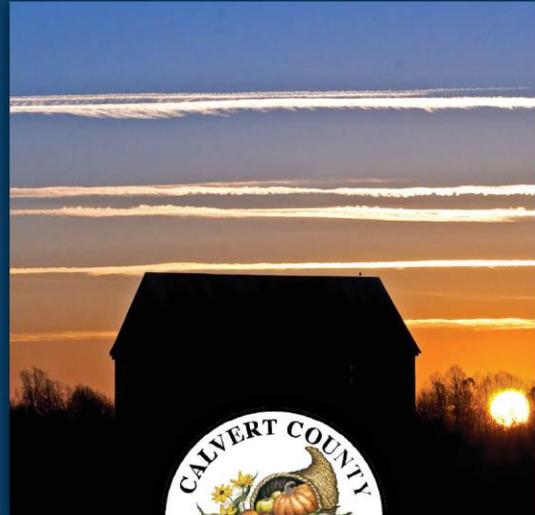




MASTER PLAN OF TOWN CENTERS



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Acronyms

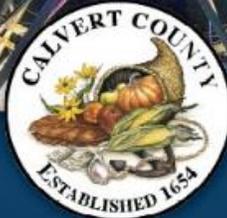
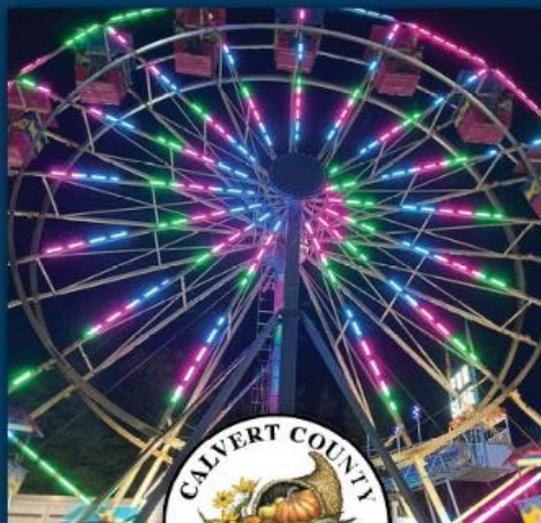
ACS	U.S. Census Bureau American Community Survey
AMI	Average Media Income
BIAC	Bicycle and Pedestrian Advisory Committee
CDP	Census Designated Place
EDU	Equivalent Dwelling Unit
EMS	Emergency Medical Services
ESD	Environmental Site Design
IBA	Important Bird Area
MDOT	Maryland Department of Transportation
MGD	Million Gallons Per Day
MIHP	Maryland Inventory of Historic Places
MTA	Maryland Department of Transportation Maryland Transit Administration
PFA	Priority Funding Area
RIAC	Regional Infrastructure Advisory Committee
TEA	Targeted Ecological Areas
TDR	Transfer Development Rights
SHA	Maryland Department of Transportation State Highway Administration
SMECO	Southern Maryland Electric Cooperative



MASTER PLAN OF TOWN CENTERS

CHAPTER 2

Prince Frederick Town Center Master Plan



Accomplishments

Prince Frederick Town Center was designated a town center with the adoption of the Prince Frederick Town Center Master Plan on July 11, 1989. The Prince Frederick Zoning Ordinance followed on January 7, 1992. Since then, key amendments to the master plan and zoning ordinance, as well as infrastructure and public service improvements, have include:

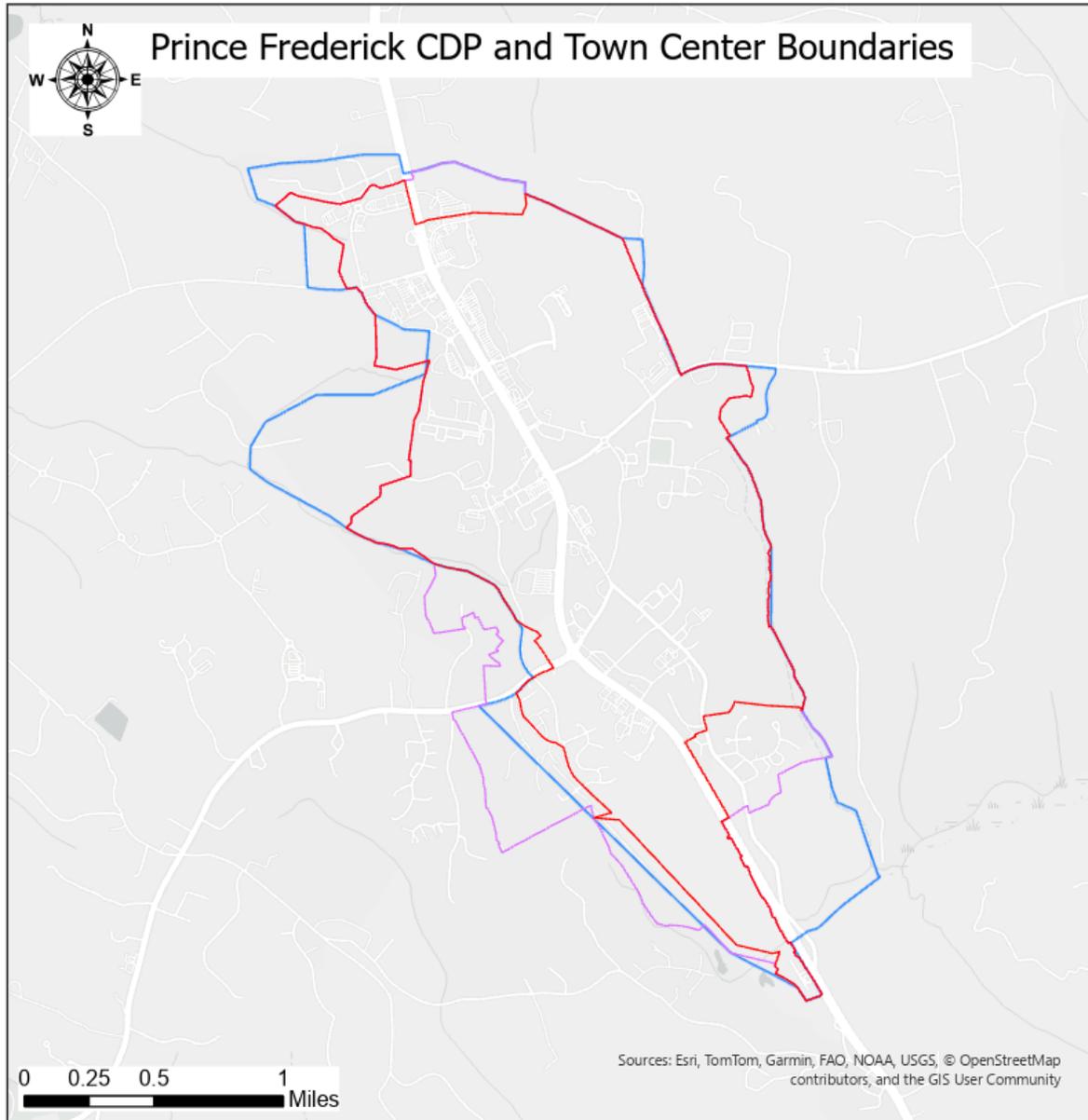
- Designation of the Prince Frederick Town Center as a transfer zone to receive increased density through TDRs from Agricultural Preservation Districts.
- Designation as a [Priority Funding Area](#) under the State of Maryland's Smart Growth Act¹.
- Adoption of the Prince Frederick Town Center appearance code and project review process.
- Allowance of townhouses and multi-family developments in select districts.
- Widening of MD 2/4 to six lanes between Sherry Lane to Fox Run Boulevard.
- Widening of Dares Beach Road and the construction of the circle at Armory Road and Dares Beach Road.
- Near completion of the west loop road (Prince Frederick Boulevard), and the partial completion of the east loop road (Fox Run Boulevard, Fairgrounds Road, Main Street and Armory Road).
- Construction of Auto Drive.
- Expansion of public water and sewer services.
- Location of several government and civic uses in the Town Center, like the Calvert County High School, the Prince Frederick Library, the Calvert Pines Senior Center, the Calvert County Health Department, the Calvert County Department of Social Services, the University of Maryland Extension Office, the Housing Authority of Calvert County, the Small Business Development Center, the Prince Frederick Volunteer Fire Department, the Prince Frederick Rescue Squad, the Calvert County Sheriff's Office and the Edward T. Hall Aquatic Center.
- Installation of sidewalks along Main Street.
- Designation as a Maryland Department of Housing and Community Development's [Sustainable Community](#).
- Acquisition of the Harriet E. Brown Community Center (former SMECO site) to serve as a community center.
- Construction of the East Prince Frederick Well and Water Tower facility.
- Redevelopment of the Prince Frederick Volunteer Fire Department and the Prince Frederick Volunteer Rescue Squad sites.
- Renovations to the Calvert County Courthouse.
- Acquisition of 110 Main Street to house the county's Department of Public Safety.
- Acquisition of 85 and 85 Main Street for a community resources hub and parking area to consolidate continuum of care services.

See Chapter 1 for the intent of the Town Center designation and other designations that apply to the Town Center.

¹ Most of the Town Center is designated Priority Funding Area. See the Maryland Department of Planning's [Priority Funding Area Interactive Map](#) for further detail.

Demographics

U.S. Census Data, American Community Survey 5-Year estimates, **PRINCE FREDERICK CENSUS DESIGNATED PLACE (CDP)** is the source for the Prince Frederick Town Center data. While the boundaries of the Town Center and the CDP are similar, the CDP does not include the Town Center's proposed expansion area.



Legend

- Prince Frederick Census Designated Place
- Prince Frederick Town Center Existing Boundary
- Prince Frederick Town Center Proposed Boundary

Age Composition Percentage Breakdown

- 30% - under 25 years old
- 26% - 25 to 44 years
- 21% - 45 to 64 years
- 23% - 65 years or older

Calvert County Total Population

2020: 92,783

Prince Frederick Total Population

2020: 2,901

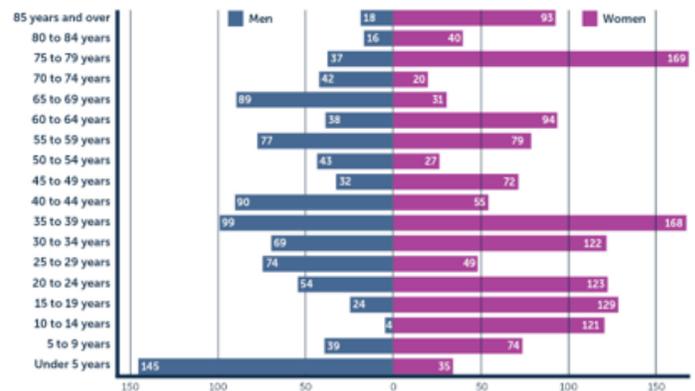
2023: 2,404



Between 2020 & 2023, the population 65 years and older increased from 19% to 23%.



