

CAP 30-Day Public Comment Period Email and Mail from Individuals

Attachment #2: Public Comments-Individuals-Email and Mail

Attachment #2: Public Comments-Individuals-Email and Mail

	Last Name	First Name	PAGE NUMBER
1.	Abe	Mary	1
2.	Barnett	Susan	2
3.	Barth	Carole	3 - 5
4.	Bellina	Jeannie	6 - 9
5.	Brace	David	10 - 11
6.	Bruso	Leo	12
7.	Conwell	Evette	13
8.	Frazier	Christine	14
9.	Gaines	John Mason & Elizabeth	15
10.	Hamler	Denise	16
11.	Harcourt	Xander	17
12.	Hess	Ruth Ann	18 - 20
13.	Hirtle	Alex	21
14.	Igelsrud	Douglas	22
15.	Imlay	Marc and Laurel	23
16.	Jones	Herbert	24 - 25
17.	Lanier	Antoine	26 - 27
18.	LeaMond	Beth	28 - 29
19.	Lewis	Danny	30
20.	Lippert	John R.	31
21.	Mathis	Gregory D.	32 - 33
22.	McCaughey	Ken	34 - 39
23.	McDown	Marjory	40
24.	Miotto	Angela	41
25.	Murray	Joseph and Alice	42
26.	Nuriddin	Terry M. and Haamid	43 - 45
27.	Orleans	Bill	46
28.	Osborne	Wendy	47
29.	Pluntke	Kurt	48
30.	Robles	Luisa	49
31.	Rosenthal	Lore	50 - 59
32.	Schaible	Danny	60
33.	Shuman	Eve	61 - 63
34.	Skolnik	Steve	64
35.	Smith	Angela	65
36.	Taylor	Tom	66
37.	Tucker	Steve	67 - 69
38.	Van Horn	Marcia and Robert	70 - 71
39.	Williams	Lee	72 - 76
40.	Zoosman	Michael	77 - 78

Subject: Support for Draft Climate Action Plan

From: [REDACTED]

To: Climate Action <climateaction@co.pg.md.us>

Date Sent: Wednesday, December 1, 2021 7:16:05 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 7:16:45 PM GMT-05:00

As a resident of Mount Rainier and Prince George's County, I support the full adoption and immediate implementation of the Draft Prince George's County Climate Action Plan. This plan is an urgent call to action for our County's leaders to lead by example through the adoption of this community-wide climate action plan.

For the youth of today, we can not delay. For the most vulnerable and weak within our communities, both here and around the world, we must build resilient communities and ensure an equitable transition to renewable energy. For the natural world, for so long without a voice at the table, that will suffer mass extinction without our immediate action to advert climate change, we must become humble and embrace that we are also part of the natural world.

When we harm nature, we only harm ourselves.

As a society, we have a moral imperative to make the necessary transformative changes to advert the impending impacts of climate change caused by the burning of fossil fuels and unbridled land development. And it's not all bad. Actually, it is the greatest generational economic opportunity of our lifetime. A chance to reenvision how we live, work, and play that results in cleaner air, water, equity, and a future without limits.

As so aptly discussed by author Mike Berners-Lee, these changes we must make are really just common sense because there is no Planet B.

We can do better.
We must do better.
We must start now.

Respectfully, Mary Abe
A resident of Mount Rainier, Maryland

Subject: Comments on climate action plan

From: Susan Barnett [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 4:20:30 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 4:20:55 PM GMT-05:00

Dear Prince George's County Council,

I am very pleased that there is a newly developed thorough Climate Action Plan for the county, and I sincerely hope that you will take it seriously and adopt and implement it in the near future.

Many of us in Greenbelt have been working hard to implement many of the areas of focus that this Climate Action Plan proposes, including energy efficiency and renewable energy in our building sector, electric vehicles (EV) and associated EV charging infrastructure, recycling and composting, tree canopy maintenance and growth, sustainable land care, and stormwater management.

Greenbelt does not have the resources, and often not the authority to implement improvements, since this resides within the purview of Prince George's County government. We hope you will be more flexible in allowing local governments to press ahead in mitigating the effects of climate change and make it easier for us by listening to our concerns. For example, we have many gas stations lining Greenbelt Road. We fought against another one proposed by Royal Farms; the county ignored requests from many Greenbelters and the Greenbelt City Council to not approve this development. We need more EV infrastructure, not more developments that will soon be stranded assets and eyesores in our community.

As I mentioned at a previous town hall meeting discussing the CAP, Prince George's County needs to beef up and improve its code department to make it easier for us citizens and local governments to get county approval to move ahead with sustainable projects, such as solar projects, and not have to wait long periods to receive county approval.

And as the CAP states, we need to take bold actions. Technologies, processes, and programs are constantly changing and improving, and Prince George's County should empower groups, universities, and local governments to test pilot programs and technologies that are at the forefront of sustainability and that offer tremendous potential to help us reign in climate change.

I urge you all to adopt and implement this Climate Action Plan as soon as possible, and allocate sufficient funds to undertake what is needed before the adverse effects of climate change become uncontrollable and irreversible.

Sincerely, Susan Barnett

[REDACTED]

Greenbelt, MD 20770

[REDACTED]

Subject: Comments on Climate Plan

From: Carole Barth [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 10:37:55 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 10:38:38 PM GMT-05:00

I attempted to enter these comments online, but the input site did not give me the expected space for detailed comments, nor would it let me go back to enter them in the general comment box. Instead it thanked me for my input.

I support the plan, but have some additional specific recommendations.

CO-1 Building internal capacity

The County should recruit and train youth "Climate Keepers" modeled after the Philadelphia Treekeepers, the Richmond "Throwing Shade" program and the CBLP Associate training program to engage at-risk communities and assist with implementing nature-based solutions. This would be longer-term and more robust than a summer youth program. Youth assigned to a community would be paired with an elder / long-time resident and trusted voice from that community. This would jump-start workforce development and community engagement at the same time.

The County should convene a task force composed of educators (both College and Trade schools), entrepreneurs, and tech experts to forecast what skills will be needed for green jobs that don't yet exist as well as to identify existing labor shortages. (e.g. vertical farming plumber or micro windmill installer).

CO-2 Lead by example

I support the requirement for an Environmental Assessment Panel. It's important that these assessments be based on local data (air pollution, temperature, access to natural resources). While the plan calls for Countywide air quality data, it needs to clearly specify granular data that can assess the environmental burden a community faces.

I support requiring all County-owned facilities to implement plans for reducing lawns and impervious surfaces, increase conservation landscaping, tree planting, and protecting natural areas from mowing. DoE should establish minimum requirements for these plans. Plans should also include food production (make food available to workers and also support local food banks), composting, shading parking lots to reduce VOC emissions as well as heat gain, and providing pollinator habitat.

Each location should also invite residents of nearby communities to see these practices in action and provide information on residential / community versions of the practices.

CO3 Community engagement

It takes more than messaging to encourage use of transit. Safe paths to transit are needed, and walksheds need to be analyzed. Some communities are cut off from transit even if it is close to them. There is also the problem of the last mile (when transit stops are more than 1/4 to 1/2 mile away) and the fact that most trips involve multiple destinations rather than simple commutes.

Fixed-route transit does not meet these needs; the County needs to make on-demand microtransit available throughout the County.

The County also needs to communicate that EVs have a much lower operating cost (cheaper to fuel and radically less maintenance needed) compared to gas cars. We need a local app identifying charging stations across platforms. We need to have a plan for how residents without driveways can charge their cars. (80% of EV owners charge at home on household current.) MOCO is looking at chargers on utility poles, and Takoma Park has a curbside charger that can accommodate 4 cars. A row of Smartflowers could work in multi-family settings.

CO5 Strengthen land use regulations

In addition to step 12, prohibit all waivers of stormwater requirements and tree conservation requirements.

M-7 Activity Centers

Smart growth strategies need an overhaul. They are largely based on wishful notions that increasing density, upzoning and shoe-horning cookie-cutter mixed use development everywhere will magically improve the environment, create communities and bring equity. Too often these notions are imposed on existing diverse communities which planners fail to even recognize as communities because they do not fit the current "placemaking" fad.

It is time to come clean on the actual impact of these plans and policies. Does everybody really have access to "Live work and play" in activity centers? Do they want to? Or is it merely a waystation for young people before they start their families and empty-nesters down-sizing on the way to assisted living?

Or is it really just a way to service and enable developers looking to make a sale and move on? We need a real-world assessment of the impacts of smart growth as it is actually practiced. What are the environmental benefits and environmental losses? Who wins and who loses?

We also need to assess the cumulative impact of proposed developments on existing communities. Each development is considered independently, with the result that ecosystem services die by a thousand cuts.

Similarly, we cannot ignore the environmental impacts of transporting resources (food, water, electricity) long distances and exporting waste (sewage, trash, recycling) long distances in order to make high density living possible. Manhattan is often cited as a smart growth ideal, but it is the opposite of self-sufficient. Its resource consumption and pollution shadows are immense. Is that really better for the environment? It's certainly not helping New Jersey's environment.

When it comes to equity, we would do well to learn from Minneapolis' experiment with banning single family zoning. <https://www.vox.mn/post/minneapolis-s-residential-upzoning-risks-unintended-consequences-alissa-luepke-pier>. Alissa Luepke Pier spoke to the Montgomery County Civic Federation in October and detailed how the Near North Side of Minneapolis is now worse off after the upzoning. <https://www.youtube.com/watch?v=ork670n1XJQ>.

I am glad the CAP calls for prioritizing needed infrastructure in smart growth areas. However, it is naive to assume that infrastructure growth capacity is infinite. Before the pandemic, the Metro system was at capacity. I do not mean they didn't have enough cars or drivers, I mean it had reached the physical limits of how many people can be moved off a platform between trains. It doesn't help to add trains if you can't clear the platform fast enough. So unless we get Star Trek transporter technology, Metro has

reached its finite growth potential. Yet planners assume that squishing more development in proximity to Metro means more people will ride Metro ad infinitum.

The blind pursuit of density also tends to favor high-rise development. However, mid to low-rise development (garden apartments or duplexes) can achieve similar densities without exacerbating nighttime temperatures as high-rises do when they trap latent heat from walls.

I would propose a new approach--resilient, self-sufficient community design norms. Require projects to add functioning natural spaces back into the community. Incentivize projects that include onsite renewable energy generation that can go to a community microgrid. Incentivize projects that include an urban agriculture & composting component.

M-11 No net loss of trees Support -- this is extremely important.

A-5 Require green infrastructure

County should also require carbon sink replacement for land-disturbing activities. In other words, developers would need to plant trees, establish meadows, conduct low-carbon soil restoration, or create community composting centers to offset the carbon released by land disturbance. Or they would pay a fee in lieu.

I appreciate the opportunity to comment and I am happy to provide additional information on any of these points.

Carole Ann Barth

Subject: Comments on Prince George's County Climate Action Plan

From: Jeannie Bellina [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 7:48:39 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 7:48:50 PM GMT-05:00

Attachments: Climate_Action_Plan_Prince_Georges_County.docx

Dear County Representative:

As a resident of Prince George's County, attached please find my comments on the County Climate Action Plan. I'd like to finish looking at your final Priority Recommendations, but wish to call it a night. Hope that you don't mind accepting any more changes sometime tomorrow or Friday. Thanks in advance for understanding.

Kind regards,
Jeannie Bellina

**Prince George's County Climate Action Commission
Comments from Jeannie Bellina, County Resident**

<https://www.princegeorgescountymd.gov/DocumentCenter/View/38462/PGC-draft-Climate-Action-Plan-2021-REVISED-111021->

Climate Action Plan itself

- High-quality Climate Action Plan. Great job!!
- Too long, as 252 pages long. Most people won't read this long document. So I went straight to the Priority Recommendations, which is basically your Action Steps.

Changes to Climate Action Plan

Priority Recommendation A-1

Questions:

- What other training resources besides COG and UMD are there? Should probably involve some trainings from specialist groups.
- Will climate resilience actions and goal measurements be implemented into employees' annual performance reviews? What if there are missed opportunities that people just aren't aware of?
- What measurement tools will be used? ICLEI? There are lots, but which are the best to use?
- What year did the baseline measurements start for tree canopy (deforestation), wetlands, floodplains, % of cool surfaces, roads installed with solar reflectivity, square feet of impervious surfaces, etc.? Comparisons then start from the baseline.
- What alternatives are there to deforestation? Is Maryland part of the Forest Stewardship Council: <https://www.rainforest-alliance.org/insights/what-is-sustainable-forestry/>?
- On page 185, why would "By 2024" come before "By 2023"?
- Where will you be placing solar PV panels? Have you heard of agrivoltaics? <https://www.youtube.com/watch?v=lgZBID-TCFE>
- How about solar panels as windows? <https://www.cnn.com/2020/03/30/tech/solar-windows-ubiquitous-energy-california/index.html>

Comments:

- In Maryland, I understand that 4 trees will now replace 1 tree taken down. However, I learned from a friend that often these trees are clumped close together. This means that invariably (and more likely), the tree(s) that get the most sun will then overshadow those that won't. How is the tree replacement being enforced so that all the trees grow properly (or as best they can)?
- There are certain trees that capture carbon better than others. Will these be the new trees that will replace those torn down?
- If trees do replace others, then these need to be a biodiverse mix of native trees. Often where there are mass plantings, it is only one type of tree. We need to avoid planting any monocultures.
- Here is a very good article on planting trees as solutions for climate change: https://standfortrees.org/blog/planting-trees-climate-change/?utm_source=google&utm_medium=cpc&utm_term=carbon%20capture%20trees&u

[tm_campaign=targeted-topics&gclid=Cj0KCOiAkZKNBhDiARIsAPsk0WgpPJK_S5PbZblx-7_cKt5Iv_KeSob19obQcR0beEpawuJHjGmw0VcaAomYEALw_wcB](https://www.policylink.org/our-work/community/infrastructure-topics&gclid=Cj0KCOiAkZKNBhDiARIsAPsk0WgpPJK_S5PbZblx-7_cKt5Iv_KeSob19obQcR0beEpawuJHjGmw0VcaAomYEALw_wcB)

- Equity Considerations on page 186 sounds like business as usual. Consider more specifics:
 - <https://www.policylink.org/our-work/community/infrastructure>
 - https://community-wealth.org/sites/clone.community-wealth.org/files/downloads/paper-rubin_1.pdf
 - <https://www.rand.org/blog/2021/06/promoting-social-equity-in-infrastructure-planning.html>
 - <https://medium.com/resilience/urban-parks-as-critical-infrastructure-equity-and-access-during-covid-19-4a86f9776e5e>
 - <https://americanprogress.org/article/building-infrastructure-supports-opportunity-equity-sustainability/>
 - <https://mceachin.house.gov/media/in-the-news/infrastructure-must-emphasize-equity>
- All new buildings and homes as well as any renovated public buildings should have electric vehicle charging stations for cars and buses.

Priority Recommendation A-2

Questions:

- What about treatment trains to reduce stormwater runoff volume:
 - https://stormwater.pca.state.mn.us/index.php/Using_the_treatment_train_approach_to_BMP_selection
 - <https://www.conteches.com/stormwater-article/article/89/eight-benefits-of-stormwater-treatment-trains>
 - <https://ctstormwatermanual.nemo.uconn.edu/6-stormwater-treatment-practices/>
- Do all resident homes have rain gutters? Are all rain gutter spouts at least 10 feet away from resident home foundations? Otherwise, there's the risk of potential mold buildup in basements.

Priority Recommendation A-3

Comments:

- Connect with Joan Maloof of the Old Growth Forest Network on how best to preserve mature trees. She can be reached at Joan@oldgrowthforest.net.
- Connect with Dan Murphy at dan_murphy@fws.gov to preserve green habitat corridors.
- What is the County policy on infill development, adaptive reuse, density bonuses, zombie subdivisions, Purchase of Development Rights (PDR), Transfer of Development Rights (TDR), land trusts, conservation easements, etc.?
 - Zombie developments
 - <https://ggwash.org/view/39439/prince-georges-zombie-subdivisions-need-to-die>
 - <https://blog.lotnetwork.com/a-builders-guide-to-reviving-zombie-developments/>
- Prohibition of development shouldn't just be within floodplains, but elsewhere too, including inland. See the recommendations just above in alternatives to development in green spaces.

