Tuesday’s passage of Resolution 2012-18 is the latest development in an increasingly tense situation in both the Charles County Board of Commissioners and Charles County Planning Commission that has divided the county. Here is a summary of some of the events that have led to a growing divide:

November 2010

Commissioner President Candice Quinn Kelly (D) and Commissioner Ken Robinson (D: 1st) are elected to their respective positions promising transparency. The key to Robinson’s election, in a very close primary race, were his viewpoints on environmental issues. Commissioners Debra Davis (D: 2nd) and Bobby Rucci (D: 4th) also also newly elected. Commissioner Vice President Reuben Collins (D) and Kelly are the only people to have previously served on the Board of Commissioners prior to the 2010 elections.

January 2011

Courtney Edmonds, Esq., becomes the chairman of the Charles County Planning Commission. Edmonds had served on the planning commission for two years, he was appointed in January 2008.

March 2011

The 2012 Charles County Comprehensive Process begins. A series of public input sessions and design charrettes are held during the summer and fall months. Many of those attending the design charrettes and public meetings express their desire for growth to be limited. To date, the 2012 Comprehensive Plan is starting to look exactly the same as the 2006 Comprehensive Plan with most of the amendments to the plan being passed on a 4-3 vote in the planning commission.

November 2011

The Maryland Department of the Environment denies a permit for the Cross County Connector portion that runs over the Mattawoman Creek. Environmentalists hail the decision. The MDE permit denial is the first permit denial that ultimately leads to the death of the road’s completion.

At the following meeting of the Charles County Board of Commissioners, Kelly rejects calls from Davis to have the meeting held in closed session, saying there’s great public interest and she wants things done in an open, transparent atmosphere.

The Army Corps of Engineers later denies a permit for the project’s completion with prejudice, saying that expansions to MD-228 would be a far less environmentally destructive option. The ACOE permit denial ultimately kills the project.