



Planning Commission Update

January 20, 2021



Agenda

- Review work to date and public feedback.
- Share analysis of issues and opportunities for the Town Center Master Plan.
- Discuss strategic choices and direction to draft the master plan.

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.

Public Input

Public Meetings & Engagement-Phase I

- January 8 Liaison Meeting
- January 30 Overview Presentation
- Prince Frederick Survey #1 (open through Feb. 17)
- March 2 Survey Results/Workshop
- Prince Frederick Survey #2 (open through June 1)
- October 15 Welcome Back Virtual Meeting
- Interactive Map & Survey #3 (comments requested by November 30, 2020)
- November 19 Workshop on Transportation and Land Use

The screenshot displays a web browser window titled "Virtual Break Out-Session" with a URL from calvertgis.maps.arcgis.com. The interface is split into two main sections. On the left, a sidebar lists "1 Budget=Values" and "2 Investment Choices". The right side features a satellite map of a coastal area with several colored lines (red, yellow, green, orange) indicating project locations. A callout box on the map highlights "Project 3: Construct new trail/side path along Dares Beach Road between MD 2-4 and Calvert Elementary School" with a cost of \$3.5 million. Below the map, a list of investment choices is visible, including:

- 2. Construct missing sidewalk segments in the Town Center
 - Cost: up to \$3.5 million
 - Description: Participants in the master planning process have noted many gaps in the sidewalk network in the commercial areas on the west side of MD 2-4 as well as in the Old Town area. This project would focus on filling small gaps in the sidewalk network.
- 3. Construct new trail/side path along Dares Beach Road between MD 2-4 and Calvert Elementary School
 - Cost: \$3.5 million
 - Description: This project would result in an 8-10 foot wide path for walking and bicycling, safely separated from auto traffic. Some minor property acquisition would be required to accommodate the path.
- 4. Construct new trail/side path along Dares Beach Road between Calvert Elementary School and the Bay
 - Cost: \$4.5 million
 - Description: This project would result in an 8-10 foot wide path for walking and bicycling, safely separated from auto traffic. Some minor property acquisition would be required to accommodate the path.
- 5. Build trail/side paths along the town center, Prince Frederick, and Calvert Elementary School
 - Cost: \$4 million
 - Description: This project would result in an 8-10 foot wide path for walking and bicycling, safely separated from auto traffic. Some minor property acquisition would be required to accommodate the path.
- 6. Extend Chesapeake Bay
 - Cost: \$6.5 million
 - Description: This project would result in an 8-10 foot wide path for walking and bicycling, safely separated from auto traffic. Some minor property acquisition would be required to accommodate the path.

At the bottom of the screen, a Zoom PC interface shows four video thumbnails of participants in a virtual meeting. The Zoom logo and "Zoom PC" text are visible in the center of the thumbnails area.

Online Survey

introduction Transportation Issues & Challenges About the Future...Give us your input

Transportation Issues & Challenges

1 Growth & Transportation Network

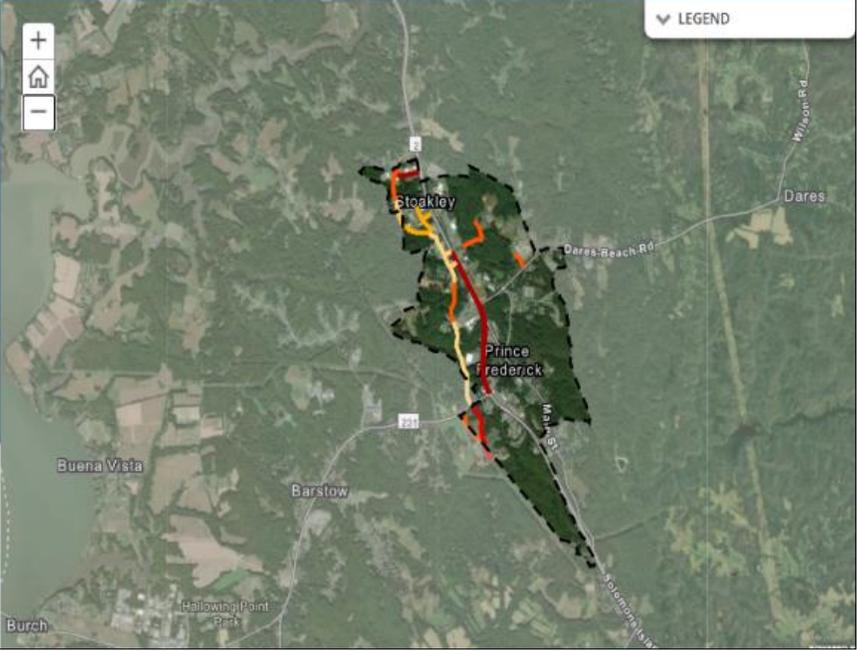
As the Town Center and vicinity have grown, so too has the transportation network to support it.

In the late 1980s plans were considered that would have made MD 4 a limited access highway, with ramps and overpasses, for local access near what is now Auto Drive to the north and at Dares Beach Road to the south. These concepts were rejected as too costly and not representative of the type of community that residents wanted Prince Frederick to be.

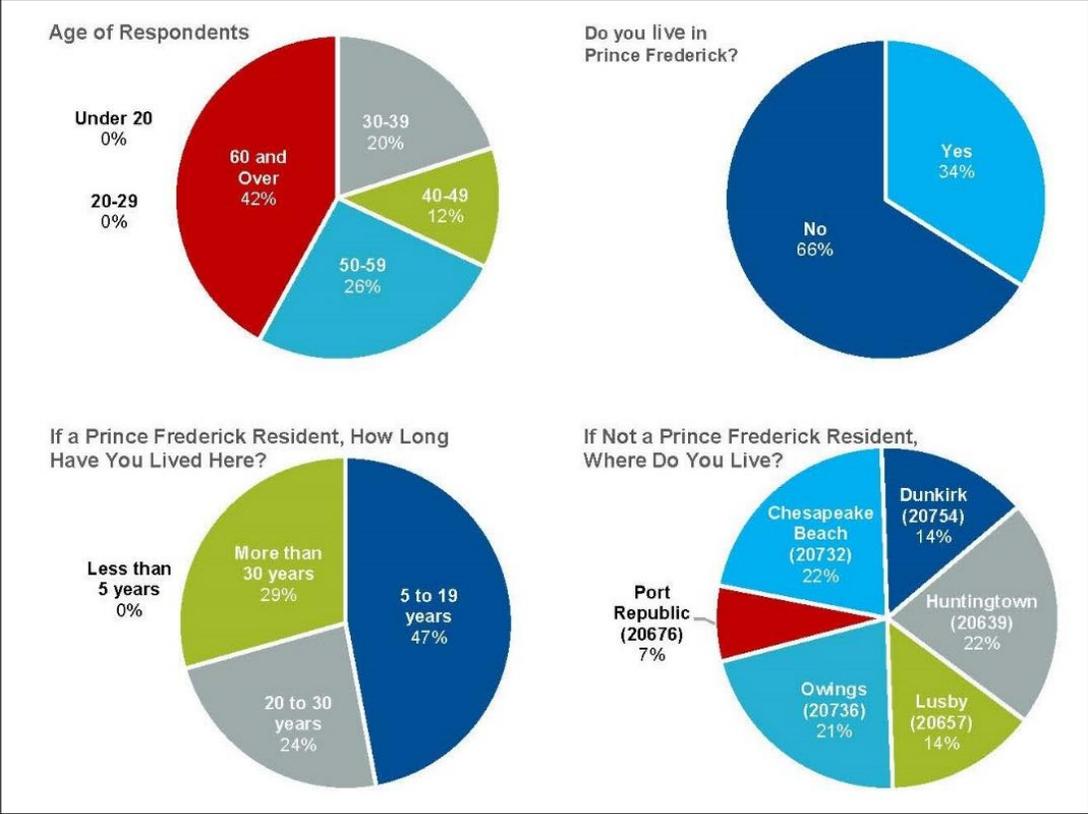
In the 1990s, the Maryland Transit Administration (MTA) began **commuter bus service** from Calvert County to Washington, DC. A new park-and-ride lot was opened in early 2010. In 2019, approximately 450 people rode the bus daily to DC on the two routes serving Prince Frederick.

