

Comments on the Calvert County Comprehensive Plan, December 2018 Draft
Additional Agency Comments through February 26, 2019

NAME	AGENCY	DATE RECEIVED	# OF PAGES
Solomons Architectural Review Committee		2/25/2019	2
Prince Frederick Architectural Review Committee		2/26/2019	15



**CALVERT COUNTY
ARCHITECTURAL REVIEW COMMITTEE**

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Prince Frederick, Maryland 20678
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Fax: 410-414-3092
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Board of Commissioners

Earl F. Hance
Mike Hart
Thomas E. Hutchins
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Steven R. Weems

February 25, 2019

Greg Kernan, Chair
Planning Commission
175 Main Street
Prince Frederick, MD 20678

RE: Request for Comments: Calvert County Comprehensive Plan (December 2018 Draft)

Dear Mr. Kernan:

The Solomons Architectural Review Committee met on February 4, 2019, to review and discuss the proposed December 2018 draft Comprehensive Plan. The following comments are in response to the Request for Comments from Agencies dated December 27, 2018.

Chapter 3 - Land Use Concerns

The Committee is in favor of including the rest of the Dowell Peninsula east of Dowell Road in the Solomons Town Center.

The Committee does not support expanding the Solomons Town Center north, connecting it with Lusby Town Center.

The existing Solomons and Lusby Town Centers are not nearly fully developed, to expand our Town Center north as proposed would create strip development that would compete with the present Town's ability to develop density and thrive. Anticipated demand for commercial and residential development does not warrant this expansion.

Each Town Center has its own character and purpose. The proposed expansion of Solomons Town Center north and Lusby Town Center south to join is a mistake. This expansion would harm the character of Solomons. Solomons is a recreational community devoted to the aesthetics of our river and bay. Lusby is a big box commercial center to serve the surrounding residential community.

Expanding Solomons north on the west side of MD 2/4 is disturbing. This could destroy the green entrance to the Town, foster strip development, add traffic congestion, plus once again compete with growth within the existing town. Increased residential use in this area could be acceptable with a substantial treed buffer along MD 2/4 and limited access.

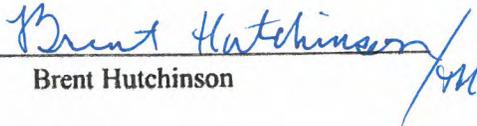
Mailing Address: 175 Main Street, Prince Frederick, Maryland 20678
Maryland Relay for Impaired Hearing or Speech: 1-800-735-2258

RE: Request for Comments: Calvert County Comprehensive Plan (December 2018 Draft)
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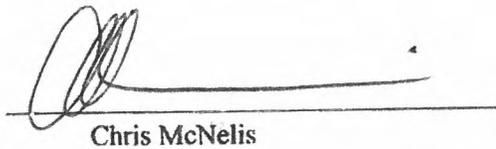
We desire to see Solomons and Lusby developing into successful "thriving towns". Too often the core of a community is destroyed or never develops due to sprawl. We believe the Proposed Expansion provides far more land than the foreseeable need and demand. Our existing communities need to infill and develop greater density without this added competition.

Thank you for the opportunity to comment on the Calvert County Comprehensive Plan (December 2018 draft).

Sincerely,


Brent Hutchinson

Stacy Hutchinson
Digitally signed by Stacy Hutchinson
DN: cn=Stacy Hutchinson, o=CC, email=stacyhutchinson@calvertcounty.org, c=US
Date: 2019.02.25 10:19:04 -0500
Stacy Hutchinson


Chris McNelis


Albert (Skip) Zahniser

cc: BOCC
SARC file/jch



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February 26, 2019

Greg Kernan, Chair
Planning Commission
175 Main Street
Prince Frederick, MD 20678

RE: Request for Comments: Calvert County Comprehensive Plan (December 2018 Draft)

Dear Mr. Kernan:

The Prince Frederick Architectural Review Committee met on Monday, January 28, 2019, to review and discuss the Calvert County Comprehensive Plan (December 2018 Draft). The following comments are in response to a request for agency comments dated December 27, 2018. The Committee has requested that I submit these comments on their behalf.

