



TOWN CENTER
MASTER PLAN

Prince Frederick

Public Meeting

March 31, 2021



Agenda

- Overview of Plan Update Process
- Review of February 25 Virtual Workshop
- Planning Framework
- Land Use Plan Development & Recommendations
- Transportation Impacts & Recommendations
- Supporting Policies & Tools
- Next Steps
- Questions & Answers

Update Process

We are here

Identify Issues

- Staff preparation
- Community Outreach
- Public Meetings

Winter 2019/2020 - Fall 2020
(delays due to COVID-19)

Develop Plan

- Draft Plan
- Public Meetings
- Planning Commission Review

Winter 2020/2021 –
Spring 2021

Adoption

- Planning Commission Public Hearing/Approval Recommendation
- Board of Calvert County Commissioners Review/Public Hearing
- Adoption

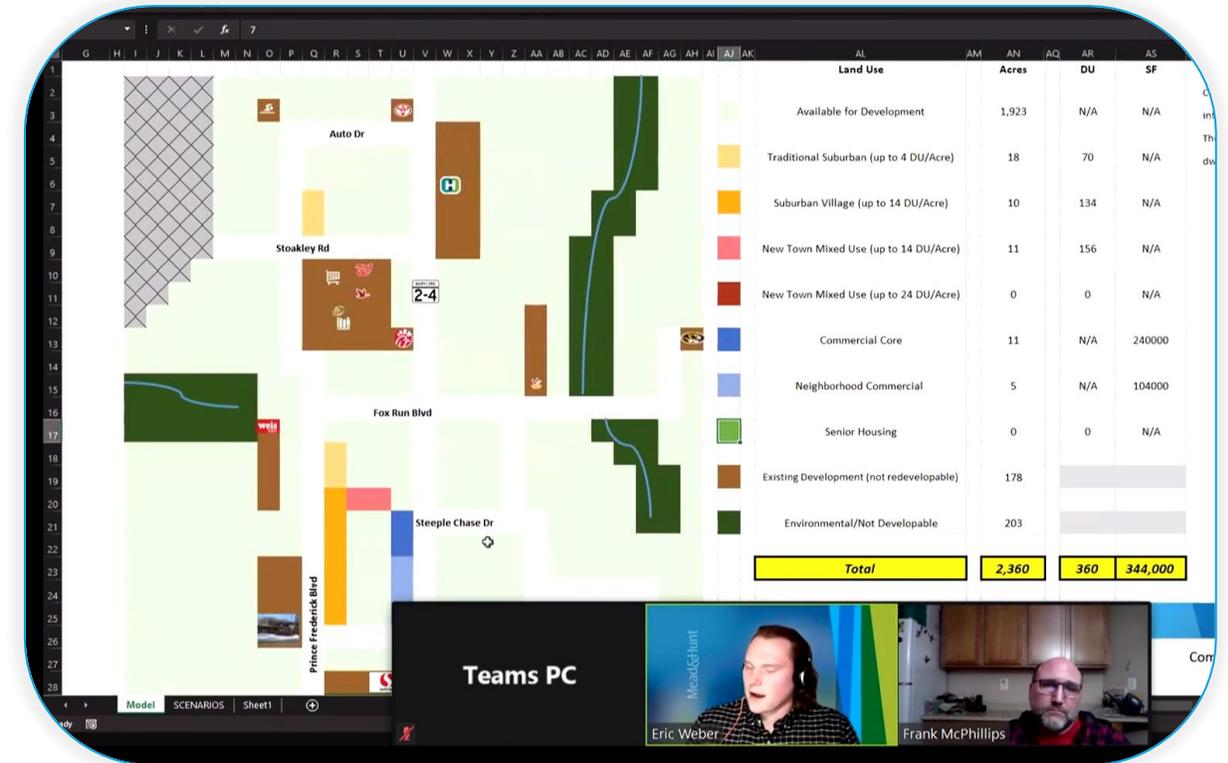
Summer 2021 –
Fall 2021

Preliminary work on updating the zoning regulations would begin mid-way through the master plan update process.

February 26th Public Workshop Recap

Major Themes from Virtual Workshop

- Strong emphasis on civic infrastructure, green spaces, parks, etc. as the offset to higher density; lesser traffic.
- Support for “new town mixed use” at Armory Square and near the College.
- Desire to increase amount of residential density within walking distance of Main Street to support stronger presence.
- Maintain traditional lower density west of Prince Frederick Boulevard.
- Interest in preserving forested area along MD 2-4 south of Hallowing Point Road.
- Strong desire for housing diversity.
- No aspiration to “bridge” the divide caused by MD 2-4.



Planning Framework

Planning Context

The 2019 Comprehensive Plan recognizes that the promise of Calvert County's Town Centers has gone unrealized. A new policy and implementation framework is needed to achieve the vision. The four strategic choices should be viewed as purposeful choices. In the end, not every public space can be "great" but public spaces should all be accessible; not every area can be developed, nor every area preserved; not every intersection can operate without congestion nor every intersection be walkable; not every cost can be borne by the taxpayer, nor by the developer.

Strategic Choices

Strategic Choice #1:

The Town Center Master Plan should target a few specific development areas to achieve a “sense of place.”

Strategic Choice #2:

The Master Plan and zoning regulations should take a holistic approach to balance development rights, regulatory and design requirements, taxes, fees, etc. to foster the desired amount, diversity, and pattern of growth in the Town Center.

Strategic Choice #3:

The Master Plan and zoning regulations should prioritize connectivity among and within the targeted development areas over mainline transportation capacity.

Strategic Choice #4:

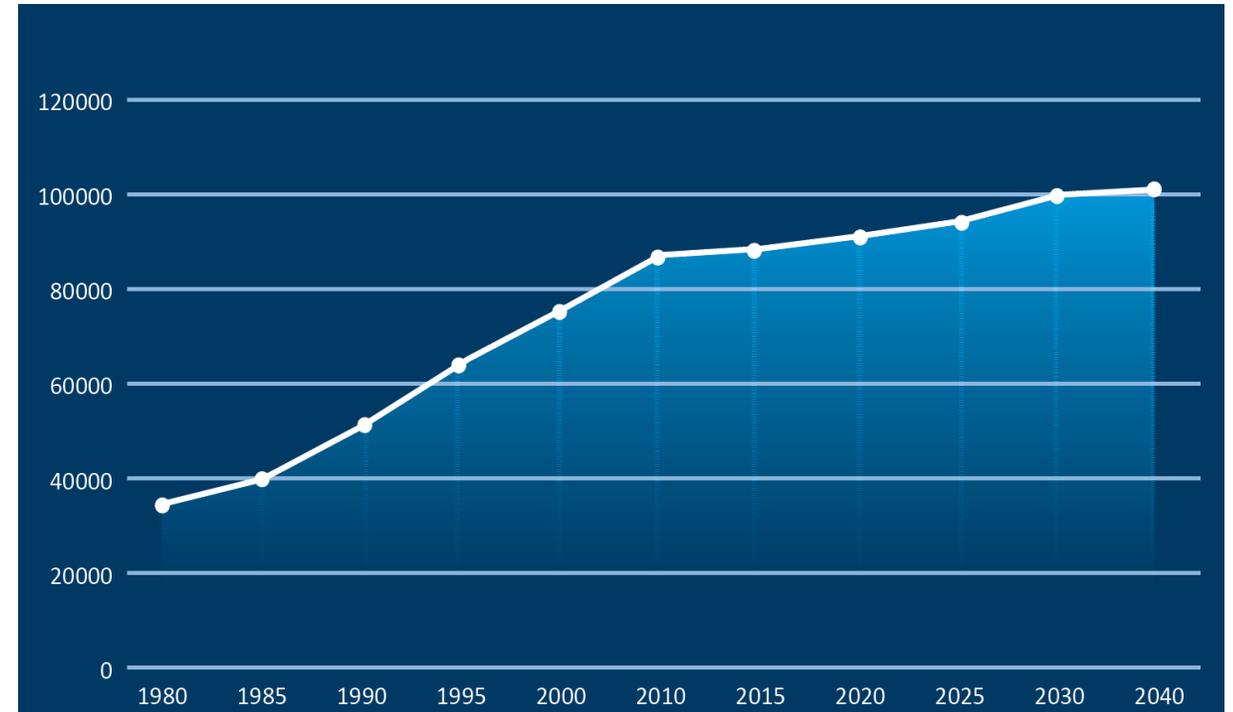
The Master Plan and zoning regulations should assign growth, development rights and responsibilities to the parties best suited to achieve the desired growth pattern.