With the bypass and overpass plans set aside, more practical options to improve through travel and local trips were envisioned. Two concepts took hold:

- The loop road concept recommended a network of interconnected roads that would allow local trips in Prince Frederick while allowing traffic to flow



2 Countywide Transportation Plan



Online Survey



Shared-Use Pathway



Buffered Sidewalk

← Most Comfort



Rural Road

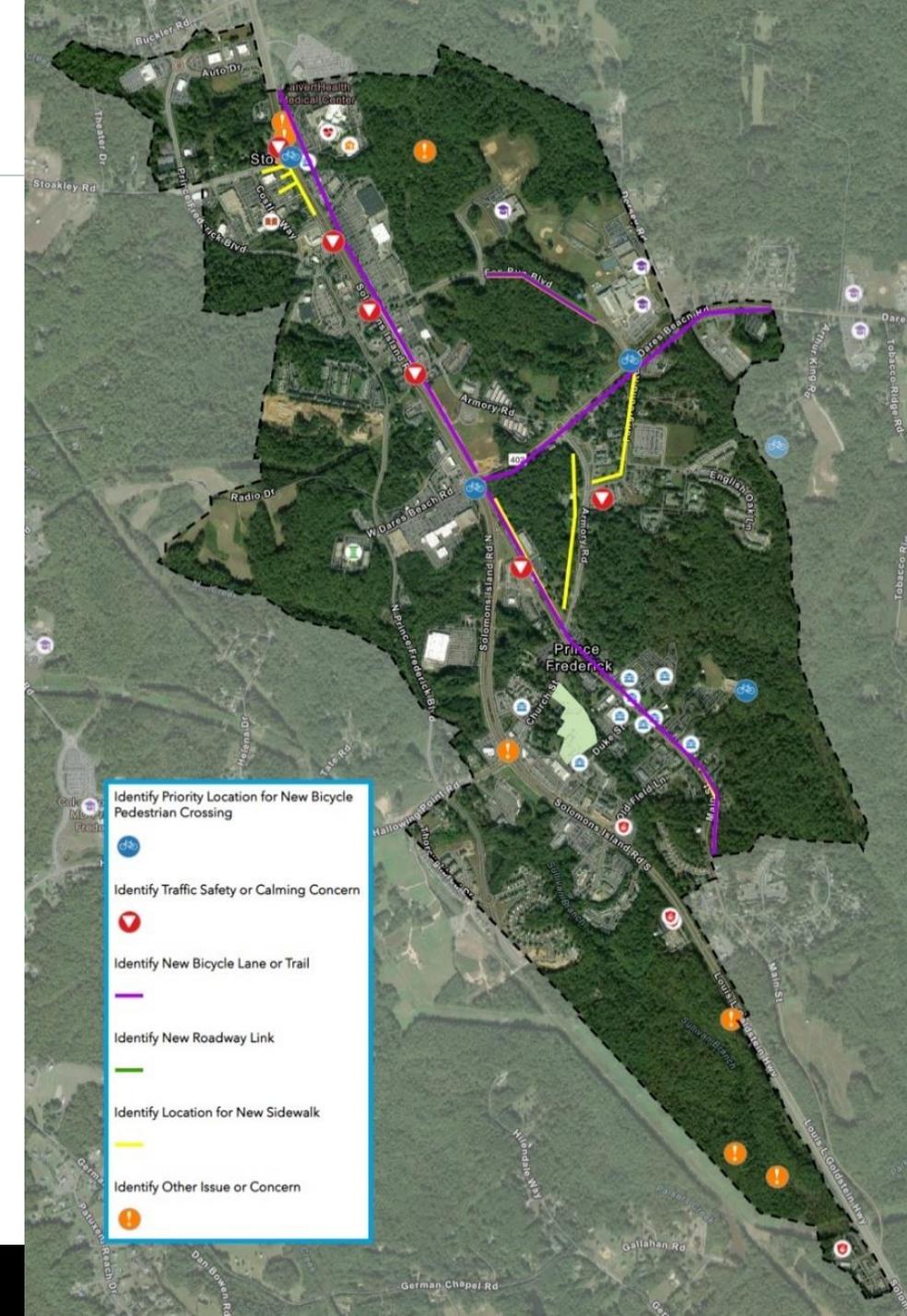


Signalized Arterial Crossing

Least Comfort →

Specific Issues & Improvements

- For motor vehicle travel, users identified traffic safety concerns at all intersections along MD 2-4 between Stoakley and Dares Beach Roads and proposed that the Fox Run Boulevard be completed between Calvert Middle School and Calvert High School.
- Pedestrian and bicycle improvements included bike lanes or trails along MD 2-4 through the Town Center and along Dares Beach between MD 2-4 and the Harriet Elizabeth Brown Community Center, as well as sidewalks along Armory Road, and into the Market Square shopping center.



PARK Analysis

Preserve

- History, especially in the old town area
- Natural assets such as trees, animal habitats, and watersheds
- Prince Frederick's small-town feel

Add

- A town square that could function as a central gathering place with nearby upscale/unique dining and small businesses
- Activities for all ages (such as arcades, escape rooms, and an expanded senior center)
- Greater connectivity for pedestrians and bicyclists

Remove

- Vacant and poor-condition buildings
- Unattractive signs, landscaping, and other roadside features
- Traffic congestion

Keep Out

- More big-box stores with large parking lots
- High-density residential
- More traffic congestion