Vibrant Town Centers

- The Committee recommends a specific outline for further study, and it believes that these investigations will have a material impact on development. Prior to the Town Center being expanded, studies should be performed to ensure that there are adequate public facilities able to handle the expansion. Specifically, the Committee recommends starting with a traffic study of all intersections on MD 2/4 to evaluate current level-of-service (LOS). Then, follow with a land use study of the Town Centers to identify opportunities for growth. Afterward, we can address how vibrancy can be brought to Town Centers. Further expansion of the Town Center should be done as it is needed. Properties within the existing Town Center should be utilized prior to any expansion
- There should be a village green space incorporated into the Prince Frederick Town Center. The 2013 Prince Frederick Town Center Charrette Report shows a desirable vision for our Town Center. The charrette shows areas of parks, mixed-use development, civic element, etc. There should be no increase of Town Center boundaries until there is an idea of the areas of developable land. In fact, the Prince Frederick Town Center south boundary should be shortened and cut off at the intersection of MD 765/Main Street and MD 2/4. (See attached illustrations from the Charrette Report)
- In order to achieve vibrancy, the town centers should be intensified. The Committee suggests that the residential density for the Major Town Centers be increased to seven dwelling us per acre and commercial density to be set a minimum 0.5 FAR. At the same time, the land use boundaries of the Major Town Centers should be clearly demarcated and regulated.
- If expanding, population studies should be performed based on actual county population projections. Other studies such as water supply and adequate public facilities information should be based on those population figures. As mentioned above, without knowing how much developable land is located in the expansion area it would be hard to do these types of studies.

Traffic:

- Because there is one route in and out of Calvert, we consider traffic to be one of the most important factors that will define growth potential of the county. The Committee is concerned about the current traffic situation that has been worsening in recent years. During the morning and afternoon rush hours, all major intersections along MD 2/4 experience long waiting time and traffic jam. As such, traffic studies should be performed at all intersections along MD 2/4. The expansion of the Town Centers, especially in the middle of the county will cause increased congestion on MD 2/4. The transportation chapter of the draft plan provides average daily traffic information of MD 2/4; but this information cannot tell the level-of-service (LOS) of each major intersection. The level-of-service at each main intersection should be an important plan indicator. The Committee recommends Level of Service E as the Comprehensive Plan goal of transportation service for the entire county.
- The Committee recommends to direct future development toward both south and north ends of the county such as in town centers of Dunkirk and Lusby, instead of toward the middle of the county -Prince Frederick as the draft plan currently proposed. . Prince Frederick Town Center is located in the middle of our county. The proposed expansion of Prince Frederick Town Center, which will increase the number of new businesses and multi-family residential, will most certainly increase traffic coming into our county from the three adjoining counties.
- The Committee recommends to complete the “loop road” network or a bypass around Prince Frederick Town Center such as Chesapeake and Prince Frederick Boulevards.

Land Use Study

- The Committee recommends a Town Center land use study to be carried out for each major Town Center as another basis to determine how each major Town Center can be expanded. The study should focus on the land within a quarter mile radius of the Town Center and to see how much land is left for each Town Center. Based on the inventory of the vacant land, a reasonable growth for each major Town Center can be predicted. To delineate a growth boundary, direct and incentivize the development in the Town Center boundary should be another important goal of the land use element of the Comprehensive Plan.
- Creating compact, high density mixed-use, pedestrian friendly Town Centers should be one of the more carefully considered parts of the land use policy. Many national best practices show that vibrancy of Town Centers comes from mixed-use, high-density, pedestrian friendly environments. The need for more recreational areas when developing a property. The current threshold for recreational areas within residential developments needs to be reduced. The requirement to provide recreational areas should be based on the density and population of the residential development.
- An area of development should be walkable (measured out by ¼ mile) and contain an indoor/outdoor civic element.
- The Market Square Shopping Center successfully incorporates a civic element with the library but is not walkable. The developed area should be mixed-use. To obtain the goal of a vibrant Town Center, the scope of authority of Committees, such as the Architectural Review Committee, would need to be increased.