Growth Forecast

The consensus of local, regional and state planning agencies is that on a countywide basis, Calvert County will grow by about 10,000 residents by 2040.

The key questions are:

- Where will that growth occur, Town Centers vs. rural areas?
- What are the tools that we can use to ensure that growth occurs in the Town Centers?



Calvert County Actual and Forecasted Population, 1980-2040

Forces and Factors Affecting Growth

No Influence

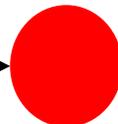
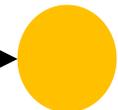
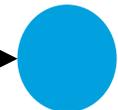
Some Influence

Complete Influence

National/ Regional
Economic Conditions

Births & Deaths

Consumer Preferences



Transportation Capacity & Design

Geography & Topography

School Capacity

Property Rights

Zoning &
Design Requirements

Taxes & Fees

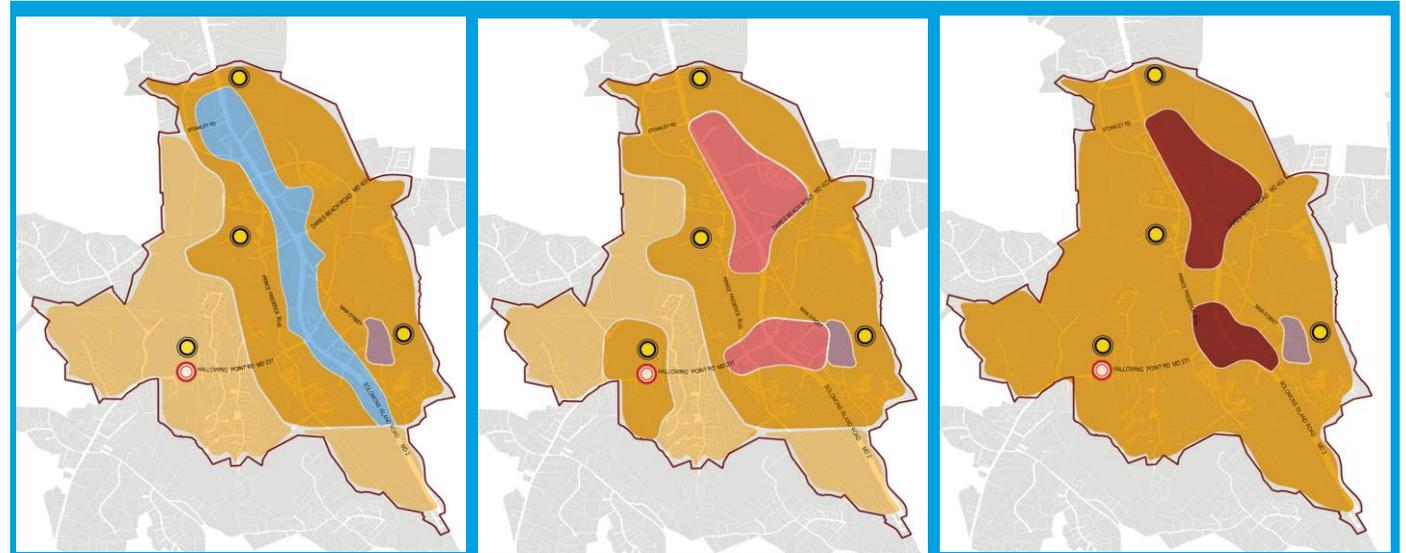
Land Use Plan

Development & Recommendations

Land Use Plan Concepts

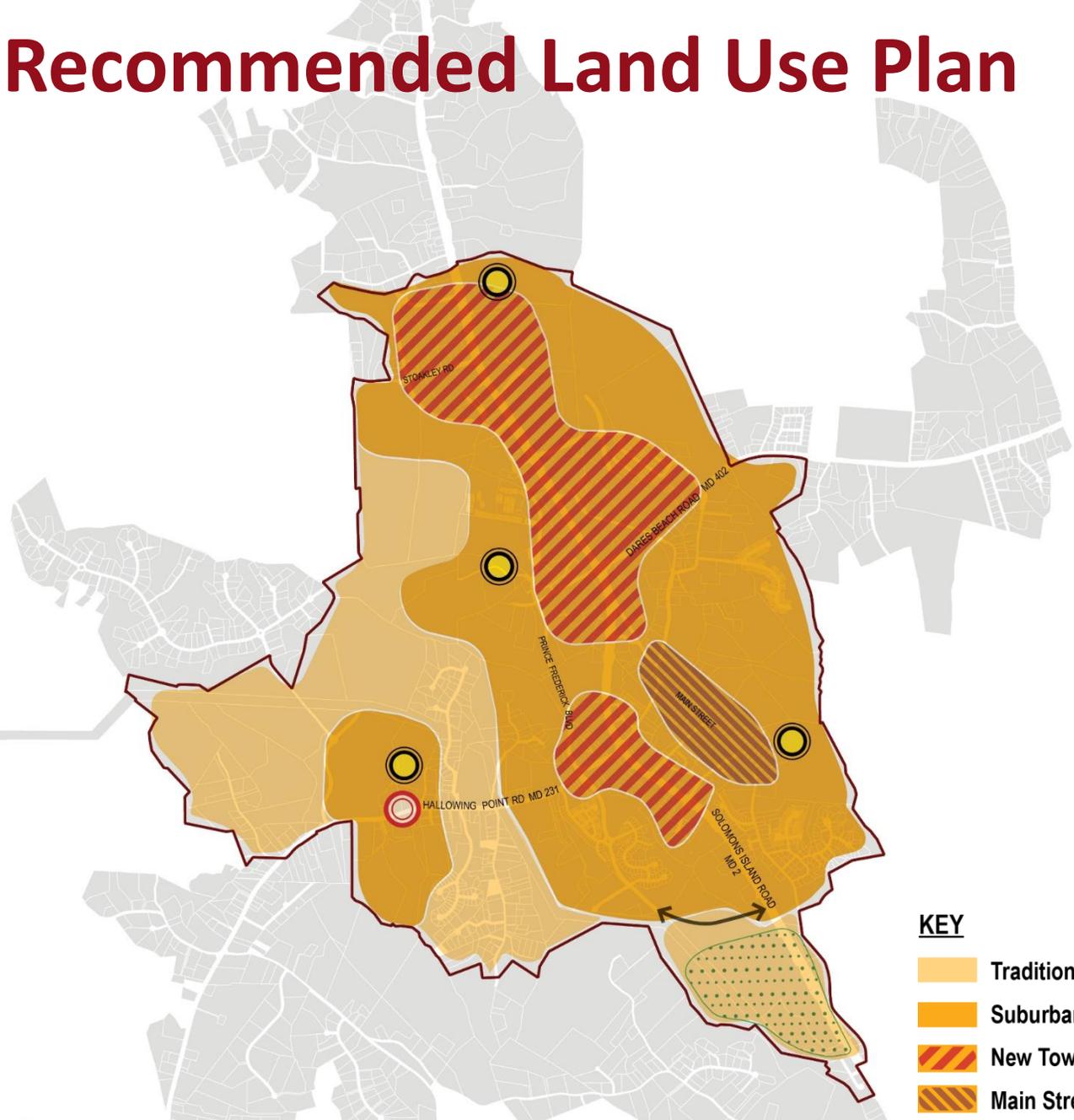
A land use plan:

- indicates the type/scale of future development in an area.
- is accompanied by recommended policies, tools and investments to achieve the Town Center vision and goals.
- **is not the same as zoning and does not affect current use.**
- does not set specific development requirements .