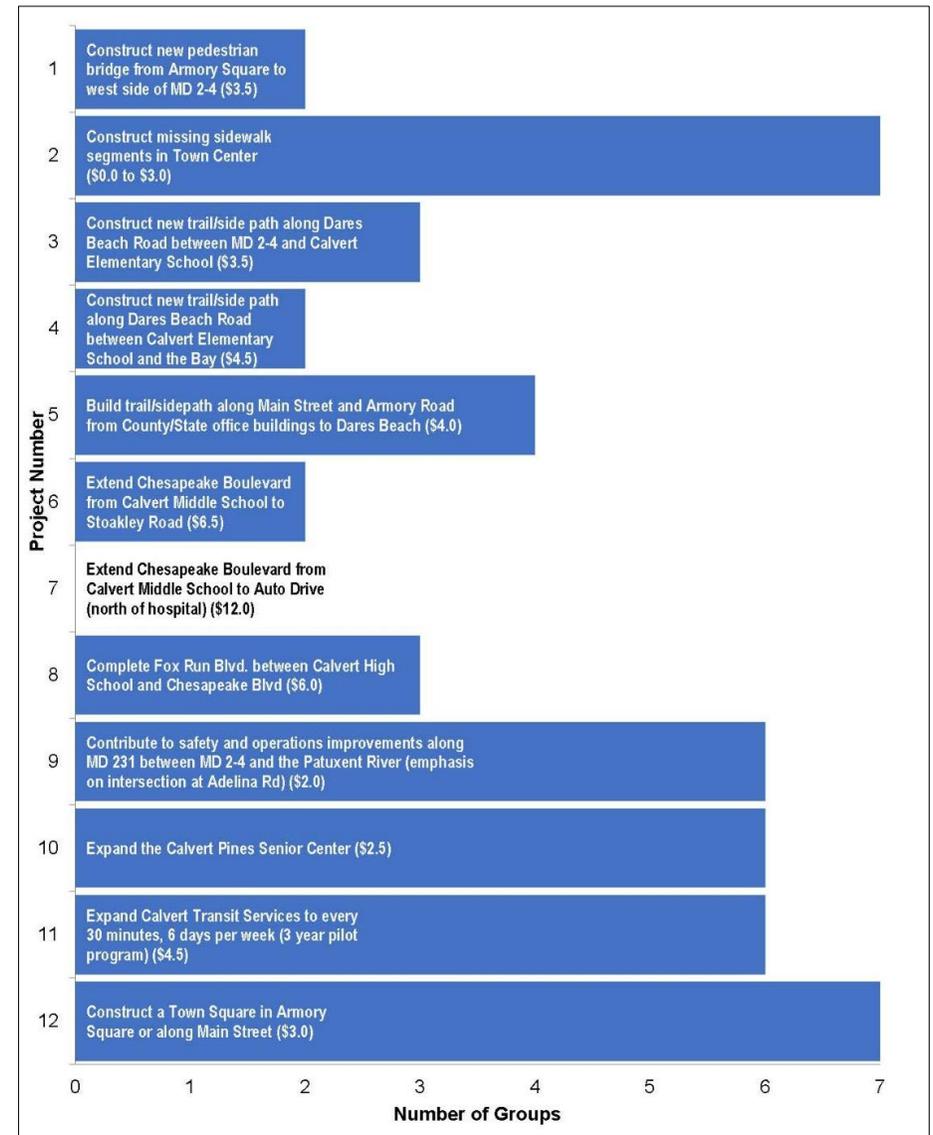
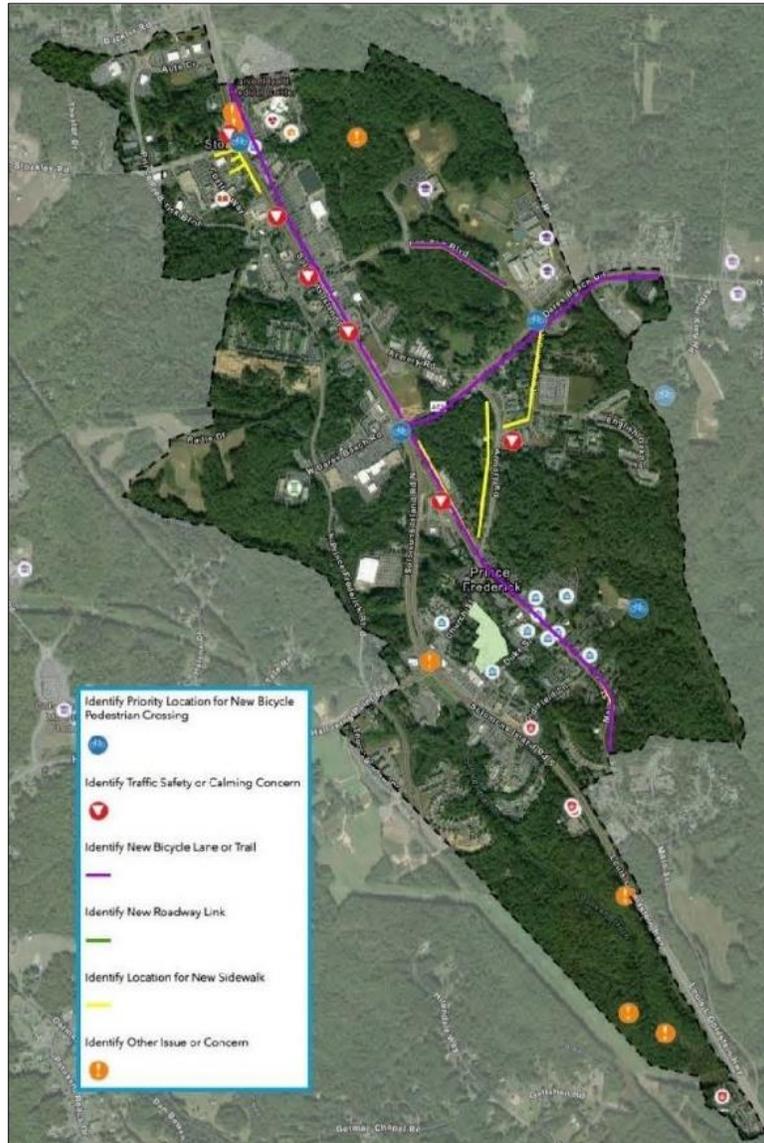
What is positive and should be kept and reinforced?

What do we not have, but need or desire?

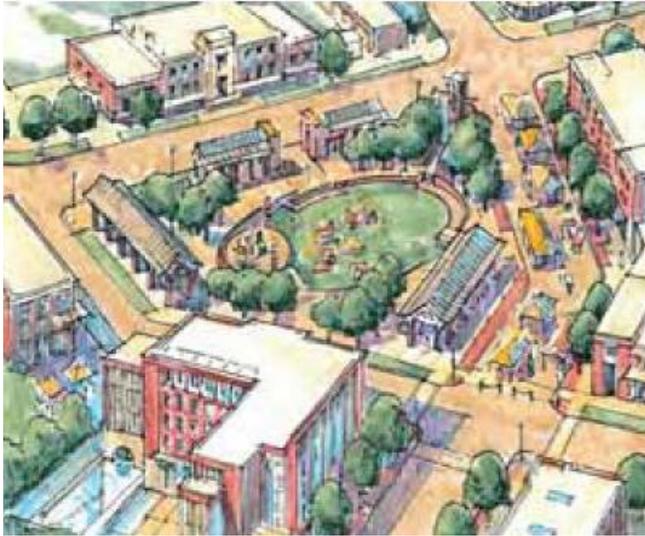
What existing negatives should be eliminated?

What outcomes do we want to avoid?

Budget Exercise



Investment Priorities



Town Square & Gathering Places



Fill Sidewalk Gaps



Expand Senior Center, Housing & Transportation Services

Lower Ranked Project Types



Transportation Videos



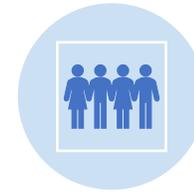
Outreach to County Committees and Commissions



Economic
Development
Advisory
Commission



Environmental
Commission



Heritage
Committee



Historic District
Commission



Prince Frederick
Architectural
Review
Committee

Next Steps

1. Review and discuss the Draft Strategic Choices for the Prince Frederick Town Center Master Plan and Zoning Regulations.

Analysis of Issues & Opportunities

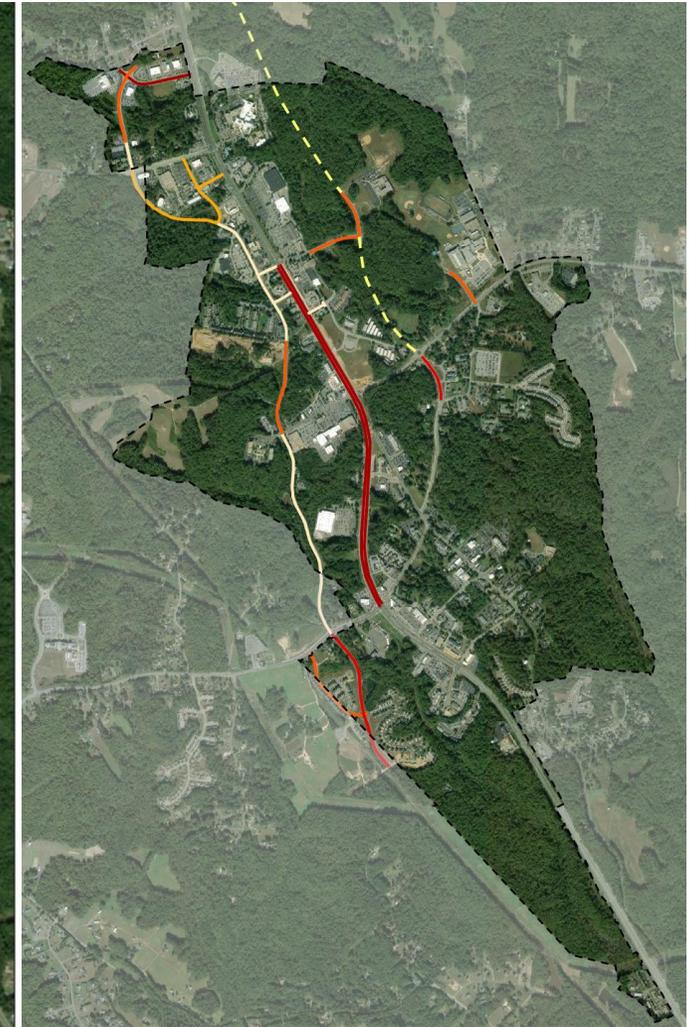
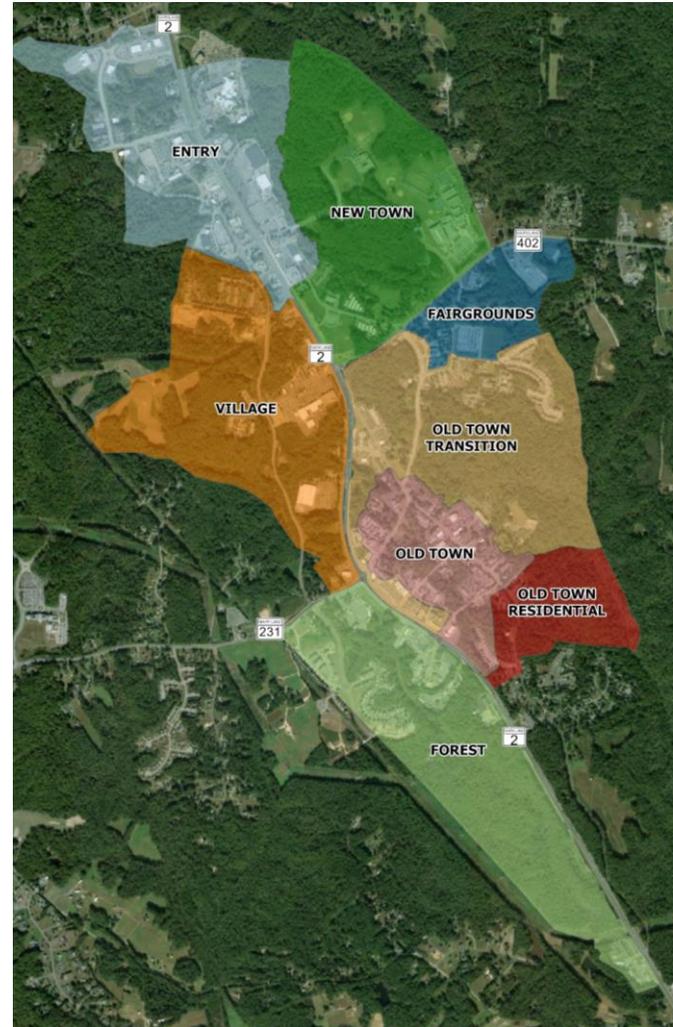
Planning Framework Since 1970s