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Additional Comments

- Calvert County's unique geography and land shape offer many challenges to meet the main goal of the Comprehensive Plan, which is to provide citizens with local services while maintaining its rural character. Calvert County continues to be successful in preserving its agricultural and natural resources. We suggest providing more encouragement for agriculture-related leisure activities for the residents of Calvert County.
- The Comprehensive Plan, Chapter 10.3.2.2 states, "Continue to improve and expand opportunities for public access to the Chesapeake Bay and the Patuxent River..." The Committee suggests using the word "maximize" in place of "improve."

Thank you for the opportunity to comment on the Calvert County Comprehensive Plan (December 2018 Draft).

Sincerely,



Judy Holt, Planner I
Department of Planning and Zoning

Attachments

cc: Prince Frederick Architectural Review Committee Members (Ed Apple, Elizabeth Ashley, Bill Midgett and Henry Zhang)

2.2 Hospital Area

LONG RANGE PLAN - PHASE 1

Calvert Memorial Hospital is an important part of Prince Frederick Town Center, not only by providing the necessary medical care but also being a large employer and cooperative neighbor. The hospital is committed to the community and is already considering expansion plans to accommodate additional service requirements. As the needs of the community changes, so does the size and operation of the hospital.

Demographic trends and predictions indicate the Millennials and the Baby Boomers are critical population groups that require an emphasis, although different focuses, on health and wellness. The Medical District has a number of design scenarios that can support these large segments of the population and is located to take advantage of existing and proposed facilities. Campuses of offices and clinics can provide medical support beyond the in-patient hospital services, and the natural features of the area provide incentives for walking/biking.

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Apartments (Gardens & Loft)	98
Mansion Apartments	56
Retail	30,000 sf
New Medical Office	354,000 sf
New Hospital	394,000 sf
Retirement Village	115
Off-Street Parking Spaces	1,510 spaces



▲ EXISTING CONDITIONS



▲ CONCEPTUAL LONG RANGE PLAN FOR THE HOSPITAL AREA - PHASE 1

Existing hospital expansion and supportive buildings for medical offices and clinics.

2.3 Residential Infill Neighborhoods

COSTLEY PARK

This proposed new housing development takes advantage of land across Prince Frederick Boulevard with terrific proximity to the library and Market Square. While the market demands will have a large influence on the ultimate program, a mix of town homes and small apartment buildings would provide a good density and the possibility for small office use.



▲ ILLUSTRATIVE PLAN OF COSTLEY PARK INFILL DEVELOPMENT

DEVELOPMENT NUMBERS		
DEVELOPMENT TYPES	COSTLEY PARK NUMBER OF UNITS / SF	CHAPLINE NUMBER OF UNITS / SF
Detached Housing	-	8
Townhomes	92	62
Mansion Apartments	12	8
Apartments (Garden and Loft)	-	28
Office	14,000 sf	-
Retail	-	4,000 sf
Civic Buildings	-	1,000 sf
Public Space and Athletic Fields	65,500 sf	98,000 sf
Off-Street Parking Spaces	83 spaces	25 spaces

CHAPLINE

The existing Chapline community is comprised of town homes and apartment buildings. The adjacent parcel to the south lends itself to a second phase of this successful neighborhood. A greater mix of unit types (apartments, townhomes, and cottages) with a few small commercial uses to create a complete community in a good location.



▲ ILLUSTRATIVE PLAN OF CHAPLINE INFILL DEVELOPMENT



▲ ILLUSTRATION OF AN INTIMATE STREET WITH TOWNHOMES

2.4 College Area

CONCEPTUAL PLAN WITH NEIGHBORHOOD EMPHASIS OPTION

The College of Southern Maryland (CSM) Prince Frederick Campus is a new facility built in 2005, featuring state-of-the-art classrooms and network systems at Hallowing Point Road (Rt. 231) and JW Williams Road. As the existing building has already reached capacity and the student body continues to grow, the institution will become an even more important part of the Town's core community.

While CSM functions as a commuter school rather than a residential college, there is adjacent land available that could serve the student body, as well as Prince Frederick at large, for housing needs. Connecting West Dares Beach Road to JW Williams Road gives access.