Male/Female Breakdown By Age



Prince Frederick Demographic Composition

White 1,241
 Black 701
 Other 462

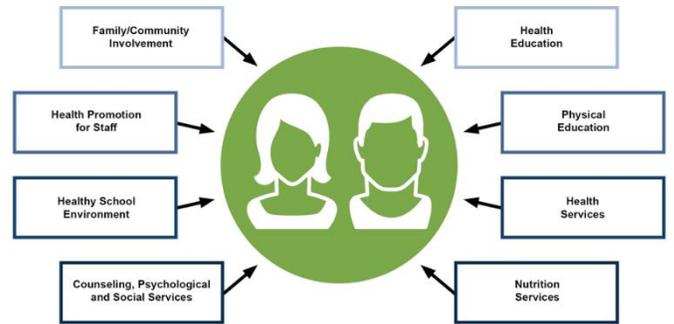
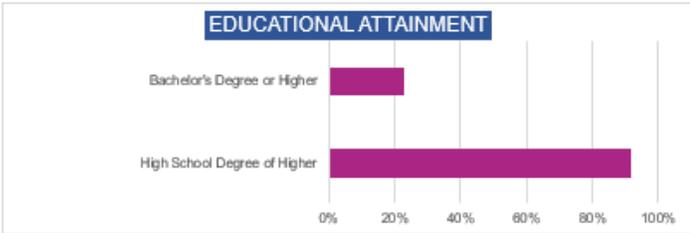


40% of households earn \$100,000+ annually

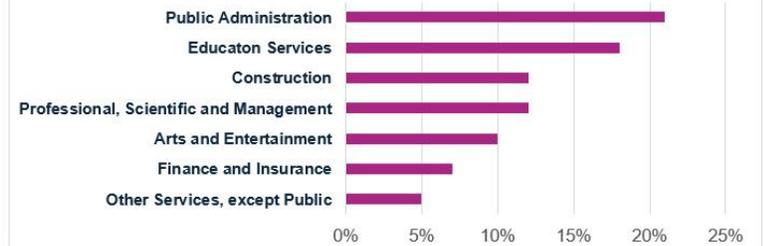




EDUCATIONAL ATTAINMENT



INDUSTRY



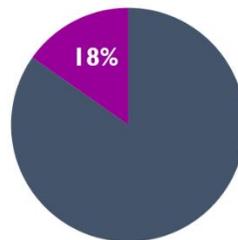
89% of the workforce commutes to an office

The median travel time to work is 46.5 minutes

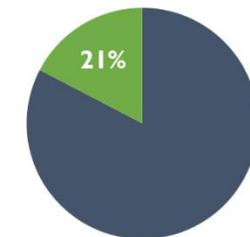


78% of the workforce drives a car alone to work

The unemployment rate is 6.8%



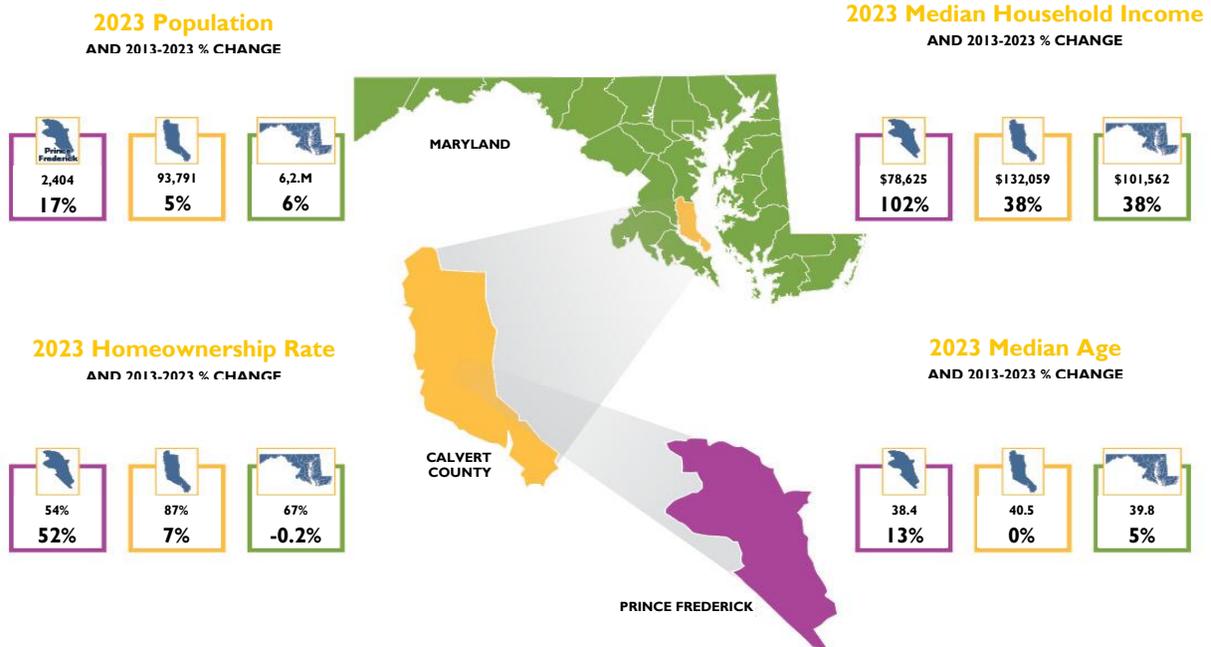
Public Administration



Education, Health and Social Services

All Industries

Prince Frederick Census Designated Place – Calvert County – State of Maryland Comparisons



