

Queen Anne's County Comprehensive Plan
Comments Received During 60-Day Public Comment Period: Recommendations (Editorial/Clarification Only)
ORDERED BY CHAPTER
Updated: January 5, 2022

No.	Name	Comment Category	Affiliation	Chapter	Page	Comment	Notes	Staff Recommendations
1	Charles Boyd	Agency	Maryland Department of Planning	Introduction	Page 3	The reference to the 2013 legislation, HB0409, should also indicate that the legislation requires all planning commissions to file a local jurisdiction annual report with the legislative body and to include in the annual report, at least once within the 5-year period after the adoption or review of the local jurisdiction's comprehensive plan, a narrative on the plan's implementation status. This is commonly referred to as the 5-Year Mid Cycle Review. With this requirement in mind, see associated comment in Chapter 12 – Implementation.	Updating language.	Revise p. 1-3 to reflect MDP's comments.
2	Charles Boyd	Agency	Maryland Department of Planning	Introduction	Page 5	Page 1-5. The reference to the Sustainable Growth and Agricultural Preservation Act should be revised to indicate that the Act is optional, rather than required. Consider revising "requires local jurisdictions to adopt" to "may adopt growth tiers", or similar. The county has not adopted growth tiers where major subdivisions would be permitted on septic systems.	Updating language.	Revise p. 1-5 to reflect MDP's comments.
3	Frank DiGiallenardo	Public	Corsica River Conservancy	Introduction	Page 6	Comprehensive Planning History This is a useful summary of the hallmarks of the previous plans. What is the hallmark of this current update? We suggest that it be characterized as recognizing our rapidly changing environmental and economic conditions, identifying how those changes threaten the Vision, and articulating specific planned actions to be implemented in response.	A reference to the 2021/2022 plan is lacking here.	Add a short reference to the 2021 PlanQAC and that it is a rewrite from 2010.
4	Cheryl Huyck	Public		Introduction	Page 6	Comp Plan History: Recommend adding 2021 highlights. Similar to 2010 highlights. Page 7 of the 2021 Draft Plan & Appendix C expand on the Outreach & Workshop efforts but a 2021 highlight would be a good addition. Include conclusions on why public participation in Community Survey and Visioning Workshops) was so much lower compared to 2010 and offer specific planned actions going forward to improve public participation.	A reference to the 2021/2022 plan is lacking here.	Add a short reference to the 2021 PlanQAC and that it is a rewrite from 2010.
5	Heather Murphy	Agency	MDOT	County Profile	Page 1	Transportation – Please include MD 303, MD 305, MD 456, MD 552, MD 656, MD 662, MD 759, MD 802, MD 834, MD 835, and MD 837 as state routes, as indicated in the latest MDOT SHA Highway Location Reference for Queen Anne's County (2019).	Updating language.	Revise p. 2-1 to reflect MDOT's comments.
6	Trippe Callahan	Public	Retired Farmer	Community Facilities & Services	Page 5	What a massive amount of work. I am learning more about Queen Anne's County than I ever imagined possible. I have a few questions and comments, but I am sure you have probably picked them up in your review. 3-5 Under Budget and Finance, I think timeline should be timely. 3-11 The figures of 36, 547 pounds of nitrogen and 2,741 pounds of phosphorous per year seem amazingly low. They are repeated on page 4-2. I know the sewer plant is efficient, but I can't believe they don't discharge more nitrogen and phosphorous in a year than that. Seems impossible. 3-9 Text says 10 companies, but I only see 9 listed. 3-13 Is Figure 3-1 suppose to show only Unserved Areas or Unserved and Underserved? Not sure. If I find any other questions, I will return. Really like the ambitious goals for ag preservation acres in the Land Use Chapter. Thank you so much for all this hard work. I think you have done a great job for the county.	Revising typo on 3-5; 3-11 figures reflect limits; 3-9 updating text; Figure 3-1 reflects "Contiguous Unserved Areas" identified in the Broadband Strategic Plan.	Revise p. 3-5 to correct typo; no other changes proposed.