Supporting, encouraging, and directing growth away from the rural areas helps preserve the rural landscape and focuses development into Town Centers. Similarly, supporting, encouraging, and directing growth toward the Town Centers limits development within the rural areas and creates more activity and vibrancy within the Town Centers.



Prince Frederick Town Center Master Plan (c. 1989)

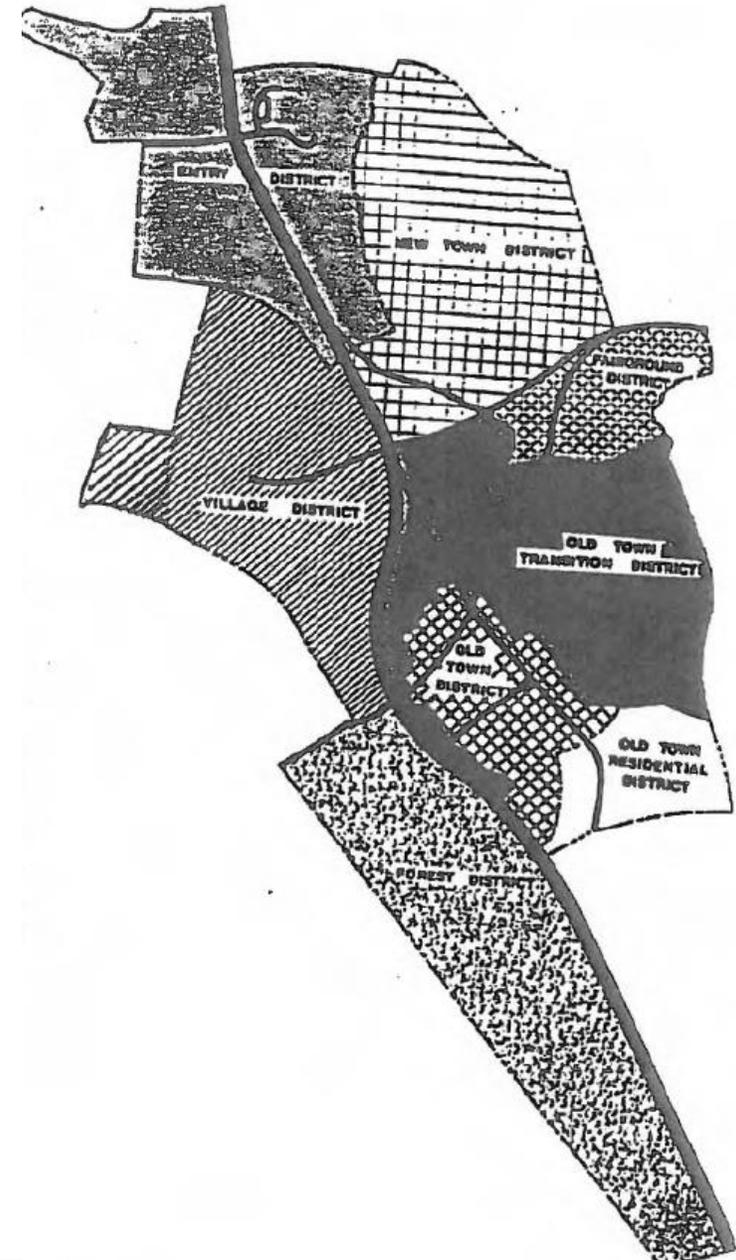
- Established 8 districts each with its own targeted density and design requirements.
- Architectural, urban design and open space requirements intended to promote “small town feel.”
- Envisioned east and west loop roads, limited new signals and access on MD 2-4, and preservation of the Drum Point railroad right-of-way as a future bicycle/pedestrian trail.