Strategic Direction

Prince Frederick Town Center is the commercial and civic heart of Calvert County. Centrally located, it has served as the county seat since the mid-18th century. Covering 1,729 acres, it has the highest concentration of commercial activity among the county’s town centers, offering residents with access to both shopping and government services. Since the early 1900s, the population of Prince Frederick has changed significantly, reflecting broader trends in Calvert County. Originally a small rural community with agriculture as its primary economic activity, it remained sparsely populated through the mid-20th century. Starting in the 1960s—and accelerating through the 1990s—the Town Center saw commercial growth due to its role as the county seat and its location along MD 2/4. Suburban development expanded around the Town Center as people were drawn to its proximity to Washington, D.C., Baltimore, and the Naval Air Station in St. Mary’s County, as well as the appeal of small-town living. Today, Prince Frederick is a central hub for government services, commerce and residential development, and is one of the most densely developed suburban areas in the county. The following guiding principles inform this master plan update:

1. Reduce allowable density to better manage anticipated residential growth in the Town Center.
2. Allow mixed-use development along MD 2/4 and in the Main Street/Old Town area.
3. Define the Town Center through sub-districts and targeted focus areas.
4. Expand the Town Center boundary to include CalvertHealth (north), Employment Center-zoned parcels (east), and the Calvert Towne and Symphony Woods subdivisions (southwest).
5. Use natural solutions and retrofit outdated stormwater management measures to manage untreated stormwater.

6. Protect sensitive areas and green infrastructure through a contiguous buffer and setback.
7. Protect the Parkers Creek headwaters—partially located in the Town Center—through zoning and raise awareness of its ecological value.
8. Highlight the historic Baltimore and Drum Point Railroad bed with markers and explore trail development along its route.
9. Prioritize senior housing and assisted living, and advocate for timely, well-located affordable housing.
10. Encourage SHA to complete MD 2/4 widening between Fox Run Boulevard and Auto Drive (Phases 3A and 3B).
11. Improve Adelina and Dares Beach Road.
12. Reinvest in Main Street.
13. Launch a commuter bus to Annapolis.
14. Plan local loop road extensions: Prince Frederick Boulevard (south), Fox Run Boulevard (north), Chesapeake Boulevard to Harrow Lane, and connect existing sections of Fox Run Boulevard to ease congestion.
15. Promote connectivity and walkability with complete sidewalk networks and prioritize pathways along Main Street, Armory Road, Prince Frederick Boulevard, and Dares Beach Road.
16. Implement fixed-route weekday public transit and offer on-demand or subscription-based evening service.
17. Reduce parking requirements for commercial uses under certain conditions.
18. Continue offering online tools and financial resources to support business relocation and expansion.
19. Streamline permit reviews for emerging industries such as health care, high-tech, and commercial/retail.
20. Continue to encourage land-application wastewater treatment to protect North Battle, Hunting and Parkers Creeks.
21. Amend the stormwater management ordinance using updated rainfall standards from the University of Maryland Center for Environmental Science study.
22. Continue to expand and improve government facilities and services to meet the needs of Town Center residents.
23. Allow additional activities in subdivision open spaces to connect to the larger pathways network.

Land Use

Key Issues

Commercial development and investment in public facilities align with the Calvert County Comprehensive Plan's goal for targeting growth to town centers. Most commercial and institutional growth will likely be infill and redevelopment. Current and past planning and stakeholder engagement efforts have revealed that residents want higher quality design in the Town Center—design that promotes an attractive character, encourages people to linger, and reflects a distinct Prince Frederick identity. How can this master plan promote well-designed commercial growth while creating memorable places within the Town Center?

The 2010 Comprehensive Plan includes a goal to locate 35% of new households located within or near the Town Centers. However, throughout the 1990s and early 2000s, most residential growth occurred outside the Town Center. In 2015, the Board of County Commissioners reduced the number of TDRs required to construct apartments and townhouses to encourage growth of these housing types within the Town Center. While this change incentivized residential growth in the Town Center and preserved agricultural land outside of the Town Center, it also created the need to slow residential growth to accommodate infrastructure needs. How can this master plan accommodate residential growth while maintaining the quality-of-life residents value?

Development Trends

Development patterns in Prince Frederick are instructive to understanding how we got here and where we are headed. When the Board of County Commissioners adopted the Prince Frederick Town Center Master Plan, it envisioned a mix of residential, commercial, and institutional uses. The plan aimed to integrate these uses through architectural design, open space requirements, pathways, and low-volume loop roads to provide alternatives to MD 2/4 for local traffic. The 1992 Prince Frederick Town Center Zoning Ordinance established eight development districts—Entry, New Town, Village, Fairgrounds, Old Town Transition, Old Town, Old Town Residential, and Forest—each with its own development guidelines and standards.

By the early 1990s, retail and medical development had become established in the northern part of the Town Center, including CalvertHealth—the area’s largest employer. A building boom in the 1990s was partly driven by the Department of Defense’s Base Realignment and Closure process, which designated Naval Air Station Patuxent River as a receiving base. From 2000 to 2020, retail growth expanded into the southern part of the Town Center with the development of Fox Run, Chapline Place, and Market Square shopping centers. During this time, the county also invested in public facilities and road improvements.