▲ CONCEPTUAL PLAN FOR THE COLLEGE AREA - NEIGHBORHOOD (OPTION A)

CONCEPTUAL PLAN FOR AN EMPLOYMENT CENTER OPTION

The Strategic Plan states "CSM effectively addresses the life-long educational, workforce development, cultural, and community needs of a changing Southern Maryland." As the college continues to grow, the mission will continue to evolve as the employment needs within Calvert County, and the rest of southern Maryland, adapt to changing markets and technologies. This could be an opportunity for an employment center adjacent to the campus with a symbiotic relationship between students and employers.



▲ CONCEPTUAL PLAN FOR THE COLLEGE AREA - EMPLOYMENT CENTER (OPTION B)

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS	
	NEIGHBORHOOD EMPHASIS OPTION	EMPLOYMENT CENTER EMPHASIS OPTION
Detached Housing	27	
Mansion Apartments	53	
Apartments (Garden and Loft)	788	
Office		348,400 sq'
Retail	27,000 sq'	27,000 sq'
Civic Buildings	29,000 sq'	29,000 sq'
Off-Street Parking Spaces	1,114 spaces	1,352 spaces

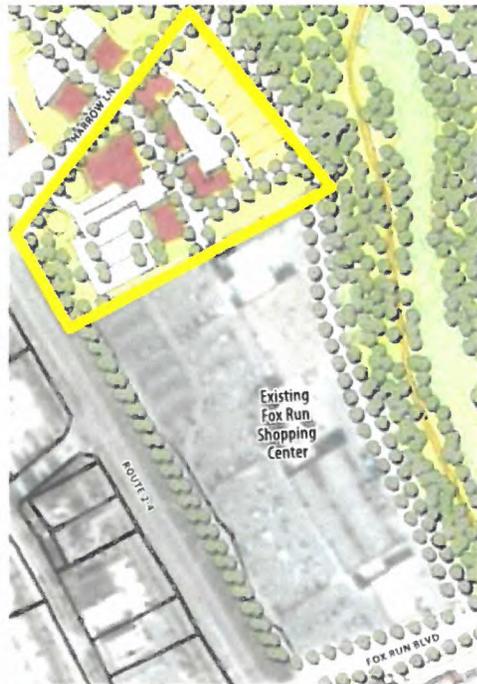
▲ EXISTING CONDITIONS

2.5 Conceptual Redevelopment of the Fox Run Shopping Center

PHASE 1

As buildings come to the end of their useful life, it is often financially beneficial for owners to replace rather than repair. This series of studies investigates how the different sections of the Fox Run Shopping Center can be replaced over time in phases to limit the loss of income and considerable construction cost a full redevelopment would require.

Phase 1 suggests removing only the northernmost portion that currently houses the Big Kmart. The redevelopment would include single-family homes facing Steeplechase Drive and the woods beyond along with live-work units and some small footprint commercial uses.



▲ PHASE 1

PHASE 2

The next section of redevelopment could be further south to the Giant Food store. Shown here are more detached houses and apartment-style dwellings with surface parking provided behind the building.

PHASE 3

The final phase would remove the current buildings to Fox Run Boulevard, add additional housing, and create a new retail or restaurant use on the corner of Route 24 and Fox Run Boulevard.



▲ PHASE 2

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS		
	PHASE 1	PHASE 2	PHASE 3
Detached Housing	14	6	0
Live-Work	40	20	24
Office	74,000 sf	18,000 sf	0
Retail	38,000 sf	18,000 sf	14,500 sf
Off-Street Parking Spaces	189 spaces	156 spaces	160 spaces



▲ PHASE 3



▲ EXISTING CONDITIONS



▲ LOCATION OF THE "MAIN STREET"

The existing driveway directly in front of the Fox Run shops is frequently used as part of the street network instead of simply an access to the shopping center. This proposal is to formalize that traffic pattern into a real street with two-way traffic, on-street parking, and wide sidewalks with shade trees and street lights. This street will be an extension of Armory Road and therefore be connected directly to the new town green, and even to historic Main Street.