7	Scott Gutschick	Public		Community Facilities & Services	Page 7	Need to identify the EMS unit at Station 500 (i.e., ambulance or paramedic ambulance). The EMS unit type(s) at Stations 100-400 and 600 are all identified, but not for Station 500	Ambulance 5 is a Maryland certified basic life support (BLS) equipped ambulance.	Revise p. 3-5 to reflect updated information.
8	Jo Manning	Agency	Town of Millington, Town Administrator	Community Facilities & Services	Page 9	Table 3-1: Why isn't Millington Fire Company listed?	The County ID'd volunteer fire/EMS; list only included 9 in table. This needs to be confirmed with EMS. There are multiple other fire departments that probably overlap service area in the County, but are not located in the County. No other QAC municipalities (Templeville or Queen Anne) located in the adjacent County have a fire department. Queen Anne's Fire Department is located in QAC.	Provide a note for Millington on Table 3-1 and Map 3-5.
9	Janet Rochester	Agency	Church Hill Planning & Zoning Commission	Community Facilities & Services	Page 16	we ask that Table 3-4 be revised to correct the projected enrollment figure at Church Hill Elementary School for the 2023-2024 school year.	Should be "249."	Revise Table 3-4 to fix typo.
10	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Community Facilities & Services	Page 20	Under Goals & Initiatives, the fourth bullet should include a verb and say "Establish recreation land and facilities located in proximity to population centers." The sixth bullet should acknowledge the need for new recreational open space as well and should read "Create new recreational open space and protect recreational open space at appropriate levels compared to developed land."	Updating language.	Revise p. 3-20 to reflect ESLC's comments.
11	Charles Boyd	Agency	Maryland Department of Planning	Land Use	Page 6	Page 4-6 says that the county's PPA is 119,557 acres, with a preservation goal of 80% (95,646 acres), which is correct; however, the text mistakenly indicates that "the County set a slightly higher goal of 100,000 acres by 2030" within the PPA. Instead, the 100,000-acre goal is countywide and not specific to the PPA. PlanQAC says that 83,903 acres have been preserved toward a goal of 100,000 acres by 2030. However, the PPA was formed from land not already preserved. Therefore, the land preserved before the creation of the PPA does not contribute toward the preservation goal in the PPA. This is a distinction that PlanQAC should make. Also, the plan should indicate how many acres of land have been preserved within the PPA after its creation. If this understanding is incorrect, Planning would appreciate clarification from the county.	The sentence "Under the guidelines of the Act, 80% of these PPA lands (95,646 acres) should be targeted for preservation; the County set a slightly higher goal of 100,000 acres by 2030" was altered from an earlier draft. The sentence should read "Under the guidelines of the Act, 80% of these PPA lands (95,646 acres) should be targeted for preservation."	Edit that sentence by deleting this statement: the County set a slightly higher goal of 100,000 acres by 2030.
12	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Land Use	Page 16	Rural Agricultural Area: Combine the second and sixth bullets so that they read "Conservation easements and land preservation programs to permanently protect agricultural lands and sensitive areas."	Updating language.	Revise text on p. 4-16 to reflect recommendation.
13	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Land Use	Page 20	Agricultural & Rural Preservation: Under the fourth bullet, work towards achieving the goal of preserving at least 80% of the agricultural lands available for preservation in the designated PPA's but do not limit this to 100,000 acres. Once you reach 80%, aim higher.	Revising language. Intent was for 100,000 to be the minimum goal but not to limit.	Revise language on p. 4-20 to reflect 100,000 acres as a minimum goal.
14	Charles Boyd	Agency	Maryland Department of Planning	Land Use	Map 4-5	Map 4-5 shows some Rural Legacy easements and the county background in very similar colors which makes it difficult to differentiate. Consider changing the background of the county to a lighter color.	Agreed.	Will alter background color of Map 4-5.