	Concept A	Concept B	Concept C
Housing & Lifestyle Choice	Low	Medium	High
Predominant Mixed-use Orientation	Horizontal	Varies	Vertical
Flexible & Innovative Development Opportunities	Low	Medium	High
Capacity to Support Amenities and Retail	Adequate	Moderate	Abundant
Potential Walk Score	Low	Medium	High
Maximum Yield Residential Units	6,220	8,880	13,880

Recommended Land Use Plan



- Similar to the 2013 charette report recommendations.
- Residential density would be capped at 14 units per acre when transferable development rights are fully used.
- Forecasted growth of 1,500 units through 2040 and a maximum yield of approximately 10,200 units is equal to or less than current zoning maximum yield.
- Primary benefits are:
 - Encourages mixed use redevelopment of older shopping center areas.
 - Encourages walkable growth near Main Street and the College of Southern Maryland.
 - Continues multifamily development pattern abutting Prince Frederick Boulevard north of Dares Beach Road.
 - Preserves major environmental area.

KEY

- Traditional Suburban (Low Density: 1-4 DU/AC)
- Suburban Village (Low-Medium Density 5-14 DU/AC)
- New Town / Mixed Use Redevelopment (Low-Medium Density 5-14 DU/AC)
- Main Street / Old Town
- Environmental Conservation Area
- Neighborhood Commercial
- Senior Housing Opportunity

Recommended Land Use Plan

Traditional suburban neighborhood



Town-scale residential neighborhoods



Mixed-use districts



Life-long learning
(Age-restricted housing near college)



Small-scale neighborhood commercial area near college



Pedestrian-oriented Main Street anchored by Public Buildings



Transportation

Impacts & Recommendations

Illustrative Bikeway Links and Facility Types

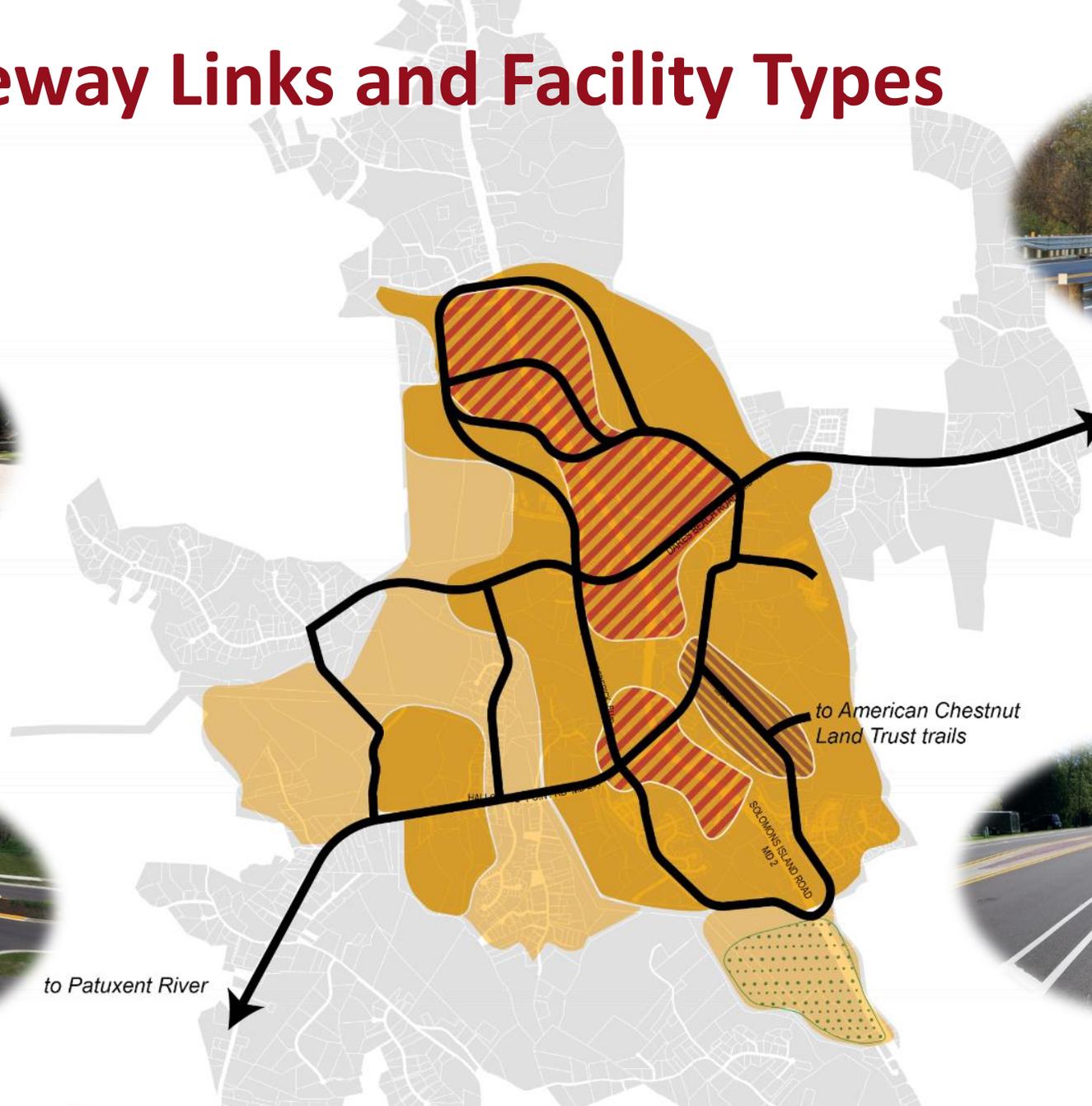
Bridge with Separated Pathway



to Chesapeake Bay



Sidepath



to American Chestnut Land Trust trails

to Patuxent River



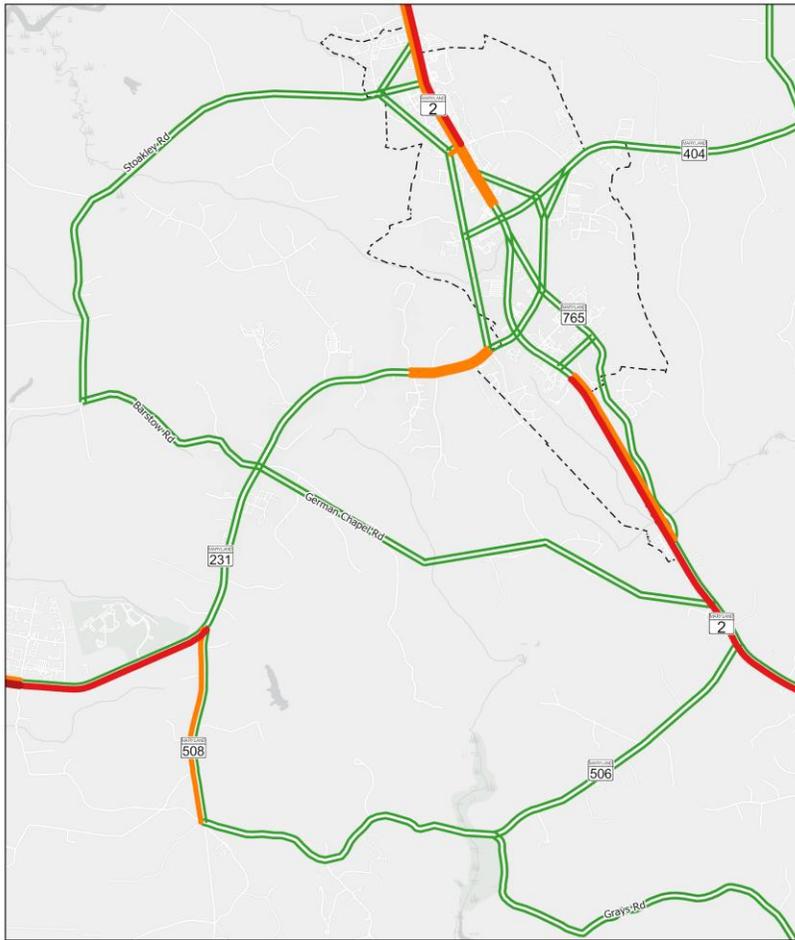
Buffered Bike Lane



Pathways and Bike Lanes at Intersection

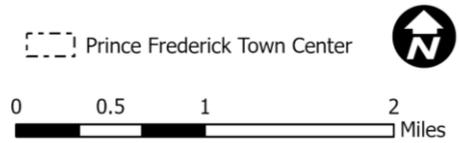
Existing and Forecasted Traffic Operations (AM)

