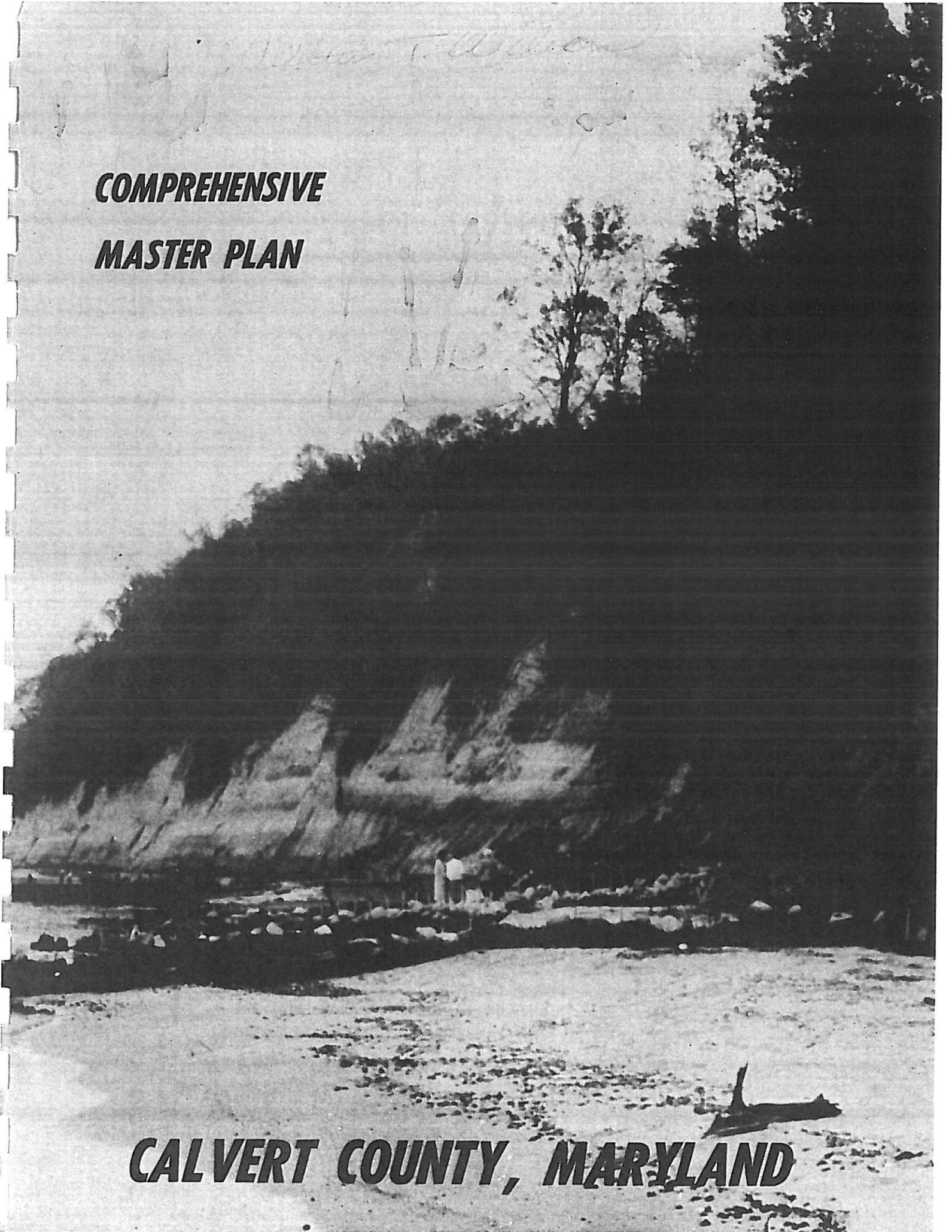


John T. Wilson

**COMPREHENSIVE
MASTER PLAN**



CALVERT COUNTY, MARYLAND

COMPREHENSIVE PLAN

CALVERT COUNTY, MARYLAND

prepared for

The Calvert County Planning and Zoning Commission

The preparation of this document was financially aided through a Federal Grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

MARYLAND STATE PLANNING DEPARTMENT
301 West Preston Street
Baltimore, Maryland 21201

Adopted May 12, 1967

Calvert County
Board of County Commissioners

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September 5, 1967

Mr. Richard H. Ireland, Chairman
Calvert County Planning and Zoning Commission
Prince Frederick, Maryland

Dear Mr. Ireland:

We are pleased to submit herewith the Calvert County Comprehensive Development Plan. This document, developed and adopted by your Commission, represents a statement of public policy based upon county goals and objectives. As Calvert County's initial step towards comprehensive county planning, it is intended as a guide for the future development of the county, both in terms of public improvements and private initiative. However, this document is not an end unto itself, but a dynamic and flexible tool which, to be effective, should be periodically reviewed and updated to make it continuously applicable to Calvert County's needs.

On behalf of my staff I would like to express our thanks to the members of the Calvert County Planning and Zoning Commission, the County officials and employees, and private citizens for their assistance and cooperation. We sincerely hope that the Comprehensive Development Plan will prove to be an active and valuable guide to the future growth and development of Calvert County.

Sincerely,

James J. O'Donnell
Director

CALVERT COUNTY PLANNING AND ZONING COMMISSION

COURT HOUSE

PRINCE FREDERICK, MARYLAND

535-1600 - EXT. 54

September 5, 1967

Honorable J. Wilmer Gott, President
Calvert County Board of County Commissioners
Prince Frederick, Maryland

Dear Mr. Gott:

On behalf of the Calvert County Planning and Zoning Commission, I am pleased to submit the Calvert County Comprehensive Plan.

In preparing the Plan, this Commission has been working very closely with the staff of the Maryland State Planning Department in reviewing the findings and various planning proposals pertaining to the future development of Calvert County. The cooperation and assistance of the citizens of Calvert County have been invaluable in the preparation and adoption of this Plan as a workable guide for future development.

It is the opinion of this Commission that this report will offer the County a constructive method for coordinating public as well as private efforts towards future county betterment.

Sincerely,



Richard H. Ireland
Chairman

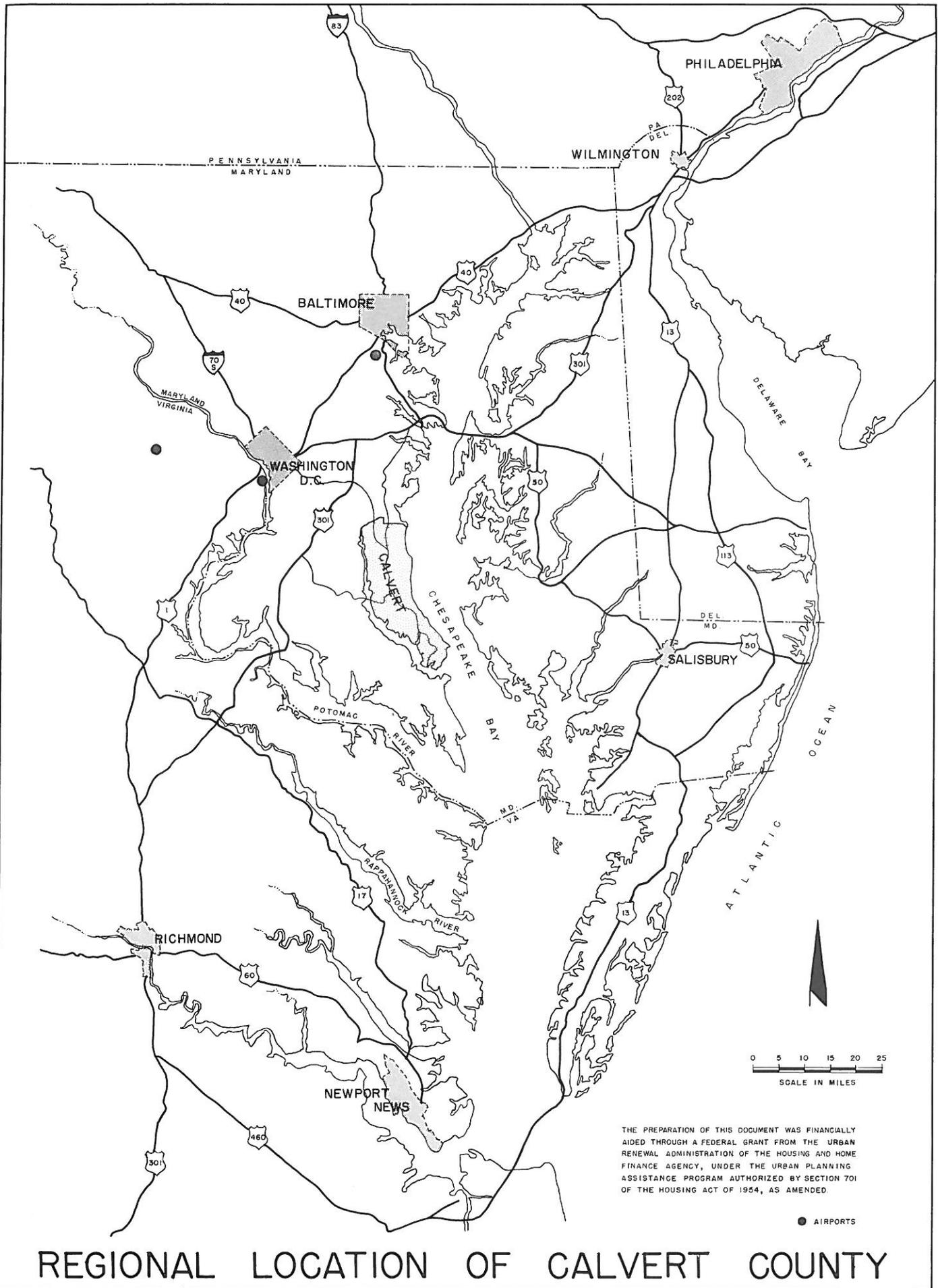
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THE PREPARATION OF THIS DOCUMENT WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