CREATION OF A "MAIN STREET"

The existing driveway directly in front of the Fox Run shops is frequently used as part of the street network instead of simply an access to the shopping center. This proposal is to formalize that traffic pattern into a real street with two-way traffic, on-street parking, and wide sidewalks with shade trees and street lights. This street will be an extension of Armory Road and therefore be connected directly to the new town green, and even to historic Main Street.



▲ PROPOSED SECTION FOR THE "MAIN STREET"



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - EXISTING CONDITIONS



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - PHASE 1

2.7 Historic Downtown

HISTORIC DOWNTOWN - OPTION A

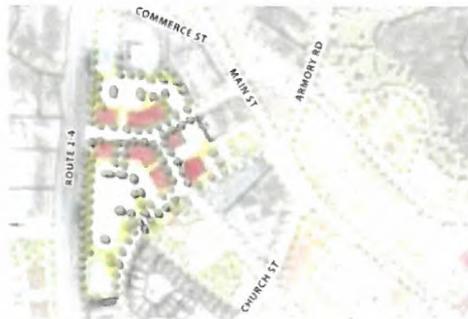
The proposal for the historic downtown is to preserve and enhance. By adding a richer grid of streets, access can be provided to underutilized parcels and the downtown area can infill with new development appropriate to the character of the historic district. A new street parallel to Main Street and an extension of Merrimac Court (two-way traffic with on-street parking) could provide more north-south linkages while Ditch, Church, Old Field Lane are upgraded and remain the east-west



▲ CONCEPTUAL PLAN THE HISTORIC DOWNTOWN (OPTION A)

HISTORIC DOWNTOWN - OPTION B

This option shows an additional intersection with Route 24 for better access to the historic downtown area. Gateway buildings and good signage could invite visitors who may not know about the original downtown Prince Frederick.



▲ OPTION B

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS	
	OPTION A NUMBER OF UNITS /SF	OPTION B NUMBER OF UNITS /SF
Detached Housing	16	
Townhomes	27	
Mansion Apartments	116	
Apartments (Garden and Loft)	60	
Apartments over retail	88	
Office	125,000 sf	62,000 sf
Retail	116,000 sf	156,000 sf
Civic Buildings	15,000 sf	
Public Space and Athletic Fields	14.5 acres + 2 acres of ballfields	
Trails	2 miles	
Off-Street Parking Spaces	1,316 spaces	1,440 spaces



▲ EXISTING CONDITIONS

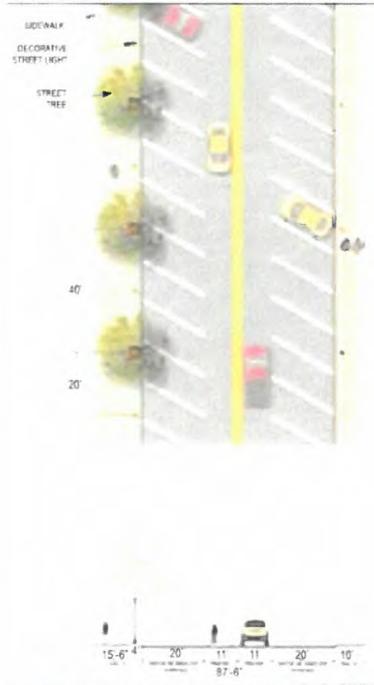
PEDESTRIAN FRIENDLY MAIN STREET

If the current parking along Main Street is changed from the perpendicular configuration to angled parking, the asphalt dimension can be narrower and the additional width added to the sidewalks on both sides. Reverse in diagonal parking also allows safer vehicle movements by increasing visibility for drivers at their maneuver.

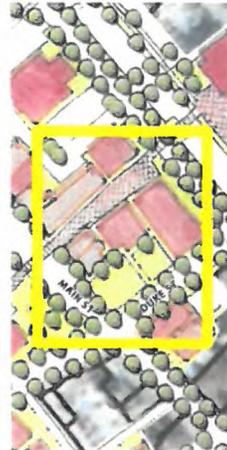
Wisteria Green celebrates a locally well-known flowering trellis by making it the focal point of a new green space. Trinity Circle is a solution to a difficult intersection as Main Street, Armory Road, and Church Street all combine. White oval to shape the new civic space will function as a traffic circle and provide an opportunity for art or statuary as a visual terminus to Church Street and a gateway feature for the historic downtown area.