- The National Flood Insurance Program policies and costs are currently being reviewed as they are billions in debt. Imagine they are seeking to increase their costs, thus will most likely pass those costs onto residents.

Priority Recommendation A-4

Questions:

- In case of evacuation, does the County plan to open the alternate driving lane so that the lanes are doubled for traffic exit purposes? Florida has learned to have one incoming lane, while all the others are evacuation exit lanes.
- Do you have a backup plan for low-income, elderly, disabled, etc. people without transportation modes to evacuate safely out of town or have a hardened emergency shelter available? How will they get to the shelter? What about nursing homes?

Comments:

- High hazard dams and/or levees with emergency action plans – ensure that these action plans are reviewed annually for updated contact information, safety protocols, etc. For the Deepwater Horizon Oil Spill, there was outdated contact information, technologies, safety protocols, etc., thus the large delay in getting the help needed to stop the oil spill. Plus, what is the backup plan if the original plan doesn't work? Will staff be trained annually on the safety protocols to ensure steadfast response should an actual emergency occur?
 - https://www.nola.com/news/environment/article_80c27be8-e3e7-11ea-bbf9-1731ebdd9171.html
 - <https://rh.gatech.edu/features/10-years-after-katrina-lessons-learned-lessons-learn>
- Measurements and tracking need to be revised if more action steps are added.

Priority Recommendation A-5

Questions:

Comments:

- Permeable pavers require vacuuming annually, plus weeds can grow between the cracks. My SWM professors, one who was an engineer and the other a landscape architect, recommended pervious pavers, which allow greater infiltration of stormwater into groundwater aquifer. Pervious pavers just need to be 10' away from building foundations.

Subject: County's past stormwater standards, guides are NOT equal to surrounding Counties

From: David Brace [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 9:35:23 AM GMT-05:00

Date Received: Wednesday, December 1, 2021 9:36:13 AM GMT-05:00

Attachments: 15-7-23 Brace Bhagya Village Opposition Letter to Planning Board.docx, Bhagya Village Artist Rendering Plus MAP MNCPPC 6711 Cipriano Rd Lanham MD Plus Landscape Plan Plus Negotiating Points Plus Talking Points (1).pdf, 7100 Block Presley Road June 27 2015 II.pdf, 7100 Block Presley Road July 03 2015 I.pdf, Rear of 8810 Magnolia Drive Lanham MD June 27 2015 I.pdf, Rear of 8810 Magnolia Drive Lanham MD July 03 2015 I.pdf, 20211121_154158.jpg, 20211128_133822.jpg

Re-evaluation of the County's stormwater standards, guides, and code to include climate but mainly to address Infill development, a case presented as follows:

Letter of opposition to the proposed Bhagya Village development
6711 Cipriano Road, Lanham, Maryland 20706, Case Nos. SE-4749 and DDS-627

This example of a typical 1966 vintage PG modest single family neighborhood pales in comparison to a similar vintage Montgomery County neighborhood built to a more environmental standard where sewer and watershed right of ways were managed together,

Subject: Re: County's past stormwater standards, guides are NOT equal to surrounding Counties

From: David Brace [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 10:45:46 AM GMT-05:00

Date Received: Wednesday, December 1, 2021 10:46:06 AM GMT-05:00

Attachments: 20211121_154158.jpg, 20211128_133822.jpg

As per our Telephone conversation, Nov. 22
ATTN: Mary Abe

Prince George's County Department of the Environment, Climate Action Plan - 1801 McCormick Drive,
Suite 500, Largo, MD 20774

Part of the Watershed comparison was Montgomery County's Cabin John Trail which Washington Suburban Sanitary and Maryland Park and Planning pieced together a greenway from abandoned Stone Quarries and Construction sites I once played in during 1970s with Regional Parkland.

[CabinJohnSVU_p1 \(vhtrc.org\)](http://vhtrc.org)

Subject: The 800lb Elephant never addressed by PG COUNTY CLIMATE ACTION COMMISSION

From: David Brace [REDACTED]

To: climateaction@co.pg.md.us

Cc: MAbe@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 11:35:15 AM GMT-05:00

Date Received: Wednesday, December 1, 2021 11:35:28 AM GMT-05:00

[Blue Plains Advanced Wastewater Treatment Plant | The EPA Blog](#)

[Blue Plains](#) is the largest treatment plant of its kind in the world. It's known globally for its innovative research.

The tour starts at the point where 1,800 miles of pipes bring both raw sewage and stormwater into the plant from D.C., Maryland, and Virginia. The first step screens and removes grit. Then the wastewater moves through primary and secondary treatment. Primary treatment is a physical process that removes floating materials, while secondary treatment is a biological process that removes organic matter. And while [most treatment plants](#) stop after primary and secondary treatment, the advanced system at Blue Plains continues the process to remove nitrogen and phosphorous that can hurt local waterways. The treated water then passes through filters and is disinfected before flowing into the Potomac River.

Blue Plains in 2014 began constructing an anaerobic digestion facility and a thermal hydrolysis process to further treat the solids that are removed in the treatment process. The digesters will produce Methane gas which is typically burned off to lower its environmental Greenhouse gas potential 75% to the level of CO₂.

The potential exists to produce enough biogas to generate 10 megawatts of electricity: enough to provide one-third of the plant's own power requirements. The thermal hydrolysis process will create "Class A" biosolids that can be safely applied to land as a fertilizer.

[DC Water](#) is also working to improve treatment of its "combined sewer system," meaning that storm water and wastewater come together when it rains. A massive tunneling project called "the Clean Rivers Project" will capture excess flows.

Currently, many of these combined sewers become overloaded during storms and raw sewage overflows into local rivers. When the tunnel system is complete in 2025, most of these excess flows will be captured and conveyed to Blue Plains for treatment. As a result, DC Water expects to reduce overflows by 96 percent.

Unfortunately this huge sewage storage reservoir will also function as a low grade anaerobic digestion facility which will require venting of a low grade methane laden gas not combustible without support fuels.

I have extensive engineering work in Central Power Plants and the surrounding Federal Government agencies that border this sewage plant. The odors from Blue Plains have in the past been bad and I choose to avoid working near it.

Subject: FW: For those who don't believe in global warming®
From: Leo Brusco [REDACTED]
To: climateaction@co.pg.md.us
Cc: MAbe@co.pg.md.us
Date Sent: Tuesday, November 23, 2021 10:26:28 PM GMT-05:00
Date Received: Tuesday, November 23, 2021 10:26:39 PM GMT-05:00

Have Many Great Years. Leo Brusco, SIOR [REDACTED] LandCommercial.com SINCE 1974
WARNING! A MUST READ

The Arctic Ocean is warming up, icebergs are growing scarcer and in some places, the seals are finding the water too hot according to a report to the Commerce Department yesterday from the Consulate at Bergen, Norway.

Reports from fishermen, seal hunters, and explorers all point to a radical change in climate conditions and hitherto unheard of temperatures in the Arctic zone.

Exploration expeditions report that scarcely any ice has been met as far north as 81 degrees 29 minutes.

Soundings to a depth of 3,100 meters showed the gulf stream still very warm. Great masses of ice have been replaced by moraines of earth and stones, the report continued, while at many points well known glaciers have entirely disappeared.

Very few seals and no white fish are found in the eastern Arctic, while vast shoals of herring and smelts which have never before ventured so far north are being encountered in the old seal fishing grounds.

Within a few years, it is predicted that due to the ice melt the sea will rise and make most coast cities uninhabitable.

I must apologize. I neglected to mention that this report was from November 2, 1922, as reported by the AP and published in The Washington Post about 99 years ago. This must have been caused by the Model T Ford's emissions or possibly from horse and cattle farts.

"Spend 80% of your time focusing on the opportunities of tomorrow rather than the problems of yesterday.

Subject: Suggestion: Climate Action Plan Meeting

From: Evette Conwell [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Tuesday, November 30, 2021 7:56:27 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 7:56:39 PM GMT-05:00

Dear Madam/Sir,

Here are some suggestions for Climate Action Plan.

- 1) Mandate all new homes in 2023 have electrical pack to support an electric vehicle.
- 2) Concerted effort to rework existing communities with safe areas for walking, jogging, and conversing outside. Ball fields or other types depending on community needs.
- 3) Plan to reduce residential taxes in exchange that the community is kept clean for 1 year and no litter pickup are required. Pass the savings back to the community. If this work, this would be a win-win for all.
- 4) Provide solar panel educational sessions.
 - a. All school should be equipped with solar panels to help reduce cost.
 - b. Solar panel installation and maintenance should be a curriculum in schools, at least in trade schools.
 - c. All county building should be equipped with solar panels.
 - d. Mandate all new homes offer solar panels as an option in 2023 and by 2025 mandatory.
 - e. All apartment complexes given incentive to get solar panels.
 - f. Extend solar panel incentives for homeowners.
- 5) 3 type of refuge:
 - a. Trash
 - b. Recycle
 - c. Garage –food scraps and yard waste
- 6) Offer more classes on composting and gardening.
- 7) Charge for plastic bags, encourage reusable bags.
- 8) Bring back the Milk man or something similar. Food deliveries are a part of our community. Encourage restaurant to use reusable containers. Patrons would have to bring them back clean.
- 9) Start paying for returned cleaned glassware /bottles.
- 10) Kids should be able to walk to school safely. Put in the infrastructure to make this happen. There will be less buses. Kids get exercise. Hire more crossing guards or safety monitors.

Kind regards,
Evette Conwell

Subject: PG County Climate Action Plan
From: Christine Frazier [REDACTED]
To: Abe, Mary <MAbe@co.pg.md.us>
Date Sent: Sunday, November 28, 2021 6:12 PM GMT-05:00
Date Received: Tuesday, November 30, 2021 9:24:39 PM GMT-05:00

Good Evening Mary,

I hope you and yours had a happy and safe Thanksgiving. As I was reading the Climate Action Plan and was preparing my comments, I referred to my notes taken at last Tuesday's virtual meeting.

I noticed there were a few things I did not see in the plan that was mentioned on the call:

1. Will the County provide resources to residents who are looking to mitigate floods on their property? There are local jurisdictions that are providing grants to assist with this and the County Rain Check Rebate Program through the Chesapeake Bay Trust is not an option for everyone to resolve flooding.
2. Does the County have a repository of contractors that know of this proposed plan that can assist residents with their unique challenges? Will the County provide a listing of contractors that residents can use to make their homes more green (electrical, plumbing, siding, windows, roofing, etc); contractors that are "green" certified?
3. Will the RAG (Resident Advisory Group) take place in the implementation of the Plan? As mentioned on the call, some municipalities are lacking in enforcement.
4. Are there any incentives to homeowners to take part in the plan?
5. Will there be a change to the permitting process as the new changes are adopted?

If you have responses, I would appreciate it. If not, I will include these in my comments.

Thank you,

Christine Frazier

Sent from Mail for Windows

Subject: Adopt the climate action plan
From: John Mason [REDACTED]
To: climateaction@co.pg.md.us
Date Sent: Monday, November 29, 2021 6:10:31 PM GMT-05:00
Date Received: Monday, November 29, 2021 6:10:50 PM GMT-05:00

County Council,

We (John Mason & Elizabeth Gaines) reside at [REDACTED] Greenbelt, MD. 20770.

We want the County Executive and the County Council to adopt and implement the climate action plan.

Thank you.
John Mason & Elizabeth Gaines

--

Mobile - [REDACTED]

[REDACTED]

Subject: Please accept my endorsement for the Climate Action Plan

From: Denise Hamler [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Tuesday, November 30, 2021 8:56:56 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 8:57:14 PM GMT-05:00

Dear staff and members of committee,

It is past time to address the impacts of climate change and to immediately implement polices and procedures that move us in Prince George's County - Maryland - planet Earth to a more sustainable future.

I support the plan and look forward to working in the county to bring us to a better future.

All the best in your work,

Denise Hamler

[REDACTED] [REDACTED] Cottage City

Subject: Climate Action Plan

From: X Harcourt [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Thursday, November 25, 2021 10:12:01 AM GMT-05:00

Date Received: Thursday, November 25, 2021 10:12:10 AM GMT-05:00

Good morning,

I would ask that the Council adopt the Climate Action Plan to ensure our County is ahead of this issue by incorporating innovative ideas and solutions to this pressing matter.

All my best,

Commissioner Xander Harcourt
City of District Heights

Sent from my iPhone

Subject: Response to PGC Draft Climate Action Plan
From: Ruth Ann Hess [REDACTED]
To: climateaction@co.pg.md.us
Date Sent: Thursday, November 4, 2021 8:42:00 PM GMT-04:00
Date Received: Thursday, November 4, 2021 8:42:16 PM GMT-04:00

Greetings all,

I am excited to see this vision for PGC to become a role model in transitioning to a low carbon resilient future. Natural habitat loss/destruction has long been a concern for me and at times overwhelms me with grief. It gives me hope to know that there are those in the county who take this seriously and want to make it a priority. The quote from Nithin Gudderra on page 2 really, eloquently, says it all. We truly are on the brink of reaching a point of no return when it comes to the consequences of climate change, with devastating consequences for future generations. Yes, Nithin, I do care.

At this time, my comments are primarily related to stated goals to increase energy efficiency and to reduce automobile dependency. I have not owned a car for 20+ years. Most of that time I lived in DC where, granted, it is easier to live car-free. My transition to PGC three years ago opened my eyes to things I took for granted. It has been more challenging to remain car-free, but I am committed to my one-less-car contribution to the environment. I believe my experiences can provide some insights for you from one county resident trying to live, work, and enjoy our county with less of a carbon footprint. Likewise, some of my observations may help your efforts to reduce carbon emissions 50% below 2005 levels by 2030 in ways that are both feasible and actionable.

Three years ago I moved to the Kendal Collington senior community located on Lottsford Road in Mitchellville, MD. At that time, they offered hourly shuttle service runs to the Metro. That service and the beautiful setting with ample woods and trails were the primary reason I chose to move there. During the pandemic, shuttle service was cut and drivers let go. I was forced to increase use of both my bike and The Bus. Some shuttle service has resumed now, but not nearly as frequent as before, and I get the feeling they will never go back to that. I rely on my bike or The Bus to commute to Metro to get to work and to run errands.

Some of the roads I travel have bike lanes, which are great! Thank you! It is more comfortable for me and for the cars passing by. Other times I am on streets without bike lanes and despite signs or pavement markings cautioning drivers to "share the road with bikes," it's not uncommon to hear obscenities shouted at me, angry "Get off the road!" commands, or even get buzzed by cars purposefully passing in close proximity to scare me. I marvel that streets in DC were much busier, but I felt safer. Maybe bikes were more of a presence there and drivers were more used to them. I don't know, but my experience in the suburbs has been much less friendly. It feels like bikes on the road are still demonized around here. In keeping with page 75 in the Part VI, Taking Action section, I strongly encourage you to push for more bike lanes on both existing and new roads. I have biked for many years and have thick skin, so I can blow off some of the ignorant behaviors, but the lack of separate lanes could be a big barrier for people who might otherwise consider reducing their carbon footprint with more bike travel.

A couple of other barriers I've faced connected to bike travel are related to traffic light sensitivity and a lack of places to lock my bike in shopping areas. I often notice that if I arrive at a stoplight and there are no cars present going the direction I want to go, I will sit through cycle after cycle of light changes

without ever getting the green for the direction I want to go. At that point, I either take my chances and run the red or limp my way over to an adjacent sidewalk to push for a pedestrian crossing signal. My guess is that bikes don't trigger something in the system. It would be safer and more convenient to have that threshold adjusted to capture the presence of bikes. Another issue I face when erranding, is a lack of bike racks to secure my bike in public shopping areas. (Kettering is an example.) I end up locking my bike to a sign post or railing, neither of which is intended for that purpose and can create other safety issues. Again, when investing in infrastructure to encourage non-motorized travel, these are simple fix considerations that can make a big difference.