● AIRPORTS

REGIONAL LOCATION OF CALVERT COUNTY

PHYSICAL CONDITIONS AND LAND USE

The initial portion of the planning project for Calvert County consisted of a thorough inventory and analysis of existing physical conditions in the County including climate, natural resources, transportation, utilities, land use, and building conditions. The results of this study, undertaken by Werner-Dyer and Associates, planning consultants, are found in the published report entitled, Planning Research, Calvert County, Maryland, December 1964.

THE EXISTING PATTERN OF DEVELOPMENT

The county first developed as a series of plantations and small settlements. This pattern of development was oriented to the waterways which provided the safest, quickest and most comfortable means of transportation. Gradually, development in the county has changed with the death of the plantation economy and the improvement of overland travel. As this gradual transition occurred, some settlements disappeared while others have emerged due mainly to the recreation potential of the Chesapeake Bay. The pattern of settlement today is dominated by three main characteristics - the agrarian economy, the highways, and the Chesapeake Bay. See Plate 1 on preceding page which locates and relates Calvert County to the surrounding area.

Development along the Bay is primarily second-home with some year-round residences. Year-round homes have developed along the Bay for three reasons - a lack of housing elsewhere in the county, a conversion of summer homes for retirement purposes, and the recreation potential which caused settlements in this area. A factor which has influenced bay front development and has retarded development inland is the lack of public access to bay and river frontage.

All communities along the Bay began as developments of seasonal cottages oriented to the recreational advantage of the water. The older communities generally were laid out with small lots, some of which were as small as 2,500 square feet. Newer subdivisions in general have lots of 10,000 to 20,000 square feet and a few are planned with all of the services and facilities normally associated with incorporated towns. Some are well laid out with provisions having been made to meet the needs of residents, while in other instances little thought was given to anything except subdividing the land and the sale of lots.

Along the Patuxent River development has been very light with the exception of Solomons, Broomes Island, and White Sands. In general, the largest portion of the river front has been retained in either agriculture or forest cover.

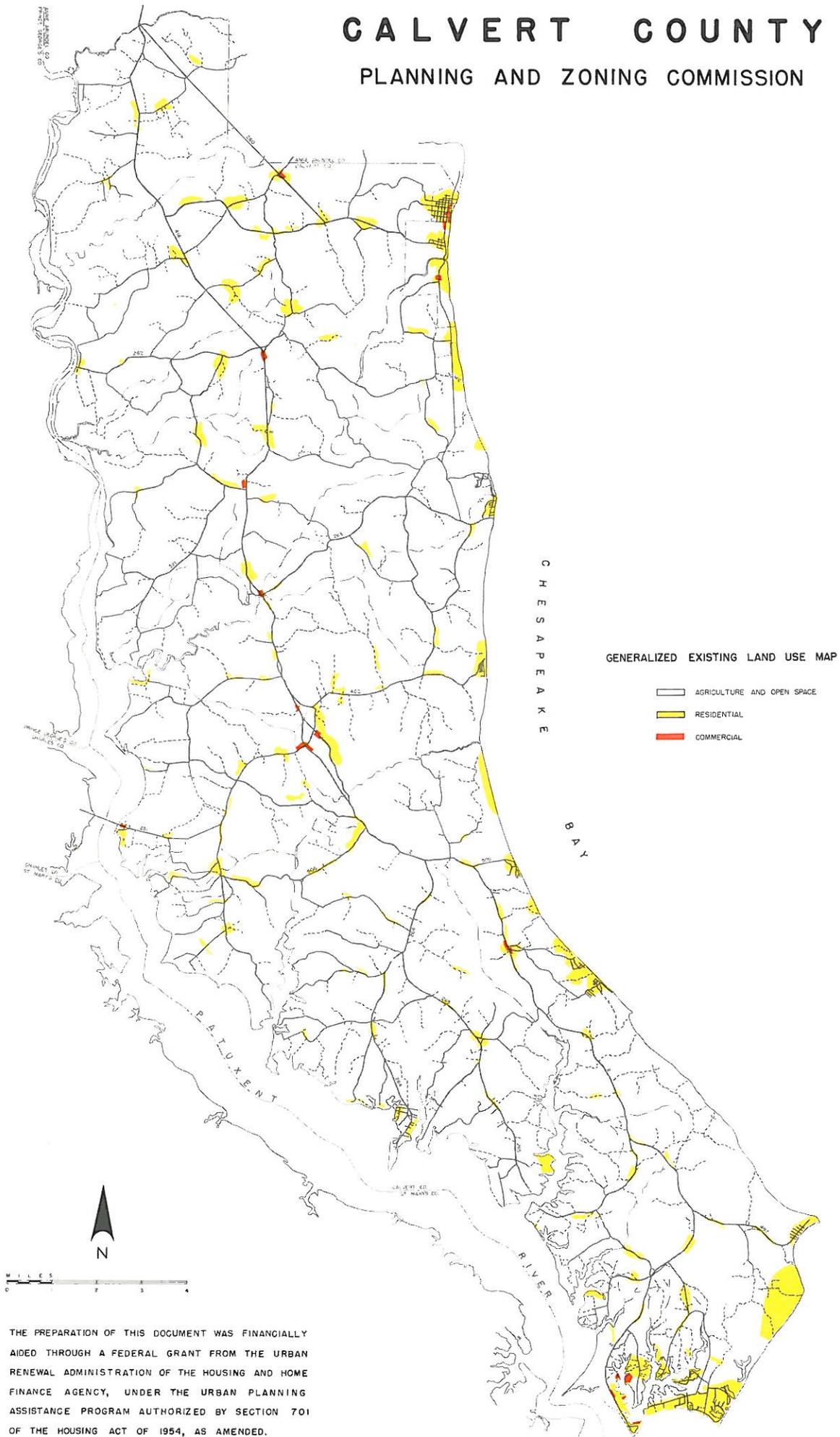
Inland, residential development is widely dispersed on lots ranging in size from 5,000 square feet to 20 to 30 acres. The overall population density is low, with development being dispersed on either individual lots or in strips or small clusters along the county's roads. In general, it can be stated that the amount of development along these roads is relative to the quality of maintenance of the road and its importance as a thoroughfare.

To serve this scattered residential development small communities such as Owings, Prince Frederick, and Huntington have developed. These settlements are small centers of commerce surrounded by a small cluster of homes. Prince Frederick, located approximately in the center of the county, on Route 4, serves as the county seat and is the county's center of commerce, culture, and community services.

The dominant land uses in the county today are agriculture and forest uses; other uses comprise only 2.5% of the total county land area. Most forested areas are

CALVERT COUNTY

PLANNING AND ZONING COMMISSION



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MARYLAND STATE PLANNING DEPARTMENT

third or fourth growths of timber which are incapable of supporting a large forestry industry. These areas, however, do support a small forestry industry which is a valuable adjunct to the agricultural economy. The primary future value of these forested areas is in their recreational potential.

Agricultural areas occur for the greatest part in the third election district and along the Patuxent River. The area along the Patuxent contains the best farm land in the county. Farms are dispersed throughout the county, however, with land being cultivated wherever the topography and soil will permit.

Tobacco is the main cash crop and agriculture currently is and will in all likelihood remain an important part of the economy during the next twenty years. The next twenty years should, however, see a reorientation of many of the county's farms from a primary to a secondary source of the land owner's income.

Of the 3,400 acres of land which are devoted to urban type uses, 79% is residential, 5% is commercial, 3% is industrial, and 14% is devoted to public and semi-public use. A generalized distribution of these land uses is shown on Plate 2.

THE ECONOMY AND POPULATION OF THE COUNTY

The quality, amount, and character of future development the county may expect in the next twenty years is dependent upon the economy and the resultant effect the economy will have on the population both in terms of number and characteristics. As a part of this study Robert Gladstone and Associates, economic consultants, studied the economy and population of both the county and the larger tri-county region. The major findings of this study are summarized below with a short commentary on each.

Geographical Considerations

1. Calvert is a Small and Relatively Isolated County

- With 219 square miles of land, Calvert is the smallest county in the State in geographic size and third smallest in population.
- Practically an island, the County is "connected" by a seven mile neck of land and served by only three roads.
- While its northern boundary is just 20 miles from Washington, the County stretches another 40 miles to Solomons at its southern tip.