15	Charles Boyd	Agency	Maryland Department of Planning	Land Use	Map 4-9 & 4-10	Maps 4-9 and 4-10 have a note in the upper left-hand corner that appear to incorrectly reference other maps (Map 4-10 references Map 4-10).	Agreed.	Delete notation of Map 4-10 reference from Map 4-10 in the note box.
16	Peter Johnston	Agency	Town of Queenstown	Land Use	Map 4-11	The Queenstown inset map on this graphic is incorrect. It overstates the Town's future annexation area and fails to include the Waterman, Dudley North, and Dudley home farm properties as part of the corporate area (see attachment A).	So noted.	Correct Map 4-11 in accordance with Queenstown Attachment A.
17	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Environmental Resources	Page 6	Chesapeake Bay Critical Area: The 2021 Comprehensive Plan does not outline the density limits for the RCA, LDA and IDA. Clarification of whether these density limits changed between the 2010 and 2021 Comprehensive Plans would be much appreciated.	The Environmental Resources chapter and the WRE address the Critical Area. The specific density of 1 dwelling unit per 20 acres within the Resource Conservation Area (RCA) is not included.	Include this density provision in the Environmental Resources chapter and the WRE in the explanation of the RCA as found in COMAR 27.01.02.05.C(4).
18	Elle Bassett/Anne Richards	Public	ShoreRivers	Environmental Resources	Page 7	Wetlands section: After the fourth sentence "...groundwater seepage areas or drainways," consider adding: "Wetlands naturally migrate as a result of sea level changes and storm frequency, a phenomenon which should be addressed in community planning and development."	Adding language.	Revise language on p. 5-7 to reflect comment.
19	Heather Murphy	Agency	MDOT	Environmental Resources	Page 16	Climate Change – Consider mentioning MDOT SHA's Climate Change Vulnerability Online ArcGIS web application, which showcases geospatial data products related to climate change and the potential impacts on state transportation infrastructure. The purpose of this application is to support efforts to avert and mitigate potential impacts of sea-level rise that result from global climate change on state roadway and bridge infrastructure. The application can be found on the MDOT SHA Interactive Maps web page: https://data-maryland.opendata.arcgis.com/pages/mdot-interactive-maps .	Adding application to identified resources in Appendix B.	Revise Appendix B to add application reference.
20	Frank DiGiallenardo	Public	Corsica River Conservancy	Environmental Resources	Page 22	Fisheries Element: This section appropriately recognizes the importance of fisheries to the character and economy of QAC. Two threats are identified: Lack of migrant workers and the extent of dredging needed. It is bizarre not to include degradation of water quality and habitat as a threat to the viability of our fisheries. This should be corrected. Again, control of impervious surface growth will have a direct bearing on the future of this industry.	Adding reference to appropriate sections already found in WRE Appendix D: MS4 & NPDES p. AD-13; Anti-Degradation p. AD-15; Tier II Waters p. AD-16; Impaired Water Bodies p. AD-17; and Surface Water p. AD-21.	Add additional references to p. 5-22.

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21	Barry Waterman	Public		Environmental Resources	Page 27	2nd Paragraph: Recommendation #9 - we already require all of these for new development - recommending creating them implies we do not - which is factually incorrect. What we should recommend instead is that we "establish appropriate buffers (etc.) for existing communities and existing developed properties. It is ridiculous to ONLY impose such requirements on new development. There is no reason all waterfront properties or all properties adjacent to wetlands can't establish SOME amount of buffer - even if only 10 to 25 feet of grass buffer - that would do far more good than only applying far more stringent requirements on the small number of newly built or developed properties.	Chapter 5 addresses stream buffers, Critical Area buffers, non-tidal wetland and wetland buffers. Goal 5-1, Strategy 2 supports all State and local environmental buffers. These buffers are already established, although some existing structures may be grandfathered.	Amend Recommendation 9 to read, "Continue implementing required buffers, setbacks, and lot coverage/impervious surface regulations to protect water quality..."