Your report mentions continued expansion of bus service, and I applaud this. In my experience, I've found long waits between buses and frustration when buses are unexpectedly pulled out of service with no way for the consumer to know. I haven't had success using PG Connect to get live status updates. Last time, after waiting an extended time for a bus that didn't show, I called to check on the status. They told me it wasn't running and that the only way for people to know that is to call them. This is inefficient and maddening. At many stops there isn't any place to even sit down and extended waits are difficult. Likewise, the bus I rely on only runs during the week.

Weekend service is non-existent. Infrastructure improvements to physical bus stops, online tracking/updates, service reliability and expansion could all encourage more people to consider taking the bus instead of driving.

One big factor that made it possible for me to even consider going car-less years ago was a strong presence of car sharing options in the District. I seldom had to go more than a few blocks to find access to Zip Car or other car-share options when I needed access to a car. I've found some of that in PGC, but options are few and far between. Whether you use existing programs or initiate your own green car sharing fleet as part of the county infrastructure, greater access to car sharing options could encourage more people to move away from the mindset of dependence on a personal car for everything. Having access to wheels when you need to haul big loads or go longer distances gives peace-of-mind and makes that transition easier. Moreover, when multiple people share a vehicle it reduces the number of cars on the road.

Another area I want to address is related to Reducing Greenhouse Gas Emissions, as mentioned on page 63 of the draft report. I see lots of attention given to decarbonizing the electricity grid and expanding the use of electric vehicles for the county, which is wonderful. All of that is huge. However, I don't see any mention of reducing emissions from gas powered lawn equipment.

Mowers, blowers and other lawn equipment are less efficient and create proportionately more pollution than cars. Sadly, in the community where I live, the blowers and mowers are going all the time, creating both noise and air pollution. PGC could lead by example by transitioning to non-gas options for their own offices. Ultimately, requiring this transition for everyone in the community can make a huge difference in gas emissions and bring the county closer to reaching their overall carbon reduction goals. The District and Montgomery County have both already taken action to ban gas powered blowers and I hope PGC will likewise consider the benefits of transitioning away from gas powered lawn equipment in their planning.

I love your vision for reducing sprawl, for creating walkable/bikeable communities, and making the Plan 2035 growth management goals a reality. It can't come too soon. Close to where I live, I see recent wholesale clearing of vast swaths of trees and vegetation near Woodmore Town Center for new

development. There doesn't appear to be any consideration given for how that affects area wildlife or toxic storm runoff into the watershed, or even basic community aesthetics. In our senior community there are plans underway to build more housing which will reduce the natural habitat that attracted so many of us to move here in the first place. I wish I had confidence that they would incorporate green building practices, but I don't. Whatever you can do to incentivize environmentally conscious development and bring real world practices into closer alignment with county policy will be critical to the long term success of this entire vision.

Thank you for this opportunity to comment on your draft report. I look forward to seeing the vision become reality.

Ruth Ann Hess [REDACTED] Lottsford Road

[REDACTED]

Mitchellville, MD 20721

[REDACTED] (Mobile)

[REDACTED] (Hm)

--

Darkness cannot drive out darkness; only light can do that. Hate cannot drive out hate; only love can do that.

Martin Luther King, Jr.

Subject: Comments for Climate Action Plan

From: Alex Hirtle [REDACTED]

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Date Sent: Wednesday, December 1, 2021 2:24:12 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 2:24:18 PM GMT-05:00

As the proposed Climate Action Plan stands, it is a good document for GHG reduction and mitigating environmental concerns like stormwater management and flooding. I would like to propose, though, that the Plan needs to have more emphasis on shorter term, more practical working items that can be accomplished within the next few years to reduce the urban heat effect that occurs in so many urban areas of the County.

One policy that needs to be emphasized either through requirements or incentives is white or cool impervious surface implementation. For example, most roofs, streets, parking lots, and other impervious surfaces are of a dark color, often black asphalt or a dark tar/petroleum material. This attracts heats and adds to the heat island effect that occurs on too many days during the warm months of the year.

The County could put into place incentives and requirements for builders, remodelers, and construction companies to install or convert these current surfaces to white or cool surfaces. For example: black asphalt streets could be converted to white asphalt streets when they are re-paved; if feasible, asphalt streets replaced with concrete streets; black roofs converted to cool white roofs; black asphalt parking lots and surfaces replaced by cool white asphalt surfaces; black asphalt sidewalks and pedestrian paths converted to cool white concrete surfaces.

Thanks for your consideration.

Alex Hirtle
Riverdale Park, MD.

Subject: PG Climate Action

From: Douglas Igelsrud [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Tuesday, November 16, 2021 9:55:58 AM GMT-05:00

Date Received: Tuesday, November 16, 2021 9:56:06 AM GMT-05:00

Please adopt and implement PG county's Climate Action Plan,

This is a critical moment,

Douglas Igelsrud

Subject: PG Co Climate Action Plan

From: [REDACTED]

To: climateaction@co.pg.md.us **Cc:** 'Gary Allen' via Prince George's Environment Forum" <prince-georges-environment-forum@googlegroups.com>, [REDACTED]

Date Sent: Monday, November 15, 2021 11:58:02 AM GMT-05:00

Date Received: Monday, November 15, 2021 11:58:31 AM GMT-05:00

Please adopt the plan as a basis for county action and implementation.

Thanks

Marc and Laurel Imlay

[REDACTED]

Hyattsville MD.

This email has been checked for viruses by Avast antivirus software. www.avast.com

Subject: Recommendations regarding climate shift
From: [REDACTED]
To: climateaction@co.pg.md.us
Date Sent: Monday, November 15, 2021 8:12:03 AM GMT-05:00
Date Received: Monday, November 15, 2021 8:12:17 AM GMT-05:00

1. The requirement of a comprehensive EIS (Environmental Impact Statement) by developers and county on all construction projects that exceeds more than 30,000 square ft.
2. Elimination of the tree credits when deforesting land and making it a requirement to replace as many trees as possible within in a 1 mile radius
3. Replacement of all school diesel school buses with electric by 2026.
4. Requirement by the county to inspect and clean out sewer systems once every three (3) years
5. More county solar installation incentives for homeowners

Herbert Jones
Member of the Alliance for Greater County Transparency and President of the Tantallon North Area Civic Association

Sent from my iPhone

Subject: Re: Recommendations regarding climate shift
From: [REDACTED]
To: Climate Action <climateaction@co.pg.md.us>
Date Sent: Monday, November 15, 2021 4:40:42 PM GMT-05:00
Date Received: Monday, November 15, 2021 4:41:10 PM GMT-05:00

I'm in full support of the CAP recommendations, but I wanted to make sure the issues that are important to the community I represent are included .

Sent from my iPhone

Subject: Need for an Environmental Impact Statement (EIS)
From: [REDACTED]
To: climateaction@co.pg.md.us
Cc: Janet Gingold [REDACTED]
Date Sent: Wednesday, December 1, 2021 7:54:53 PM GMT-05:00
Date Received: Wednesday, December 1, 2021 7:55:06 PM GMT-05:00

Based on decades of over Development and the impact it has had on residential homeowners and small business I'm requesting the need to have it made mandatory for any development both private and county sponsored that exceeds 2 million dollars cost, be required to provide an EIS, subject to at least two public hearing held jointly by the appropriate PG County Council Oversight Committee in conjunction with the office of the Environment.

There seems not to be a very comprehensive review required by the County and as a result there has been several catastrophic issues dealing with homes sliding down hills, flooding, major road erosions and communities have to fight Amazon Corporations proposal to build a warehouse the size of four football fields in a residential community.

Herbert H. Jones
Member of the Alliance for Greater County Transparency

[REDACTED]

Sent from my iPhone

Subject: Climate Change Plan Review.

From: Antoine Lanier [REDACTED]

To: Crooms, Andrea L <ACrooms@co.pg.md.us> **Cc:** Abe, Mary <MAbe@co.pg.md.us>

Date Sent: Tuesday, November 16, 2021 11:40 AM GMT-05:00

Goodevening Mrs . Crooms, I have taken the time to take a look at the (Climate Change Plan). I would like to first (Thank) all the individual who work on putting this plan together for our county and most importantly for our Environment as a whole. I think it is a very good plan with a lot of potential to be something positive we must have a all hands on deck with our individual agencies within the county well as getting our residents involved with this plan. I will be mentioning a few things that will be a big help to this plan as some personal recommendations I think will help as well that stand out to me .

1.) Organics: I think as a county we do a great job with our (Yard Waste and Organics) program. I would love to see us continue to pull more (Food Waste) out of our landfill with is a big contributor to Climate Change). We must in the near future get our business involved with our (Organics) programs we have some big facilities in this County who produce a lot of organic such as hospitals, produce companies, grocery stores, etc. We must continue to keep (Yard Waste) out of the landfill as well and that start with continue educating our residents and businesses and most importantly (holding our contractors) accountable as well!

LEEDS Program: I think we should start getting our business involved such as given them a grade on how much materials they recycle while building there businesses in the County building all environmental friendly buildings. I think maybe that would encourage them to do more recycling well give them some type of incentive for building a (LEED Building). I think such things as green roofs and encourage businesses to do better on how they manage there waste and other things that affect our climate.

Green Infrastructure: I know as we continue to grow as a county we must look to plant more trees within our county instead of chopping them down trees help us a lot with climate change they clean the air and most importantly they look so nice when they are maintained properly. The planting of trees which the county does already in residential neighborhoods, we need to encourage that more within the county! Green Roof Tops within the county as well.

Trash and recycling: I hope as we now start this climate change plan we look at our ability to recycle more than throw away which lands in our landfill. I hope as a county we continue to educate and promote recycling programs. I think so much of what we throw away can be recycled. We must continue to reach our residents and our business to play there part in making our climate better for everyone. We all can do one thing that will makes things better for us as whole. Giving waste a second chance !

Clean Transportation: I see within the County several agencies have now gotten some (Electric Vehicles) such as our county bus services (The Bus) and other agencies such as (DPIE) . We even have some facilities maintenance trucks who use (Propane) whic is at two County fueling site such as Darcy rd fuel pad and North Forest edge fuel site. I think going to cleaner fuel will help a very big way I know we will not be able to do the whole fleet in all the agencies, but it is great start and it is nice we have started in that direction.

Flooding: I think we all know in this county we have several area that flood when we have substantial rain storms . I think we must invest in the infrastructure to address these issues soon we are washing a lot of soil and brush and trash down our streams and drainage systems we all know about (Upper

Marlboro Area (Western Branch Creek Area) by the County Court House) and other area of flooding. Our streams and drainage system must be addressed because this affect our (Climate Change) as well.

Solar Panels: I think we should look into more (Solar Panels) at County own building such as the new County executive office has them outside where they park there cars .

I hope something that was mention maybe something to bring a thought to the people involved with making the climate change plan . We must remember we can all make an effect on (Climate Change) every day in our daily lives.

Sincerely, Mr. Lanier. Environmental Ambassador.

Sent from my iPhone

[An Action Plan for Solving Our Climate Crisis Now \(Attachment\)](#)

Subject: Comments on Climate Action Plan 2021 Priority Recommendation M-10

From: Beth LeaMond [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Monday, November 22, 2021 2:00:14 PM GMT-05:00

Date Received: Monday, November 22, 2021 2:00:43 PM GMT-05:00

I read the sections about Priority Recommendations to Expand County Waste Reduction and Diversion Efforts.

I support residential curbside food scrap collection, and commercial food scrap collection, however this is extremely expensive and not always appropriate. It should be combined with other more community based collection efforts and local composting efforts that don't involve transporting material to the County Organics Composting Facility (costs of transport and carbon emissions involved with transport) and that remove the resource from the community. There are many options that could be explored and developed and incorporated into a plan that supplements the curbside pickup plan. I realize that not everyone wants to get out there and turn compost and that is completely understandable - but there are opportunities for mechanized (not requiring wielding a pitchfork, using a loader or skid steer) composting using "in-vessel" compost systems that would create local jobs and that do not produce odor or attract rodents, and that would be operated by trained and licensed personnel. Also, you should consider voluntary drop off options (to supplement curbside collection) in neighborhoods so that the waste stream is cleaner than it would be for curbside pickup (only organics and no diapers or other mistake material) and cost of curbside pick up is reduced. Many people WANT an easy option for composting, they understand the idea and it is intuitive, and they WANT to participate, so a voluntary option would be adopted by many people and it creates a community feeling. For example - voluntary drop off locations in a "trash room" of a community center (or a shed), or at a farmers market, or at the end of a neighborhood block, or at the mall can be a great option (this is done in Italy for example). This would be a secure large container that was emptied on a schedule where people drop off their compostable material every week as part of their shopping routine or as part of their daily walk around the neighborhood. This would be controlled and would not be allowed to be a vessel that would become contaminated with other trash. Since it would be voluntary, it would be people who are interested in disposing of their trash correctly and the waste stream would be cleaner. Examples of drop-offs at farmers markets in DC show that this is a good option. this is low cost low hanging fruit and it should be incorporated into the plan.

Thinking of food waste and other compostables as trash that goes to the large facility is thinking of it the same way as we think of trash that goes to the landfill. Compostable material needs to be thought of as a resource that can be transformed to a product that is valuable to communities. Gardeners and farmers go nuts when they see good compost. Buying the charred low quality compost that comes from the County Organics Recycling Facility (in plastic bags) is better than nothing but there are other options that need to be explored and developed. This plan has not explored those options at all. We need a task force to look at a complete Organics Recycling Plan that includes a distributed network of composting scales and systems, including local scale in- vessel composting, on-farm composting, and including voluntary drop off points for compostable material.

I support passing extended producer responsibility legislation.

I support a "bottle bill", it has been shown to be the most effective way to control certain parts of the waste stream.

Thank you for considering my comments, Sincerely,
Carolyn (Beth) LeaMond
Greenbelt, MD

Subject: Comment on the Climate Action Plan

From: Danny Lewis [REDACTED]

To: ClimateAction@co.pg.md.us

Date Sent: Tuesday, November 30, 2021 10:07:09 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 10:07:28 PM GMT-05:00

I am pleased to see that in Area 2, recommendation M-10 involves expanding county waste reduction and diversion efforts, including composting. However, composting takes place at many scales, and M-10 concentrates on the County Organics Composting Facility (OCF) almost to exclusion of more local options. Smaller-scale composting reduces the distance material must be hauled to the composting site and from that site to where it will be used, reducing the greenhouse gas production associated with those movements. Smaller-scale composting also produces fewer of the negative effects identified in the Equity Considerations section of M-10.

One type of smaller-scale composting takes place on farms, where waste products such as manure are converted to a valuable resource that can often be used right where it is produced. Priority recommendation A-10 in the Land Use appendix is to “Promote a healthy food system supported by low-carbon, regenerative agricultural practices” but composting is rarely mentioned. Implementation step 1 of A-10 is to develop partnerships aimed at several goals, including carbon sequestration. Supporting farmers’ use of composting would promote carbon sequestration. Implementation 3b recommends revising Prince George’s county ordinances and it does mention composting, but mainly in the context of community gardens. Another useful revision would be to revise the way nitrogen in organic sources, such as compost, is incorporated into a farm’s nitrogen budget. Nitrogen in compost is released much more slowly than that in chemical fertilizers, and produces much less nitrogen runoff, so it contributes much less to nitrogen pollution to the Chesapeake Bay and other waterways.

Thank you,

Danny Lewis

[REDACTED]
Greenbelt, MD 20770
[REDACTED]

Subject: Adopt and Implement the Climate Action Plan

From: [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Thursday, November 25, 2021 6:55:57 PM GMT-05:00

Date Received: Thursday, November 25, 2021 6:56:04 PM GMT-05:00

Dear Prince George's County Council,

I am very pleased that there is a newly developed thorough Climate Action Plan for the county, and I sincerely hope that you will take it seriously and adopt and implement it in the near future.