(Comment) The county's isolation is well documented in the report and presents a major development challenge as the county is essentially a peninsula, being surrounded on three sides by the Chesapeake Bay and Patuxent River. The question with regard to the planning program is not how to end this isolation, but the best way to end it and whether it should be completely ended. Obviously the county's isolation can be reduced by more highway and bridge connections, such as the lower Patuxent Bridge which was authorized by the 1966 session of the State Legislature. The question to be resolved in the Highway Plan is which connections are the most essential to the county.

Economic Problems

2. Except for Summer Resorts, Calvert's Few Economic Supports are Dwindling

- Agricultural jobs - which account for a quarter of all county jobs - have dropped by about 20 per cent in four years. Declining tobacco allotments, prolonged drought, and uncertain outlook for tobacco markets threaten the future of Calvert's tobacco-based agricultural economy.
- Due to pollution and other factors, the value of the county's seafood catch dropped 40 per cent between 1960 and 1963.
- With an estimated 10 per cent of county local tax revenues generated directly or indirectly by slot machines, the phase-out of slots will necessitate sharp readjustments in the private and public economy of the county.
- About 17 per cent of the county's employment is related to tourism and recreation. However, this employment is subject to a seasonal variation of better than 50 per cent.
- Calvert has no sizeable manufacturing firm or government agency on which to base its economy.
- Commuting to the Washington area has taken up some of the slack in county jobs - better than 23 per cent of county workers commute to jobs outside the county.

(Comment) In planning for the future development of the county, some knowledge of a community's economic outlook is essential. The findings summarized under this heading and documented elsewhere in the report indicate the following:

- (a) Agricultural activity in the county has been following the national trend that results in consolidation of land into farms of larger size

employing fewer total persons and producing a larger gross return.

What this means is that there will be less land used agriculturally and fewer people required to work the land. However, in all likelihood agriculture will remain the largest user of land in the county.

- (b) From 1960-1963 there was a 40 per cent drop in the value of the seafood catch, indicating that without major reforms the seafood industry will not be a great economic factor in the county. In essence this means that while flexible provisions in the land use plan should be made for the seafood industry, its promotion should not be a goal exclusive of all others.
- (c) The phasing out of slot machines and the subsequent reduction in county revenue will require a Community Facilities plan which is based upon sound economies of development.
- (d) Tourism is an economic asset to the county. Therefore, some means of integrating tourist-oriented facilities and providing for summer residents must be devised that will not conflict with the year-round activities of the county.
- (e) While the county has no sizeable industries and the immediate outlook for attracting significant new industry to the county is slight, provisions must be made to provide attractive areas for potential industrial uses. This area must be adaptable to an industry's needs and at the same time be located in such a manner as to provide no conflict with other nearby land uses.
- (f) Commuting to the Washington metropolitan area is an indication of two factors. First, that there are not sufficient employment opportunities in the county. Secondly, that the county offers a living environment

attractive enough to make people feel the commuting distance to the Washington area is not excessive for the environmental benefits they receive from living in the county. Commuting to work in the Washington area has been increasing, having reached 23% of the employed work force in 1960, and according to the Gladstone report, this commuter rate could conceivably involve 40% of the work force by 1985. This trend cannot be overlooked and tends to indicate that the county may become a "bedroom community", one which is dependent upon other communities to provide employment opportunities for its residents.

Social Problems

3. Calvert Has Unique Social Problems and Needs

- The county's ratio of children to adults is very high. Its "fertility ratio" - births per adult woman - is the highest in the State. The ratio of non-workers to workers is second highest of all Maryland counties.
- The county leads the State in the percent of the population which is "rural-farm" and also leads in the percentage of non-white residents.
- Educational attainment, percent in school, median age, and family income are all dramatically lower than State averages.

(Comment) While these findings are factors which greatly affect the county, only two points are of direct concern to the planning of the county's physical development. These are:

- (a) The county leads all others in the State in the percentage of population classified as "rural-farm". This fact emphasizes the dominant role agriculture plays in the county's economy and also indicates the

problems the county will face as agricultural employment continues to decline. To a large degree these persons are non-skilled farm laborers and the county will have a difficult readjustment problem as these jobs phase out of existence.

- (b) There is very high "fertility" ratio in the county, and the average educational attainment of county residents is low. It will be one function of the Community Facilities Plan to evaluate schools with regard to future population and its distribution. From this evaluation a school policy plan will be developed to guide school location and size which will best serve the expected population.

Fiscal Limitations

4. While Social and Development Needs are Very Great, the County's Fiscal Capacity is Very Low

- "Calvert County operated at a deficit for the years ended June 30, 1961, 1962 and 1963 . . . Operating under an austere budget it is hoped that when the books are closed for the year ending June 30, 1964 the results will show that the county is operated at a break-even point." (From a report compiled by the County's Certified Public Accounts - 1965.)
- Phase-out of the slot machines may cost the county up to ten per cent of its traditional local tax revenues.
- Because of the youthfulness of its population, Calvert County leads all others in the State in the number of teachers per capita and in per capita expenditures in education, according to the 1962 Census of Governments.

(Comment) The county's financial ability is a factor which will have to be constantly kept in mind in developing plans for the county. In many instances the most desirable solution to a problem may be completely unfeasible from a financial point of view. In such case a compromise solution which recognizes the strict fiscal realities will have to be followed.

Population Forecast

5. Despite Economic and Social Problems, Calvert's Population Has Grown Modestly and Will Continue to Grow

- Current county population is about 17,500, up about 11 per cent from 1960. Population forecasts show a 1970 figure of about 20,000 and a 1985 figure of 27,000.

well, 34,000 by 1970

(Comment) The population projection of 27,000 persons by 1985 represents the consultant's best estimate. The value of the projection lies in the fact that it establishes a reasonable scale upon which to develop a plan to accommodate future growth and development in an orderly, efficient, and economical manner.

Future Outlook

6. In the Long Run, There are Basic Economic Opportunities Available to Calvert Sufficient to Develop a Viable Fiscal Structure and an Adequate Standard of Living

- Calvert has distinct assets on which to build - proximity to Washington, better than 70 miles of shoreline, open land, as well as historical and natural features of interest to tourists.
- Stabilization of agriculture is not an impossibility.
- A much larger seafood industry is possible if appropriately developed.

- Opportunity exists for a greatly expanded tourist, recreation, second home and retirement living "industry."
- Waterfront provides opportunity for attracting new employment in research testing, manufacturing and education, both government and private.
- Eventually, Washington-oriented residential, commercial and service development is probable. If of good quality, such development would be an "industry" in itself, improving the county's fiscal position and the leadership potential of its citizens.

(Comment) Under this heading are delineated the major areas of economic activity which will occur in the county in the future. All these areas of activity have been mentioned previously, either directly or indirectly, and all must be considered and provided for within the framework of the plan itself. It is not the actual provision for each which will present any difficulty, but the provision for them in a manner which will not cause conflict.

IMPLICATIONS FOR THE FUTURE DEVELOPMENT OF THE COUNTY

From the facts and forecasts presented in the background studies, it is clear that the county's physical development will undergo changes and that development problems which now exist will be further aggravated by the increasing pressure of further growth. The following conclusions were made on the basis of previous reports, and are a short summarization of the development problems to be reconciled in the preparation of the Comprehensive Plan.

1. Soil conditions in the county are such that they preclude large scale development with individual septic tanks and wells. Any major development will require central water and sewage disposal systems.
2. A major determinant in the development of the county is its topography. Sizeable areas of level or moderately sloping land is limited and this will, to a great extent, dictate the location of any major development.
3. The county's seventy miles of shoreline will be used increasingly for water oriented recreation. It is important to the economy that such development be encouraged. It is, however, also important that such development be controlled in a manner that will preserve a significant amount of shoreline for the enjoyment of all residents and visitors to the county.
4. A significant problem affecting development arises from the increasing pollution of the county's waterways. A concerted effort must be undertaken to prevent pollution of waterways or the county will suffer a further collapse of the seafood industry and restriction of its recreation potential.
5. With regard to both (3) and (4) above, it is important that any pollutant entering the Bay be controlled. In order to accomplish this it is important that the Land Use Plan and Zoning Ordinance be designed in a manner which will

encourage the development of sewage collection and treatment system in areas of concentrated development and insure that development in other areas of the county be of sufficiently low density to present no pollutant problems.

6. A major asset of the county is its scenic beauty and rural atmosphere. If the continued development of second homes and retirement homes is to be encouraged, it is important that this asset be retained.
7. The agricultural use of land in the county will not increase. Agriculture, however, is and will continue to be an important part of the county's economy and wherever possible good farmland should be protected from encroachment by other land uses.
8. Residential development should be encouraged to concentrate at areas of existing development to facilitate the provision of community facilities on an economical basis.
9. Commercial development should be encouraged to concentrate near major highway connections close to the center of existing or planned areas of development.
10. Industries that locate in the county will probably be small (under 100 employees) Industry requires locations on or near major highways and where level land is available.
11. To a great extent the future economy of the county is tied to the Washington, D. C. metropolitan area. In 1960, 23% of the county's working force was employed in this area, and this percentage is expected to increase to 40% by 1985. Waterfront development is a major factor in drawing the Washington commuter to this area. It is, therefore, important that the county's highway network be oriented to facilitate the accessibility of this natural resource.