Throughout the 2000s and 2010s, the county continued investing in public facilities and road improvements. Key projects included segments of the west loop road, the widening of Dares Beach Road, construction of Auto Drive, and the traffic circle at Armory Road and Dares Beach Road. Public facility investments included the opening of the library (2006) and the Edward T. Hall Aquatic Center (2010), the upgrade of the wastewater treatment system (2010), the reconstruction of Calvert County High School (2011), and the installation of sidewalks along Main Street (2012). In 2015, the county acquired the former SMECO site for the Harriet E. Brown Community Center to serve residents until a new community center is constructed north of the Maryland Transit Administration Park and Ride on Fairground Road. That same year, the East Prince Frederick Well and Water Tower were completed, and in 2018, the Prince Frederick Volunteer Rescue Squad facility was rebuilt.

Current redevelopment efforts include rebuilding the County Services Plaza to consolidate several county departments and services in one central location. The county also plans to redevelop the former Louis L. Goldstein National Guard Armory site into a multi-use pavilion for farmers markets, arts, entertainment and community events. Nearby, the former Calvert County Middle School site—now called Armory Square—is being privately redeveloped with several commercial buildings for multiple tenants. Both sites are within walking distance of proposed residential developments, including Magnolia Ridge, Magnolia Ridge West and Armory Towns. Additionally, the Department of Community Resources was awarded a Maryland Department of Housing and Community Development \$250,000 Community Legacy grant to acquire 85 and 87 Main Street. The county plans to redevelop these properties into a community resources hub and parking area to serve vulnerable segments of the county’s population, consolidating continuum of care services in a central location. The county is also securing the MDOT funding for a transit station, providing accessible public transportation to and from the proposed facility. Additionally, the completion of the eastern loop road segment, Fox Run Boulevard, and the expansion and renovation of the Calvert Pines Senior Center to add office space and update aging building systems.

However, through the mid-2010s, much of the residential growth occurred outside the Town Center boundaries. The 1992 Prince Frederick Zoning Ordinance allowed up to 14 residential units—apartments and townhouses—per acre with the use of TDRs. In 2015, the Board of County Commissioners reduced the number of TDRs required to construct apartments and townhouses in the Town Center. In July 2016, the board amended the zoning ordinance to allow up to 24 units per acre with TDRs in the New Town District. These changes helped spur residential growth within the Town Center.

Units Constructed or in the Pipeline since 2019		
Proposed and Constructed Residential Development	# of Units	Status
Beechtree Apartments	249	Constructed
Calvert Hills I Apartments	96	Constructed
Calvert Hills II Apartments	35	Pipeline
Magnolia Ridge Apartments	96	Pipeline
Patuxent Commons I Townhomes	22	Pipeline
Patuxent Commons II Townhomes	45	Constructed
Prince Crossing IV Townhomes	20	Pipeline
Armory Towns Townhomes	9	Pipeline
Magnolia Ridge Townhomes	57	Pipeline
Magnolia Ridge II Townhomes	109	Pipeline
Magnolia Ridge West Townhomes	79	Pipeline
Prince Frederick Senior Duplexes/Memory Care Beds	20 senior duplexes, plus 98 memory care beds	Pipeline
Total Units	935	

In 2019, there were an estimated 1,378 residential units in the Town Center. Between 2019 and 2024, an estimated 935 dwelling units and assisted living beds—including 341 townhouses, 476 apartments, 20 senior duplexes and 98 memory care beds—entered various stages of development, including review, approval, construction and completion. This represents a 68% increase in residential units since 2019. See the table for details on units either constructed or in the pipeline. Lowering the number of TDRs required for apartments and townhouses has done more to encourage recent residential growth than simply increasing the allowed density. Most recent and proposed developments fall below 14 units per acre. The overall development capacity for the Town Center ranges from 1,400 to 2,200 units, factoring in reduced allowable densities, redevelopment at lower intensities and environmental constraints. This range includes the estimated 935 units discussed above.

Toward a Vibrant Town Center

Given the projected 68% increase in residential units since 2019, this master plan recommends managing growth by reducing allowable residential density. Future development will be phased to limit impacts on transportation, schools and other public services. This approach aims to balance housing needs with infrastructure capacity. The plan also identifies several focus areas for targeted investment to create memorable public spaces and expand open space options in subdivisions. These areas are intended to connect with the broader planned pedestrian and bicycle pathway network.

Districts

The Prince Frederick Town Center is zoned Town Center and currently includes eight sub-districts, some with relatively little distinction in terms of permitted uses, density or design character. This master plan recommends ~~three~~four distinctive sub-districts—Traditional Suburban District, Old Town District, Commercial Development and Redevelopment District and Edge Commercial District.

Traditional Suburban

The Traditional Suburban District is intended as relatively low-density single-family, townhouse, and assisted living residential development. Cul-de-sacs should be discouraged to the greatest extent possible with preference given to interconnected streets within and between subdivisions and neighborhoods.

Forest Overlay: Within the Traditional Suburban and Edge Commercial districts is the Forest Overlay. The Forest Overlay, south of Westlake Boulevard, is where Parkers Creek headwaters partially lie, consisting of more than 115 acres of undisturbed forest and a stream valley. This area has significant environmental value as part of the headwaters of Parkers Creek. The unfinished portion of the west loop road is also located in this area. During the Prince Frederick Master Plan update process, there was discussion about developing an environmental preservation strategy for this area with a goal of keeping at least two-thirds of it undeveloped. Through a desktop analysis, staff determined that due to the extensive steep slopes in the area, the county's Natural Resource Protection Area, required by the Calvert County Zoning Ordinance, would adequately protect this area while allowing limited development. Accordingly, this master plan recommends awareness of the area's ecological value for improving downstream nutrient and sediment loading, as well as protecting this area through provisions required under the Natural Resource Protection Area. See Chapter 1 for a broader discussion on the Natural Resource Protection Area. Additionally, partners such as the [American Chestnut Land Trust](#), the [Maryland Environmental Trust](#) and [The Nature Conservancy](#) play a role in conserving these lands through stewardship.