2020

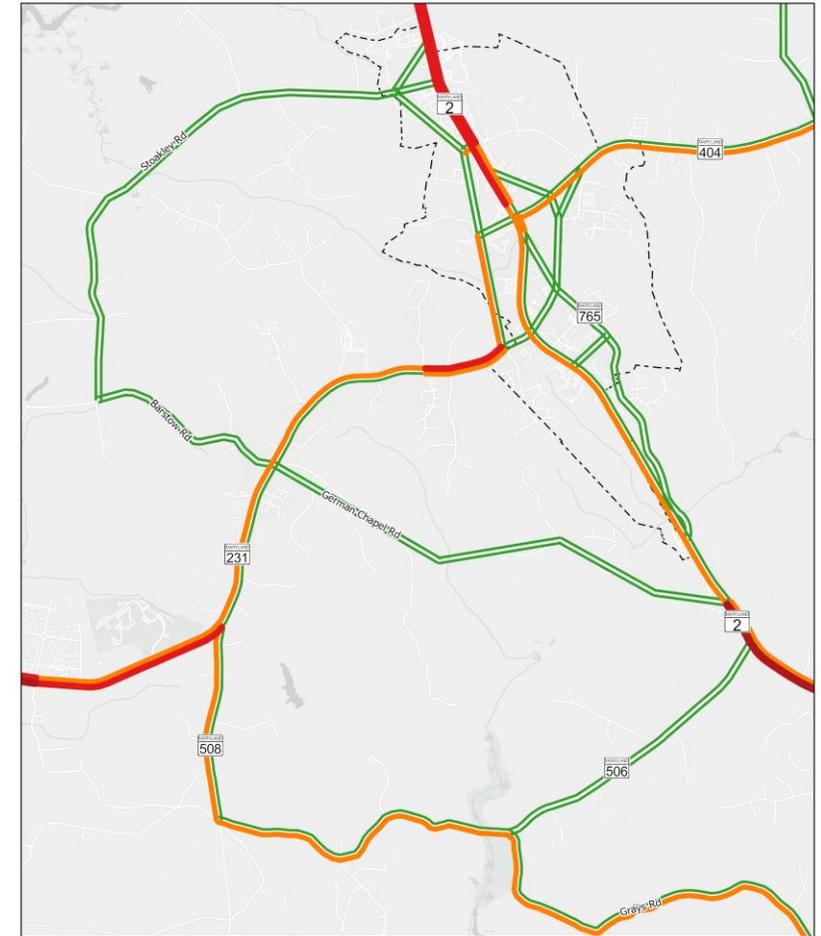


Recommended Land Use Plan w/ full widening of MD 2-4 only

-  No Concern
-  Emerging Concern by 2040
-  Existing congestion or definite concern

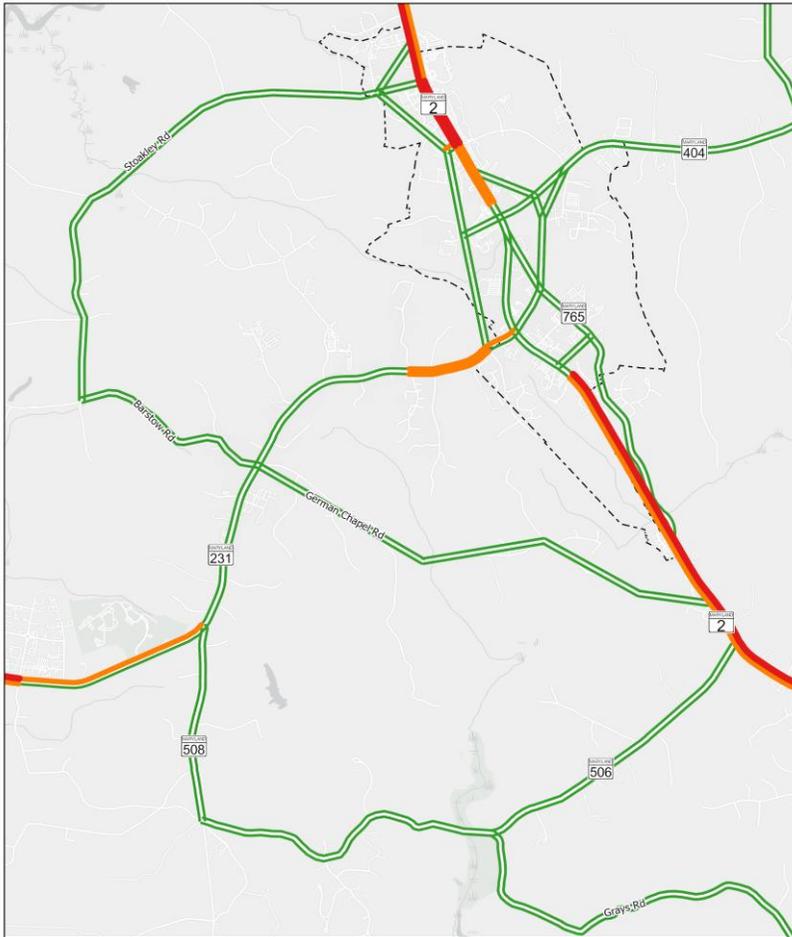


2040

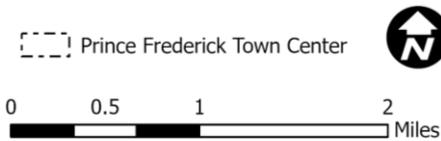


Existing and Forecasted Traffic Operations (PM)