12. The financial conditions of the county dictate that, wherever possible, development must be encouraged to locate near existing community facilities. By consolidating development maximum economy of use will be realized in the operation of such facilities and services as schools, water systems, sewerage systems, recreational facilities, fire stations, police protection, refuse collection, and the street and highway system.

DEVELOPMENT GOALS AND OBJECTIVES

The county's statement of planning goals and objectives is in essence a generalized expression of what it hopes to accomplish through a sound planning process. This statement, based upon full recognition of the capabilities and potential of the county, will reflect public as well as private objectives and will serve as the foundation for policies implementing future growth and development.

The Calvert County Planning and Zoning Commission adopts the first two goals advanced for the Southern Maryland Region in the report by Robert Gladstone and Associates.

Goal One:

"To accommodate the development which will come, in the least destructive manner: to make an asset rather than a liability of development.

Goal Two:

"To stimulate the local economy and broaden the area's economic base: to provide jobs for the area's labor force; to reduce reliance on a single dominant form of employment; to provide a growing tax base."

One of the prime functions of an active planning program is the formulation of guiding policies and plans for the physical development of the county. However, this is not meant to imply that social and economic factors are disregarded. All three elements of growth are intertwined in the formulation of a plan which portrays patterns of physical development.

Goal One:

- to encourage development which will enhance the basic living amenities of the county.

- to encourage the concentration of residential development in clusters in order to facilitate the provision of community facilities and services.
- to promote good design in subdivision development which will in turn ensure economy in the provision of utilities, drainage, streets, and other services.
- to promote improved traffic circulation within the county.
- to unify public thinking so that all citizens are aware of community needs and objectives.
- to encourage the continuation of a high standard of local governmental services, with the major emphasis upon economy and efficiency.

Goal Two:

- to actively seek new and improved highway facilities which will make the county more accessible to other areas of the State.
- to encourage industrial development at locations which will not have a detrimental effect on existing or future residential areas or create traffic problems.
- to encourage and actively promote the preservation and development of historical and recreational areas in the county.
- to encourage and promote the current trends of second home and retirement home development in the county.
- to protect and preserve the agricultural segment of the county's economy.
- to preserve and promote the water-oriented resources of the county.

THE COMPREHENSIVE PLAN

In preparing the Comprehensive Plan, which is composed of the Land Use, Highway, and Community Facilities plans, all factors which can affect growth should be considered. Provision, however, should be made to encourage originality not only in the Plan but also in the Zoning Ordinance and Subdivision Regulations.

The existing pattern of land use in the county for the most part has developed through a series of separate, unrelated actions. Too often adjacent land uses have developed in conflict with one another; traffic and circulation patterns are in some instances inconvenient and disruptive, and some development is poorly located or difficult to serve in relation to existing and proposed community facilities and services. An awareness of total community patterns, efficiency, and goals is necessary to encourage a more desirable growth pattern for the community. Development of such an awareness is one of the major purposes of a planning program, as the comprehensive plan is the documentation of a community's goals and objectives in a development pattern which will be most beneficial to the community's welfare.

Land Use Policies

Before developing the Land Use Plan a general land use pattern should be decided upon. There are three alternative land use patterns possible in the county.

These are:

- a continuation of the present pattern of linear development along most of the roads in the county with isolated subdivisions and settlements throughout the county;
- a concentration of development in a few areas of the county where apartments and small lot development would predominate; or

- a clustering of development in several areas of the county where a variety of lot sizes and housing types would be available.

A cluster pattern of development is recommended in the county as it is considered more economical, practical, and beneficial than the other patterns. This pattern, in conjunction with the following policies, will essentially determine the Land Use Plan. These recommended policies are:

- To retain the land along the Patuxent River in its present agricultural use. This area contains the best farm land in the county and has experienced little development in the past. A rare opportunity is presented to the county to preserve the land along this waterway in an open nature and preserve its beauty.
- To encourage major development along the Chesapeake Bay to "cluster" around that which exists.
- To encourage other major development to occur around those centers which have already begun to form in the county and where community facilities currently exist or may be provided with relative facility.
- To encourage new development outside the proposed cluster areas only in the form of planned communities which provide for the needs of their residents.
- To encourage highway-oriented commercial outlets to occur only at selected intersections in the county.
- To encourage general industrial development to occur only in two or three areas in the county along major highway arteries. Those industries

which need to be near their source of supply, such as the seafood and forestry industries should, however, be permitted to locate near their sources of supply.

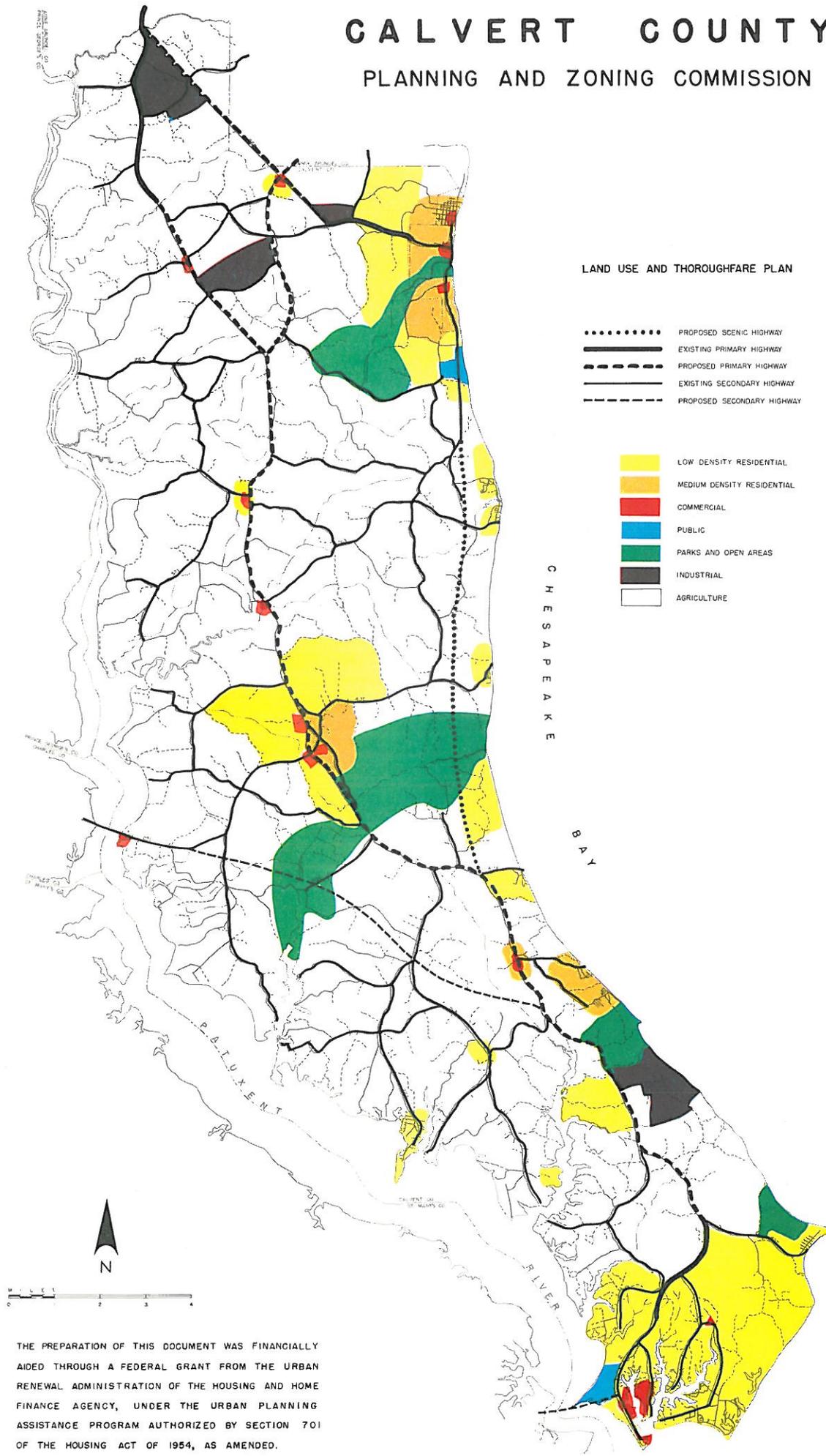
- To preserve as much of the rural atmosphere of the county (one of its greatest natural assets) as possible by preserving it in an open nature.
- To preserve as the basis for a future county recreation system the waterways and other areas of the county which because of either a uniqueness or other natural attribute such as topography or forest cover would lend themselves to recreational usage.