Many of us in Greenbelt have been working hard to implement many of the areas of focus that this Climate Action Plan proposes, including energy efficiency and renewable energy in our building sector, electric vehicles (EV) and associated EV charging infrastructure, recycling and composting, tree canopy maintenance and growth, sustainable land care, and stormwater management.

Greenbelt does not have the resources, and often not the authority to implement improvements, since this resides within the purview of Prince George's County government. We hope you will be more flexible in allowing local governments to press ahead in mitigating the effects of climate change and make it easier for us by listening to our concerns. For example, we have many gas stations lining Greenbelt Road. We fought against another one proposed by Royal Farms; the county ignored requests from many Greenbelters and the Greenbelt City Council to not approve this development. We need more EV infrastructure, not more developments that will soon be stranded assets and eyesores in our community.

As I mentioned at a previous town hall meeting discussing the CAP, Prince George's County needs to beef up and improve its code department to make it easier for us citizens and local governments to get county approval to move ahead with sustainable projects, such as solar projects, and not have to wait long periods to receive county approval.

And as the CAP states, we need to take bold actions. Technologies, processes, and programs are constantly changing and improving, and Prince George's County should empower groups, universities, and local governments to test pilot programs and technologies that are at the forefront of sustainability and that offer tremendous potential to help us reign in climate change.

I urge you all to adopt and implement this Climate Action Plan as soon as possible, and allocate sufficient funds to undertake what is needed before the adverse effects of climate change become uncontrollable and irreversible.

Sincerely,

John R. Lippert

Chair, Greenbelt Advisory Committee on Environmental Sustainability (Green ACES) Chair,
Greenbelt Green Team Member,
Greenbelt Electric Vehicle Infrastructure Planning Group Member,
Electric Vehicle Association of Greater Washington, DC (EVADC) 30 Ridge Road, Unit A
Greenbelt, MD 20770

Subject: Climate Action Plan (CAP) Comments

From: [REDACTED]

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Cc: [REDACTED]

Date Sent: Friday, November 26, 2021 5:06:48 PM GMT-05:00

Date Received: Friday, November 26, 2021 5:07:01 PM GMT-05:00

Greetings:

I am a longtime County resident and voter. I have participated in several ZOOM-type meetings and at the recent public review at Surrattsville High School. (Your staff was very knowledgeable and allowed everyone to speak and ask questions. Thank you.)

I am representing both the Fort Washington Forest/Forest Knolls Neighborhood Association and my church "Green Team" in Oxon Hill, Maryland. Note: This year, Pope Francis requested each church/parish to organize "Green Teams" to make quantifiable 5-year improvements to reduce our impact on the environment, thus to "Act Local, Think Global."

The following are the three (3) comments/concerns that I made at the public review. (They requested that I also send comments.)

(1) County Inspections with Bad Consequences: I know that our County has resources to help individuals, businesses, and non-profit organizations to inspect and provide recommendations with both safety and environmental improvements. Thank you. People are concerned that if they invite your inspectors to assist with one issue that is funded (for example, storm-water runoff and erosion reduction) that the inspectors will discover something totally unrelated, which must be upgraded before the original plan is approved. Our church has had bad experience. The inspectors came for the final inspection of our new bathrooms. In the process, they found that our outdoor handicapped parking spaces (which met earlier requirements) were no longer "up to code." We had to make changes outside before the County would come back to inspect both the bathrooms and parking. As a result of this "unexpected problem" and Time of the Virus personnel issues, the use of these much needed bathrooms were delayed several months, and increased cost. I know of other people who have had similar experiences. PLEASE: Be reasonable. If people hear more about these unintended cost/time delays, they will not volunteer.

(2) Good Intension Actions have Consequences: As people install renewable energy and food production projects, let us take caution to not become the Daniel Synders' of the County. In other words, strip cutting down many 50-foot trees to accommodate solar panels and replacing them with 5-foot trees kind of defeats the purpose of clean-air programs. PLEASE: Use common sense.

(3) Development Mixed with Public Transportation: Our County is the last "affordable" County in the DVM. (Some people think that is bad and racially motivated. Whatever the reason, middle-class families can still afford to buy a single-family or townhouse here, not in Virginia or Montgomery which are double the price for the same square feet.) However, as the County develops corridors such as Indian Head, Route 301, and Pennsylvania Avenue, allowing mega-townhouse complexes to be built, we must consider public transportation to reduce overall traffic. This may mean paying to expand METRO (or County alternative) and creating "bus lanes" to encourage use to at least get them to a METRO RAIL

Station. The expansion of homes with cars (even hybrid) will be counter-productive to clean air and congestion. PLEASE: Include public transportation before massive expansion.

(3A) METRO RAIL Expansion on the GREEN LINE: In a related comment, the GREEN LINE must be expanded further south several miles (south of the Beltway) to accommodate expansion and ease traffic congestion. It made no sense to have final METRO stops inside the Beltway in our County, yet, it is outside the BELTWAY in VA and Montgomery...ever notice this? Discriminatory.

Thank you for your consideration. Hope to continue to be part of your public Team as we move forward on this critical journey.

V/R,

Gregory D. Mathis

[REDACTED]

Fort Washington, MARYland 20744-2966

[REDACTED] home

Subject: PG CAP comments

From: Ken McCaughey [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Tuesday, November 30, 2021 2:29:20 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 2:29:41 PM GMT-05:00

Attachments: PG_CAP_comments KenMcCaughey_20211130.pdf,bikepark.pdf,bikerackstandards.pdf,EssentialsofBikeParking_FINAL.pdf

ATTN: Mary Abe,

Attached are my comments to the Climate Action Plan (CAP). There are a lot of good things in the plan and overall it is a good plan. I strongly believe there are some significant missing pieces.

File PG_CAP_comments KenMcCaughey_20211130.pdf contains my comments. The remaining documents are supporting documents on how to improve bicycle parking to help reduce VMT.

Thank you for the opportunity to provide comments. Feel free to reach out to me for any clarifications.

Respectfully,

--

Ken McCaughey
Bowie, MD

To: Prince George's County Department of the Environment
ATTN: Mary Abe

Subject: Comments to the Prince George's County Climate Action Plan, November 1, 2021 Draft

The Prince George's County Climate Action Plan (CAP) has a good set of goals but is lacking in places. As the report states, a significant portion of the County's greenhouse gas emissions are from the transportation sector. While it is good to be going electric with regards to cars or teleworking, that is insufficient. In a number of places the report includes language regarding the reduction of Vehicle Miles Traveled (VMT). Nearly half of all car trips are on the order of two miles. This is within the range of walking and bicycling. I think there are many ways the County can increase the mode share of walking and biking and reduce VMT by automobiles. On Page 75 mentions a lot of good strategies, including walking and biking. The document fails to adequately incorporate them into this plan.

My wife and I do not choose a car first for every trip. We will walk or bicycle depending on a number of factors. (In fact, Page vi of the CAP shows my bike trailer at Bowie Green Expo 2018.) Over many years this has exposed a number of barriers to making walking or bicycling more desirable than driving. People need to see they have viable options from which to choose and hopefully give them a try. Overcoming barriers may help foster the desired effects within the County to reduce VMT. Below I will highlight some issues we have observed and offer some recommendations on what the County could do to be more effective in reducing VMT.

In general, the barriers to walking and biking in order of importance are; safe access (walking and biking), safe and secure place to park a bike, distance, the ability to carry stuff, weather and terrain. The County cannot address all of these, but I believe they can impact the first two, and most important, barriers. The CAP as written does little to identify and address these barriers.

Safely moving around on foot is very important. Sidewalks help, but are often missing in key locations, or are undersized. For example in Bowie, how do you walk from the sidewalk on MD197 into Bowie Plaza to the storefronts? The answer is through the landscaping, jumping over the drainage ditch, or walking in the driveways with the cars. I have personally witnessed a motorized wheel chair navigate the driveway with car traffic present. This is just one example I am most familiar with. If you build only for cars, you only get cars. This could be fixed with 20 feet of sidewalk. This plan needs to be thinking about how to address things like this so people can choose not to drive.

There are challenges in crossing major roads leading to commercial locations. For example in Bowie, walking from Free State to Market Place requires crossing MD450. This involves crossing three signalized crosswalks and a total of 12 lanes of traffic. This is slow and has unnecessary exposure to a safety risk (# of lanes). If you have to press a "beg button" to get a rather short walk cycle light (much shorter than for cars) the inconvenience is amplified. This is what leads to jaywalking and other unsafe behavior, or driving instead. One should be able to cross at one light. In areas near commercial destinations there should be an automatic walk cycle and it should be as long as possible. I realize the County does not control all of these traffic control devices, but the plan should call out these changes.

Bicycling can be part of a VMT reduction plan. Safely moving around by bicycle is a different matter. It takes some training and experience to feel confident and safe riding on the road. Bicycling needs to be treated as a valid mode of transportation. The County could sponsor safe biking programs, perhaps with some collaboration with the Washington Area Bicycle Association (WABA). The County, at a minimum, could have links on its web page to safe bicycling resources. Participation in Bike to Work Day (week and month) are other opportunities to promote safety for bicyclists and drivers.

Bicycling infrastructure also needs to be addressed. There are many unconnected trail segments throughout the county. These need to be connected to facilitate using a bicycle as transportation to be able to somewhere. These are not always big high dollar projects. This plan does not address this.

Bicycling for transportation only works if there is bicycle parking at your destination. To quote the Bicycle Parking Guidelines, 2nd Edition, A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals (APBP), Page 1-1:

One of the most common obstacles for bicyclists is the lack of bicycle parking at their destination. At the most basic level, bicycle parking encourages people to ride, but it also has some specific benefits, even for non-cyclists:

- *Bicycle parking is good for business. Bicycle racks provide additional parking spaces which customers can use to patronize local businesses. Bicycle racks not only invite cyclists in, but they announce to potential cyclist and non-cyclist customers alike that the business supports sustainable values, an increasingly important factor for many consumers.*
- *Designated, well-designed parking promotes a more orderly streetscape and preserves the pedestrian right of way:*
 - *It presents a more orderly appearance for buildings.*
 - *It prevents damage to trees and street furniture.*
 - *It keeps bicycles from falling over and blocking the sidewalk.*
- *Bicycle parking helps legitimize cycling as a transportation mode by providing parking opportunities equal to motorized modes.*

Why would I bike to a store where there is no place to park? Bike parking is sporadic and inconsistent in the County. Let me illustrate this with my experiences in Bowie. There is good, “nice try”, bad, and non-existent flavors of bike parking in Bowie. There is good bike parking at Hilltop Plaza (i.e. outside MOMS). There is “nice try” parking at Harris Teeter (bike rack is positioned too close the cart rack to use properly). There is bad parking at Free State at Giant (“wheel bender” rack sized for children’s bikes, uncovered, moves around, sometimes access to it is blocked, and currently placed where the employees take a smoke break). Bike parking is non-existent at Bowie Plaza. We grocery shop by bike every week. Do you want to guess where we spend our grocery dollars?

There are good standards and guides readily available to improve this situation. There are also good, cost effective sources of supply. It is not enough to ask a business to install a bike rack. Too often the people who install these, with the best of intentions, do it wrong because they don’t use bike parking. The County could achieve better results by providing good information and promote examples of what we would like to see. Along these lines the County should have good examples at County properties. The CAP should include a bike parking plan of action.

The county police department should also be leveraged to help make things safer for vulnerable users. Why do parents drive their kids to school? Because it is so unsafe due to all the cars. Some additional priority by the police needs to be applied to bad driving behavior within the County. Especially speeding, which continues to be a significant problem in the County. The police should collect data identifying sections with recurring problems that may be addressed. Perhaps there are infrastructure or engineering changes that may be applied instead of recurring police enforcement.

To summarize, here are the main issues and specific recommendations to be considered for the CAP report.

1. Issue: There is no overall comprehensive VMT reduction strategy. Mitigation M-6 calls out telework. This is too limited in scope to reduce VMT. Walking and biking are mentioned in places (page 75). I don't sense a coherent plan or that there is an entity focused on this in a meaningful manner.

Recommended County Actions:

- 1.a) Need an integrated approach to address barriers to walking and biking.
 - 1.b) Implement Complete Streets where and when it can. The various cities and state also have Complete Street policies that should be carried out in a manner that breaks down barriers to alternative modes of transportation.
 - 1.c) Encourage commercial developments to make small scale infrastructure improvements to make connections to the public infrastructure, or for safety.
 - 1.d) Push for better and safer signaled crosswalks. Have crosswalks on all four crossings, without "beg buttons", and more generous walk times.
 - 1.e) Develop a robust checklist for the desired features for safe access by foot and bicycle to use for any redevelopment or new development. This should include sidewalks, paths, crossings, and access to storefronts. This should include an understanding where bicyclist are likely to enter the property and make appropriate accommodations for safe access. County Council and Staff needs to speak up for these.
 - 1.f) Conduct surveys to "grade" selected infrastructure or get input from citizen on safety issues to identify problems to be prioritized and addressed.
 - 1.g) Work with the M-NCPPC Active Transportation Advisory Group (ATAG)
<https://www.mncppc.org/1163/The-Active-Transportation-Advisory-Group>
2. Issue: Poor land use policies and implementation has created a built environment that is hostile to alternative modes of transportation. Mitigation M-7 tries to address this. More can be done.
Recommended County Actions:
 - 2.a) Consolidate the infill development with a clear goal of developing what are know as 15 or 20 minute cities. https://en.wikipedia.org/wiki/15-minute_city The idea is that one's basic needs (grocery, drug store, restaurants, schools, park, etc.) can be met by walking or bicycling to stores and business that are within a 15 to 20 minute radius. A Walk Score can be used as a guide to measure progress.
 - 2.b) M-7, Step 1, calls for reduced parking in places. This should be complimented with increases in bicycle parking.
 - 2.c) Need an proactive mechanism to increase multi-use trail connectivity. There are many neighbors that do not connect to nearby trails. Sometimes just 50 of path are missing. There needs to be a mechanism to locate these missing segments and make the connections. Any infill development needs to require businesses to connect to the public infrastructure, such as sidewalks and paths.
 - 2.d) Pedestrian and bicycling facilities need to to be planned in up front and not an after thought or things that are added at a later time. Too often these are the last things that get added or get dropped.
 - 2.e) Too many neighborhoods are not interconnected. Just as cars are pushed out onto arterial roads, so are pedestrians and bicyclist. These arterial based road networks create both unsafe and unnecessarily longer routes for alternative modes of transportation. This is why people will choose to drive. Sometimes only short trails segments are needed to facilitate this. Unfortunately these are very difficult to retro fit.

3. Issue: Lack of bicycle parking does not support a reduction of VMT by bicycling. Good safe and secure bicycling parking is needed at all commercial locations. These need to be done correctly to be effective. Bike racks are only mentioned in the report once on Page 73.

Recommended County Actions:

- 3.a) Encourage commercial developments to follow good standards, by recommending said standards and possible sources of supply. In other words, help them to do it right so there is some consistency with implementation within the city.
- 3.b) Develop a robust checklist for the desired features for safe bike parking to use for any redevelopment or new development. County Council and Staff needs to speak up for these. The County needs to follow up and make sure parking was installed as agreed to.
- 3.c) Lead by example and have proper bike parking at County facilities. Each should be a model to showcase what the County would like others to follow.
- 3.d) Develop an inventory of bike parking within the city. Each installation should be qualified with a grade for safety, accessibility, number of spaces, and whether it is covered or not.
- 3.e) Consider a bike parking ordinance. This should help ensure that usable facilities are implemented and that they proliferate the county. Washington D.C. has had one since 2007. The County needs to catch up here, then maybe lead at some point.
- 3.f) Reference bicycle parking guidelines from the Association of Pedestrian and Bicycle Professionals.