2020

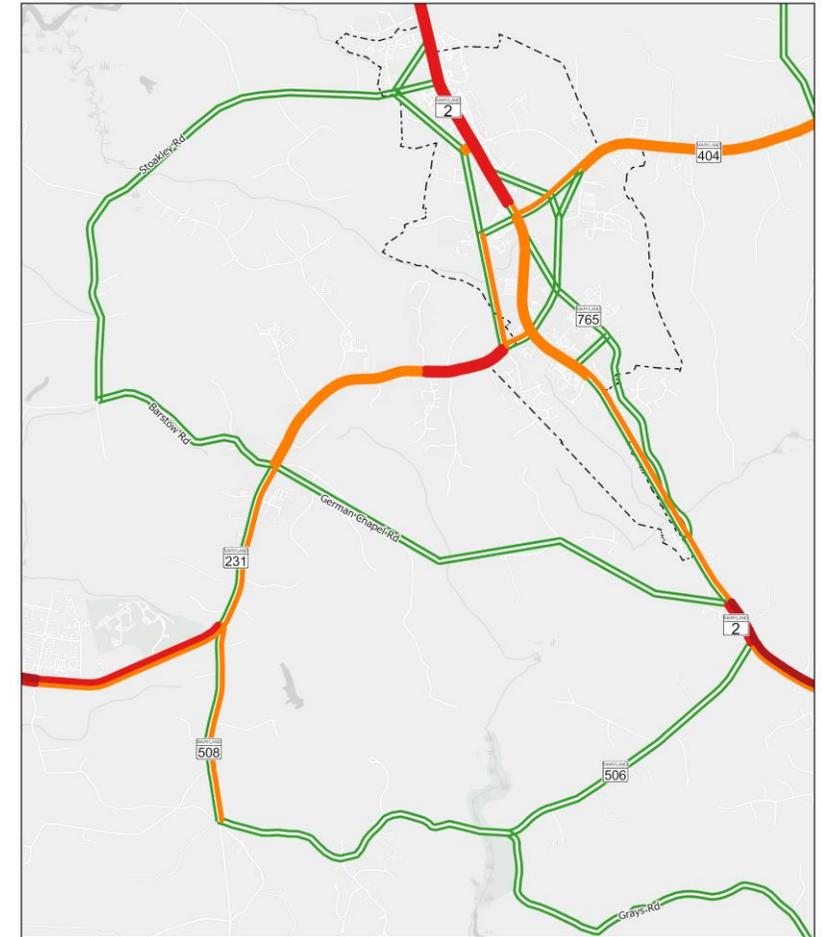


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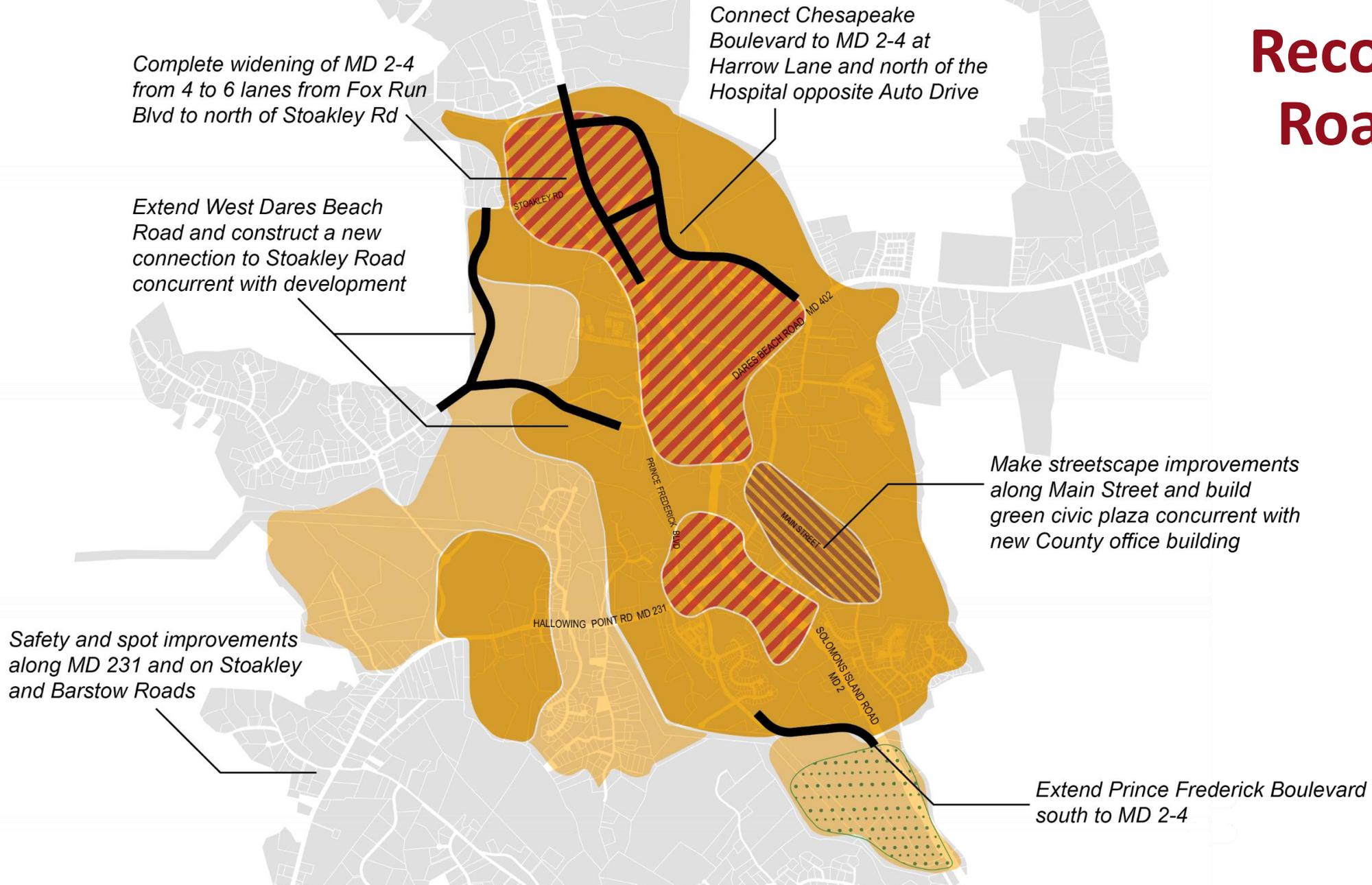
2040



Findings & Observations

- Number of dwelling units in recommended land use plan is consistent with or may be less than current zoning allowances **when transferable development rights are used.**
- Transportation impacts are related far more to external growth (particularly Charles County) than local growth.
- Local traffic is best improved served by improving and connecting the local road network.
- “Walkability” and increased local transit service do not significantly affect traffic conditions but are important to quality of life.
- Not all improvements are “big ticket” items, but someone does have to pay for them.
- Timing and pace of development is difficult to predict. More partners and more flexibility are needed to meet the roadway needs.
- COVID may or may not be a “reset” but there will be “puts and takes.” A lot will rest on how the federal government manages its workforce going forward.

Recommended Roadway Plan



Adequate Public Facilities - Roads

Current law and regulation:

- Developments expected to generate < 400 two-way trips or generates 40 or more peak hour trips.
- Opportunities to waive or negotiate before study conducted.
- Must have reasonable expectations of developers while protecting the public interest.

Land Use	Estimated Development Threshold for TIS	Notes
Single Family Detached	38-DU	9 major/116 minor subdivisions recorded since 2011
Townhomes/Apts	65-DU	
Commercial/Retail	1-KSF	
Office	14-KSF	

Recommended Approach to Traffic Impact Studies

Collect per trip fees on a project-by-project basis to offset public costs rather than requiring site specific studies



Develop a traffic forecast based on reasonable assumptions over a period of time.



Develop a plan of specific projects to improve traffic conditions (or mitigate worsening of traffic conditions).

- Determine reasonable allocation of public vs. private costs.
- Assess a per trip fee and collect at time of building permit.
- County allocates available resources to specific projects as needed.



Supporting Policies & Tools

Existing Transferable Development Rights Program

- Because they provide a market-based solution to land use problems, TDRs have the potential to result in efficient land allocations.
- Sliding scale has helped to improve market for development in Prince Frederick.
- Exemption for age-restricted and affordable housing supports Town Center goals.
- County still not reaching desired density and vibrancy of town centers.