The Land Use Plan

The Land Use Plan advanced in this report attempts to resolve the problem of how existing desirable environmental characteristics of the county may be preserved while accommodating growth. The recommendations or policies reflected in this Plan concern the character and general locations of the various types of land uses and were developed on the basis of past trends, existing characteristics, and future potentials of the county. In many instances the Plan recognizes and attempts to encourage expansion of areas where development currently exists, while in other instances the Plan attempts to reverse existing trends which would jeopardize the desirable development of the county. An attempt has been made to reconcile and reflect the desires of residents in a manner which it is hoped will prove beneficial to the county. Of major significance is that the Plan reflects an awareness by residents and officials that a sense of direction and purpose in development is necessary if the county is to remain a desirable place to live and that choices have been made and expressed in the form of this Plan.

CALVERT COUNTY

PLANNING AND ZONING COMMISSION



THE PREPARATION OF THIS DOCUMENT WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Emphasis in the Plan has been placed on encouraging the development of four types of residential environments:

1. The rural or agricultural environment, which will require very little in the way of public service.
2. The self-contained residential community which has all major facilities (both public and private) needed to serve the population. These communities are intended to provide a varied range of housing types.
3. The summer resort, which provides only those facilities needed for its summer residents, but has an inherent flexibility capable of permitting its conversion into a year-round residential community.
4. The small settlement form of environment which would have a semi-rural atmosphere and would require minimal urban services.

The Plan as expressed here in both written and visual form should not be looked upon as an end unto itself, but should be periodically updated and modified to reflect unforeseen changes which will undoubtedly occur. The uses as designated in the Land Use Plan are not intended to set any fixed land use boundaries or to apply to any individual parcel of land. Its function is to serve as a guide in formulating and periodically modifying the Zoning Ordinance by indicating the land use needs of the county and their desirable relationships.

The land uses as shown on the Plan map (see Plate 3) are explained below:

Agriculture

The preservation of agricultural land is important to the implementation of the Land Use Plan and the economy of the county as this land use classification is intended to serve the following functions:

1. To protect agricultural areas from encroachment by development, thereby preserving this element of the economy.
2. To provide a land reserve for development beyond the time period of this study by retaining these areas of the county as relatively undeveloped.
3. To encourage residential development to occur in an orderly and economical manner which will enable the county to provide urban services when they are needed.
4. To protect the environment of the county - perhaps its most valuable natural resource. One of the attractions the county offers is its relative openness, and this is a major factor in attracting people to live and to construct second houses in the county.
5. To provide for that element of the population which desires the environmental protection which agricultural zoning can afford.

In order to accomplish the above, it is evident that a relatively large lot for residential development in the agricultural district of the proposed county zoning ordinance will be necessary.

Residential

Incorporated within the Plan are two residential classifications. These are:

1. Medium Density - These areas are intended to have an average density of six to fifteen dwelling units per acre and provide for an environment which would include multi-family and garden apartment residences, as well as single family homes. Development of a wide range of housing types in these areas is predicated to a great degree upon the availability of community water and sewage disposal facilities.

2. Low Density - These areas are intended to have a density of two to six dwelling units per acre dependent upon the availability of community water and/or sewage disposal systems. Development in these areas is meant to consist of single family dwellings.

Commercial

There are three classes of commercial activities which must be provided for in Calvert County - retail, highway, and marine. The Land Use Plan does not differentiate between these types; its function is only to indicate a need for commercial facilities and the general areas where they should be located. The areas as shown in the Land Use Plan should be reflected on the Zoning Map with specific characteristics in terms of the following:

1. Retail Commercial - These areas would be intended to meet the every day shopping needs of residents and should include such businesses as food stores, hardware stores, jewelry stores, shoe stores, etc.
2. Highway Commercial - These areas would be intended to meet the needs of the traveling public and the dispersed populations of the county. They should include such uses as motels, gasoline stations, restaurants, retail outlets, etc.
3. Marine Commercial - Aimed primarily at the boating public, these areas should include such uses as boatels, restaurants, motels, boating supply outlets, etc.

While the Plan as advanced here does not take into account individual and isolated existing commercial establishments, provisions for these commercial operations should be incorporated in the Zoning Ordinance.

Industrial

Calvert County has never been a major industrial area . Industries that developed in the county have been small in terms of the number of employees and have been related to natural resources, such as seafood, forestry, marine research, and pleasure watercraft construction.

Industry, per se, will not in the next twenty years play a significant role in the county due to many factors. A few of the major factors are a shortage of skilled labor, relative distance to markets, lack of commercial transportation facilities - primarily rail and trucking - insufficient housing, and the location of the county. This is not intended to imply that the county should not attempt to diversify its economy by attracting some industries, but that the likelihood of attracting major industrial development is small.

Locations for future industrial areas in the county as shown in the Land Use Plan were selected on the basis of the following criteria:

1. Accessibility to major highways in the county.
2. Relative distance and accessibility to the markets and transportation facilities located in the Baltimore and Washington, D. C. metropolitan areas.
3. Suitability of the site in terms of topography. Wherever possible sites were chosen where slopes were not in excess of 10 per cent and were capable of being graded without undue expense.
4. Accessibility to residential areas in the county. It was felt that travel times should not exceed one-half hour.

Recreation and Conservation Areas

Identified in the Plan in this land use category are a number of sites which fit one of three categories. These sites are either currently being reserved as

conservation areas, being considered as possible park land, or areas which would lend themselves either to recreational or conservation areas. Potential recreation or conservation areas were evaluated on the basis of geographic features or physical characteristics such as topography, forest cover, flood plains, and unique formations or characteristics.

Highway Plan

As presented, the Highway Plan does not embody any proposals which have not been advanced in previous years. An attempt has been made at reviewing past proposals and making a determination of those which will be needed within the next twenty years. To a great extent this Plan is conservative, as its major emphasis is devoted to maximizing the usage of the existing road network.

In preparing this Plan two major factors were considered:

1. The development of linkages (connectors) between the county and areas to which they are economically tied.
2. The development of a road network within the county which would facilitate the internal flow of traffic.

To a great extent the county's economy is tied to the Washington, D. C. metropolitan area and to a lesser extent to the Baltimore metropolitan area. Existing and proposed linkages to these areas are:

Washington, D. C.

- Route 4
- Benedict Bridge to Route 235 to Route 5
- Proposed lower Patuxent River bridge to Route 235 to Route 5.

Baltimore

- Route 2
- Route 4 to Route 301 to Route 3.

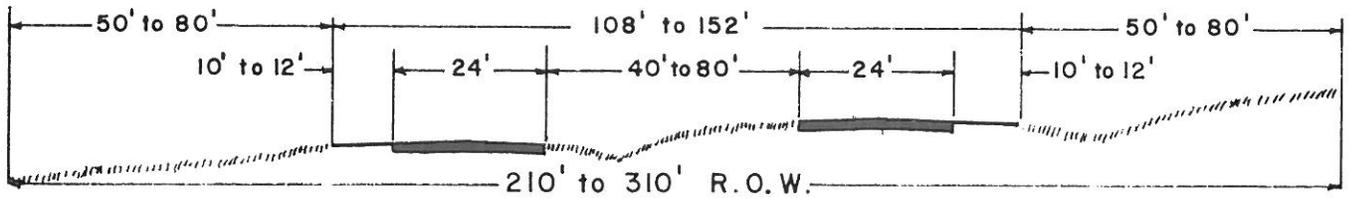
These linkages as they exist, or with proposed modifications are adequate and provide the county with access to the two metropolitan areas with travel times of approximately one hour from the northern sections of the county and two hours from the southern sections.

The following proposals are suggested to improve these linkages and to facilitate the internal flow of traffic in the county:

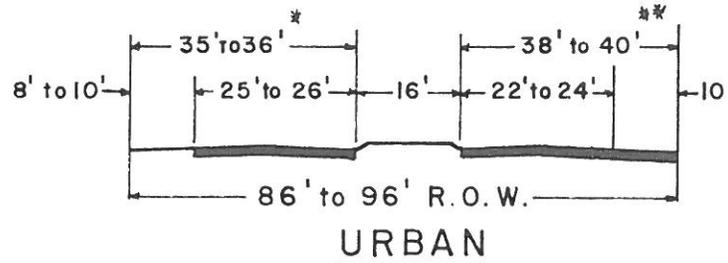
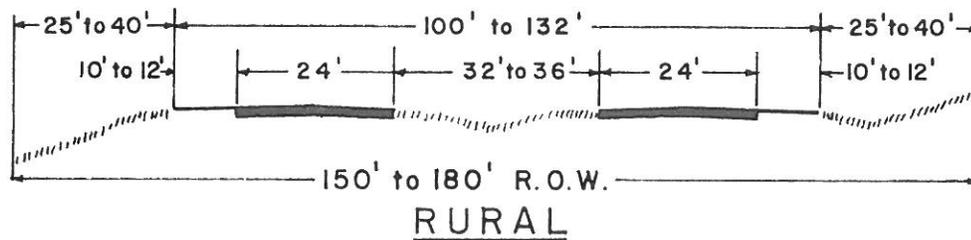
1. Dualization of Route 4 to its intersection with Route 497. This highway is the only north-south route extending the entire length of the county and in essence is the main artery for dispersing and collecting traffic in the county. Due to this function and the extreme difficulty and expense which would be encountered in the building of another through north-south route, this highway should be maintained as a limited access road with a right-of-way of at least 150 feet.
2. Construction of a southern Patuxent River crossing. This bridge, along with its connector highways, should be built as a secondary highway with a right-of-way between 80 and 100 feet. This route would provide a valuable linkage between the southern portions of the county and the Washington metropolitan area.
3. Development of a scenic highway along the Chesapeake Bay shore. This route would be oriented more towards tourism than local traffic and should be constructed as a limited access secondary highway. Construction of this road directly along the Bay, however, would be extremely difficult and financially prohibitive. It is therefore recommended that this route be constructed inland with a series of short extensions out to the Bay wherever a scenic overlook could be obtained.

