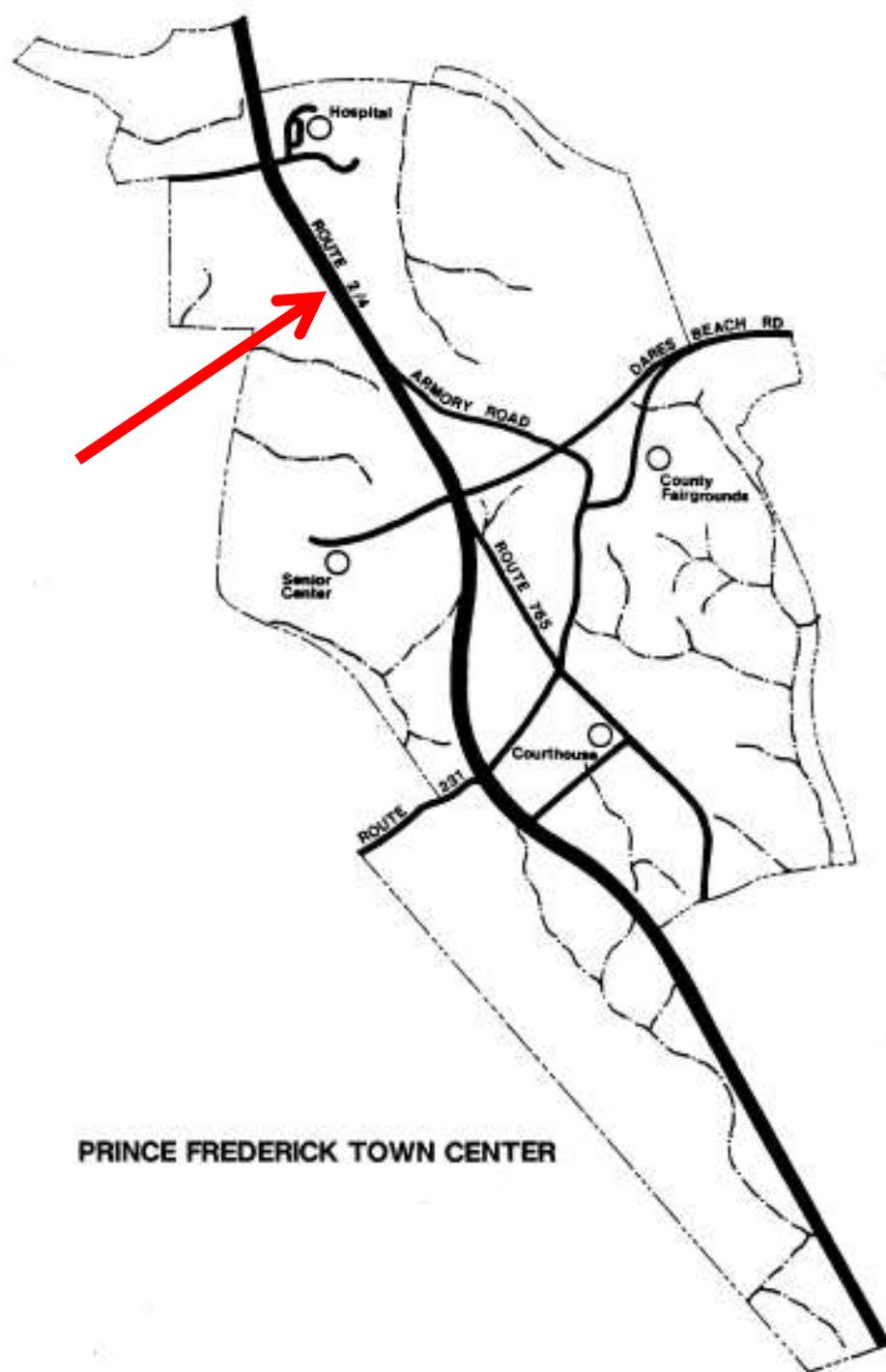


Town Center



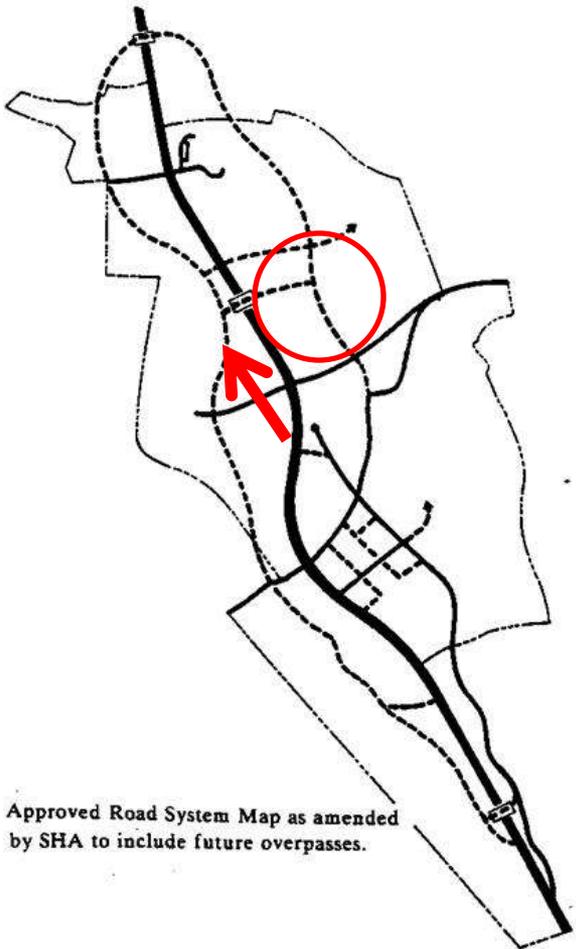
PRINCE FREDERICK TOWN CENTER

Road Network in 1990



Town Centers

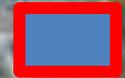
- Many areas in Town Centers encourage mixed use development



New Kensington, Pa.



Town
Center



-Road Projects:

 -Constructed

 - A Inactive

 Not yet funded

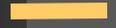


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Center

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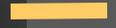
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New Calvert Middle School

- Energy Efficient
- Shared use of facilities with County P&R
- Sidewalks and street lights



Suggestions for making it happen

- Land bank properties for public buildings in PFAs.
- Share the use of the schools for parks, recreation, public assembly, etc.
- Use the school grounds for environmental education
- Be sure that sidewalks and street lights are built along with all new roads in PFAs
- Work with private developers so that they can help to build the infrastructure needed for a successful, walkable community