▲ MAIN STREET - EXISTING CONDITION



▲ MAIN STREET - PROPOSED IMPROVEMENTS



▲ WISTERIA GREEN



▲ TRINITY CIRCLE



▲ ILLUSTRATION OF THE WISTERIA GREEN



▲ ILLUSTRATION OF THE TRINITY CIRCLE

2.9 Armory Square Town Center

A NEW TOWN CENTER



The former Middle School site, at the intersection of Route 24 and Dares Beach Road, and the iconic National Guard Armory give the county an opportunity to create a centrally located focal point for the town center – a heart to the community. A realignment of Chesapeake Boulevard to avoid wetlands crossing and connecting with Steepchase Drive and Armory Road would bring local traffic from the loop road to the north directly into the new town center.



The former middle school site could become a new town center for Prince Frederick. Restoring and re-using the Armory provides an iconic building to frame a town formal green. This would be an active civic space with lawn and paved areas, farmer's market pavilions, a playground space and more. The paving on the streets would be similar to the decorative paving of the plaza areas. This will slow through traffic and provide opportunity to close side streets if a larger space is necessary for large gatherings and events.



▲ PROPOSED STREET NETWORK - ARMORY AREA

- | | |
|--|--------------------------------------|
| Planned Streets | Recommended Street Network Component |
| Recommended Alternative Street Alignment | Slope > 25% |
| Existing Streets | Water/Wetlands |



▲ ARMORY SQUARE

▲ EXISTING CONDITIONS

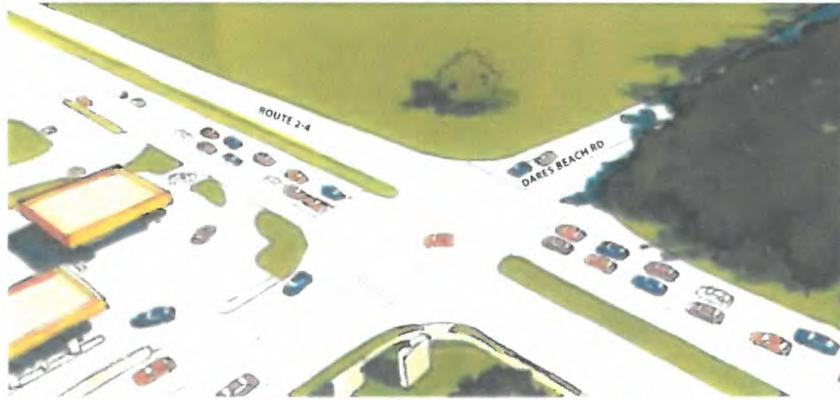


▲ EXAMPLES OF BUILDING TYPES AND PUBLIC SPACES APPROPRIATE FOR THE ARMORY SQUARE SITE



▲ ILLUSTRATION OF RESTORED ARMORY BUILDING & MIXED-USE DEVELOPMENT AROUND THE TOWN CENTER GREEN

2.11 Streetscape Improvements at Route 2-4 and Dares Beach Road Intersection



▲ EXISTING CONDITIONS - ROUTE 2-4 AND DARES BEACH ROAD INTERSECTION



▲ ILLUSTRATION OF INTERSECTION IMPROVEMENTS - PHASE 1

ROUTE 2-4 AND DARES BEACH ROAD INTERSECTION IMPROVEMENTS

This is an important intersection in Prince Frederick and will become more critical as the former middle school site is redeveloped. As Route 2-4 is a state road and an evacuation route, the traffic pattern is expected to remain much the same. However, a change in the streetscape design by adding street trees and sidewalks along both sides and a planted median in the center would improve the driving experience, and adding (sharrows - travel lanes shared by bicycles and motor vehicles) will make the thoroughfare more multi-modal. Increased development in the town center will bring more residents and likely a larger demand for public transportation so a dedicated bus rapid transit lane could be included as the use of single occupancy vehicles decreases.