TYPICAL CROSS-SECTION and RIGHT-OF-WAY WIDTHS

EXPRESSWAY 4 LANE DIVIDED

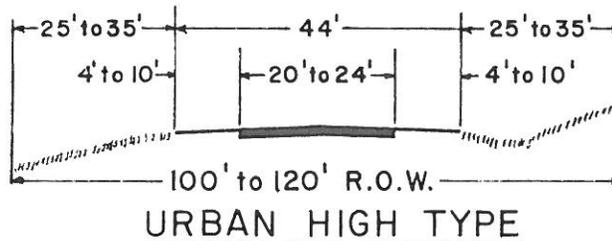


ARTERIAL 4 LANE DIVIDED

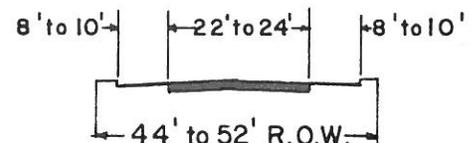
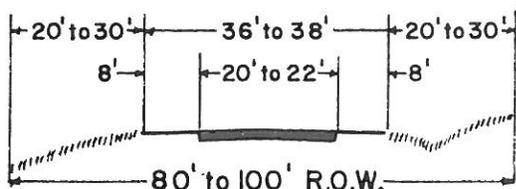


- * Includes Parking Lane
- ** With Parking Lane Used as Moving Lane During Peak Hours

COLLECTOR 2 LANE



Shoulder Width Varies According to Traffic Volume



The building of this route in conjunction with tourist facilities such as scenic overlooks could prove a valuable adjunct to the development of a tourist industry in the county. A secondary function of this road would be to serve as an overflow route for traffic from Route 4.

4. Construction of a secondary highway from the existing Patuxent River crossing extending off Route 231 to connect with Route 4. This road should have a right-of-way of between 80 and 100 feet and would serve to disperse traffic from the Benedict Bridge.
5. Dualization of Route 260. This highway would serve as a primary highway (with limited access and a right-of-way of between 150 and 200 feet) serving the northern shore communities of the county.
6. The preceding proposals have dealt with State highways as it is felt that the county should devote its funds and efforts not to the construction of new roads but to the improvement and upgrading of existing roads. A great deal needs to be done in furthering the county's current program of grading and blacktopping existing dirt roads, correcting areas where traffic hazards exist, increasing right-of-way widths, etc. Such a program should include the following:
 - a. creation of a county highway department with a full-time engineer at its head;
 - b. a systematic inventorying of the roads in the county with regard to their deficiencies and what needs to be done to upgrade each;
 - c. the development of detailed criteria for road construction in the county;
 - d. adoption of Subdivision Regulations which in conjunction with (c) above will insure that new roads in the county are built to minimum acceptable specifications.

Recommendations regarding highway and road cross-sections are shown on Plate 4.

COMMUNITY FACILITIES PLAN

A growing population places great pressures on the resources of a community such as Calvert County to provide public facilities, particularly schools. In order to plan for the future growth of the county, it is necessary to have an understanding of existing community facilities, both in terms of their current adequacy and expansion potential. It becomes imperative that wherever feasible future growth be encouraged where it will maximize the usage of existing facilities.

EXISTING COMMUNITY FACILITIES AND RECOMMENDATIONS

The community facilities which exist in the county and recommendations regarding each are summarized below. Plate 5 shows the location of each facility. Recommendations are of a general nature and are indicated solely as points from which more detailed action could be undertaken.

Fire Companies

There are three volunteer fire companies in the county - the Calvert County Volunteer Fire Department, Inc., the North Beach Volunteer Fire Department, Inc., and the Calvert Volunteer Rescue Squad and Fire Division, Inc. Of primary concern is the location of the company stations with regard to existing and expected development and the adequacy of their sites.

The Calvert County Volunteer Fire Department, Inc. has headquarters in Prince Frederick on Route 4. The headquarters building is located on a two and one-half acre site and is a recently constructed building with four bays. Housed at this site are four pieces of equipment: two pumpers, a tank truck, and a brush truck. This company provides fire protection to an area largely encompassing Election District 2 and about one-half of Election District 1,

and has mutual aid agreements with the other two volunteer companies in the county, as well as with companies in Charles and St. Mary's counties. This company is located on a good site in the central area of the county, affording excellent access to its service area because of the road network.

The North Beach Volunteer Fire Company has its headquarters in North Beach and is located on Dayton Avenue, near the intersection of Routes 260 and 261. The area for which it provides protection roughly corresponds to Election District 3. The company's building has two bays in the original structure, with an addition containing a single bay. Housed in this structure are three trucks. Because of its location, this company is handicapped by distance in providing adequate service to the entire area for which it provides protection. It is recommended that in addition to the existing fire hall, a second smaller structure be built somewhere in the vicinity of the junction of Routes 2 and 4.

The Calvert Volunteer Rescue Squad and Fire Division is located on Route 4 in Solomons. This company provides fire protection to the lower half of Election District 1 and has a mutual assistance agreement with the naval station in Solomons. The company's fire house has three bays and houses two trucks and an ambulance. The site provides little room for expansion of this facility. Because of the location and size of this site, it is recommended that a second fire hall be built within this fire company's service area. This fire hall should be located near the intersection of Routes 4 and 497. A major problem in this service area, in the future, will be providing adequate protection to the seasonal communities as they develop. This problem to an extent will be alleviated by construction of this additional fire hall.

Library Facilities

The Calvert County library system consists of one structure located just off the Prince Frederick by-pass, and one bookmobile. The library structure is centrally located in the county and is readily accessible from Route 4. The county's public library is housed in the county's first high school, which was modified and expanded to serve as a library in 1960. The structure currently occupies 0.2 acres of a total site of 1.3 acres.

The library had 15,286 books as of August 1964 and a total circulation of 44,785 volumes, of which 25,503 were circulated from the bookmobile among a total of 3,117 registered borrowers. Of the registered borrowers, 1877 were adults and 1,240, juveniles.

In conjunction with St. Mary's and Charles counties, the county is a member of the Southern Maryland Regional Libraries Association. This Association employs a professional staff which assists local staffs on technical matters and provides for an exchange system between the libraries in the three counties, the Enoch Pratt Free Library, and the State.

The library system has two major areas of concern - the dispersement of books to the county residents and the county's summer population. In order to achieve adequate circulation, a bookmobile is maintained. It is recommended that in the near future, as soon as financially possible, a second bookmobile be acquired. Within the next twenty years, it is recommended that two branch libraries be developed, one in the Chesapeake Beach-North Beach area and another in the Solomons area.

Hospital

The facility is a modern one-story brick structure located on Route 4, approximately three miles north of Prince Frederick. The hospital has a 75 bed capacity. In 1965 the hospital had a utilization rate of 1.27. There will be a minimum need for 35 new beds to meet the minimum population projection of 27,000 by 1985 as computed by the Hill-Harris priority rating. The facility itself is well located in the county, being readily accessible by Route 4. The existing site is adequate to meet expansion needs and the facility is well located on the site.

The projection of new beds could prove grossly inadequate due to the Medicare Program and problems associated with indigent patient care.

Police Protection

Police protection is afforded the county by a sheriff and two deputies, and the Maryland State Police Department. Both share the same facilities at the rear of the County Court House located in Prince Frederick. These facilities are currently inadequate both in terms of office space and jail facilities. These facilities will have to be expanded as the county develops.

County Administrative Offices

The county's administrative offices are concentrated in the Court House in Prince Frederick. This site is centrally located in the county and, therefore, well situated. This building was recently renovated and is in good condition. Currently the county is in need of additional office space. It is recommended that this facility be expanded by acquisition of adjacent properties to meet this need.

Refuse Disposal Sites

The county provides three refuse disposal sites. There are, however, a total of seven sites in the county, four being provided by private communities for use by county residents living in their area. The three county refuse disposal sites are privately owned and maintained, the county paying \$100 per month to the respective owners of each under a lease for the provision and maintenance of these sites.