4. Issue: Need better promotion of alternative modes of transportation.

Recommended County Actions:

- 4.a) Better utilize its web page to promote awareness of alternative transportation modes within the county. There could be links to trails and trail maps, safe biking, a self reporting portal to safety issues, and also to public transportation. Make it easy to find from the main page (one click to get there!). If this is a real priority, it should be more prominent.
- 4.b) Plan for, accommodate, and promote arrival by foot or bicycle to county sponsored events.
- 4.c) Promote the notion of “walk/bike local, buy local”. There might be ways to reward people who walk/bike to local retail businesses. Why not help local businesses at the same time? This would help build 15 minute cities.
- 4.d) Measure progress and barriers.
- 4.e) Stronger promotion Bike to Work Day in May and operate more rest stops within the County.
- 4.f) Stronger promotion World Car Free Day every September 22nd.
- 4.g) Stronger promotion of Safe Routes to School.
- 4.h) Participate in the MDOT Walktober activities to promote walking.
(<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=136>)
- 4.i) Promote the League of American Bicyclists “Drive Less, Bike More Campaign”
(<https://www.lovetoride.net/usa>).

5. CAP Process Comments:

- 5.a) *“The CAP will officially post for public comment from November 1 to November 30 of 2021. A public forum will provide additional opportunities.”* This report was posted with a very short public review period that overlaps a major national holiday. This process seems unnecessarily rushed.
- 5.b) *“In January of 2022, DoE, in the capacity of CAC support staff, will submit the official CAP with the Supplemental Public Comments Report to the County Council and County Executive.”* The products given to the County Council will ***NOT*** include any changes based on public input. It seems it will be up to the County Council to decide if any changes are to be made. I am not confident that they will recognize the importance of various comments. I am very worried that opportunities to improve this will be jettisoned in the interests of approving something rather than have one update cycle to make it better. This would be tantamount to rejecting public input. One update cycle is not unreasonable.
- 5.c) I may be wrong, but after reviewing the Acknowledgements list, I get the sense that there was limited expertise in walking and bicycling guiding input to this report. I would suggest that such expertise be sought out to expand the mitigation utilizing alternative modes of transportation. This seems to be a significant oversight if the goal is to claim this is somehow a ground breaking plan. See previous comments.

6. Editorial Comments:

- 6.a) Appendix D spreadsheet pages need headers to be repeated at the top of each page to facilitate readability. Can't follow the content.
- 6.b) Not all Appendix D boxes are showing all of their content. Examples are Item #1, #17, #32, #37, and #66.
- 6.c) Page 73 refers to Prince George's County's Plan 3035. Should that be 2035 or will it take a thousand years to get "...vibrant, transit-oriented activity centers, strong residential neighborhoods, protected natural areas, and rural communities that continue to support farms and forests..."? Sometimes it feels that is the case. I am guessing this is a typo.

I appreciate the work that went into this by the County and the opportunity to provide comments.

Respectfully,

Ken McCaughey
Bowie, MD

Attachments:

- 1) Bicycle Parking Guidelines, A set of recommendations from the Association of Pedestrian and Bicycle Professionals [apbp], (File bikepark.pdf)
- 2) District Department of Transportation, Bicycle Facility Design Guide, Bicycle Parking Rack Placement (File: bikerackstandards.pdf)
- 3) Essentials Of Bike Parking, Selecting and installing bicycle parking that works, Association of Pedestrian and Bicycle Professionals, bikeparking@apbp.org, www.apbp.org (File EssentialsofBikeParking_FINAL.pdf)

[REDACTED]
Greenbelt MD 20770
Nov. 21, 2021

Prince Georges Co. Dept of the Environment
Climate Action Plan - Attn: Mary Abe
1801 McCormick Drive, Suite 500
Largo MD 20774

Dear friends:

This is feedback on the Prince Georges County
draft Climate Action Plan.

Please adopt and implement this plan!

I am dismayed that a previous plan
was not put into action. Now that the situation
with the natural environment is growing dire,
we need every effort we can get to address
this very grave problem.

Thank you.

Sincerely,

Mary M. Down
[REDACTED]

Subject: In support

From: Angela Miotto [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Monday, November 22, 2021 10:14:11 AM GMT-05:00

Date Received: Monday, November 22, 2021 10:14:39 AM GMT-05:00

I support adopting the Climate Action Plan for Prince George's County.

Angela Miotto

Beltsville

Subject: Climate Action Plan

From: Alice [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Monday, November 29, 2021 5:07:56 PM GMT-05:00

Date Received: Monday, November 29, 2021 5:08:12 PM GMT-05:00

It is our understanding that Prince George's County is looking at developing a Climate Action Plan. It is our hope that the county will be forward thinking and will develop and implement such a plan in January. Certainly we have seen the effects world-wide of climate changes. We cannot be passive about this issue and leave it to somebody else to solve. We need to step up to the plate and be a leader on this issue. Can we count on you?

Thanks very much.

Joseph and Alice Murray

[REDACTED]

Silver Spring, MD 20904 (Prince George's County)

Subject: Climate Plan Comments

From: [REDACTED]

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Date Sent: Wednesday, December 1, 2021 7:36:07 AM GMT-05:00

Date Received: Wednesday, December 1, 2021 7:36:16 AM GMT-05:00

Attachments: PG-Climate Comment prep.pdf

Date: December 1, 2021

TO: Prince George's County Climate Action Commission

FR: Mrs. Terry M. Nuriddin – [REDACTED] Johnstone Lane, Bowie, MD 20721

RE: Nuriddin Family Comments on Climate Action Commission's Draft Climate Action Plan

1. The primary sources we have reviewed, include but are not limited to, Prince George's County Climate Action Commission's Draft Climate Action Plan (CAP), as revised Nov. 10, 2021 and the accompanying appendices and Prince George's County Understanding the Relationship Between Land Use Practices & Climate Change, Presentation of Initial Assessment, July 23, 2021. These are well prepared documents compiled by many caring people.
2. As a family who will be included in the 1 million people impacted by what the County leadership decides to do with the Commission's findings, our comments focus on climate conditions—as living, not legislated, realities.
3. We believe as vicegerent on Earth, humankind has the responsibility to care for all biomes, all creatures, i.e., the environment and all that live within it. We have the capacity to do so; we have free will.
4. We know, one might find centuries old paintings of the flight formation of geese similar to that of our contemporary geese. Humanity's mode of travel, however, has significantly evolved since, let's say, the 14th century. The geese nature is created to fly that way because it saves energy and keeps them safe. Human nature, however, is created with intelligence and free will. Our intelligence enables us to discover better ways to save energy; keep each other safe; and protect all biomes, all creatures, including our geese and their migration paths and sites.
5. Presently, Prince George's County's Land Use Policy and Climate Action Plan exist separate and apart in the structural scaffold of one governing body. Why is that? Humanity has learned to exit our solar system to explore exoplanets by generating energy from the gravitational pull of orbital objects, since no battery or gas tank will do so. Humanity has learned to project the trajectory and impact of asteroids on a planet in our solar system. Yet the County refuses to merge and overlay, economic development and geospatial data. And who will suffer the most because leadership will not rise to a unity of purpose to keep us safe and protect our environment?
6. It is globally recognized that, "The world is currently undergoing unprecedented changes in global climates across all biomes..."[1] Locally, our asthmatics, allergy sufferers, outdoor workers, the elderly, feel the consequences of a rapidly changing climate. Recently, some County neighbors have suffered the consequences of a flooded home or worse yet, the fright of being caught in a flash flood. And, all of us may soon be forced to deal with food insecurity or other negative impacts on our bioeconomy.

7. My family believes projects such as the South Lake development should have never been revived given the reality of the impact of the impending climate changes to residents and to biomes. County efforts to accelerate this development are contrary to maintaining and expanding County tree canopies. Furthermore, South Lake designs, appear to exclude plans to retrofit residential or commercial structures to qualify for green or Leadership in Energy and Environmental Design (LEED) buildings.

8. We reason weakening protections for residents by enacting --HB980--which allows Prince George's County officials to circumvent existing Maryland Ethics Law, will influence the foundation for decision-making on the climate strategies. County leadership has not yet initiated a realistic intersection of land use and climate action. We surmise it's not a lack of intelligence, but a lack of integrity.

[1] Reference is National Science Foundation Program Solicitation NSF 22-513.

Date: December 1, 2021

TO: Prince George's County Climate Action Commission

FR: Mrs. Terry M. Nuriddin – [REDACTED] Johnstone Lane, Bowie, MD 20721

RE: Nuriddin Family Comments on Climate Action Commission's Draft Climate Action Plan

1. The primary sources we have reviewed, include but are not limited to, *Prince George's County Climate Action Commission's Draft Climate Action Plan (CAP), as revised Nov. 10, 2021 and the accompanying appendices and Prince George's County Understanding the Relationship Between Land Use Practices & Climate Change, Presentation of Initial Assessment, July 23, 2021.* These are well prepared documents compiled by many caring people.

2. As a family who will be included in the 1 million people impacted by what the County leadership decides to do with the Commission's findings, our comments focus on climate conditions—as living, not legislated, realities.

3. We believe as vicegerent on Earth, humankind has the responsibility to care for all biomes, all creatures, i.e., the environment and all that live within it. We have the capacity to do so; we have free will.

4. We know, one might find centuries old paintings of the flight formation of geese similar to that of our contemporary geese. Humanity's mode of travel, however, has significantly evolved since, let's say, the 14th century. The geese nature is created to fly that way because it saves energy and keeps them safe. Human nature, however, is created with intelligence and free will. Our intelligence enables us to discover better ways to save energy; keep each other safe; and protect all biomes, all creatures, including our geese and their migration paths and sites.

5. Presently, Prince George's County's Land Use Policy and Climate Action Plan exist separate and apart in the structural scaffold of one governing body. Why is that? Humanity has learned to exit our solar system to explore exoplanets by generating energy from the gravitational pull of orbital objects, since no battery or gas tank will do so. Humanity has learned to project the trajectory and impact of asteroids on a planet in our solar system. Yet the County refuses to merge and overlay, economic development and geospatial data. And who will suffer the most because leadership will not rise to a unity of purpose to keep us safe and protect our environment?

6. It is globally recognized that, "The world is currently undergoing unprecedented changes in global climates across all biomes..."¹ Locally, our asthmatics, allergy sufferers, outdoor workers, the elderly, feel the consequences of a rapidly changing climate. Recently, some County neighbors have suffered the consequences of a flooded home or worse yet, the fright of being caught in a flash flood. And, all of us may soon be forced to deal with food insecurity or other negative impacts on our bioeconomy.

7. My family believes projects such as the South Lake development should have never been revived given the reality of the impact of the impending climate changes to residents and to biomes. County efforts to accelerate this development are contrary to maintaining and expanding County tree canopies. Furthermore, South Lake designs, appear to exclude plans to retrofit residential or commercial structures to qualify for green or Leadership in Energy and Environmental Design (LEED) buildings.

8. We reason weakening protections for residents by enacting --HB980--which allows Prince George's County officials to circumvent existing Maryland Ethics Law, will influence the foundation for decision-making on the climate strategies. County leadership has not yet initiated a realistic intersection of land use and climate action. We surmise it's not a lack of intelligence, but a lack of integrity.

¹ Reference is National Science Foundation Program Solicitation NSF 22-513.

Subject: CAP adoption

From: Bill Orleans [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 5:04:13 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 5:04:21 PM GMT-05:00

I support it's adoption and look forward to the Executive, Council and Planning Board adhering to it.

Good luck to us.

Sent from my iPhone

Subject: CAP Survey

From: Wendy Osborne [REDACTED]

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Date Sent: Sunday, November 28, 2021 10:33:37 AM GMT-05:00

Date Received: Sunday, November 28, 2021 10:33:43 AM GMT-05:00

Madam, Sir ~

I filled out the survey just now but failed to add the general comment, which, for me, is Adopt and Implement!

I intend to read the plan and today to encourage friends to at least read the areas of commitment and to complete the survey by 11/30.

"Late to the party," but grateful to be here.

Wendy Osborne
Greenbelt

Subject: Comments

From: Kurt [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Thursday, November 25, 2021 11:44:09 PM GMT-05:00

Date Received: Thursday, November 25, 2021 11:44:25 PM GMT-05:00

I have been living in zip code 20722 for over 10 years and am contributing comments to the climate action plan. I would like to emphasize enforcement and political will to carry out any action.

My municipality, Colmar Manor, is very dysfunctional. The mayor is well meaning but does little to nothing to address chronic issues. From my yard I can see many code violations. One is siding missing from a house and has been that way for as long as I have lived here.

I have noticed new residents who move into rental homes or have temporary housing. Most are immigrants of latino origin. The families will let their dog run at large, have a size that is not compatible with sustainability, and trash a wooded area that I have cleaned up some years ago. They can be noisy with stereos and parties with disco lights in the back yard and don't care for their neighbors. The families drive large cars, or fuel inefficient card and some are intentionally loud. If i approach an idling SUV, they are not receptive to shutting off the engine but do the opposite. Gas powered leaf blowers are used mindlessly.

The mindset of unlimited growth, inviting unlimited families to live in tight spaces with large cars who are largely ignorant of our environmental crisis needs to stop. A measure of this can be sampled with a noise meter on Bladensburg Rd as cars with modified mufflers (inefficient use of gasoline) emit noise and noxious fumes in a casual, self-excitable manner. This is an insult to quality of life and a livable future.

Given this testimony, the County and its leadership needs to communicate visibly the plan and put political pressure on municipal officials to simply enforce code and levy fine on violators. If this is not done, nothing will change and I will see missing siding from a house for another 10 years while we head into a climate catastrophe.

The district can be used as a model for sustainability with policies in place for some 15 years. PG County needs to catch up and take bold, decisive action to clamp down on nuisance issues and code violations.

Kurt Pluntke
Colmar Manor

Subject: Adopt and Implement the Climate Action Plan Please
From: Luisa Robles [REDACTED]
To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>
Date Sent: Monday, November 29, 2021 2:20:23 PM GMT-05:00
Date Received: Monday, November 29, 2021 2:20:43 PM GMT-05:00

Dear Prince George's County Council,

I am very pleased that there is a newly developed thorough Climate Action Plan for Prince George's County. I hope that you will adopt and implement it as soon as possible.

Many of us in Greenbelt have been working hard to implement many of the areas of focus that this Climate Action Plan proposes, including energy efficiency and renewable energy in our building sector, electric vehicles (EV) and associated EV charging infrastructure, recycling and composting, tree canopy maintenance and growth, sustainable land care, and stormwater management.

Greenbelt does not have the resources, and often not the authority to implement improvements, since this resides within the purview of Prince George's County government. We hope you will be more flexible in allowing local governments to press ahead in mitigating the effects of climate change and make it easier for us by listening to our concerns. For example, we have many gas stations lining Greenbelt Road. We fought against another one proposed by Royal Farms; the county ignored requests from many Greenbelters and the Greenbelt City Council to not approve this development. We need more EV infrastructure, not more developments that will soon be stranded assets and eyesores in our community.

Prince George's County needs to beef up and improve its code department to make it easier for us citizens and local governments to get county approval to move ahead with sustainable projects, such as solar projects, and not have to wait long periods to receive county approval.

And as the CAP states, we need to take bold actions. Technologies, processes, and programs are constantly changing and improving, and Prince George's County should empower groups, universities, and local governments to test pilot programs and technologies that are at the forefront of sustainability and that offer tremendous potential to help us reign in climate change.

I urge you all to adopt and implement this Climate Action Plan as soon as possible, and allocate sufficient funds to undertake what is needed before the adverse effects of climate change become uncontrollable and irreversible.