Old Town District

Old Town District is intended to be centered on the civic and government complex and surrounding environs accompanied by local businesses, shops, restaurants, townhouses, assisted living and tightly clustered single-family dwellings. These uses should have unbroken street frontage allowing for on-street parking and off-street parking that is accessed by alleys. An important feature of the Old Town District is walkable and connected streets between neighborhoods, discouraging cul-de-sacs. While formal historic district designation is not recommended along Main Street, architectural design requirements should be discernable from the historic county courthouse architecture but also complementary in scale, massing, style and materials.

Main Street Designation – The county envisions the Maryland Department of Housing and Community Development's Main Street Designation along Main Street with potential to encompass a larger area within the Old Town District. The Main Street Designation would focus on the civic and government complex, accompanied by local businesses, shops and restaurants. Medium residential density of townhouses, apartments and tightly clustered single-family dwellings would surround commerce and institutional uses and be within walking distance of Main Street. Like the Old Town District, formal historic district designation is not recommended. Architectural design requirements should reflect the historic courthouse's character while remaining complementary in scale, massing, style and materials. Ultimately, the goal is to fulfill the public's vision of transforming the area into a family-friendly destination for evenings and weekends. If the Main Street Designation is awarded, the county would collaborate with local stakeholders to develop a master plan that reflects a shared vision for the area. A master plan for the Main Street Designation area would require amending the Prince Frederick Town Center Master Plan and Zoning Ordinance, and the Calvert County Zoning Ordinance to allow medium residential density development.

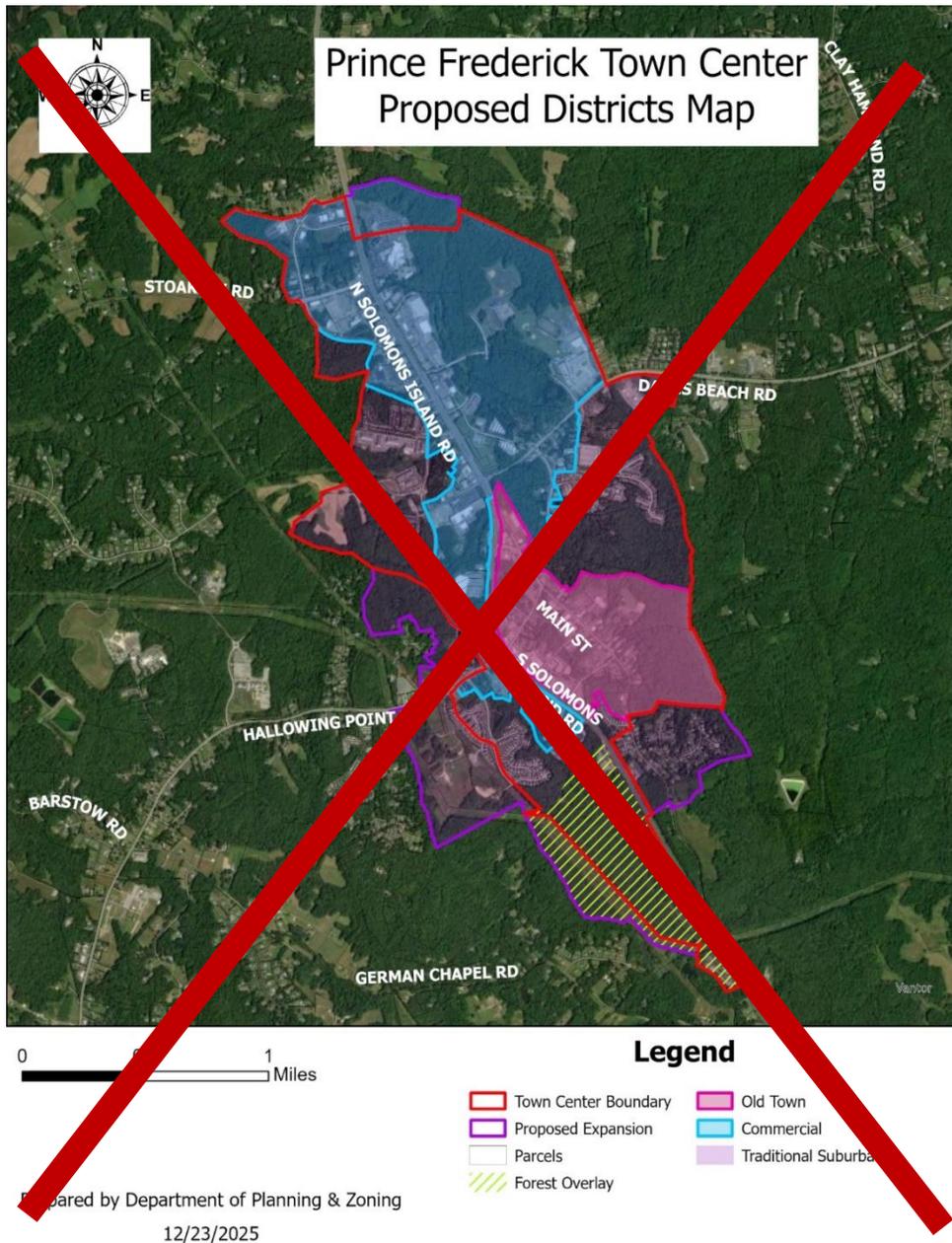
Commercial and Redevelopment District

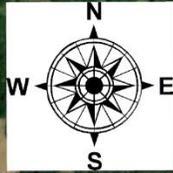
The Commercial Development and Redevelopment District along MD 2/4 is intended to leverage large parcels and existing infrastructure to support more dynamic land development. Commercial development will most

likely be in the form of reusing existing buildings and developing currently platted pad sites with the opportunity to utilize a tool, such as Community Enhancement District per the Calvert County Zoning Ordinance (revised to address public comment.) floating zone that allows for flexible setback and bulk requirements and minimal parking requirements.