The three county-provided refuse disposal areas, in conjunction with the four community-maintained, are adequate in number and size to serve the existing population. However, all sites are in need of more control. In order to prevent indiscriminate dumping of refuse in the county, it is recommended that the county:

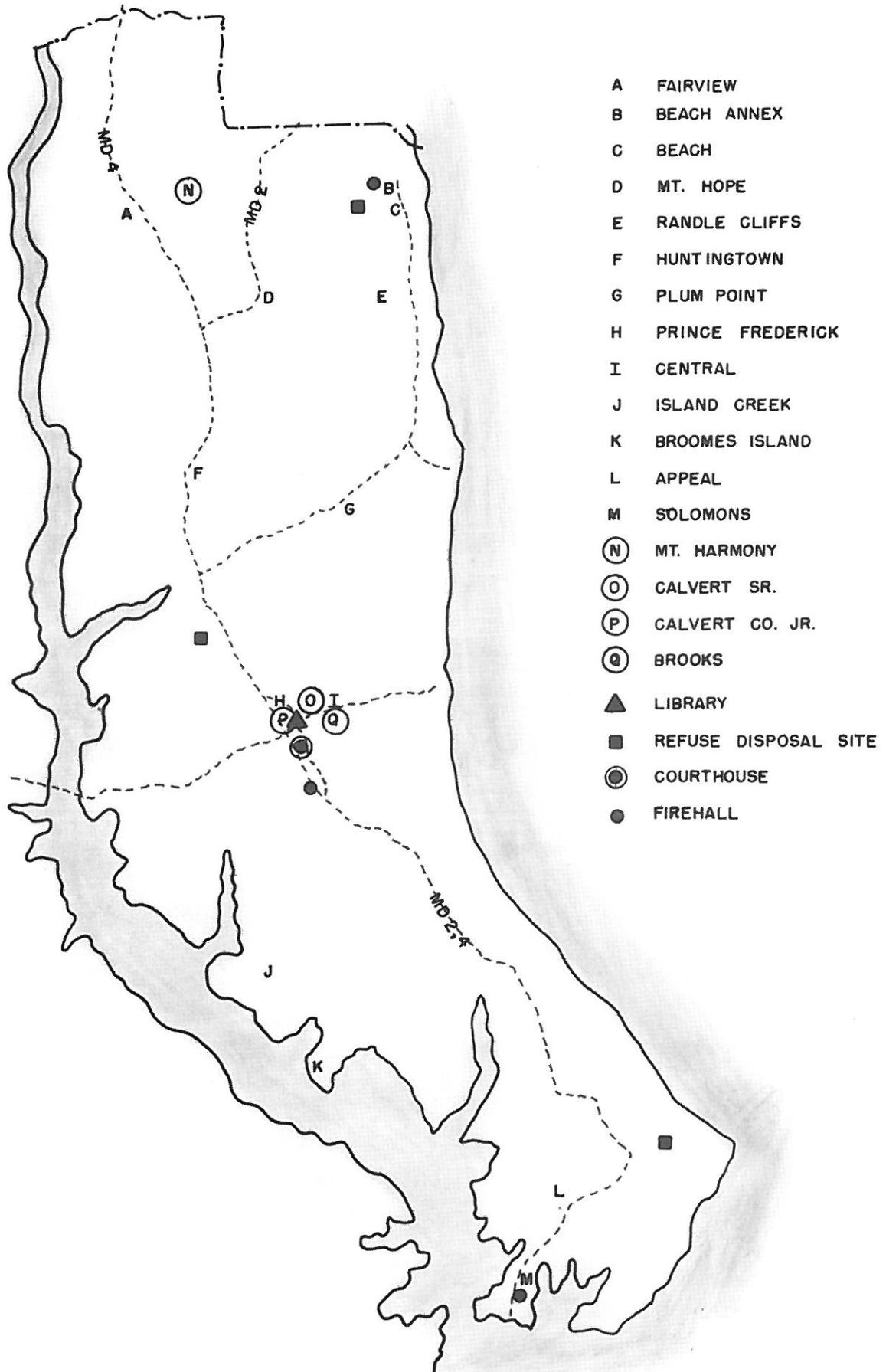
1. Purchase and maintain its own dumps, and
2. Provide refuse collection to non-agricultural residents and summer residents either on a contractual basis or by maintaining its own refuse collection equipment and personnel. Financing of such a program would have to be handled on the basis of a surcharge.

Water and Sewage Disposal Systems

The importance of these community facilities cannot be overemphasized. To a major extent, the county's future is dependent on water purity. Both the Chesapeake Bay and Patuxent River must be kept clean if the county is to realize its economic and development potential.

Currently a water and sewerage facilities plan is being developed for the county by a private consultant. It is extremely important that the county work closely with the consultant in developing this plan, and upon its completion, implement this plan as soon as possible.

COMMUNITY FACILITIES MAP



School Facilities

There are a total of sixteen schools in the county. These range from two-room schools to the new high school, and consist of twelve elementary, one combined elementary and junior high, one junior high, one combined junior and senior high, and one senior high.

Table 1 summarizes existing school facilities, and Plate 5 indicates their locations. Following is a review of each school site.

W. Sampson Crooks Junior and Senior High School - This brick and wood structure was constructed in 1939 and is located just outside of Prince Frederick on Dares Beach Road, with a wood shingle addition in the rear. Also included on the site is a metal structure containing vocational workshops. Both structures are in good exterior repair. The school site contains 8.31 acres and the school is set back approximately 50 feet from the road. A paved circle is provided in front of the school for buses to pick up and deliver students. Expansion of this school on this site would prove extremely difficult due to the topography.

Calvert Senior High School - A modern brick school plant located on Dares Beach Road. This school is located on a 171.83 acre site and has a separate access road, an area for buses discharging and picking up students, and a paved parking area. Also located on this site is the county school system's administrative building. There is ample room for expansion.

Mt. Harmony Elementary and Junior High School - This school, located near Owings, is a one-story brick structure erected in 1961. The site is situated in an area which is rural in nature and cover 15 acres, which is more than adequate for an elementary school alone, but not for both. The

school has a good setback from the road and a paved parking area is provided on the site, as well as an area for buses loading and unloading students.

Appeal Elementary School - A one-story brick structure located on Route 2 near Lusby. The site consists of 30.30 acres and provides ample room for any possible expansion of this facility. The school is set back approximately 400 to 500 feet from the roadway, and the site provides a small paved parking area as well as an area for buses picking up and discharging students.

Broomes Island Elementary School - A one-story frame structure constructed in 1930, to which an addition was built in 1948. This school is located on a small site of 2.92 acres, which provides little room for expansion. The school is a two-room schoolhouse and its location with regard to access from other areas of the county is poor.

Island Creek Elementary School - This school is a one-story brick structure located near Island Creek. The site consists of 5 acres directly at an intersection, and the setback of the structure from both these roads is good. The site is in a wooded area offering room for expansion, and the school structure is located in such a manner that expansion of the structure is also possible. The school has a small parking area and unpaved area for delivery and pick-up of students.

Solomons Elementary School - A frame structure constructed in 1925, this school is located on Route 2 near Solomons. The school is set back approximately 200 feet from the roadway; a small parking area and a bus loading and unloading area is provided on the site. The site itself comprises

4.10 acres and there is little possibility of expanding it due to inlets and nearby development. There is some room on the site for possible expansion of the school.

Central Elementary - A modern one-story brick structure built in 1959 and located on Dares Beach Road just outside of Prince Frederick, the school site consists of 32.57 acres set in a wooded area. This site is more than ample for possible expansion and provides a 100 to 150 yard setback from the roadway, a paved parking area, and an area for buses picking up and discharging students.

Plum Point Elementary - A two-room frame schoolhouse located off Route 263 on a site comprising 1.53 acres. This school site provides a small unpaved parking area and an area for buses picking up and discharging students. The school is set in a wooded area and it appears that this site could be expanded.

Beach Elementary (old) - This school, located on Route 261 in Chesapeake Beach, is of frame construction. The school site comprises 3.10 acres and there is little possibility of expanding it due to a marshy area on one side and development on the other side and to the rear. There is a fair setback of the structure from the roadway, an unpaved parking area, and an area for buses picking up and discharging students.

Beach Elementary (new) - Located on Route 261 at an intersection, this school is a modern one-story brick structure. Access to the school is from a minor road off Route 261. The school is set well back from both roads and provides a small paved parking area for bus loading. There is

limited room for expansion of this school structure because there is a ravine at the rear end of the site.

Fairview Elementary - Located on Route 4, this school consists of a frame structure with a brick addition. The school is located on a 3.28 acre site with a setback of approximately 40 to 50 feet from Route 4. The school is near an intersection, with a gasoline station approximately 50 feet from it. A bus loading area is provided. There is room for expansion of this site, since farmland is located to the rear.

Huntingtown Elementary - This school is located just off Route 4 near Huntingtown and is a one-story brick structure. The site consists of 3.19 acres with the school located on a bluff overlooking Route 4. A paved parking area is provided in front of the school as well as an area for buses picking up and discharging students. Expansion of this site would be difficult due to rough terrain (gulleys). However, it appears that there is expansion room to the rear of the site.

Mt. Hope Elementary - This one-story brick structure is located near Sunderland on Route 2 on a site of 4.42 acres. The school structure is well set back from Route 2 and has an access road from Route 2. There is room for expansion of the school on the existing site and it appears that the site size could be slightly expanded. A paved parking area is provided as well as a bus loading area.