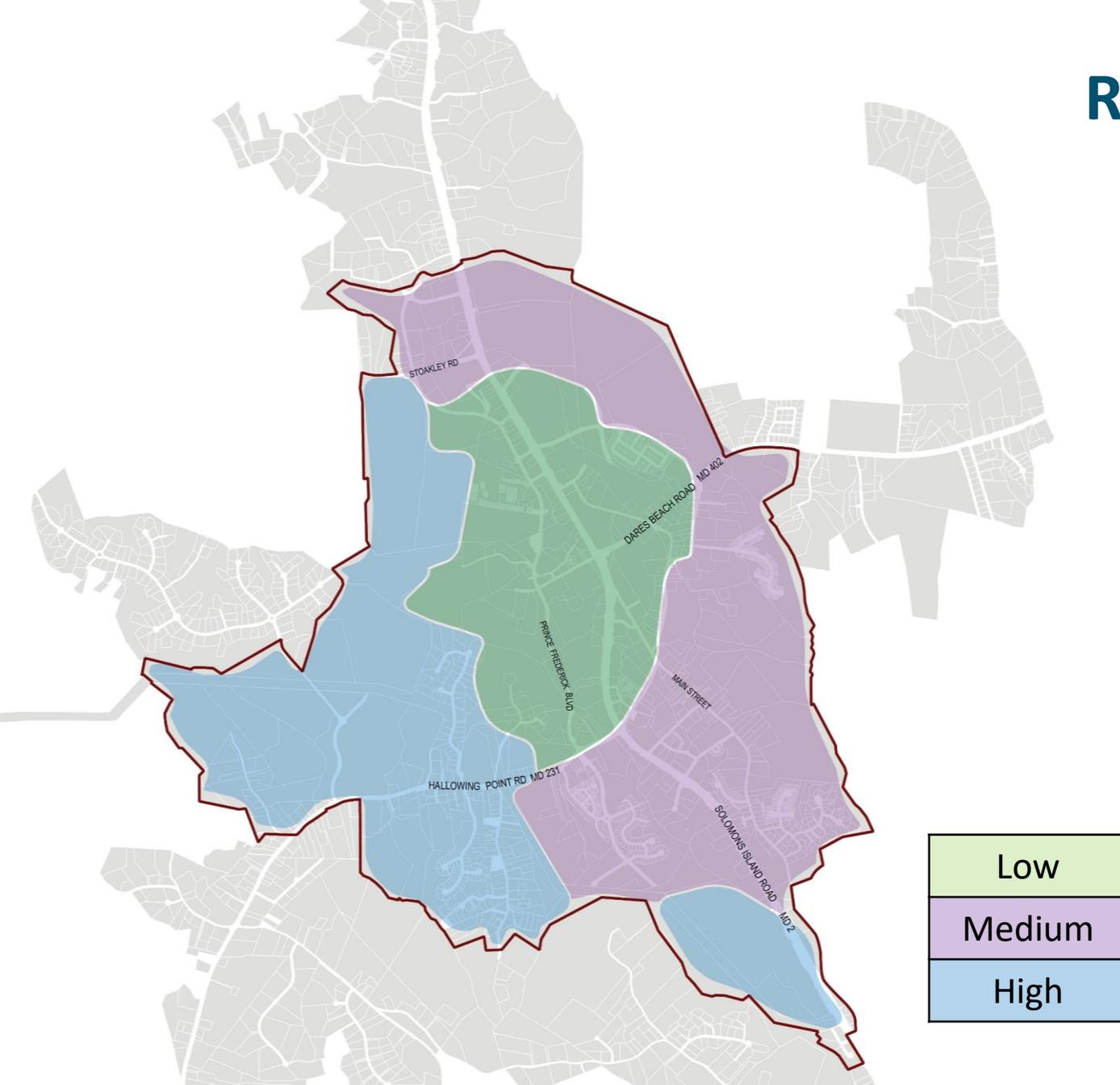
Dwelling Type	# of TDRs Required per New Unit
SF Detached >10k sf	5
SF Detached <10k sf	3
Attached (townhouse/duplex)	2
Multifamily	1

Recommended TDR Approach for Prince Frederick Town Center

General Approach:

Add “location efficiency” as a factor in determining the number of TDR’s required in Town Center

- Maintain sliding scale as recommended by TDR Review Committee.
- Adjust base requirement to incentivize development in the core of the Town Center.
- More TDRs required away from the core; no net loss of TDRs within Town Center as a result.
- Most easily administered with the TDR bank proposed by TDR Review Committee but could be accomplished through private sales.



Adequate Public Facilities – Schools

High Schools



Middle Schools



Elementary Schools



Prince Frederick
Town Center

Existing Requirement

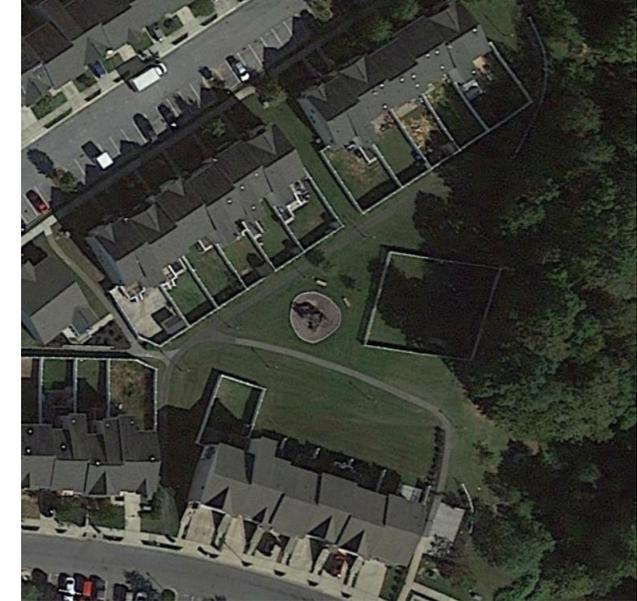
- “Open/closed” list based on enrollment projections
- Excise tax of \$2,600 to \$7,800 per dwelling unit

Recommendation

- Eliminate schools excise tax in Prince Frederick Town center as it is unnecessary based on enrollment projections.
- Reallocate to other priorities

Open Space and Recreation

- Requirements are calibrated to address intensity of project, not primarily based on land area
 - Common Open Space = 0.05 Acres (2,180 SF) / DU
 - Active Recreation = 200 SF/DU
 - Indoor Community Space= 10 SF/DU
- Requirements do not account for the needs of different lifestyles of users, i.e. seniors, teens, young adults
 - Active recreation supply options prioritize three general types/dimensions: Field, Minipark, Paved Areas
- **Requirements do not facilitate common public spaces as aspired in previous Prince Frederick Master Plan and Design Charette.**



What's Next?

Other Plan Chapters

- Economic Vitality
- Environment & Natural Resources
- Heritage
- Water Resources
- Government and Community Facilities
- Implementation

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To Learn about Events & Status

- Visit www.calvertcountymd.gov
- Sign up to receive email messages: click on “Notify Me” under News Flash and select “Planning & Zoning”
- Follow on Facebook



Thank You!

Check the project page for details:
www.CalvertCountyMd.gov/TownCenterUpdate.

Questions and comments may be emailed to
towncenterupdate@calvertcountymd.gov

or

Call 410-535-1600, ext. 2356
during normal operating hours of 8:30 a.m. to 4:30 p.m.

**Questions
submitted prior to meeting.**

Won't facets of the *Prince Frederick* Master Plan and Zoning Ordinance depend on whatever the final language is in the *County* Zoning Ordinance?



**How will this plan affect streams, creeks, and the Bay
in terms of stormwater, erosion, etc.?**

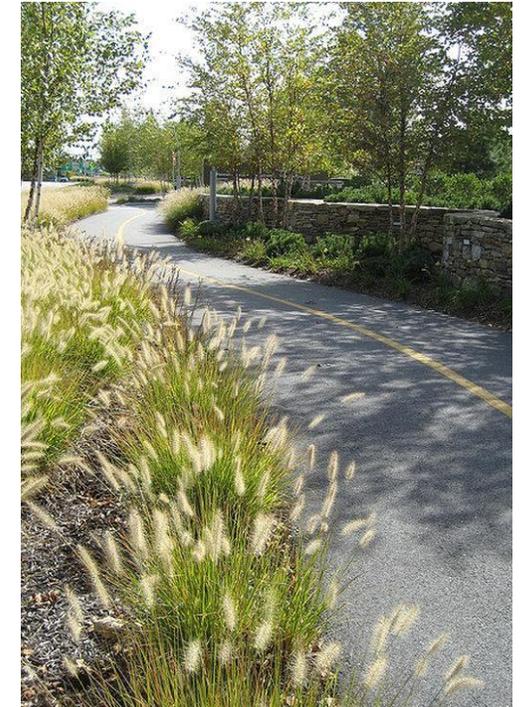
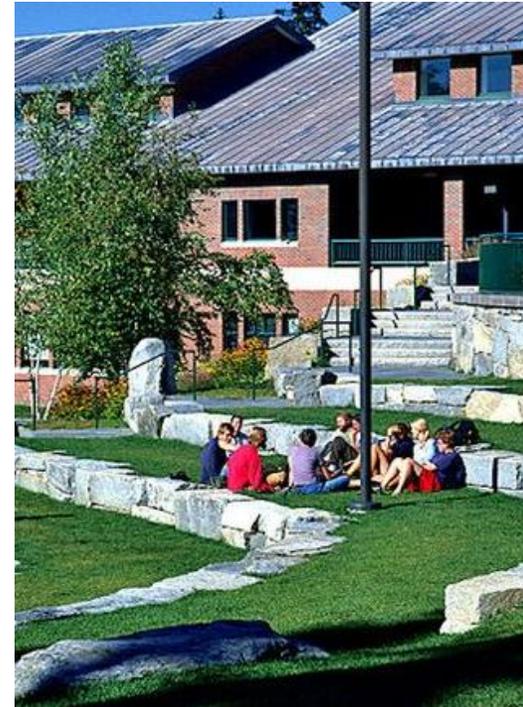
What is the impact of the proposed plan on water/wastewater?