Sincerely,
Luisa Robles

Luisa F. Robles, PhD. Sustainability Coordinator
City of Greenbelt, Public Works
[REDACTED]
[REDACTED]

Subject: Comments on the Climate Action Plan, section on "Community Engagement"

From: "Lore Rosenthal (GCAN)" [REDACTED]

To: climateaction@co.pg.md.us

Cc: "Lore Rosenthal (GCAN)" [REDACTED]

Date Sent: Wednesday, November 17, 2021 1:02:45 PM GMT-05:00

Date Received: Wednesday, November 17, 2021 1:03:04 PM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address the section on Pages 57 - 62: Community Engagement

Whereas reaching underserved communities is very important, I think it is important to reach out to all parts of PG County. If you implement educational programs (similar to Rain Check Rebate), you want to be sure everyone knows about them.

I also do not think that the most important information is DATA (Citizen Science) or CLIMATE CHANGE IMPACTS. Research shows they do not motivate people into action. Staff training, teacher training, and public education should focus on CLIMATE SOLUTIONS. Those solutions should cover all of the SECTORS, such as Buildings, Energy, Transportation, Waste, and Nature-based solutions. Your examples should not only talk about compost, gardening, and native plants (all "nature-based solutions"), but should include examples from all sectors.

I hope you will develop specific educational programs (or "modules") around areas like (a) buying an electric vehicle, (b) installing solar or purchasing community solar, (c) planning a rain garden, to coincide with specific Mitigation Priorities You should hire Energy Coaches to work with individuals or better yet, pull together people in the same area to work together over a series of weeks, to help support one another in making decisions and taking actions.

I don't have any specific suggestions on CO-3 (text on pages 122-127), Ensure meaningful, equitable community engagement. It looks good and has a different focus than what I mentioned above.

Thank you,

Lore Rosenthal,
Greenbelt, MD

[REDACTED]

[REDACTED]

(landline)

Subject: Comments on the Climate Action Plan, section on "Building Electrification" (M-8 and A-9)

From: "Lore Rosenthal (GCAN)" [REDACTED]

To: climateaction@co.pg.md.us,"Lore Rosenthal (GCAN)" [REDACTED]

Date Sent: Friday, November 19, 2021 10:40:13 AM GMT-05:00

Date Received: Friday, November 19, 2021 10:40:29 AM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address two sections on Building Electrification, M-8 and A-9

M-8 (pages 165-168) This blueprint was very well written!

P. 165, I am not sure exactly what completion of building electrification processes is referring to, but I hope it means switching over a building's heat, hot water, and cooking from gas to electric. Better spelled out on page 166, Require electrification of heating and hot water equipment during significant renovations of commercial and multifamily housing.

This should include gas cooking as well, so no "gas hookups" are needed in the building at all.

P. 165, will upgrade at least 60 more buildings over the next ten years. This is much too small of a number.

P 165, I like this mention of "energy coaches". I suggest it be included in more sections.

By leveraging connections within the community and with energy coaches, the County can engage and educate community members on the available incentives and resources.

P. 166, this is excellent. I suggest it be incorporated into other priority blueprints Step 2. Support community education and outreach related to deep energy retrofits. Hold listening sessions to better understand how to implement retrofit programming in a way that could be widely accepted throughout the County. Develop and distribute additional educational materials about deep energy retrofits, including information about incentives and financing options.

Train contractors on efficient and electric technologies, in particular those from the CTE program, and make information on energy-savvy contractors easily available to the public (or encourage MEA to implement such a database).

Arrange community meetings to encourage peer learning and connections with energy coaches to advise and support households and businesses for the duration of their retrofit processes.

(This is excellent!)

A-9 (pages 218-221) There is not enough mention of "Building Electrification" in the new building codes.

Pg 219: Here is the only mention Embed consideration of climate-change in site design, requiring inclusion of nature-based solutions and green infrastructure. Include green building techniques and green neighborhood design practices to reduce energy use, accelerate electrification, manage stormwater runoff and minimize the heat island effect.

There should be specific requirements built into the new building codes, requiring “all-electric” buildings, including heating, hot water, and cooking. There should be no “gas-hookups” allowed in new construction. Similar Maryland legislation is being introduced this session in Annapolis.

Thank you,

Lore Rosenthal,
Greenbelt, MD

[REDACTED]
[REDACTED]
(landline)

Subject: Comments on the Climate Action Plan, section on "Electricity Generation" (Solar), M-1 and M-2

From: "Lore Rosenthal (GCAN)" [REDACTED]

To: Climate Action <climateaction@co.pg.md.us>,"Lore Rosenthal (GCAN)" [REDACTED]

Date Sent: Tuesday, November 23, 2021 9:21:49 AM GMT-05:00

Date Received: Tuesday, November 23, 2021 9:22:08 AM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address the section on P64-71: Electricity Generation

Page 65 says “immediately urge the state to adopt a more aggressive goal of 100% RPS by 2030”, whereas page 67 says “our County should urge the state of Maryland to achieve 100% renewable electricity by 2040.” I prefer the former.

On Page 25 you say 80,000 PV Solar Installations, but then as the document continues, on pages 68, 70, and 143, you say 60,000. The numbers should be consistent. I prefer the higher number if not even higher.

[Do the math] On page 65, you say “The County plans to install an additional 4 MW of solar on its properties over the next 5 years.” That is not enough.

On page 141, you indicate “Prince George’s County owns approximately 118 buildings that use an estimated 83,000 MWh of electricity per year”.

The solution needs to be to the scale of the usage. $1 \text{ MW} \times 365 \text{ days} \times 24 \text{ hours} \times 0.25 = 2,190 \text{ MWh}$. The county needs to install or purchase 37.89 MW to cover all of its energy needs (and a bit more to cover street and traffic lights). This is the only way “the County will switch to 100% renewable energy sources by 2025” (page 140) [I like this statement on page 68: “The County should evaluate opportunities to host large-scale solar projects on County-owned properties.”]

On page 68, you mention “more than 10MW of community-scale solar projects is currently proposed.19”. However, you make no mention of the four community solar projects that have already been built in PG County and currently have subscribers.

<https://neighborhoodsun.solar/solarfarms/simba/>
<https://neighborhoodsun.solar/solarfarms/kirby-road/>
<https://neighborhoodsun.solar/solarfarms/panorama-landfill/>
<https://neighborhoodsun.solar/solarfarms/oxon-hill/>

M-1 (140-142)

Pages 140 and 141 - see comments above.

On page 142, under Tracking, this is excellent “Number of fossil-fuel powered heating systems converted to electrical systems”. However, this is not mentioned on the prior page under Implimentation.

M-2 (143-146)

Page 143, again the number 60,000 homes is not enough.

Page 145, this is excellent. “Provide energy coaches to work with residents”. This should not just be for LMI residents, but for all. You could adapt similar language from page 166:

Step 2. Support community education and outreach related to deep energy retrofits. Hold listening sessions to better understand how to implement retrofit programming in a way that could be widely accepted throughout the County. Develop and distribute additional educational materials about deep energy retrofits, including information about incentives and financing options. Train contractors on efficient and electric technologies, in particular those from the CTE program, and make information on energy-savvy contractors easily available to the public (or encourage MEA to implement such a database).

Arrange community meetings to encourage peer learning and connections with energy coaches to advise and support households and businesses for the duration of their retrofit processes. (This is excellent!)

P145, add to this statement, “Conduct outreach to help residents and business owners identify sources of funding and navigate through the process of PV solar installation” and/or subscription to a Community Solar Project. [80% of homes are not eligible for PV installation, due to poor roofs, shading, not south-facing, etc.]

Page 146 regarding MD Solar United Neighbors, Description: Nonprofit helping people go solar through their community driven bulk discount solar cooperative initiative. They also educate consumers about subscribing to Community Solar Project in their utility area.

<https://cs.solarunitedneighbors.org/states/MD/programs/md-general/providers>

Thank you,

Lore Rosenthal,
Greenbelt, MD

[REDACTED]
[REDACTED]

Subject: Comments on the Climate Action Plan, section on Electric Vehicles and Charging Stations: M-4 and M-5

From: "Lore Rosenthal (GCAN)" [REDACTED]

To: Climate Action <climateaction@co.pg.md.us>,"Lore Rosenthal (GCAN)" [REDACTED]

Date Sent: Friday, November 26, 2021 2:51:22 PM GMT-05:00

Date Received: Friday, November 26, 2021 2:51:45 PM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address two sections on ELECTRIC VEHICLES (EVs) and CHARGING STATIONS (EVSEs), M-4 and M-5

This is overall a good plan however, the numbers are confusing. In general, the numbers should be larger and the time frame specified.

Transportation

P72-78 - This section is supposed to be an overview of M-4 and M-5. However, many items mentioned below are not repeated in the actual blueprint.

P 72, The County should also facilitate the transition to electric vehicles by requiring all new developments to install charging stations and build safe infrastructure for pedestrians and bicyclists. Excellent!

P 73 County operations has adopted a Green Fleet Policy that establishes a goal of 50% of all applicable vehicle purchases be zero-emission vehicles (ZEVs) or partial zero-emission vehicles (PZEVs) by 2025. Excellent!

P 73, I have concern over this: The Office of Central Services Fleet Division has purchased liquefied petroleum gas (LPG) powered vehicles.

This should not be one of the options. It is a fossil fuel product.

Wikipedia: LPG is prepared by refining petroleum or "wet" natural gas, and is almost entirely derived from fossil fuel sources, being manufactured during the refining of petroleum (crude oil), or extracted from petroleum or natural gas streams as they emerge from the ground

P74, goal of 100% of new MHDV sales to zero emissions by 2050 and an interim goal of 30% by 2030. Change the interim goal to 50% and by 2025? That is what it says above on page 73. Numbers are not consistent.

P77, the County should install at least 54 electric vehicle (EV) charging stations at XX locations (27, on page 151) by 2026. Electric vehicles or charging stations? Later on you use a different abbreviation: EVSE.

P77, the County should revisit its Green Fleet Policy in order to add additional EVs,- no numbers given. Please specify a time frame. I think the numbers should be larger.

P 77, To achieve our emissions reductions target and to align with Maryland's goal of 600,000 registered EVs statewide by 2030, Prince George's County should aim for 15% of vehicles registered in our county to be electric by 2030. - this percentage should be higher

P 77, conducting outreach to support residents as they consider investing in EVs. - yes, this is a very important component, and is repeated on page 154.

M-4

P151-153 P 152, The County should continue to work collaboratively to install 31 additional EVSE at County-owned facilities.

Please specify a time frame. I think the number should be larger.

Numbers thrown around are confusing, regarding EVSE (charging stations) vs ZEV (electric vehicles). How many currently and how many projected. You could also buy used EVs, which would be cheaper and might have sufficient range for county usage.

P152, Prioritize TheBus fleet and collaborate with WAMATA to advocate for the transition of regional buses to ZEVs to ensure equitable access to the benefits of the EV transition.

This is good but too vague. It does not specify a number of buses, nor a time frame.

M-5

P154-157 P154. To support the goal of 50% emissions reduction by 2030, the County aims to have at least 15% of those vehicles (approximately 100,000) powered by electricity. If the time frame is 2030, the percentage should be much higher, such as 50%.

P155, Step 3. Improve community education and outreach. The County will develop educational materials and conduct community outreach - This is very good. However, it can be expanded similar to what was written on page 145 (below). It needs to be more than "outreach" but also engagement, small group meetings where residents support one another in following through on an EV purchase.

Step 2. Support community education and outreach related to deep energy retrofits. Hold listening sessions to better understand how to implement retrofit programming in a way that could be widely accepted throughout the County. Develop and distribute additional educational materials about deep energy retrofits, including information about incentives and financing options. Train contractors on efficient and electric technologies, in particular those from the CTE program, and make information on energy-savvy contractors easily available to the public (or encourage MEA to implement such a database).

Arrange community meetings to encourage peer learning and connections with energy coaches to advise and support households and businesses for the duration of their retrofit processes.
(This is excellent!)

P156, Lower-income residents and renters are less likely to afford an EV - encourage purchase of "used" EVs that are much cheaper and may have sufficient range for commuting within the county.

Thank you,
Lore Rosenthal,
Greenbelt, MD

[REDACTED]
[REDACTED]

Subject: Comments on the Climate Action Plan, section on Regenerative Agriculture (A-10 & more)
From: "Lore Rosenthal (GCAN)" [REDACTED]
To: Climate Action <climateaction@co.pg.md.us>
Cc: "Lore Rosenthal (GCAN)" [REDACTED]
Date Sent: Sunday, November 28, 2021 5:41:54 PM GMT-05:00
Date Received: Sunday, November 28, 2021 5:42:16 PM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address multiple sections on Regenerative Agriculture (A-10)

It is good how regenerative agriculture has been woven into a number of the blueprints, including CO-3, A-3, A-6, as well as A-10. I am very impressed with these sections, with only minor comments.

P 97, Our County's current and future land-use zoning laws and code, as defined by the County Code of Ordinance and Zoning ReWrite, do not sufficiently discourage the development of greenfields and farms. - I think you mean "encourage"?

P 102 vs 104 and again on page 222 The wording changes. I prefer the first. I do not see them as identical

A-10 Promote a healthy food system supported by low-carbon, regenerative agricultural practices
A-10 PROMOTE A HEALTHY FOOD SYSTEM SUPPORTED BY LOW-CARBON, CONSERVATIONIST AGRICULTURAL PRACTICES.

P 222 PRIORITY RECOMMENDATION A-10 Promote a healthy food system supported by low-carbon, conservationist agricultural practices

A-10 Promote a healthy food system supported by low-carbon, regenerative agricultural practices

P. 124 (as part of CO-3) - this is excellent

Require school counselors and career counselors have necessary knowledge and resources to provide students with information about career paths and opportunities in renewable energy, green product

design, new automotive technology, transportation, regenerative and conservation agriculture, building retrofits, urban planning, forest stewardship, and waste management.

P. 195 (as part of A-3, Equity Considerations) - this is excellent
Urban farm plots using regenerative agriculture practice and square foot gardening.

P. 207 (as part of A-6) - this is excellent
Expand workforce development programs to prepare residents for jobs in renewable energy, building energy-efficiency retrofits, floodproofing, regenerative agriculture, low-carbon landscaping, natural resource stewardship, and waste management.

P. 222 and following (all as part of A-10) - confusing wording of “conservation” and “regenerative”. This part is excellent. It is good that you don’t limit mention of regenerative agriculture to small urban farms, but include large rural farms. Regenerative agriculture should be practiced by all farms, replacing traditional mono-crop farming.

Regenerative agriculture on rural and urban farms will improve soil health, increase carbon sequestration, increase water retention, and decrease the emission of nitrous oxide, a greenhouse gas associated with the use of synthetic nitrogen fertilizer. By reducing the distance that food travels from farm to plate, this recommendation helps to reduce transportation emissions.

P.224 - this is excellent but should not be limited to farms under 5 acres. All farmers should adopt these practices. The scale of the solution must match with the scale of the problem.

<https://drawdown.org/solutions/regenerative-annual-cropping>

Increase local food production by providing financial incentives and technical assistance for urban and traditional county farmers to implement climate-friendly practices that promote soil health and improved water quality. Create additional incentives for conservation practices such as no-till, cover crop, mulching, etc. for agricultural operations under 5 acres

Explore ways to utilize COVID relief and infrastructure funding to support generative agriculture and nutrition assistance.

P. 225 - excellent
Pursue enhancement of community college courses about regenerative agriculture and conservation agriculture.

P. 226 - this is an excellent resource Organization: Project Drawdown Description: Solutions to reduce greenhouse gas (GHG) emissions and/ or sequester carbon dioxide with benefit-cost data. Includes conservation agriculture, farm irrigation efficiency, nutrient management, plant-rich diets, reduced food waste, regenerative annual cropping. Each solution with Technical Assessment References resources

Thank you,

Lore Rosenthal,
Greenbelt, MD

[REDACTED]
[REDACTED]

Subject: Comments on the Climate Action Plan, section on Zero Waste & Compost (M-10) - my last one, please confirm

From: "Lore Rosenthal (GCAN)" [REDACTED]

To: Climate Action <climateaction@co.pg.md.us>,"Lore Rosenthal (GCAN)" [REDACTED]

Date Sent: Tuesday, November 30, 2021 3:59:54 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 4:00:10 PM GMT-05:00

I am submitting my comments as the Program Coordinator of the Greenbelt Climate Action Network and as a member of the Resident Advisory Group (RAG). I have also been an adult environmental educator for over twenty years.