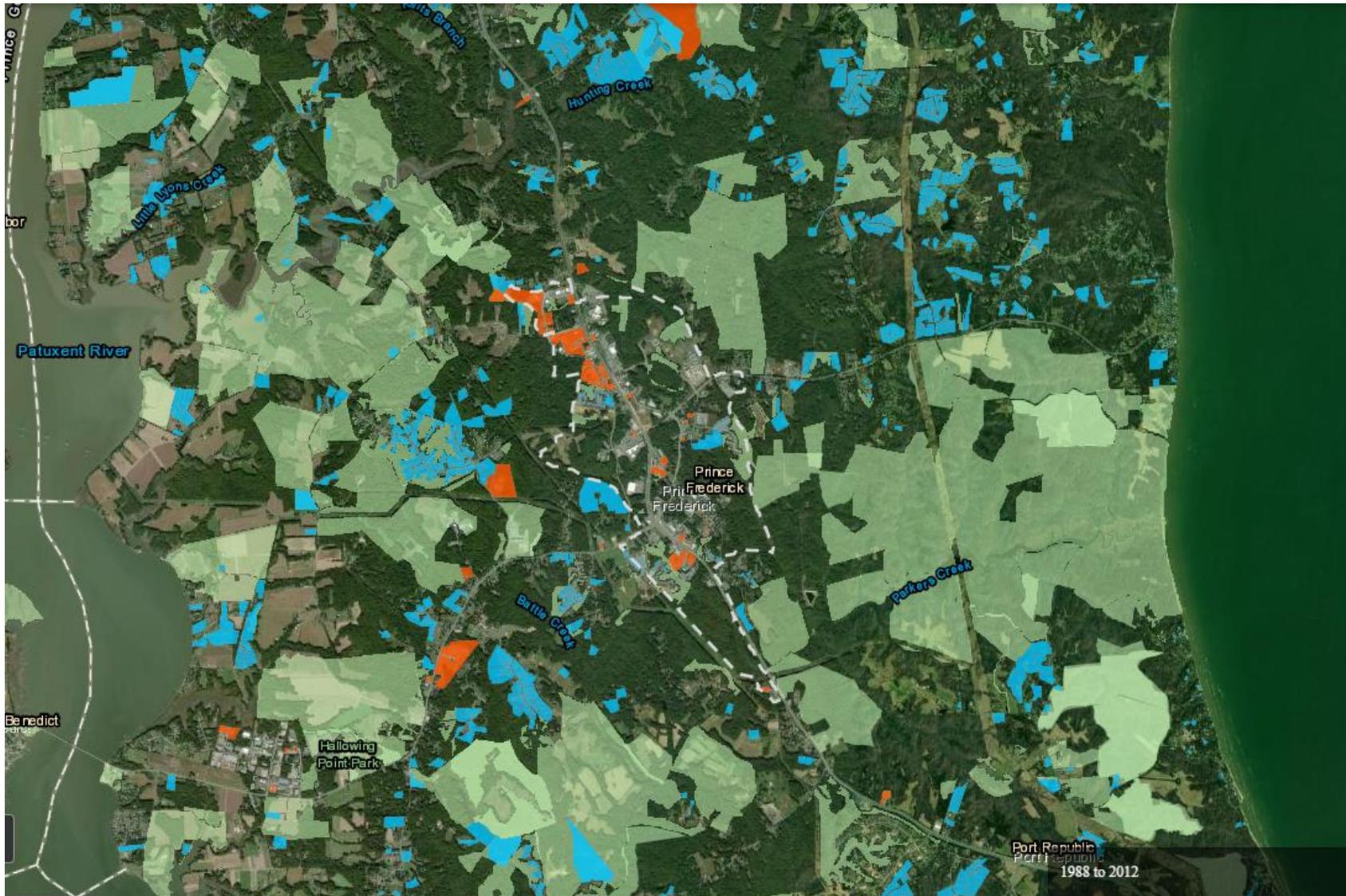
DEVELOPMENT DISTRICTS WITHIN THE TOWN CENTER

PRINCE FREDERICK TOWN CENTER									
USE #	PRINCE FREDERICK TABLE OF LAND USES - RESIDENTIAL	OLD TOWN	OLD TOWN RESIDENTIAL	OLD TOWN TRANSITIONAL	FAIR-GROUND	ENTRY	VILLAGE	NEW TOWN	FOREST
1.	Apartment, Accessory	C	C	C	C	C	C	C	C
2.	Apartment, Accessory for Resident Watchman/Caretaker								
3.	Apartment, Attached to a Business (3/25/08)								
4.	Assisted Living Facility	P	P	P	P	P	P	P	P
5.	Bed & Breakfast Facility with up to 2 Bedrooms in Use	C	C	C	C	C	C	C	C
6.	Bed & Breakfast Facility with 3 to 5 Bedrooms in Use	C	C	C	C	C	C	C	C
7.	Boarding House	C	C	C	C	C	C	C	C
8.	Dwelling, Attached (Duplex, Triplex, Fourplex and Townhouse)	P		P	C	C	C	C	C
9.	Dwelling, Attached: Multi-family			C	C	C	C	C	C
10.	Dwelling, Single Family Detached	C	C	C	C	C	C	C	C
11.	Group Home	P	P	P	P	P	P	P	P
12.	Liveaboards								
13.	Lodgers in Residence (no more than 3)	P	P	P	P	P	P	P	P
14.	Manufactured Home Community								C
15.	Manufactured Home for Resident Watchman/Caretaker								
16.	Manufactured Home on Individual Lot								
17.	Manufactured Home or Recreational Vehicle (Emergency)	C	C	C	C	C	C	C	C
18.	Manufactured Home Subdivision								C
19.	Manufactured Home, Farm			C	C	C	C	C	C
20.	Tenant House		C	C	C	C	C	C	C
21.	Tenant Houses, Additional (no more than 2 additional)			SC	SC	SC	SC	SC	SC

Z.O. 45



Development from 1989 to 2012



Commercial and Residential Parcels

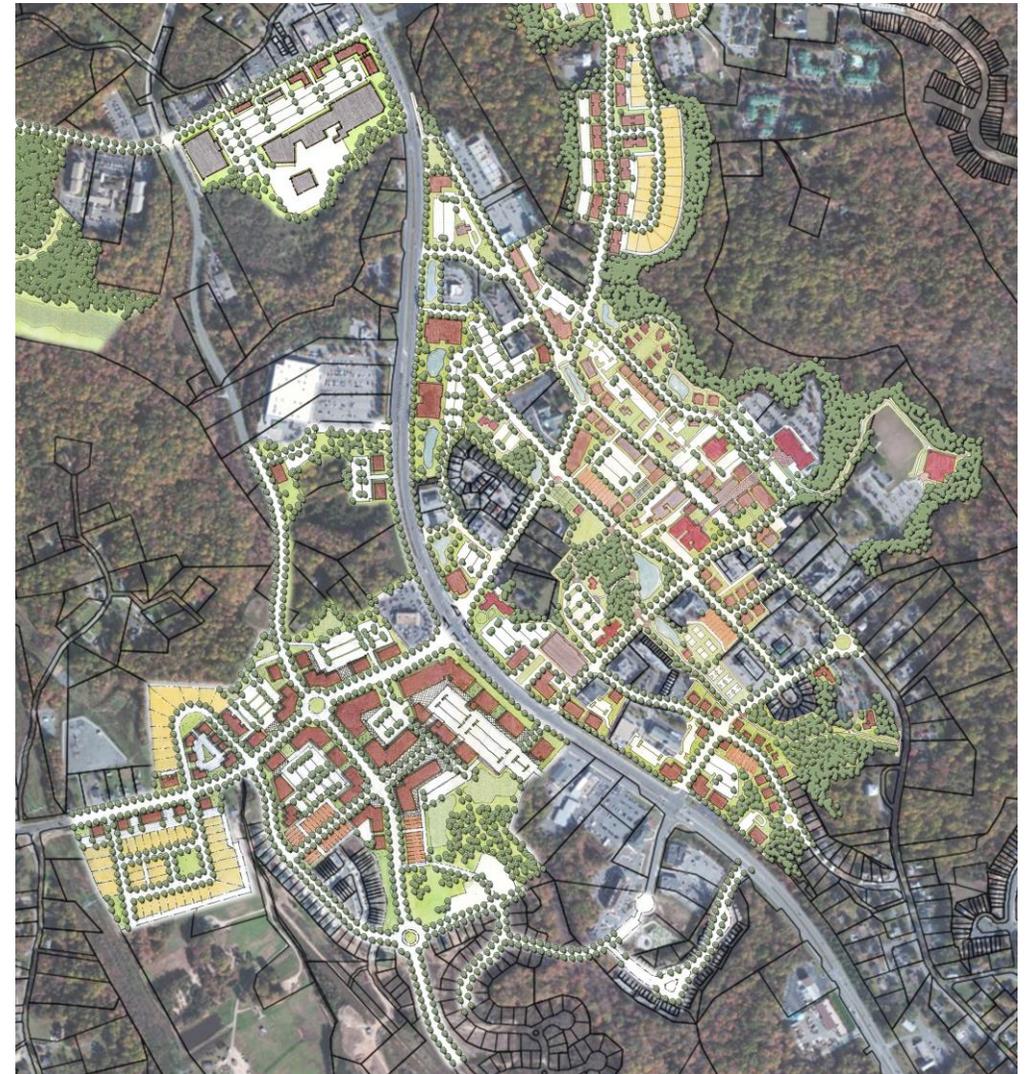
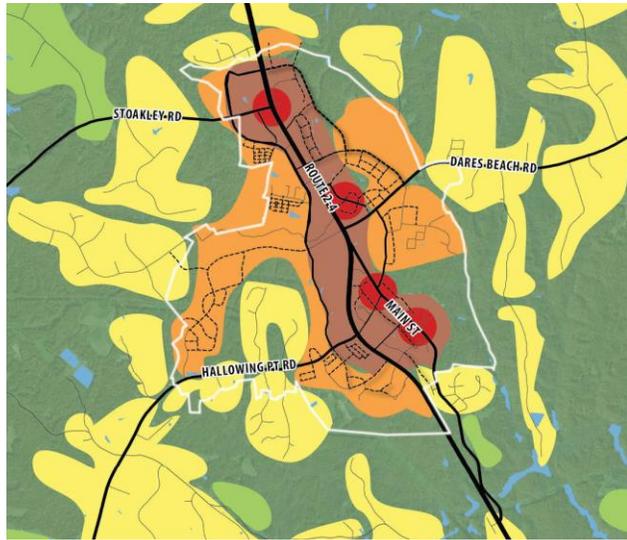
 Residential