22	Jon Mullarky	Public		Transportation	Page 1	Suggest adding "resilient" to Goal 6-1 for improvement of the transportation network	Adding "resiliency" as noted.	Revise Goal 6-1 as noted.
23	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Transportation	Page 3	Table 6-1: It should be noted that a direct impact of these transportation planning decisions will alter the use of the land directly surrounding these roads. Whether that land is a forest, agricultural land, etc., it will be shifted from its current use to become an impervious surface, taking with it the environmental benefits it previously had.	Yes, with a possible new overpass or expanded roadway more impervious surfaces will be	Revise language on p. 6-3 to reflect comment.
24	Heather Murphy	Agency	MDOT	Transportation	Page 7	Transit Service – Commuter Assistance – Commuter Choice Maryland is MDOT's Travel Demand Management (TDM) program, and it could be incorporated into the plan as a strategy to support the plan. The program offers an extensive menu of commuter transportation services, such as ridesharing. Please visit www.CommuterChoiceMaryland.com for more information.	List this program in Commuter Service on page 6-7.	List this program in Commuter Service on page 6-7.
25	Elle Bassett/Anne Richards	Public	ShoreRivers	Transportation	Page 8	Page 6-8 discusses waterways and public access. Therefore, those elements should also be mentioned within the strategies and actions of this section.	Adding recommendation under Goal 6-2, Strategy 1.	Add recommendation under Goal 6-2, Strategy 1.
26	Peter Johnston	Agency	Town of Queenstown	Transportation	Page 8, Table 6-3	See Queenstown Trails Master Plan for planned water trail	Adding reference.	Revise language under Water Trails (p. 6-8) to reflect Queenstown TMP.
27	Jo Manning	Agency	Town of Millington, Town Administrator	Transportation	Page 11	Why isn't listed with Delaware Railroad as the train passes through our town in QAC?	"Hubs" identified on pg. 6-10 - Millington not identified as such. Can update language to reference line passes through town (and make similar other references where needed)?	Update language to reference the line passing through the town.
28	Heather Murphy	Agency	MDOT	Transportation	Page 12	Construction for the MD 213 Chester River Bridge replacement project is anticipated to start in Spring 2022 and be completed in Fall 2023.	Updating information.	Update language on p. 6-12 to reflect updated status.
29	Heather Murphy	Agency	MDOT	Transportation	Page 15	US 50 Ocean Gateway – The project total cost is approximately \$550 million (\$530 million unfunded costs), per the latest FY 2022-2027 CTP.	Updating information.	Update language on p. 6-15 to reflect updated status.
30	Heather Murphy	Agency	MDOT	Transportation	Page 15	Bay Bridge Crossing Study– The final environmental impact statement (FEIS) and record of decision (ROD) for the Tier 1 NEPA study are anticipated to be completed in March 2022.	Updating information.	Update language on p. 6-15 to reflect updated status.
31	Heather Murphy	Agency	MDOT	Transportation	Page 16	The US 50 & MD 213 Interchange – This project would cost approximately \$43 million and is currently on hold.	Updating information.	Update language on p. 6-16 to reflect updated status.
32	Heather Murphy	Agency	MDOT	Transportation	Page 18	Figure 6-6 – Clarify whether the 47% is intended to be "No" or "No Response".	Should be "no;" revising figure.	Revise Figure 6-6 as noted.
33	Jon Mullarky	Public		Transportation	Page 20	In the paragraph beginning "Traffic calming measures", suggest replacing the term traffic circles with "roundabouts" to be consistent with terminology in current use by the highway engineering community and elsewhere in Plan QAC 2021	Changing terminology as noted.	Revise language (as needed) throughout draft to consistently reference "roundabouts."