Randle Cliff Elementary - This school is a two-room frame structure located outside of Chesapeake Beach. The school site consists of 2 acres located on a bluff overlooking the road with access provided by a dirt

road in the rear. This road also provides access to a few homes. A small parking area is provided on the site and there is little possibility for expansion.

Calvert County Junior High School and Prince Frederick Elementary School -

These two schools are combined as they both share the same site. They are located just north of Prince Frederick at the intersection of Dares Beach Road and Route 4. This site contains four structures situated in a rather haphazard manner. They consist of the following: the junior high school - a two-story brick structure with an addition on one side; a one-story brick structure used for vocational shops; Prince Frederick Elementary - a one-story frame structure; and another frame structure. The site consists of 18.20 acres which is only adequate for one school. A paved parking area and a bus loading space are provided.

Table EXISTING SCHOOL FACILITIES

Name of School	Location	Date Built	Date of Alterations	School Site Acreage	Grades	Enrollment		Rated Capacity 10/31/64	Teaching Stations
						10/31/64	Spec. 10/31/64		
Brooks High School	Prince Frederick	1939	1949 1953; 55, 56 1961-63 1964	8.31	7-12	790	-	1025	34
Cal. Co. Jr. H.S.	Prince Frederick	1942	1949 1960 1961	18.20	6-8	592	10	589	30
Cal. Sr. H.S.	Prince Frederick	1963	-	171.83	9-12	667	-	750	19
Mt. Harmony	Owings	1961	-	15.00	1-8	508	17	487	14
Appeal	Lusby	1949	1956 1958	30.30	1-6	277	-	240	8
Broomes Island	Broomes Island	1930	1948	2.92	1-4	59	-	60	2
Island Creek	Port Republic	1949	1959	4.82	1-6	218	-	180	6
Solomons	Solomons	1925	-	4.10	1-5	205	-	240	8
Central	Prince Frederick	1958	1959	32.57	1-6	391	31	391	14
Plum Point	Huntingtown	1926	1948 1957	1.53	1-4	48	-	60	2
Prince Frederick Beach (old)	Prince Frederick	1932-34	1950	*	1-5	325	14	344	8
Beach (new)	Chesapeake Beach	1925	1936 1954	3.58	1-5	230	14	284	10
Fairview	Chesapeake Beach	1953	-	6.10					
Huntingtown	Owings	1931	1955	3.28	1-5	162	-	150	5
Mt. Hope	Huntingtown	1944	1960	3.19	1-5	155	-	150	5
Randle Cliff	Sunderland	1952	-	4.42	1-5	270	17	257	9
	Chesapeake Beach	1939	1957	2.00	1-4	45	-	60	2

* Prince Frederick Elementary is on the Calvert Co. Jr. H.S. site.

School Needs

Assuming that the county will establish a 1-5, 6-9, and 10-12 grade school system, but will not initiate a kindergarten program, the following projections have been made:

Future student population was projected on a minimal basis using a base population of 27,000 persons for the county in conjunction with past school enrolment, birth rate, and migratory trends. The forecast indicated that school enrolment in 1985 would be:

<u>Grades</u>	<u>Estimates</u>
1-5	3,700
6-9	2,350
10-12	<u>1,200</u>
	7,250

This breakdown of school age children is not intended to be an exact estimate. However, it will serve as a guide in determining approximate school facility needs and should represent the minimum school age population the County would have when it attains a population of 27,000.

Using these figures in conjunction with the classroom sizes and school sizes enumerated below,

<u>Classroom</u>	<u>Optimum Number of Students</u>
Elementary	30
Junior High	25
Senior High	25

<u>School</u>	<u>Enrolment Range</u>
Elementary	200-500
Junior High	500-1200
Senior High	500-2000

the following total school facility needs are indicated:

<u>Grades</u>	<u>Classrooms</u>
1-5	124 (approx.)
6-9	79 (approx.)
10-12	48

Elementary Schools - 8 to 18

Junior High Schools - 2 or 3

Senior High Schools - 1 or 2

School Recommendations

The following recommendations are made regarding school site, size and location:

1. The following site sizes, wherever possible, should be used in acquiring school sites:

<u>School</u>	<u>Site Size</u>
Elementary	5 acres + 1 acre/100 students
Junior High	20 acres + 1 acre/100 students
Senior High	30 acres + 1 acre/100 students.

These recommended site sizes take into account such factors as parking areas, loading and discharging areas, outdoor recreation needs, set-backs of schools from roadways, and landscaping. They are an indication that sufficient emphasis has been placed on other aspects, such as outdoor recreation facilities, safety, staff and student parking, etc., in order to round out and ease possible conflicts with a school's primary task of education.

2. Whenever feasible, school sites should be acquired prior to their actual need, in order to reduce acquisition cost and facilitate acquisition of adequate sites, both in terms of size and location.
3. The County Board of Education should work in conjunction with the Planning and Zoning Commission in selecting site locations for the following reasons:

- a. School site locations are directly related to development.
- b. The Commission will have at its disposal records which will be highly indicative of growth rates within an area.
- c. The Commission will be aware of the future growth potential of various areas of the county and of modifications in the growth potentials as may appear in the future.
- d. The two groups are both working directly with the same problem - anticipating growth and providing the facilities for that growth.

Recreational Facilities

Currently the county provides no recreational facilities. While there has not been a great demand for these facilities in the past due to the rural nature of the county, a demand should develop within the next twenty years. This demand will not only come from residents but also from visitors to the county.

The county must provide both for its residents and also for visitors who represent a financial resource which has yet to be fully utilized. The county must reverse its policy on providing parks and recreational facilities. While it is beyond the scope of this report to develop a detailed recreation plan, the following recommendations are made:

1. The county should, through zoning, preserve its flood plains as a possible base for a future park system.
2. Several access points to both the Bay and Patuxent River along existing county roads should be developed as small (ten or twenty acre) parks providing boat launching ramps, parking areas, picknicking facilities. Such facilities could be developed either publicly or privately.

3. The development of a community center should be undertaken in the Prince Frederick area.
4. As concentrated areas of population begin to develop in the county, the provision of small neighborhood playgrounds, either publicly or privately owned, should be encouraged, perhaps in conjunction with schools.
5. Wherever possible, the State should be encouraged to provide the county with additional recreational facilities similar to the proposed State park and the completed picnic area along Route 4.
6. Private recreation activities such as golf courses should be encouraged to supplement public recreational facilities.

ACTION PROGRAM

If the recommendations contained in this report are to be realized, the continuing effort of many persons is necessary. The following series of actions should be undertaken and supported to make these recommendations meaningful:

1. A zoning ordinance should be adopted. This ordinance should reflect the objectives of the comprehensive plan and if correctly administered would greatly aid in the realization of the county's goals.
2. Subdivision regulations should be adopted and applied to all future subdivisions in order to control the character and quality of future development.
3. The county should prepare, adopt, and administer housing, building, plumbing, and electrical codes. These codes would insure that new housing is built to minimum standards, as well as materially assist in the upgrading of existing housing.
4. The county should undertake, in conjunction with the Tri-County Council, the development of a continuing planning program for the region as well as the county. If possible, a full-time planning director for the county should be employed to develop the support of interested groups for various planning activities and to assist in coordinating public and private development activities both on the regional and local levels.
5. A program should be undertaken to halt the flow of untreated sewage into the Bay. Steps currently are under way to develop a sewage collection and treatment facility at both Chesapeake Beach and Prince Frederick. Also under consideration is the development of a sewerage and water facilities plan for the county. These are necessary first

steps, but they are only a beginning. If the waters of the Bay and the Patuxent River are to be kept pure and the recreation and seafood industries dependent upon these waters are to be protected, it is imperative that the county take the following steps:

- a. Actively instigate and support State legislation and action to protect these bodies of water.
 - b. Allow development only at an extremely low density wherever sewerage systems with a high degree of treatment are not available.
 - c. Encourage all existing and new development in the county to develop sewage disposal systems which provide a higher degree of treatment than the minimum requirements.
 - d. Promote and support the development of new methods of sewage disposal which will assist in solving problems of nutrient deposits inherent in current systems.
6. A program of capital improvements should be prepared, listing the priorities and costs of all public improvements to be made in the next five or six years and allocating them to future years according to need and budget allowances. Such a program, if updated yearly, would indicate to the county what needs to be done and when it can be done.
7. A program for providing parks and recreation areas should be begun; an annual appropriation for the purchase of land should be budgeted and programs of the State and Federal governments investigated. Programs which might be particularly applicable are the State's Patuxent Watershed Act and the Federal Government's Open Space and Land and Water Conservation programs. Also, easement and tax rebate programs should be investigated as ways of preserving open areas.

8. Historic sites and buildings should be protected either through direct purchase, development in conjunction with county or State parks, easement purchases or other techniques. The county's Historical Society should be the focal point for such activity. However, in order for this society to function effectively, it will require the assistance of the county government.
9. The Planning Commission and County School Board should work together in determining locations for future school construction or expansion, in order to assure that these facilities will be developed near or in areas of future growth.
10. A county engineer should be hired to undertake a program of secondary road improvement and to assist in the development and implementation of many of the above recommendations.