 Commercial

Currently Protected Lands

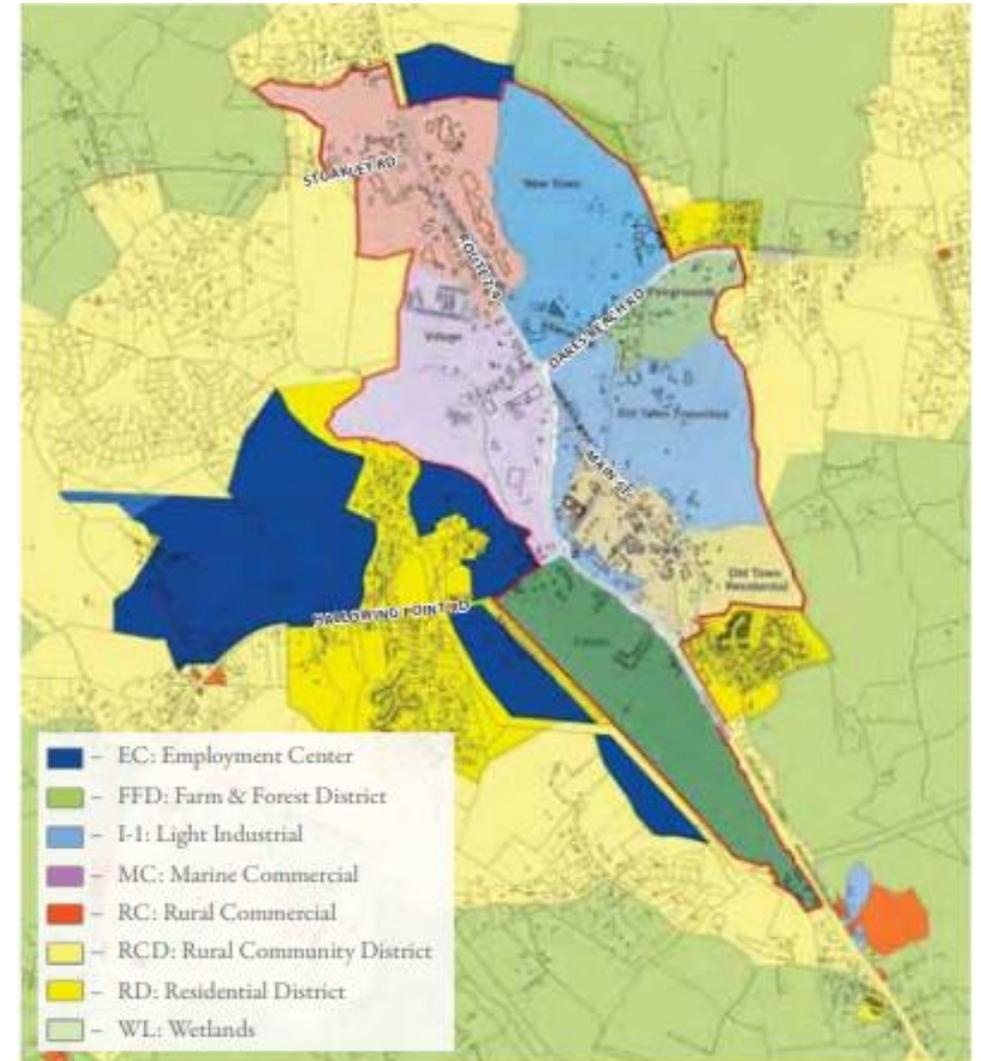


2013 Prince Frederick Town Center Charette

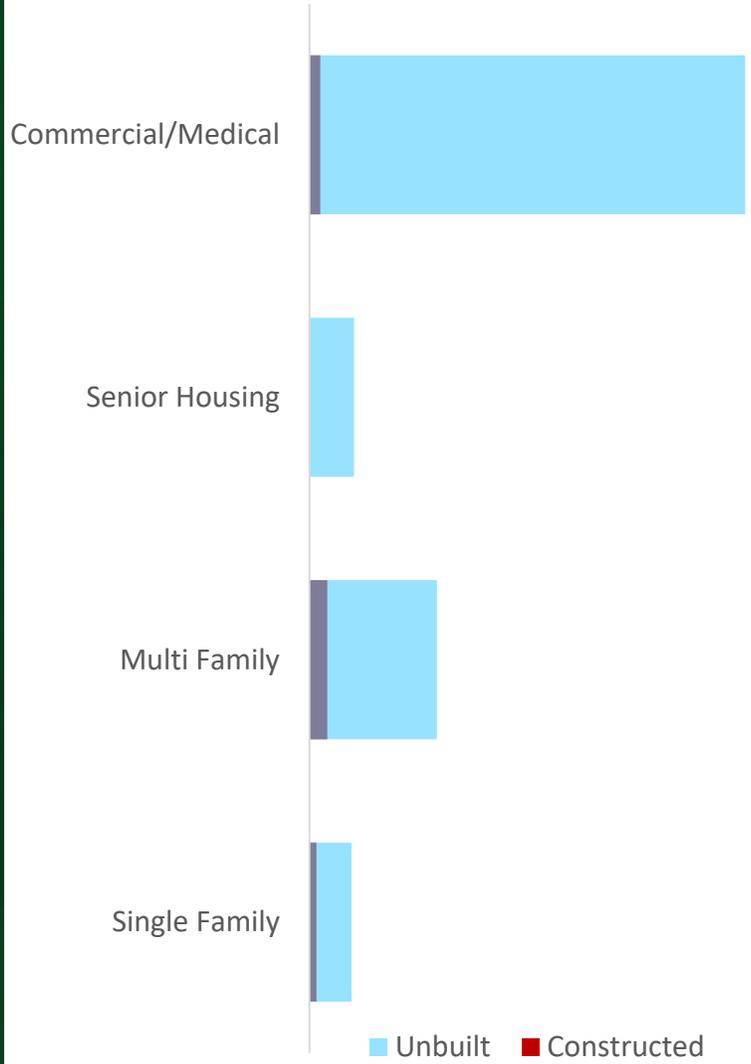
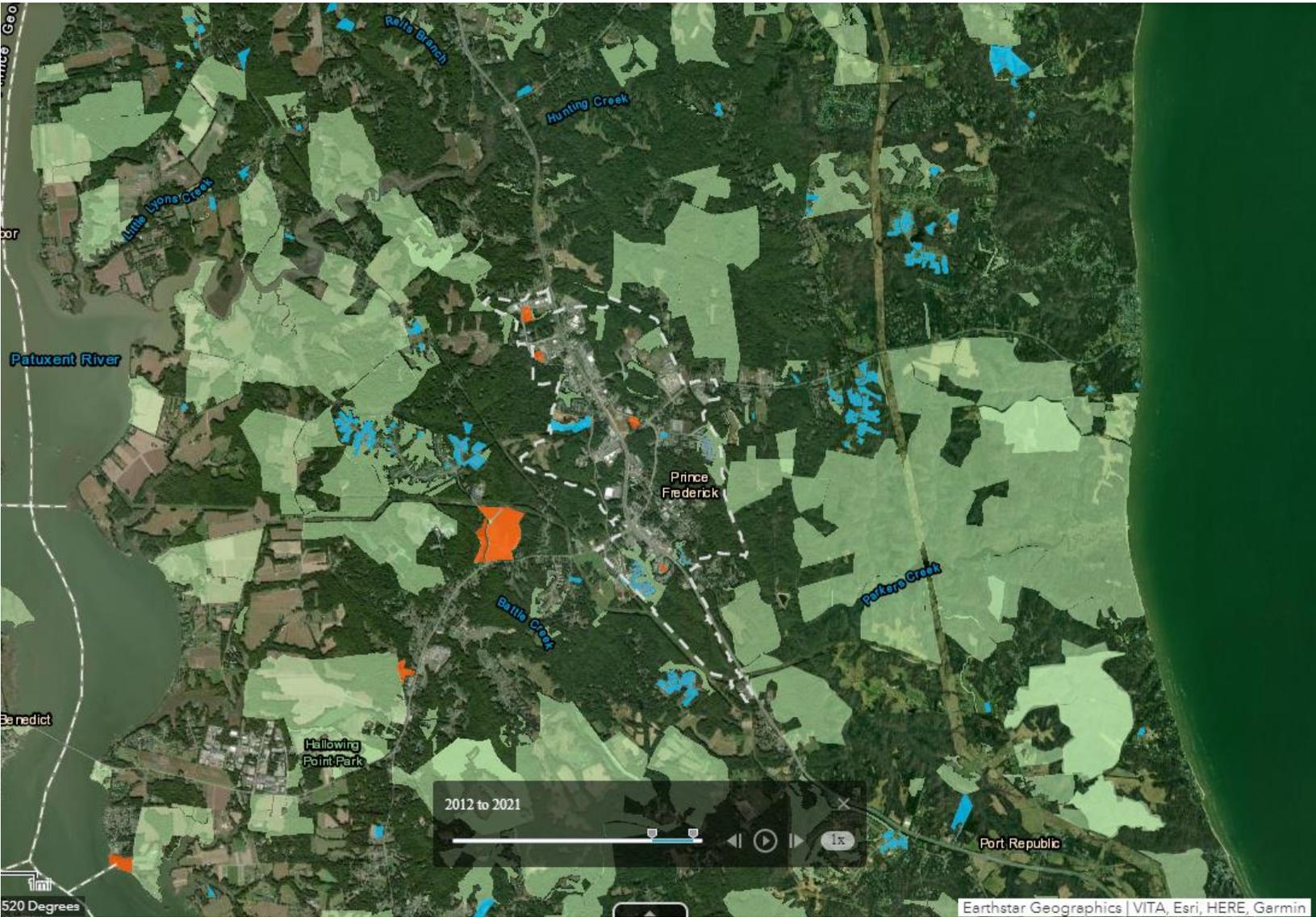