34	Heather Murphy	Agency	MDOT	Transportation	Page 22	Programs – This section of the Plan mentions several programs. Consider mentioning the additional following programs for trail and bikeway funding in Maryland through MDOT: o Transportation Alternatives (TA) Program: This program is a reimbursable, federally funded program for local sponsors to complete transportation-related community projects designed to strengthen the intermodal transportation system. Project sponsors are required to provide a minimum 20% of total project cost as a match. For further information contact Ms. Christy Bernal, TA Program Manager, MDOT SHA at 410-545-5675, or via email at cbernal@mdot.maryland.gov . o Recreational Trails Program: This program is a federally-funded recreational trails and trail-related facilities program administered by MDOT. Like the TA Program, the Recreational Trails Program may reimburse a local project sponsor up to 80% of the project's total eligible costs to develop community-based, motorized and non-motorized recreational trail projects. For further information contact Ms. Cheryl Ladota, RTP Manager, MDOT SHA at 410-545-8552, or via email at cladota@mdot.maryland.gov . o The MDOT's Kim Lamphier Bikeways Network Program: This program allocates State transportation funds administered by MDOT The Secretary's Office (TSO) to promote biking as an alternative transportation mode. Bikeways grantees are required to provide a minimum 20% of total project cost as a match. The local matching fund contribution can be in the form of cash, an in-kind contribution, or a 3rd party contribution. For further information contact Mr. Nate Evans, Active Transportation Planner, Office of Planning and Capital Programming (OPCP), MDOT, at 410-865-1304, or via email at nevans1@mdot.state.md.us . o The MDOT SHA's Context Driven initiative focuses MDOT's practitioners on implementing context-appropriate improvements to emphasize safety, access, and mobility for all users, especially those more vulnerable such as pedestrians and bicyclists. Please coordinate with Kandese Holford, Bike Pedestrian Coordinator, MDOT SHA at 410-545-5678, or via email at KHolford@mdot.maryland.gov .	Adding appropriate program references.	Revise section language beginning on p. 6-21 to add additional programs mentioned.
35	Jo Manning	Agency	Town of Millington, Town Administrator	Transportation	Page 27	Eastern Shore Jr. Academy does not exist - now Faith Christian School & Faith Christian Bible Church	Will update.	Update facility name.
36	Charles Boyd	Agency	Maryland Department of Planning	Transportation	Map 6-3	This map should also clarify if the bicycle routes depicted are existing or proposed routes and if there would be any improvement or signage needs on these routes.	Will indicate status.	Revise Map 6-3 to indicate existing routes.
37	Nancy	Public	Historic Sites Consortium	Historic & Cultural Resources	Page 15	KIHS recently took over management of Historic Christ Church (1880) in Stevensville. Should read "The friends of Historic Christ Church" recently took over management of Historic Christ Church.	Updating language.	Revise language on p. 7-15 as noted.
38	Nancy	Public	Historic Sites Consortium	Historic & Cultural Resources	Page 15	Delete KIHS is no seeking to raise the funds to buy the Stevensville Bank (1909), that KIHS has leased and opened to the public for many years.	Updating language.	Revise language on p. 7-15 as noted.
39	Nancy	Public	Historic Sites Consortium	Historic & Cultural Resources	Page 15	Districts: the discussion of the two types of historic districts should clearly delineate the difference between a "National Historic District" listed in the National Register, and a "Local Historic District" defined by the Maryland Historical Trust. A local historic district requires owners of locally designated properties to receive approval from their local Historic Preservation Commission for changes to the exterior of their properties OR if they are building a new building in a local historic district. Properties included with a National Historic District do not require local Historic Preservation Commission review. There are no "Local Historic Districts" in Queen Anne's County.	Adding language.	Revise language on p. 7-15 as noted.