I would like to address, various components of Zero Waste and Compost (M-10)
This is my last submission.

P 85, The County's curbside collection pilot of food scraps was implemented from December 2017 to January 2019 with approximately 200 households from four diverse communities. An estimated 112,000 pounds or 56 tons of food scraps were collected and diverted from the landfill in 14 months. The program is expanding to 3,000 households and plans county-wide deployment by July of 2022. Is this on track?

P. 84-87 PAYT - I do not think it is realistic to have this be the central focus. (It is not the focus on pages 173-177. Not consistent)

P 85 AND 86: Are they on track for county-wide by July 2022?

This is not a sentence: "By prioritizing the strategic expansion of the County's residential and commercial waste reduction and diversion efforts in tandem with community-wide education to promote waste reduction and reuse to reduce waste-related emissions.. "

M-10 P. 173-177

P. 173, Good (prescriptive): "New legislation will address the growing problem of single-use plastics" Different date, be consistent (p173): expanding residential curbside food scrap collection countywide no later than 2023,

P 173, Maryland State Law (GET NUMBER) which requires mandatory composting for entities producing more than two tons of food scrap per week, starting in 2023.

HB264 and SB483

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/HB0264?ys=2021RS>

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/SB0483?ys=2021RS>

P. 173, Excellent. (other sections of the CAP don't recommend legislation, but this one does!)

The Prince George's County Council should pass a ban on plastic bags and other single-use plastics, and it should pass Extended Producer Responsibility legislation to ensure businesses are minimizing waste. The County's business recycling law needs to be strengthened considerably, to remove loopholes

P. 174, Excellent recommendations for eliminating leaks and minimizing the landfill's overall methane footprint. As part of analysis of impacts for new Area C of the landfill, perform assessment to identify more efficient repurposing of excess methane for Renewable Natural Gas (RNG) or biogas as may be generated by future operations in tandem with improving current repurposing operations.

P174 Residential curbside collection of food scraps will be expanded Countywide by end of June in 2022. (June or July?)

P175, this is a farce: Advertise and ensure citizens know to take back plastic bags to the grocery stores for recycling or, better yet, don't utilize plastic bags.

P 176, please explain, under equity: Increased waste diversion and repurposing operations may negatively impact the community's adjacent new satellite (ReUse or Convenience Drop-off) locations and communities near the existing landfill.

P176, concern about PFAs in plastic containers.

There is a proposed MD law to ban PFAs from plastic food containers. Until this is passed, I would not recommend the use of de-packaging machines.: Allocate an additional budget for de-packaging equipment for OCF.

No mention of food recovery. This should be added. It can be a partnership with PG Food Equity Council. <http://pgcfec.org/2-uncategorised/30-prince-george-s-county-food-rescue.html>

No mention of plastic and climate change (GHG emissions of plastic). This should be one of the driving forces, not just litter or decreasing the landfill.

As part of CO-2

P. 119 - excellent

Develop a checklist of green event practices for use throughout the County.

P 120 - excellent

Establish zero waste guidelines for County events (e.g., ban single-use beverage containers and disposable packaging, dishes, and utensils). › Eliminate plastic marketing materials or giveaways by the County.

As part of A-1

P. 224, Encourage the adaptation of vacant and unwooded lots for agricultural production by allowing Land Trust first choice for all available government surplus land transfers.

This should apply to distributive compost sites too. Surplus land should be considered for small scale composting throughout the county.

Thank you,

Lore Rosenthal,
Greenbelt, MD

[REDACTED]
[REDACTED]

Subject: Support for the Prince George's Climate Action Plan
From: Danny Schaible [REDACTED]
To: climateaction@co.pg.md.us
Date Sent: Monday, November 15, 2021 5:03:36 PM GMT-05:00
Date Received: Monday, November 15, 2021 5:03:51 PM GMT-05:00

Great work putting this comprehensive document together in record time! I thought that it was well put together with realistic and actionable goals.

I was happy to learn that the County will be deploying universal compost pick up by 2022! I would like to have heard more about how we can create an economy for our "recyclable" materials like glass and types of plastic which in many if not most cases are not getting recycled even when placed in recyclable receptacles by consumers.

I loved the inclusion and support for Pay As You Throw (PAYT)

For EV adoption, I would like to see new zoning requirements to mandate reasonable percentages of EV parking spots for grocery stores, parking garages, multifamily parking, and gas stations etc. As an EV owner this is important, and necessary to get more folks comfortable to drive them, particularly the mandate for those who rent in multifamily buildings (without this, renters will almost never choose an EV).

Aside from this, a few typos I found and wanted to point out:

Page 18: Pie chart not right, size of "some high school" is not proportional to 22%. This figure should likely be smaller.

Page 50: Bullet CO-5 has a typo "state County policies" should read "state policies" I think. Great work!

Danny Schaible

[REDACTED]
Hyattsville MD 20781

Subject: Candidate Eve Shuman: Comment on County Climate Action Plan
From: Eve Shuman [REDACTED]
To: climateaction@co.pg.md.us
Date Sent: Wednesday, December 1, 2021 3:07:26 PM GMT-05:00
Date Received: Wednesday, December 1, 2021 3:07:56 PM GMT-05:00
Attachments: Climate Action Plan Statement 11.30.21 [F].docx

Hello,

Please see the attached comment regarding the Prince George's County Climate Action Plan. Kindly confirm receipt of this email and please let me know if you have any questions or concerns.

Thank you.

-Eve

--

Eve T. Shuman, Esq.
[REDACTED]
[REDACTED]

November 30, 2021

Eve Shuman: Public Comment on Proposed Climate Action Plan

As a candidate running on making Prince George's climate resilient, I'm thrilled that the County is engaging with residents to tackle the climate crisis through this plan. The eight goals outlined in the platform promote robust solutions to contemporary issues in our community, and I fully support the adoption and implementation of the Prince George's County Climate Action Plan. Climate justice is not just an environmental issue. It's a racial justice issue. It's an economic justice issue. It's a youth justice issue.

In a County that's 86% nonwhite, we will inevitably feel the pain of the climate crisis before other communities, no matter how affluent our County may be. According to the American Public Health Association in 2018, Black and Latinx communities face harsher health complications due to climate change compared to other racial groups. People of color face high rates of pre-existing conditions and a lack of adequate healthcare coverage, which is compounded by environmental health complications.

We should remember that issues relating to Prince George's County inequity are rooted in a historical context. The County was once extremely redlined and segregated, and our infrastructure and public institutions continue to reflect that reality. MIT researchers found that historically redlined and racially segregated communities are more likely to face extreme temperatures due to lacking green spaces that help dissipate heat. Similarly, local governments continuously expose people of color to toxic environments by disproportionately placing hazardous waste sites near low-income and minority communities. If you're starting to notice an intersectional pattern between climate change, race, and income status, you're beginning to understand why this is so relevant to Prince George's.

Our County, as affluent as it is, has major class divides as well. Inside the beltway, there are hundreds of census tracts with a household median income of less than \$60,000, compared to outside the beltway in more suburban and rural areas. This is an indicator of how these communities, who are living in more condensed spaces facing higher temperatures, may struggle to afford things like healthcare to avoid or treat pre-existing conditions, air conditioning, nutritional food, or the ability to physically prevent the effects of climate change by moving into resilient spaces.

Lastly, we must understand that the damage done to our planet may not be felt immediately, but it will devastate our youngest generations, who have no control over the decisions made by our government and large corporations today. We owe it to our children and grandchildren to provide them the opportunity to flourish without environmental, economic, and social barriers. We possess the political and financial capacity to lower the burden we pass on to young Prince Georgians with this proposal, and delaying initiative any further will add unneeded stress on our future prosperity.

As the leading candidate for the District 3 seat on the County Council, who put the issue of tackling climate change and building a resilient County as a top policy priority from the start of this campaign, I am happy to see the County understand its potential to enact meaningful change. I plan to follow through on this agenda as the Councilmember for this district and deliver on the promises made to our communities.

A handwritten signature in black ink, appearing to read 'Eve Shuman', with a stylized flourish at the end.

Eve Shuman
Candidate for Prince George's County Council
District 3

Subject: Comments on the draft PGCO Climate Action Plan

From: Steve Skolnik [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Saturday, November 27, 2021 11:14:18 AM GMT-05:00

Date Received: Saturday, November 27, 2021 11:14:34 AM GMT-05:00

Congratulations and recognition for the hard work the Climate Action Commission has done, resulting in the publishing of your draft report. In general the report is very thorough, however I strongly encourage that specific levels of required funding and staffing be identified in the various recommendation items. It will fall to County Council, of course, to figure out how to provide funding, but without real numbers the politicians may struggle -- the danger being that funding may fall far short of what is needed to assure successful implementation of critically important programs.

Having done so much work, please don't stop here. Give clear direction to Council as to what funding and staffing goals MUST BE ACHIEVED.

Thank you, and with respect,

Steve Skolnik
Chair, Greenbelt Board of Appeals
Green Team, City of Greenbelt

[REDACTED]
[REDACTED]

Subject: Support for the Climate Action Plan

From: "Angela M. Smith" <[REDACTED]>

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Date Sent: Tuesday, November 30, 2021 10:33:51 PM GMT-05:00

Date Received: Tuesday, November 30, 2021 10:34:01 PM GMT-05:00

Hello,

I was unable to attend the session today, but please allow me to state my unequivocal support for the Hyattsville Vlinste Action Plan.

NOW is the time to avert climate disaster. Please take this issue seriously and adopt this plan!

Sincerely.,

Angela Smith

[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone

Subject: Adopt and Implement the Prince George's County Climate Action Plan

From: Tom Taylor <[REDACTED]>

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 3:17:46 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 3:18:04 PM GMT-05:00

I urge the Prince George's County Council to adopt and implement the Prince George's County Climate Action Plan as soon as possible, and allocate sufficient funds and staffing to fully support implementation of this plan.

I think this draft is an excellent plan overall. All parts of the plan are essential and are interconnected, and need to be fully implemented as much as possible in order to respond sufficiently to the dire crisis that climate change presents.

I also ask that, in forthcoming budget decisions, the County Council prioritize sufficient funding and staffing to fully implement this plan.

We are in a climate emergency, and we need this plan for Prince George's County to do its part to counteract climate change and protect our communities from the consequential threats that climate change poses.

Sincerely,

Tom Taylor

[REDACTED]
[REDACTED]
Greenbelt, MD 20770

Volunteer, Greenbelt Green Team
Volunteer, Greenbelt Zero Waste Committee
Member, Greenbelt Homes Stormwater Management Subcommittee

Subject: Draft Climate Action Plan comments

From: Steve <[REDACTED]>

To: climateaction@co.pg.md.us

Date Sent: Wednesday, December 1, 2021 10:40:34 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 10:41:18 PM GMT-05:00

Overview: The County is hard-pressed to mitigate development pressures, the level of services expected by existing communities and the deficiencies of existing infrastructure under existing conditions. The effects of climate change are already evident, and the pace of change will only increase. Adoption and implementation of the draft Climate Action Plan is warranted to preserve important natural, cultural and built characteristics of Prince George's County, and to protect and enhance the quality of life and prosperity of residents.

Thank you for soliciting public comment on the Draft Prince George's County Climate Action Plan. I appreciate the work of the members of the Prince George's County Climate Commission. Further, I would like to acknowledge and compliment the work of personnel from the University of Maryland that supported development of the draft and facilitated discussions among members of the Resident Expert's Advisory Group and during virtual public comment sessions.

The Draft Action Plan (or, the Plan) requests commitments from County leaders and the broader public to eight principles or approaches to foster improved outcomes in the face of environmental and climate-relevant challenges described later in the document. The Action Plan sets out strategies to achieve these improved outcomes, offers recommendations that address those strategies and outlines the actions that are required to implement the recommendations. Along the way, the plan advocates transparency and accountability, and references the benefits of adaptive management approaches. The plan provides a sound foundation and fitting stepping off point for meeting the coming challenges. That said, please consider the following:

1. Some of the County actions described may deliver benefits almost immediately following implementation. Others are projected to deliver dividends on a multi-decadal scale. Particularly for the latter case, it is essential that science, public policy and social implications of climate change are fortified in school curricula throughout the County. While there are partitions between county and school system governance, there is a clear confluence of interests here and greater integration of today's public policy and tomorrow's leaders is essential. The County's actions to mitigate the effects of climate change and to build resilient, prosperous, and environmentally sound communities must be shared with and made relevant to the youth that will one day make their own decisions on these matters in the years to come.
2. It is timely, fitting and appropriate for the further iterations of the plan-- including any plan adopted by the Council based on the current Draft-- to include a land acknowledgement statement recognizing the first residents of these lands. As today's community reflects on the changes wrought on the environment by a growing population and supporting infrastructure, the plan should note its place and the place of future actions on the arc of local history. Specifically, the longstanding and continued stewardship of natural resources by indigenous people and the presence of both historic tribal settlements and present day state-recognized tribal organizations warrant acknowledgement.

3. The Plan needs to be integrated into, and serve as concrete guidance for, future economic development within the County. Given the density of development in the periphery of Washington D.C., Prince George's County has an opportunity to knit together cultural, environmental, and economic development strategies and to leverage a "Green Premium", elevating home values, enticing businesses to site in the County and garnering revenue from visitors to the area. To do this, the County needs to further develop and share the story of these lands, to frame the history of the county by integrating the role and value of the various Federal, state and county parks, museums and micro-sites forming a comprehensible network of natural and cultural destinations.
4. Most importantly, the Plan makes prolific reference to steps that have already been taken to mitigate environmental degradation. However, it leaves the obvious question unanswered- how have conservation targets been missed by such wide margins, sprawling residential and commercial growth proceeded seemingly unfettered and infrastructure that has not been upgraded to keep pace with growing demands. The backlog of work resulting from poor decision making in the halls of government, have left today's residents and the next generations with a need to make monumental investments to get back to a reasonable baseline of infrastructure and environmental services.
5. The county estimates 52% tree canopy coverage. This coverage is widely variable, large areas are denuded of canopy and already exacerbate and compound health impacts- areas of high particulate and pollutant emissions, high-heat areas, with roadways that are already at failing levels of service and subject to extreme hazards for motorists, bicyclists and pedestrians alike. In intermediary areas, new developments currently clear and grade undisturbed areas in advance of full permit review, and individual homeowners convert forested or partially forested private lands to lawns. Further action must be taken to recover illegally removed canopy area, to protect important areas. Benchmark mapping and imagery must be established and monitoring and enforcement of unpermitted degradation must be improved. If the county is to protect what is left, or to gain ground previously lost, the bar must be raised for both large developments and for staff-level application of environmental regulations and safeguards, including wetland protections, alteration of forest areas and protection of the Chesapeake Critical Area. The impacts of individual homeowner decisions must be managed, including unincorporated areas, by improving oversight of public and private lands and including not just clearing and built structures- but lawn and gardens as regulated features under lot coverage specifications.
6. In this context one maxim rings true- a broken tool can't be used to fix itself. The County has previously adopted regulations and plans and launched initiatives predicated on sound approaches. Many of these efforts did not yield the intended results, were not carried through to a logical endpoint, and were not monitored and assessed for effectiveness- or for the impediments that undermined the desired outcomes. There is a deep and abiding need to invite third party independent analysis of the current government decision making framework, to conduct forensics on the frequency and impacts of exceptions, exclusions, text amendments, and related decisions that thwart existing environmental safeguards. The County needs to assess the use of such tools, and to catalog the impacts that result. Further, the county must identify the changes that need to occur to ensure adherence to publicly vetted public policy and regulation, and to maintain proper separation of representative/legislative and professional/administrative functions.