Design Charette: Key Policy Recommendations

- Expand Town Center boundary and create new zoning districts based on frontage conditions.
- Update zoning ordinance to utilize pedestrian-oriented district standards and concentrate growth in town center.
- Complete loop road system with simplified connections.
- Reform TDR program to consider exemptions or reductions for mixed-use in Town Center.
- Consider requiring TDRs for single story or big box retail and development in the one-mile zone.
- Release Armory Square for redevelopment with the requirement for key public amenities.



Development Since 2013 Charette



Questions and Issues of Concern

Denser communities require **more upfront infrastructure investment which raises the price point of homes,** apartments, and commercial space when the cost is borne entirely by the developer rather than spread among all future users of the infrastructure.

The **scale and pace of development** in and around Prince Frederick does not lend itself to achieving developer-led implementation of public infrastructure, civic spaces, high quality urban design and environmental protection.

The current regulatory approach to traffic mitigation and open space requirements encourages **piecemeal solutions relative to desired outcomes** and are imposed over and above the excise tax for these purposes.

The widening of MD 2-4 has already provided bottleneck relief. The widening should be continued to Stoakley Road. However, **it should be considered whether further widening is necessary or desirable** or if other road connections can achieve purposes which have a dual local-regional benefit.

Is the development process **timely, predictable and equitable** for and among developers?

Are traffic studies identifying both short- and long-term issues? Can they do both? How is the **cumulative effect** of multiple developments measured?

Is there an **appropriate buffer or bridge** between technical staff and political processes with regard to development decisions?

Strategic Choices

Strategic Choices

*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 guiding principles should be viewed as purposeful choices. 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.***

What choices are we asking you to have us not pursue?

- A “platitudes plan” that avoids difficult issues and has no “teeth.”
- A plan that ratchets up pressure on developers without providing relief on other issues.
- A plan that assumes government can do everything.
- A plan that sprinkles and spreads investments and requirements equally among all places in the Town Center.

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.

1

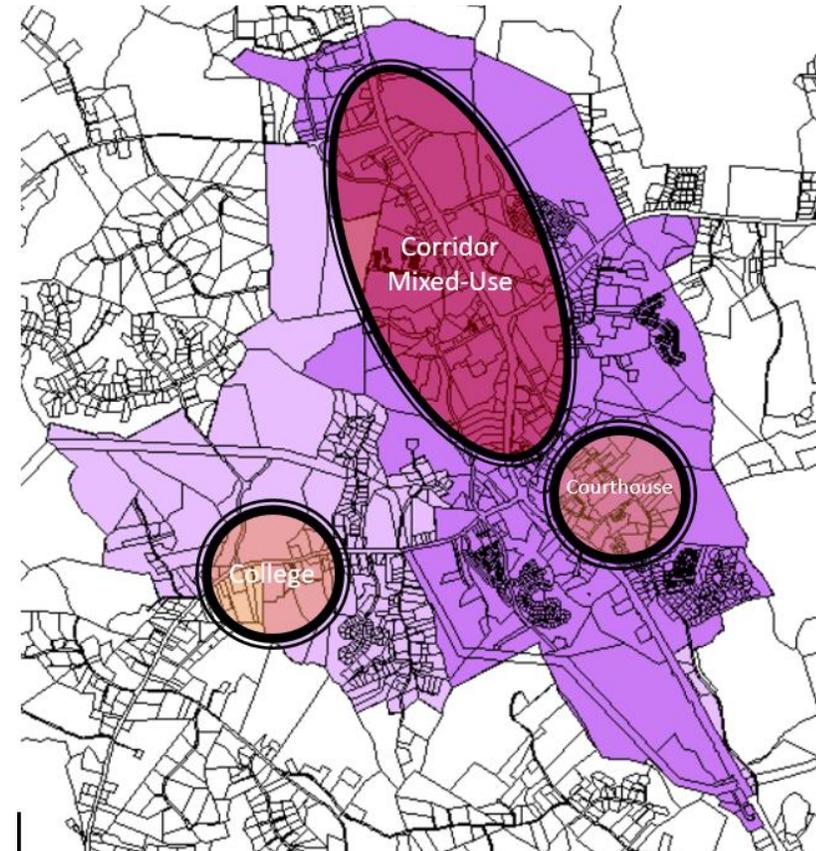
Target a few specific development areas to achieve a “sense of place.”

The Approach

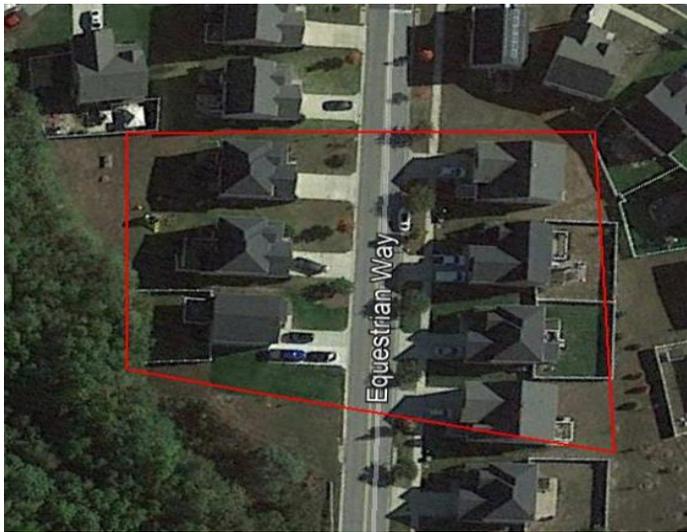
Establishing two or three key areas for high-quality development, public investment and targeted redevelopment should be the focus of plan regardless of whether they fall in “Phase 1” or “Phase 2”.

Consider raising the base zoning density in areas where better form, and sense of place, are desired and maintain lower density elsewhere in the Town Center.

The zoning regulations should encourage the mix of uses but not set artificial conditions on doing so; focus on the built form rather than the use.