40	Nancy	Public	Historic Sites Consortium	Historic & Cultural Resources	Page 15	Historic Train Facilities: The paragraph describing the Centreville freight station restoration is incorrect. The County owns the station and the QAARS has an advisory role WRT future plans. Suggest the following: "The Centreville Freight Station was located at the Centreville terminus of the Philadelphia, Baltimore and Washington R.R. (later the Pennsylvania Railroad). After rail service into Centreville ceased, local railroad history enthusiasts formed the Queen Anne's Railroad Society to promote preservation of the station. Queen Anne's County acquired the Centreville Freight Station and in 2010 moved the station to a new location on Bloomfield Farm. The QAARS has aided the County in formulating plans for restoring the station as a museum of local railroad history."	Adding language.	Revise language on p. 7-15 as noted.
41	Nancy	Public	Historic Sites Consortium	Historic & Cultural Resources		Listing of Historic Places - QA 297 - Bloody Point Bar Light - Stevensville, Kent Point	Updating language.	Revise entry as noted on p. 7-14, Table 7-3.
42	Charles Boyd	Agency	Maryland Department of Planning	Economic Development & Tourism	Page 4	column 2, 2nd sentence reads: "It has remained relatively stagnant since 2014..." Rather than 'stagnant' consider 'flat' when referring to the labor force participation rate.	Updating language.	Revise language on p. 8-4 as noted.

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43	Charles Boyd	Agency	Maryland Department of Planning	Economic Development & Tourism	Page 4	column 2, 4th sentence reads: "The County boasts an impressively high participation rate of nearly 67 percent through 2019." This 67 percent figure could not be verified. Based on data from the 2015-2019 ACS 5-year Estimate, the participation rate is 65.6 percent. Please confirm the county's labor force participation rate.	Updating language.	Revise language on p. 8-4 as noted.
44	Charles Boyd	Agency	Maryland Department of Planning	Housing	Page 3	PlanQAC correctly describes the recently added requirement for a housing element in all Maryland comprehensive plans by noting the need to plan for housing that is affordable for low-income (60% of Area Median Income (AMI)), workforce rental (50-120% of AMI), and workforce owner (60%-120% of AMI) households. Planning suggest that PlanQAC include the AMI incomes and income ranges represented by those percentages, which for 2021 in the Baltimore-Columbia-Towson, MD income limit area, in which Queen Anne's County is included, are \$63,060, \$52,550 - \$126,210, and \$63,060 - \$126,120, respectively, and analyze the county's housing supply in comparison, to ensure PlanQAC meets the new housing element requirements of HB 1045. However, Planning is encouraged that the county did include such a housing and demand supply analysis using ACS data, which is a better, more localized, reflection of the county's household incomes.	Noted	Table 9-6 references FY20 income limits; we were not going back to re-update when new info was available outside of general 2020 Census...
45	Charles Boyd	Agency	Maryland Department of Planning	Housing	Page 5	Table 9-3 – County Housing Unit Projections. Do the housing projects anticipate that a lack of addition sewer capacity may affect unit potential? It appears that capacity at the KNSG WWTP service area would be reached by 2026.	Unlikely. These projections come direct from MDP's published projections, as sourced.	Add note on p. 9-5 that projections do not take into account capacity limitations.
46	Charles Boyd	Agency	Maryland Department of Planning	Housing	Page 9	In the section titled Affordable & Workforce Housing, PlanQAC defines affordable housing as "affordable to households with incomes at or below 80% of the HUD-estimated Area Median Income (AMI) for owners, and 60% for renters." The Land Use Article § 1-407.1, which defines the housing element requirements for Code Home Rule Counties, does not include an 80% of AMI threshold for affordability, nor does it distinguish affordability between renter and owner low-income households. Planning recommends that the county replace the description of affordable housing AMI levels on this page with those described on page 9-3, which reflect the requirements of HB 1045 and the Land Use Article.	The definition from the Land Use Article is found on page 9-3. The source of the existing definition is not stated.	Add source of definition on page 9-9 to indicate where and why it was used.