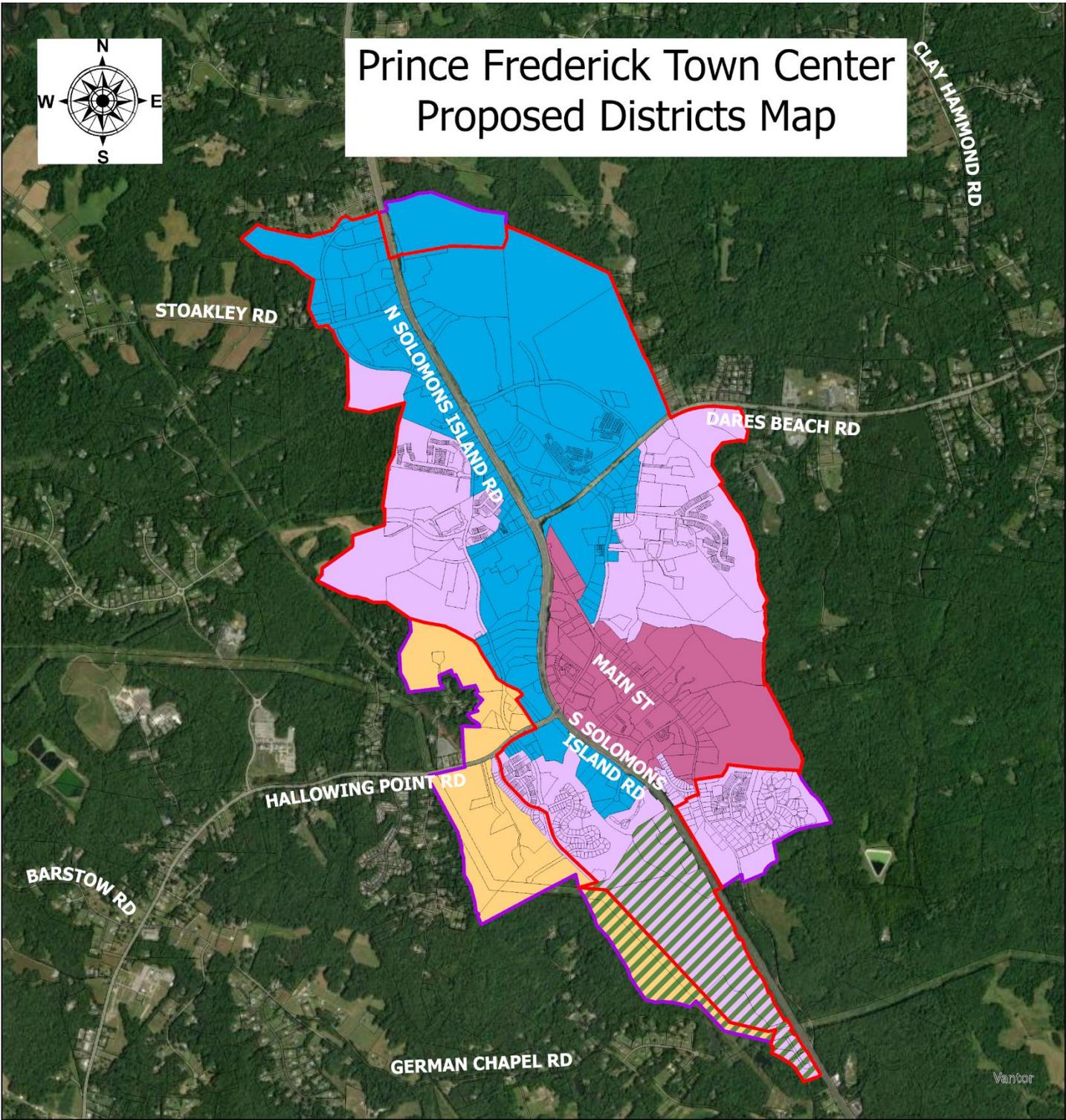
Commercial Edge District

The Commercial Edge District is intended to allow limited uses that minimize impacts on existing infrastructure. (Revised to address the Board of County Commissioner's comments.)





Prince Frederick Town Center Proposed Districts Map



Legend

- Town Center Boundary
- Proposed Expansion
- Parcels
- Forest Overlay
- Edge Commercial
- Old Town
- Commercial and Redevelopment
- Traditional Suburban

Prepared by Department of Planning & Zoning
2/2/2026

Focus Areas to Create Memorable Places

The long-held vision for MD 2/4 to be a walkable corridor with cross-connections across is unlikely to succeed. The road is too wide, traffic is too fast, and there aren't enough nearby origin-destination pairs to support a safe walking environment. During this master plan update, consensus emerged that connectivity is better achieved through smaller nodes and open spaces, each with its own focal point, linked to the larger pedestrian and bicycle network. Many participants in the public engagement process even prioritized creating great public spaces over addressing traffic congestion. This master plan recommends allowing developers to meet subdivision open space requirements by offering additional amenities to better serve residents' recreational needs. Building on recent and anticipated residential, commercial and redevelopment activities, this master plan also recommends designating focus areas targeted for public investment. On east side of the Town Center, proposed improvements include a potential Main Street Designation in the Old Town District, bike lanes along Main Street and Armory Road, and the Baltimore and Drum Point Railroad trail bed awareness project. On the west side, the plan recommends the Prince Frederick Library Bike Path along Prince Frederick Boulevard.