FORM & DENSITY WITHIN THE TOWN CENTER: PRINCE FREDERICK



SF Detached
7 DU / Gross AC



SF Attached
10 DU / Gross AC



Multifamily Garden
14 DU / Gross AC

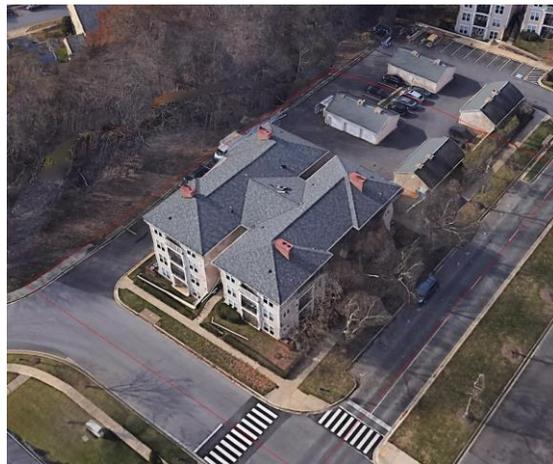
FORM & DENSITY WITHIN THE TOWN CENTER: KENTLANDS



SF Detached
7 DU / Gross AC



SF Attached
13 DU / Gross AC

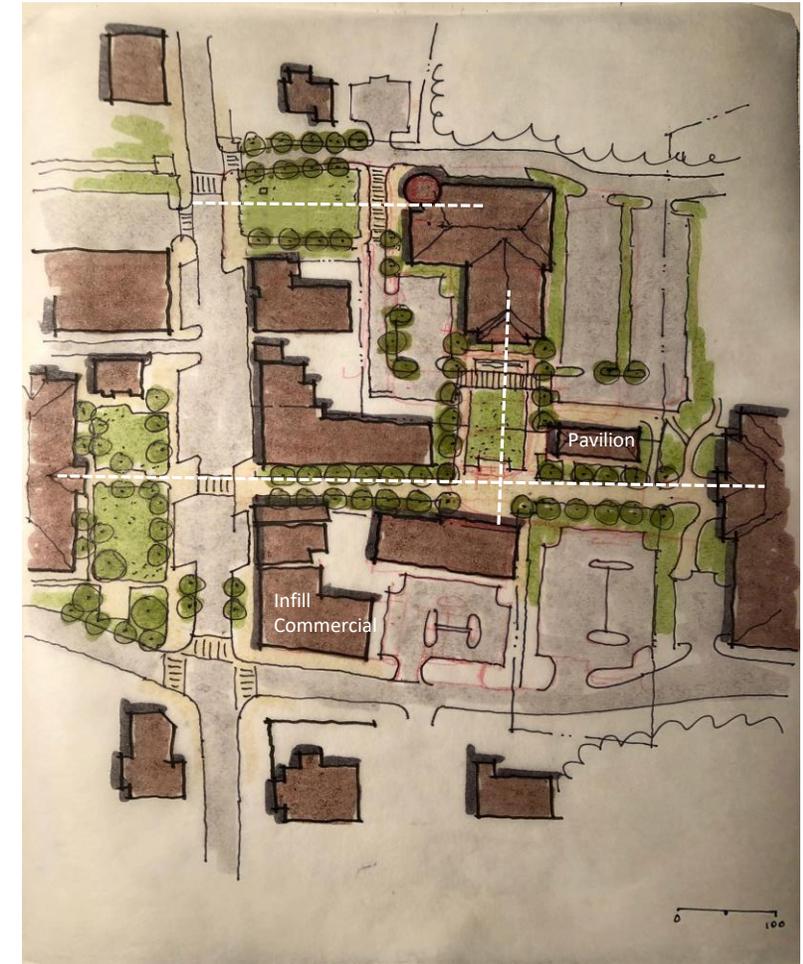


Multifamily Garden
15 DU / Gross AC



Multifamily Corridor
22 DU / Gross AC

PUBLIC INVESTMENTS SHOULD LEAD BY EXAMPLE: NEW COUNTY OFFICE BUILDING



2

Take a holistic approach to balance development rights, requirements, taxes/fees, etc. to foster the desired amount, diversity, and pattern of growth.

The Approach

Lower the cost of development in targeted areas of the Town Center by adjusting excise taxes, recalibrating TDR requirements, restructuring traffic mitigation, open space requirements, etc.



Development Costs



Within Town Center



Outside Town Center

3

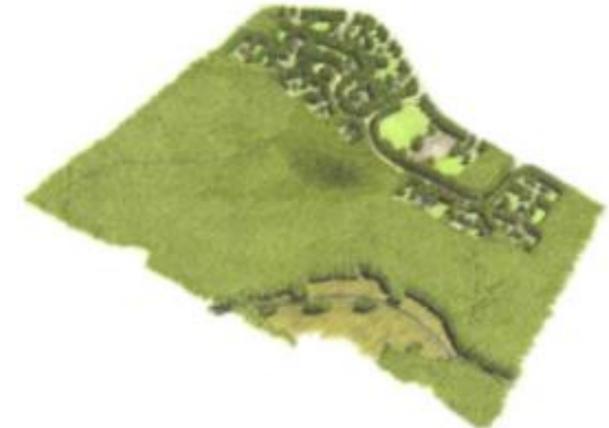
The Master Plan and zoning regulations should assign growth, development rights and responsibilities to the parties best suited to achieve the desired growth pattern.

The Approach

Development regulations should be prioritized and focused on design and environmental quality. The Calvert County government should use public investments to shape desired growth or redevelopment.



*Two-acre zoning; conventional subdivision
(34 lots, no preservation)*



*Natural Resource Protection Zoning (14 lots,
>75% preservation)*

Outcomes and Policy Tools

	What do we want?	What is required?	What are we getting in Prince Frederick?	How else could we approach?
Open Space/ Recreation	Strong public spaces, trails and paths	Per sq. ft. set-aside	Tot lots, dead spaces	
Transportation	Connectivity, pedestrian/bike-oriented, congestion relief	\$3,500 per DU (excise tax) PLUS traffic impact study with unclear/ negotiable outcomes	Cul-de-sacs, lack of connectivity, and moderate traffic congestion	
Schools	Remain within capacity	Excise tax - \$2,600 to \$7,800 per DU	At/under capacity (Barstow Elementary – 93% by 2030)	
Urban Design	Build to lines, rear parking,	Varies	Fried Eggs	

4

Prioritize connectivity among and within the targeted development areas over mainline transportation capacity.

The Approach

Developments should be required to construct internal roads and paths for future connectivity. These access points should be provided to neighboring developments, schools, shopping areas, etc. Cul-de-sacs should be prohibited.

Walking paths should be required to the nearest logical destination; gaps in sidewalks should be identified and prioritized for construction, and neighborhood-to-neighborhood connections should be constructed; street designs should include wide buffers for sidewalks and shared use paths.

To keep local trips off MD 2-4 and provide residents with a means of avoiding the arterial roadway, at least an additional portion of the eastern loop road should be constructed.



Transportation Policy & Investment Tools

Laws



- Adequate public facilities requirements
- Impact fees/excise Taxes
- Parking requirements
- Right-of-way or open space requirements

Designs



- Street hierarchy
- Access management
- Grids and cul de sacs
- Sidewalks, pathways
- Roadway and pedestrian lighting
- Special markings and paving
- Buffers

Investments



- County roads
- State roads
- Bike and walking paths
- Sidewalks
- Transit services
- Plazas and public spaces

Summary & What's Next?

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.

Next Steps

2. Endorse the Draft Strategic Choices for the Prince Frederick Town Center Master Plan and Zoning Regulations.
3. Direct staff to proceed with the second phase of the Town Center Master Plan update: Develop the Plan.

To Learn about Events & Status

- Visit the project page: www.calvertcountymd.gov/TownCenterUpdate
- Sign up to receive email messages: click on “Notify Me” under News Flash and select “Planning & Zoning”
- Follow on Facebook
- Contact staff at towncenterupdate@CalvertCountyMd.gov or call 410-535-1600 x 2356 during business hours