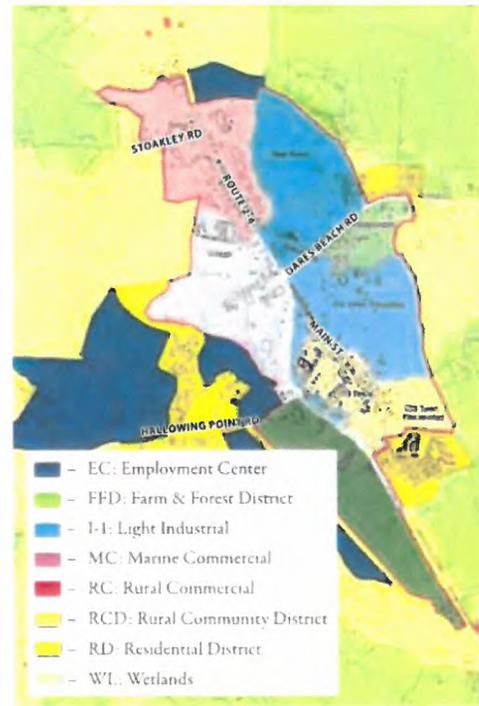


▲ ILLUSTRATION OF INTERSECTION IMPROVEMENTS - PHASE 2

1.2 Existing Conditions

ZONING

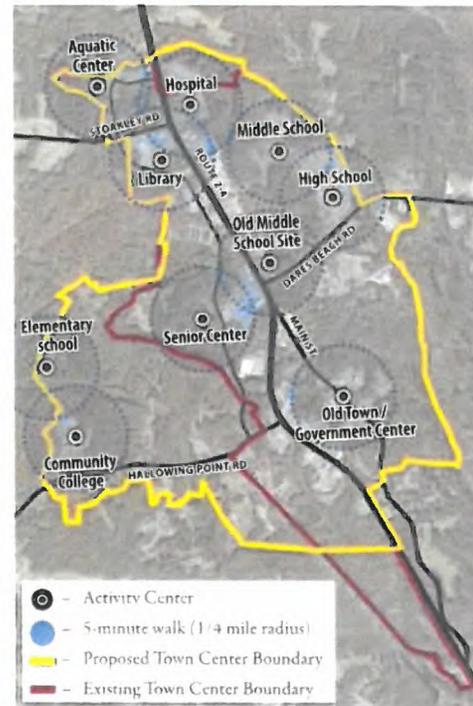
The existing zoning is regulated by The Prince Frederick Master Plan & Zoning Ordinance (prepared by the Calvert County Department of Planning & Zoning) that was originally adopted in July 1989, and amended through March 2008. The zoning ordinance is broken into chapters covering Natural Features, Travelways, Site Design, Building Design & Height Requirements, Sign Design, Development Districts, and Architectural Review Procedures and is illustrated throughout by supporting graphics.



▲ EXISTING ZONING

CURRENT ACTIVITY CENTERS OR NODES

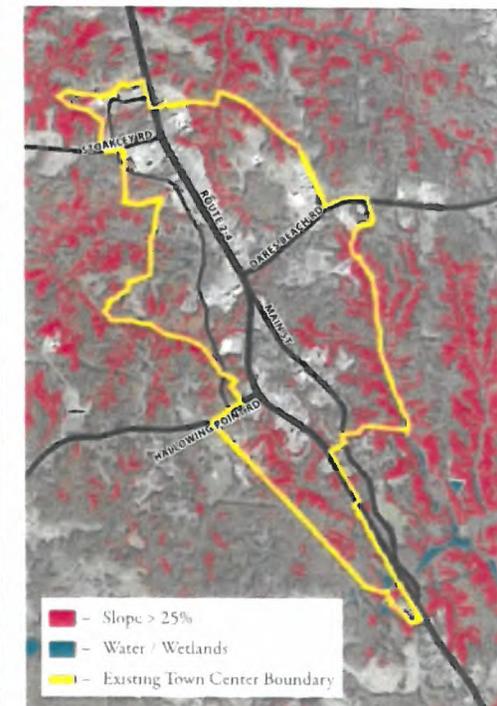
The Town Center is actually composed of a number of nodes of activity including commercial areas, the hospital district, the old downtown and government district as well as some emerging civic nodes around schools, libraries, and community centers.