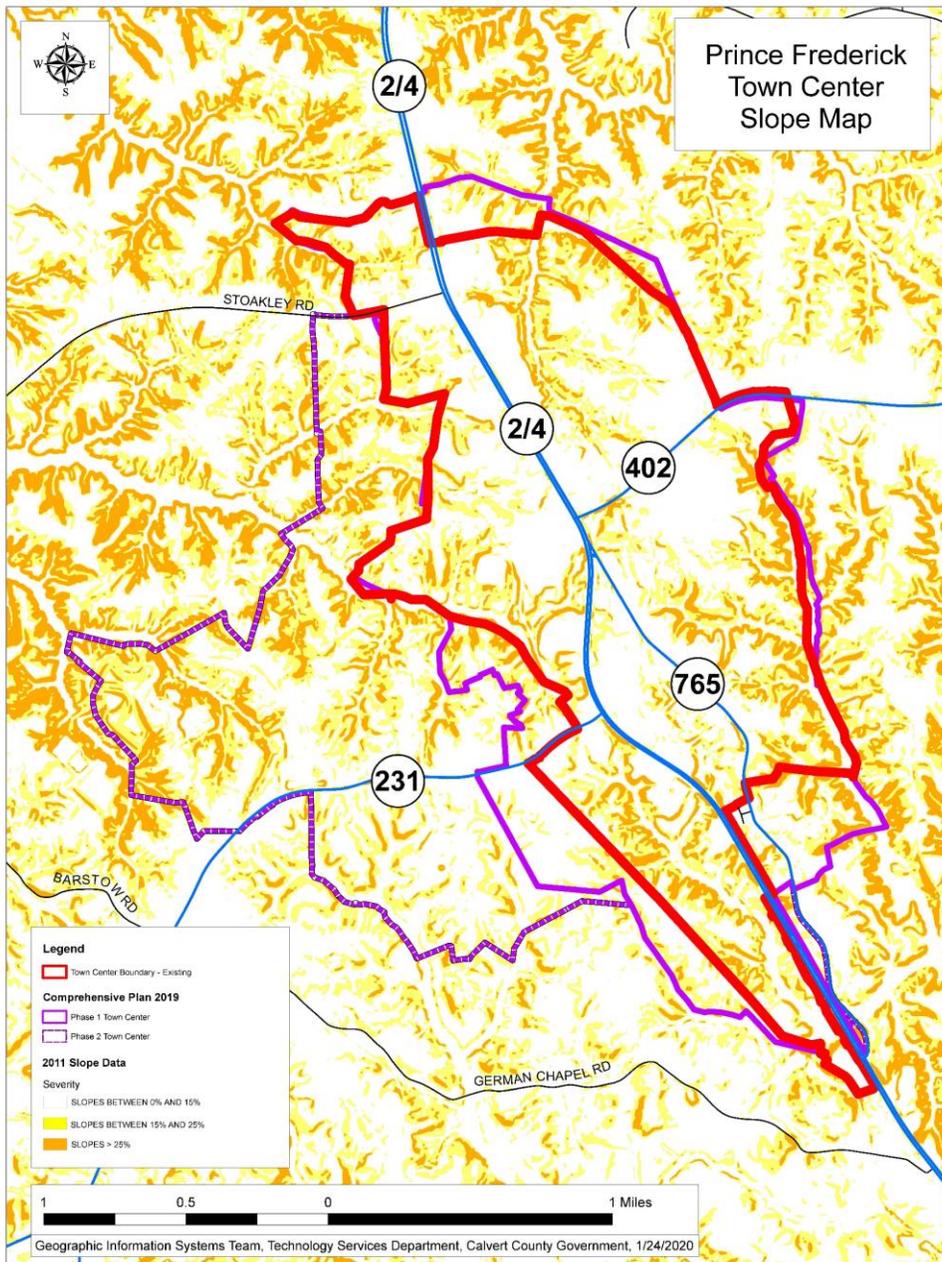
Why doesn't the plan emphasize the 2 – 3 focus areas described earlier in the planning process?

Public Spaces and Facilities

- Consider different open space and active recreation requirements depending on housing type (reflecting different life-style needs).
- Expand active recreation tools to address bike/pedestrian infrastructure, natural corridors, pets, culture, arts and sustainability.
- Allow credit for connections to off-site open space and recreation opportunities.
- Increase opportunity for fee-in-lieu to direct resources for public spaces/facilities to better fulfill town center vision.



Please provide more detail about the methodology on how densities and maximum yield were calculated.

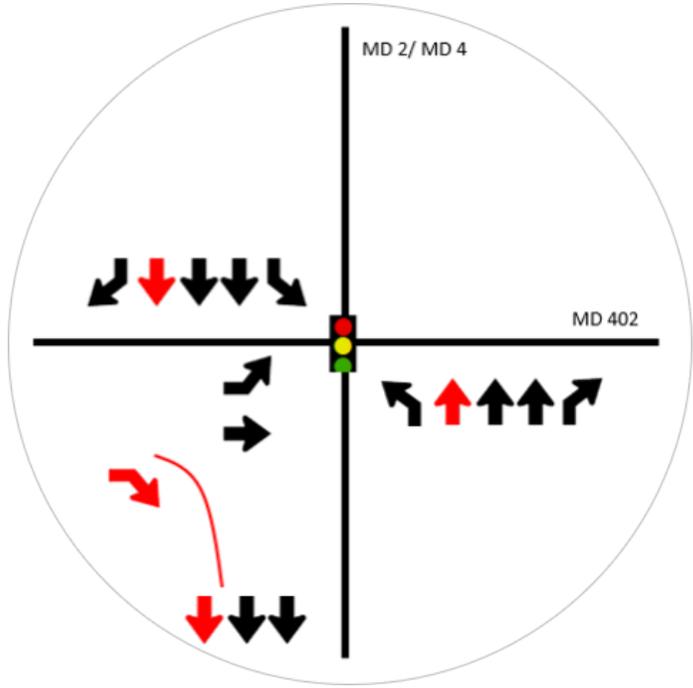
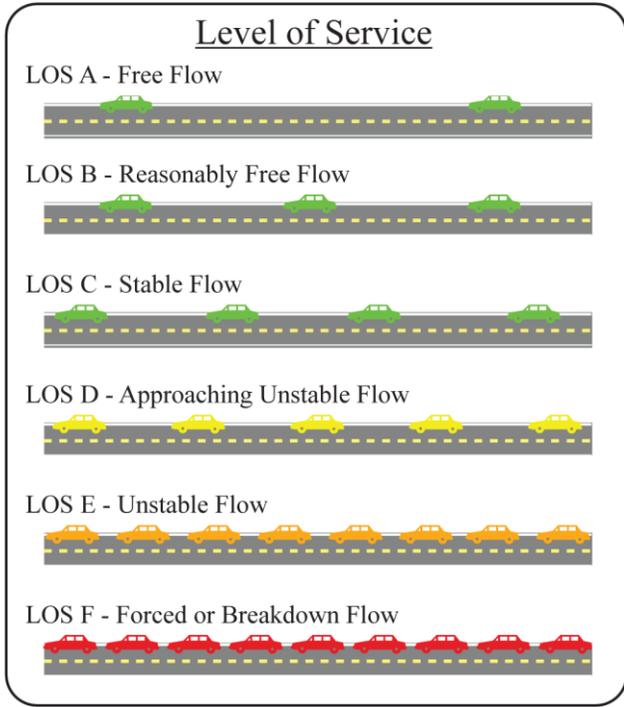


How can you say that the forecasted “maximum yield” is equal to or less than current zoning? That doesn’t make sense if the Town Center is expanding as shown in Phase 1/Phase 2.