7. Integral to the success of a final Action Plan, is the development of a readily accessible, well maintained dashboard that tracks both administrative actions and project implementation in the field. This is essential to re-engage disenfranchised residents and to restore good faith with the large segment of county residents that are disillusioned and disappointed by the lack of adherence to previous resource management, development planning and environmental protection initiatives. Several websites exist (DPIE "Permit Status Tracking", MNPPC "Development Activity Monitoring System", PGAtlas, etc) to provide access to development and permitting information. Unfortunately, the data being populated into the systems is often missing --and when present-- is truncated and thereby difficult to interpret. More needs to be done to standardize the use and application of these tools. In addition, the County needs to take the next step to relate actions taken by agencies and the Council on development proposals to the broader goals and outcomes set out in the Climate Action Plan

Thank you for the opportunity to comment on the Draft Climate Action Plan. It outlines a pathway to a better future for County residents, and should be adopted, resourced, and implemented.

S. Tucker
Fort Washington, Prince George's County MD.

Subject: Comment

From: [REDACTED]

To: "climateaction@co.pg.md.us" <climateaction@co.pg.md.us>

Date Sent: Wednesday, December 1, 2021 6:24:12 PM GMT-05:00

Date Received: Wednesday, December 1, 2021 6:24:20 PM GMT-05:00

President Biden issued an executive order to tackle the climate crisis domestically and abroad. In it, he established a national goal to conserve at least 30 percent of U.S. lands and freshwater and 30 percent of U.S. ocean areas by 2030, in a "30x30" initiative. This initiative seeks to reverse the negative impacts of biodiversity decline and climate change by protecting more natural areas, and to increase access to nature for communities that lack it.

Knowing this, and with the Bureau of Engraving and Printing choosing between improving the existing building in D.C. vs. moving to a new 5-story, 1 million square foot building in the last large open green space between Washington and Baltimore, we believe Prince George's County should take a stand against the build in Beltsville and should encourage the reconsideration of the no-build or choose another site not located in the middle of open space and farmland. There were hundreds of comments to the proposal. I was one of them. I know this site very well. Few people know of its benefits as open space as I took over the site in 1994 from Dr. Lawrence Zeleny, often considered the father of the songbird nest box movement and founder of the North American Bluebird Society. It's not often travelled as there is no way to drive through the far end and you need a permit to enter the area.

Though our trail encompasses much of the Beltsville Agricultural Research Center, this Poultry Road site is extremely productive because of its exceptional characteristics in the middle of suburban Prince George's county where more sites like this are needed. We never have vacancies in any of our 20 nest boxes, as this is ideal and rare for this area: acres of grassland, dotted with native trees, along forest edge the perfect habitat for songbirds, rabbits, foxes, amphibians, etc.

I understand that there are many fewer workers at BARC than in the past. Having more workers return would be fine, but this a very large structure like nothing BARC has seen. The Environmental Impact Statement has been criticized as not having been comprehensive. I know that this large building and its 24/7,1600 employee activity, means this green space cannot help fulfill President Biden's 30x30 goal. This existing open green space with its abundance of old native trees, birds, and animals, is an important portion of the BARC site.

In fact, if ever sold, Maryland would like to keep all of BARC "agricultural open space":

Md. Code, Land Use § 25-211 states: If the United States Department of Agriculture sells any portion of the property known as the Beltsville Agricultural Research Center, the district council shall place and permanently maintain the land in a zoning classification of agricultural open space immediately after the transfer of the land to the buyer.

<https://casetext.com/statute/code-of-maryland/article-land-use/division-ii-maryland-national-capital-park-and-planning-commission/title-25-prince-georges-county-provisions/subtitle-2-land-use-controls-in-general/section-25-211-zoning-classification-of-beltsville-agricultural-research-center-on-sale>

I know NEPA has recently finished and I understand the recommendation is that they proceed at BARC, but, in light of our need for open space to meet new climate goals (and this is also an ideal site because

grassland is a better carbon sink than forest), would P.G. county take another look at the proposal and comments before the final decision is made, now that we have a new administration in office with much needed new focus?

Thank you.

Sincerely,

Marcia and Robert Van Horn
Beltsville, MD

Subject: Fw: Climate Action Input

From: Lee Williams [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Monday, November 8, 2021, 3:46 PM GMT-05:00

Greywater is gently used water from your bathroom sinks, showers, tubs, and washing machines. It is not water that has come into contact with feces, either from the toilet or from washing diapers.

Greywater may contain traces of dirt, food, grease, hair, and certain household cleaning products. While greywater may look “dirty,” it is a safe and even beneficial source of irrigation water in a yard. Keep in mind that if greywater is released into rivers, lakes, or estuaries, its nutrients become pollutants, but to plants, they are valuable fertilizer. Aside from the obvious benefits of saving water (and money on your water bill), reusing your greywater keeps it out of the sewer or septic system, thereby reducing the chance that it will pollute local water bodies. Reusing greywater for irrigation reconnects urban residents and our backyard gardens to the natural water cycle.

The easiest way to use greywater is to pipe it directly outside and use it to water ornamental plants or fruit trees. Greywater can also be used to irrigate vegetable plants as long as it doesn’t touch edible parts of the plants. In any greywater system, it is essential to use “plant friendly” products, those without lots of salt, boron, or chlorine bleach. The build-up of salts and boron in the soil can damage plants. While you’re at it, watch out for your own health: “natural” body products often contain substances toxic to humans (see resource pages below for details).

Our philosophy

We believe that for residential greywater systems simple designs are best. With simple systems you are not able to send greywater into an existing drip irrigation system, but must shape your landscape to allow water to infiltrate into the soil. We recommend simple, low-tech systems that use gravity when ever possible, instead of pumps. We prefer irrigation systems that are designed to avoid clogging, rather than relying on filters and drip irrigation.

We promote greywater reuse as a way to increase the productivity of sustainable backyard ecosystems that produce food, clean water, and shelter wildlife. Such systems recover valuable “waste” products—greywater, household compost, and humanure—and reconnect their human inhabitants to ecological cycles. By modeling “appropriate technologies” for food production, water, and sanitation in the industrialized world, we hope to replace the cultural misconception of “wastewater” with the possibility of a life-generating water culture.

We believe more complex systems are best suited for multi-family, commercial, and industrial scale systems. These systems can treat and reuse large volumes of water, and play a role in water conservation in dense urban housing developments, food processing and manufacturing facilities, schools, universities, and public buildings. Because complex systems rely on pumps and filtration systems, they are often designed by an engineer, are expensive to install and may require regular maintenance.

Basic Greywater Guidelines

Greywater is different from fresh water and requires different guidelines for it to be reused.

1. Don't store greywater (more than 24 hours). If you store greywater the nutrients in it will start to break down, creating bad odors.
2. Minimize contact with greywater. Greywater could potentially contain a pathogen if an infected person's feces got into the water, so your system should be designed for the water to soak into the ground and not be available for people or animals to drink.
3. Infiltrate greywater into the ground, don't allow it to pool up or run off (knowing how well water drains into your soil (or the soil percolation rate of your soil) will help with proper design. Pooling greywater can provide mosquito breeding grounds, as well as a place for human contact with greywater.
4. Keep your system as simple as possible, avoid pumps, avoid filters that need upkeep. Simple systems last longer, require less maintenance, require less energy and cost less money.
5. Install a 3-way valve for easy switching between the greywater system and the sewer/septic.
6. Match the amount of greywater your plants will receive with their irrigation needs.

Types of Simple Systems

From the Washing Machine

Washing machines are typically the easiest source of greywater to reuse because greywater can be diverted without cutting into existing plumbing. Each machine has an internal pump that automatically pumps out the water- you can use that to your advantage to pump the greywater directly to your plants.

Laundry Drum:

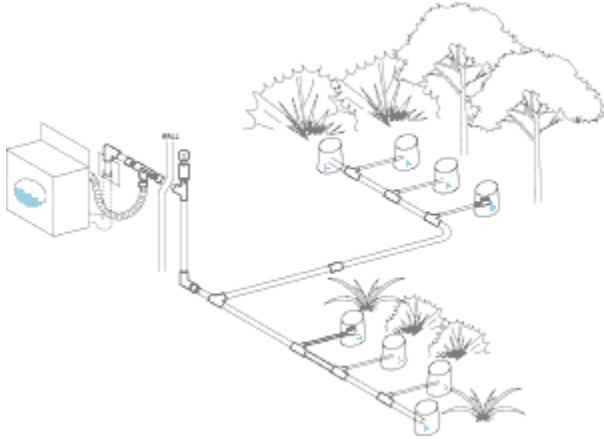


"Laundry drum." Note: Drum should be strapped to the wall for safety.

If you don't want to invest much money the system (maybe you are a renter), or have a lot of hardscape (concrete/patio) between your house and the area to irrigate, we recommend a laundry drum system.

Wash water is pumped into a "drum," a large barrel or temporary storage called a surge tank. At the bottom of the drum the water drains out into a hose that is moved around the yard to irrigate. This is the cheapest and easiest system to install, but requires constant moving of the hose for it to be effective at irrigating

Laundry-to-Landscape:



Laundry-to-landscape system. Image credit: CleanWaterComponents

If you're looking for a system that gives you flexibility in what plants you're able to irrigate and takes very little maintenance, we recommend the laundry-to-landscape system. This system was invented by Art Ludwig.

This greywater system doesn't alter the household plumbing: the washing machine drain hose is attached directly to a diverter valve that allows you to switch the flow of greywater between the sewer/septic and the greywater irrigation system. The greywater irrigation system directs water through 1" tubing with 1/2" outlets directing water to specific plants. This system is low cost, easy to install, and gives flexibility for irrigation. In most situations this is the number one place to start when choosing a greywater system!

From the Shower:

Showers are a great source of greywater- they usually produce a lot of relatively clean water. To have a simple, effective shower system consider a gravity-based system (no pump). If your yard is located uphill from the house, then you'll need to have a pumped system.

Branched Drain:



The branched drain system was also invented by Art Ludwig. Greywater in this system flows through standard (1 1/2" size) drainage pipe, by gravity, always sloping downward at 2% slope, or 1/4 inch drop for every foot traveled horizontally, and the water is divided up into smaller and smaller quantities using a plumbing fitting that splits the flow. The final outlet of each branch flows into a mulched basin, usually to irrigate the root zone of trees or other large perennials. Branched drain systems are time consuming to install, but once finished require very little maintenance and work well for the long term.

From the Sinks:

Kitchen sinks are the source of a fair amount of water, usually very high in organic matter (food, grease, etc.). Kitchen sinks are not allowed under many greywater codes, but are allowed in some states, like Washington, Oregon, Arizona, and Montana. This water will clog many kinds of systems. To avoid clogging, we recommend using a branched drain system with mulch basins, organic matter collects in the woodchips and decomposes. Since bathroom sinks don't typically generate much water, they can often combine flows with the shower water. Or, the sink water can be drained to a single large plant, or divided to irrigate two or three plants.

Constructed Wetlands:



Constructed wetlands are used to “ecologically dispose” of greywater. If you produce more greywater than you need for irrigation, a constructed wetland can help use up some extra greywater. Wetlands absorb nutrients and filter particles from greywater, enabling it to be stored for longer or sent through a properly designed drip irrigation system (though more filtration and pumping is also required). Greywater is also a good source of irrigation for beautiful, water loving wetland plants. If you live near a natural waterway and don't have anywhere else to direct greywater, a wetland can safely clean and soak-up greywater, protecting the creek. If you live in an arid climate, or are trying to reduce your fresh water use, we don't recommend incorporating wetlands into greywater systems as they use up a lot of the water which could otherwise be used for irrigation.

Pumped Systems:



Pumped system. Image credit: Leigh Jerrard

If you can't use gravity to transport the greywater (your yard is sloped uphill, or it's flat and the plants are far away) you will need to pump greywater uphill. In a basic pumped system greywater flows into a large (usually 50 gallon) plastic barrel that is either buried or located at ground level. Inside the barrel an effluent pump pushes the water out through irrigation lines (no emitters) to the landscape. Pumps add cost, use electricity, and will break, so avoid this if you can.

Indoor Greywater Use



Sink Positive toilet lid

In most residential situations it is much simpler and more economical to utilize greywater outside, and not create a system that treats the water for indoor use. The exceptions are in houses that have high water use and minimal outdoor irrigation, and for larger buildings like apartments.

There are also very simple ways to reuse greywater inside that are not a “greywater system”. Buckets can catch greywater and clear water, the water wasted while warming up a shower. These buckets can be used to “bucket flush” a toilet, or carried outside. There are also simple designs like Sink Positive, and more complicated systems like the Brac system. Earthships have an interesting system that reuse greywater inside with greenhouse wetlands.

Plants and Greywater



Low tech, simple greywater systems are best suited to specific, large plants. Use them to water trees, bushes, berry patches, shrubs, and large annuals. It’s much more difficult to water lots of small plants that are spread out over a large area. (like a lawn or flower bed)

Sent from my iPad

Subject: Please adopt the Climate Action Plan

From: Michael Zoosman [REDACTED]

To: climateaction@co.pg.md.us

Date Sent: Monday, November 8, 2021 5:05:24 PM GMT-05:00

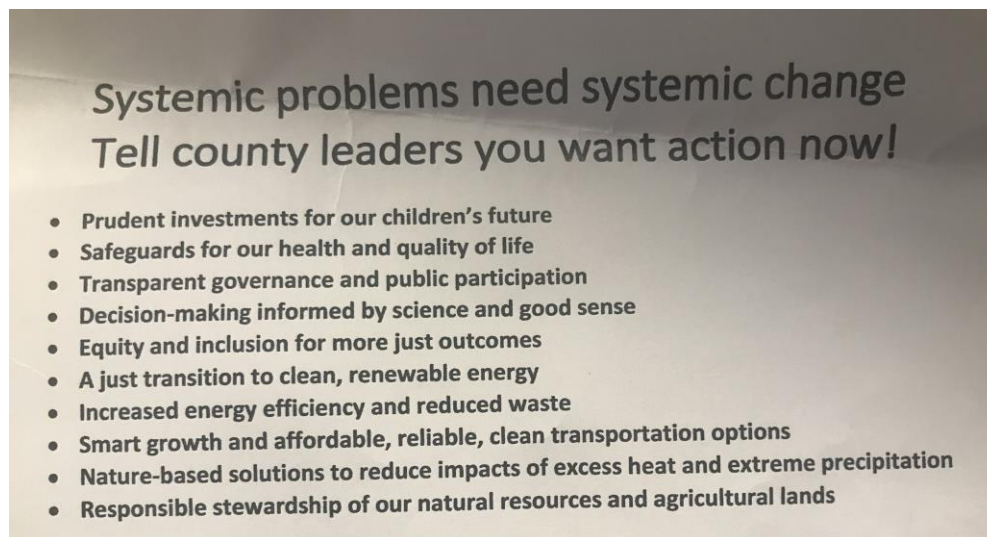
Date Received: Monday, November 8, 2021 5:05:57 PM GMT-05:00

Dear Friends,

I am writing as a resident of PG County. I reside with my wife and two young daughters in College Park.

Respectfully, these are the actions we would like our county leaders to take:

Thank you very much for your time and may we all be safe and healthy as we move forward!



L'shalom, For Peace,
Chaplain Michael Zoosman

--

Cantor Michael Zoosman,
Board Certified Chaplain (NAJC)
(Pronouns: he, him, his)

"Death is not the answer."

"With every cell of my being and with every fiber of my memory I oppose the death penalty in all forms. I do not believe any civilized society should be at the service of death. I don't think it's human to become an agent of the angel of death."

- Holocaust Survivor and Nobel Laureate Elie Wiesel (1928-2016)

"Whoever destroys a life, it is considered as if he destroyed an entire world. And whoever saves a life, it is considered as if he saved an entire world." - The Talmud (Jewish Oral Law) Sanhendrin 4:5)

<http://deathpenaltyaction.org/jewish-action>

Please join the 1,100+ members of our group on Facebook at "L'chaim: Jews Against the Death Penalty"
<https://www.facebook.com/groups/996205437512710/?ref=share>