▲ ACTIVITY CENTERS

ENVIRONMENTAL CONSTRAINTS

Calvert County benefits from an abundance of natural features. In many ways the waterways and old growth forests are an amenity; however these elements can provide numerous challenges to new development. By mapping the environmental constraints early in the study process, the potential growth of the Town Center can incorporate these areas as features rather than encumbrances, making the proposed solutions more realistic and sustainable.



▲ ENVIRONMENTAL CONSTRAINTS WITH CURRENT TOWN CENTER BOUNDARY

3.4 Green Space Recommendations

PROPOSED GREEN SPACE

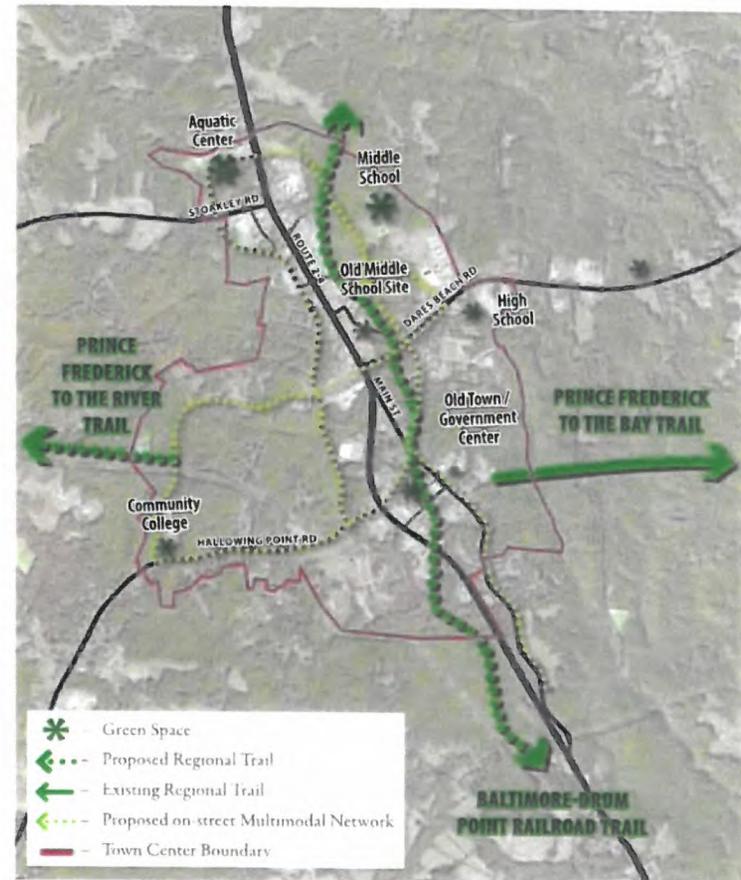
Calvert County is home an incredibly rich selection of natural amenities from the river to the bay, from creeks to marsh land, and even beaches. Prince Frederick Town Center is ideally located to take maximum advantage of these features by being central for a trail east to the Chesapeake Bay through the American Chestnut Land Trust property and a trail to the west and the Patuxent River. The Baltimore-Drum Point Railroad bed also runs north-south through the town center to make a great trail. With sidewalks and either dedicated lanes or sharrows on all streets and localized trails and paths, hikers and bikers can connect easily to a series of networked open spaces. The open spaces and parks are also proposed to increase as part of this master plan and will range from rot lots or pocket parks, to urban greens (like Armory Square and Wisteria Green), to active parks and athletic fields.



SQUARES AND CIVIC GREENS

Squares and civic greens are typically be designed, planted and maintained according to the following general requirements:

- They have at least 60 percent of their perimeter fronting rights-of-way and are almost always surrounded by street trees.
- They should be designed in a manner appropriate to their pedestrian traffic level. In many cases in higher traffic areas, it is appropriate that they have a higher percentage of paved surface area.
- There should be a clear view through the square or civic green (from two to eight feet in height), both for safety and urban design purposes.
- Squares and civic greens typically don't have large active recreation structures such as ball fields and courts but often contain playground equipment, interactive fountains, and other similar features.



▲ PROPOSED GREEN SPACE & TRAIL NETWORK