Why aren't you showing intersection level of service for the plan impacts?

Level of Service (Signalized Intersections)	Average Vehicle Delay at Intersection (seconds)
A	≤10
B	>10 and <20
C	>20 and <35
D	>35 and <55
E	>55 and <80
F	>80

A	B	C
Free flow	Reasonably free flow	Stable flow
D	E	F
More restrictive movements for motorists	Delay to all motorists due to congestion	Complete congestion



**Why are you are proposing to eliminate traffic impact studies in Prince Frederick?
Doesn't that just let developers off the hook?**

The Problem with Traffic Impact Studies

- For small/mid-size developments in developed urban/suburban areas, traffic studies don't/can't result in meaningful improvements.
 - Thresholds are difficult to set.
 - Penalizes the “last person in”.
 - Economics don't support improvements.
 - Rough proportionality not met.
- Typically reflect site access/operations not larger network impacts.
- Inconsistent assumptions from project to project make it easy to distort the true impacts.



Traffic Impacts Looking Back: Marketplace

- Establishment of Prince Frederick Blvd. was part of a broader plan/vision that could support and be supported by Market Place.
- Provides good internal circulation and limited access to MD 2-4.
- Reasonable allocation of costs and benefits between property owner and county.
- HOWEVER, smaller parcels:
 - not part of Marketplace benefit disproportionately without making any contribution.
 - traffic studies either not required or yield “improvements” that can easily be erased by the next small development.



Traffic Impacts Looking Ahead: North of Stoakley

Chase Bank

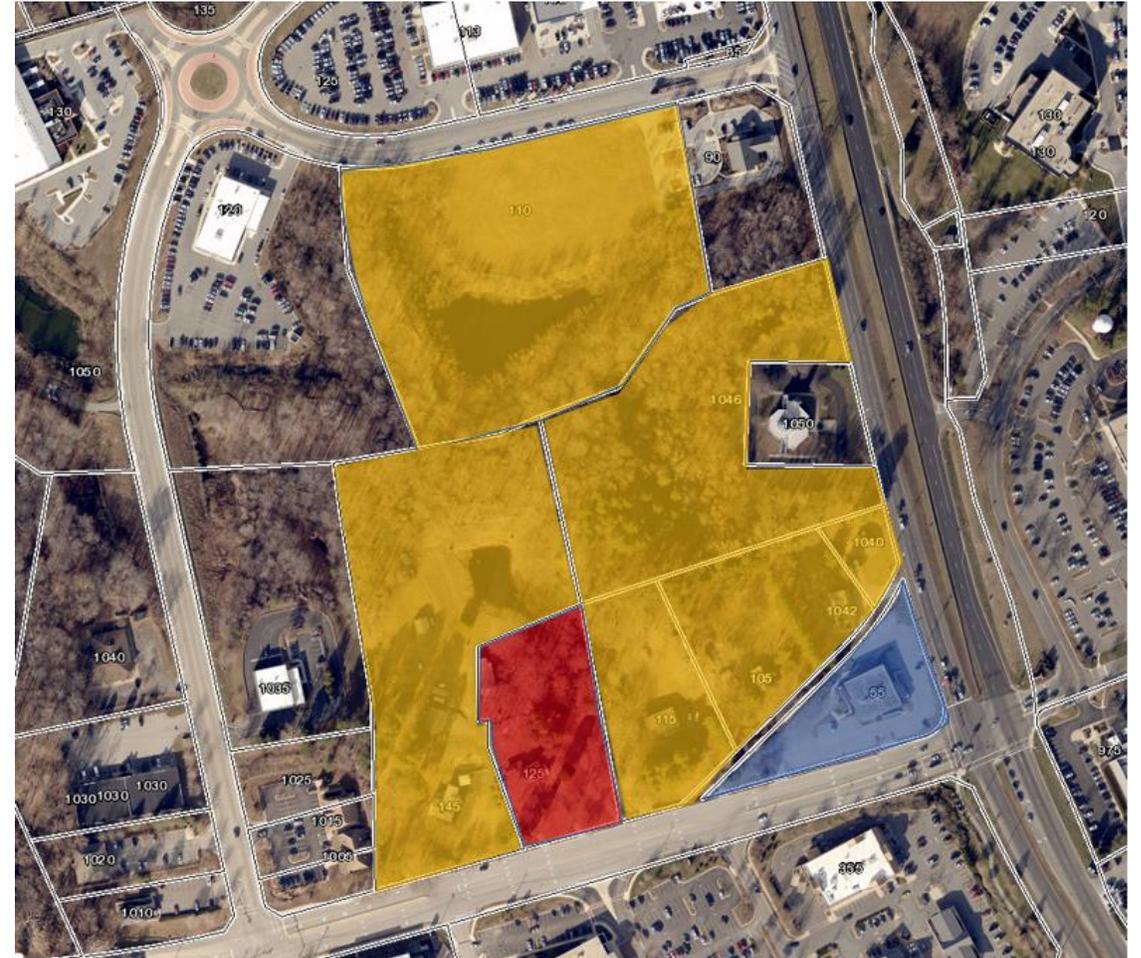
- 3,558 SF bank with a drive thru
- No TIS required because it is expected to generate <400 trips per day

Stoakley Pavilion

- 21,532 SF medical office building
- TIS outcome TBD

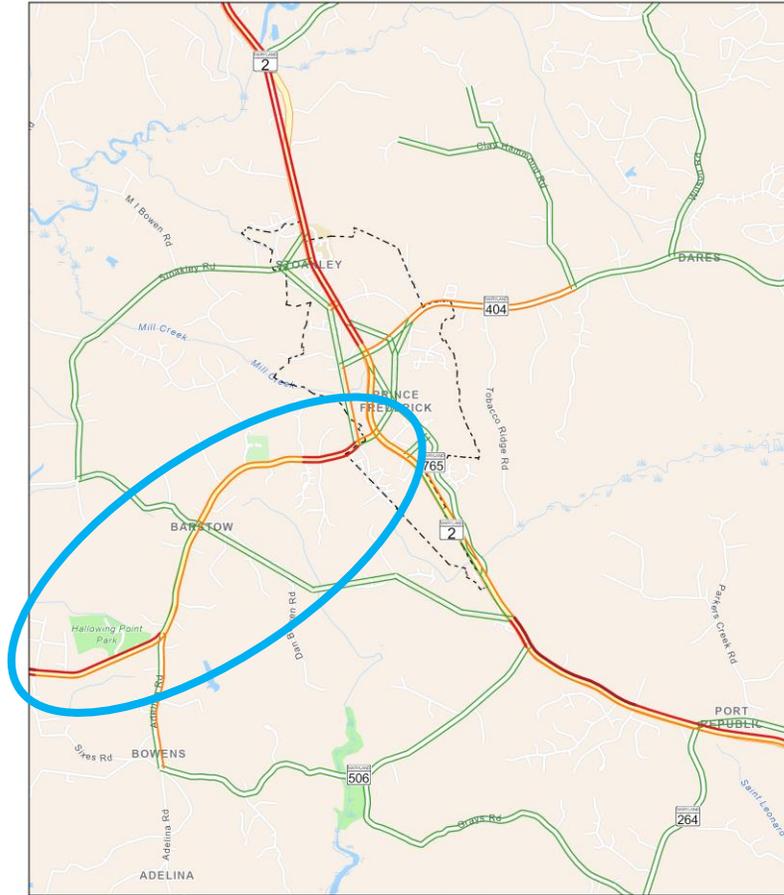
Parcels with Redevelopment Likelihood

- May or may not require TIS



Traffic on MD 231 is horrible. Won't this plan just make it worse? What can be done about that?

MD 231



5.25 miles

Mead&Hunt