47	Sara Ramotnik	Public	Eastern Shore Land Conservancy	Housing	Page 23	Goal 9-1, Strategy 1, Recommendation 5: Should read "Explore additional partnerships with non-profit and private housing organizations active on the Eastern Shore to encourage necessary development within the County when appropriate."	Updating language.	Revise language of Recommendation 5 as noted.
48	Peter Johnston	Agency	Town of Queenstown	Town Planning Framework	Page 16, Table 10-6	Should read: Queenstown identified a Growth Area of approximately 810 acres.	Updating language.	Revise Table 10-6 as noted.
49	Charles Boyd	Agency	Maryland Department of Planning	Town Planning Framework		The table in the water resources element, Table 1-12. Summary of Municipal Growth Elements is a useful table to see a snapshot of the County's incorporated Towns. Consider adding it to the beginning of Chapter 10 before the Town profiles.	In Chapter 10 each Town has its own snapshot and includes a table for the summary growth element. No need to have it twice in one chapter. Table 1-12 in the WRE could be referenced in MGE, page 10-3.	Add reference to Table 1-12 in WRE.
50	James Parker	Public	QAC Democratic Club	Community Plans	Page 10	Table 11-2 shows population growth from 2010-2025 as only 800. This number could not account for the 2 new developments on Kent Island that will total over 2000 residents. Plus infill growth on South Route 8. This Table must be updated, and the Plan must address impacts of growth on number of people and their cars re: pollution, safety, delay/backups, etc.	It may be wise to note the subdivision that are not yet completely built out.	Add details in table note about subdivisions that are not completely built out. (Ellendale and Four Seasons)
51	James Parker	Public	QAC Democratic Club	Community Plans	Page 18	Please include an assessment of impact to QAC and Kent Island of the Delaware super highway that dumps thousands of cars and trucks onto Rt 301 and Rt 50 (both ways) each day.	Chapter 6, transportation addresses US Route 301 in more concise manner and this is the appropriate location. 301 is identified as a truck and freight route along with prioritized upgrades for 301. The Sage Group included a traffic volume assessment on 301. See Chapter 6, Goal 6-1, Strategy 5.	Add traffic volume details from Sage Group Study to the transportation chapter.
52	Nancy	Public	Historic Sites Consortium	Appendix C: Public Outreach	Page 18	"Cunard" should read "Kennard"	Comments are verbatim from what was submitted; we are not making revisions when quotes are used.	Change as proposed.
53	Nancy	Public	Historic Sites Consortium	Appendix C: Public Outreach	Page 28	Incorrect Spelling - MacGlashan	Comments are verbatim from what was submitted; we are not making revisions when quotes are used.	Change as proposed.
54	Sandi Olek	Agency	Maryland Department of Natural Resources	Appendix D: WRE	Page 19	Table 1-9 on Page AD-17 in the County Plan: The table legend says: "The lower the score, the healthier the system is to support a variety of aquatic habitats." It should read, "the higher the score, the healthier the system is to support a variety of aquatic habitats."	Updating language.	Revise language on p. AD-17 to correct typo as noted.
55	Elle Bassett/Anne Richards	Public	ShoreRivers	Appendix D: WRE	Page 22	Table 1-12: The County should show how many acres of each municipality's projected growth plan are in the critical area in this table, since this appendix deals with water resources.	Reach out to County GIS Department or WM mapping to add this information to the table, but only in the WRE section.	Add details as requested.
56	Cheryl Huyck	Public		Kent Narrows Community Plan		I just noticed that my name as referenced in Appendix 2 Public Outreach of the Draft Kent Narrows Community Plan has me affiliated with the Corsica River Conservancy. While I have been an active volunteer in the Conservancy I do not serve on the Board of Directors and was not representing CRC on the Workshop Call. I expressed my views as a 27 year resident of the Queen Anne's County. As you work through draft updates please remove the CRC reference.	Noted.	Remove CRC Reference