Open Space and Recreational Requirements

Onsite recreational facilities and open space are required in residential subdivisions unless exempt under limited circumstances. Examples of such facilities and open spaces include hard surface courts, playgrounds, picnic pavilions, outdoor exercise equipment/fitness trails, piers, waterfront parks, outdoor amphitheaters, pump tracks, skateboard parks, garden plots, putting greens and swimming pools. This master plan recommends allowing developers to partially or fully pay the recreation excise fee to support the creation of trails or shared-use paths that connect neighborhoods to the larger Town Center shared-use path network. Once developed, the network will enhance pedestrian and cyclist safety and provide connectivity to trails, off-site open spaces and recreational areas such as Hallowing Point Park, Battle Creek Cypress Swamp Sanctuary and Parkers Creek Wildlife Management Area. Additional recommended options for developers include natural environmental corridors, dog parks, and public art and cultural and heritage displays. This recommendation is consistent with the county's [Land Preservation, Parks and Recreation Plan](#), which aims to ensure a wide range of public recreational facilities and programs are provided to meet the interests and needs of all ages, incomes and abilities. Details on flexible open space requirements will be addressed in the Prince Frederick Town Center Zoning Ordinance update and during development review.

Main Street Designation

The county is pursuing the designation from the Maryland Department of Housing and Community Development for Main Street, with potential to include a larger area within the Old Town District. The goal is to realize the public's vision to transform the Old Town District into a family-oriented nighttime and weekend destination by supporting redevelopment focused on institutional, commercial and medium density residential uses, all connected by pedestrian- and bicycle-friendly amenities. If the designation is awarded, the county would collaborate with local stakeholders to develop a master plan that reflects a shared vision for the area. A master plan for the Main Street Designation area would require amending the Prince Frederick Town Center Master Plan and Zoning Ordinance, and the Calvert County Zoning Ordinance to allow medium residential density development.

Armory Road and Main Street Bikeways Paths

Given anticipated residential growth and ongoing commercial and civic development in the Armory Road area, this master plan recommends designating Armory Road as a focus area. It also proposes adding bike lanes along Armory Road and Main Street to improve bicycle connectivity. The existing sidewalk network provides adequate pedestrian access, extending from the traffic circle at Dares Beach Road and Armory Road, through Main Street, and terminating at Vianney Lane, just south of the Maryland State Police Barrack. However, there

are currently no painted bicycle lanes on the shoulders of Armory Road or Main Street. This master plan recommends prioritizing the addition of bike lanes along both roads, [Dunkirk and Prince Frederick Bikeways Feasibility Studies](#), prepared by Mead & Hunt and co-funded by the county and [MDOT FY22 Kim Lamphier Bikeways Network Program](#). With coordinated efforts and proper timing, bike lanes along Main Street could potentially be incorporated into the county's pursuit of a state Main Street designation. While local budget constraints exist, state grants are available to support shared-use path development. The Calvert

County Road Ordinance also includes provisions for bikeway paths that meet state standards, which are under review to address safety concerns. Coordination with the SHA will be required for any paths along state-maintained roads.

Baltimore and Drum Point Railroad Bed Trail

This master plan also supports the creation of a trail along the historic Baltimore and Drum Point Railroad bed. Within the Town Center, the former rail bed runs through parts of Main Street, Armory Road, Fox Run Shopping Center and the CalvertHealth Medical Campus. Recognizing that portions of the rail bed lie on privately owned and developed land, the plan recommends the county consider pursuing grant funding through a public-private partnership with CalvertHealth Medical Center and the Fox Run Shopping Center. The goal would be to develop and implement a plan that highlights the rail bed's presence within the Town Center. The plan could include heritage markers placed along or near the rail bed—on the CalvertHealth campus, at the shopping center and along Armory Road and Main Street. Educational signage explaining the history and significance of the rail bed, along with a map, could be installed on Church Street and on the CalvertHealth campus. At the Church Street location, Kings Memorial Park could be featured in the signage along with other historic sites on Main Street, such as the Dowell House No. 2, the Prince Frederick Masonic Lodge (formerly Prince Frederick High School) and the School Superintendent's House. With coordinated efforts and appropriate timing, the trail project could potentially be incorporated into the county's pursuit of a state Main Street designation.

Prince Frederick Library Bikeways Path

The Prince Frederick Library is a popular civic facility that offers books, videos and events for residents of all ages. With existing and anticipated residential growth on the west side of the Town Center, this master plan recommends establishing the Prince Frederick Library Bikeways Corridor. The current sidewalk network provides pedestrian access from the library to nearby residential communities such as Calvert Hills Apartments, Beechtree Apartments and Prince Frederick Crossing. However, there are no designated bicycle lanes on the shoulders of Prince Frederick Boulevard. Adding bike lanes would create a direct connection from residential neighborhoods to the library, as well as nearby shopping and medical services. This master plan recommends prioritizing bike lanes along Prince Frederick Boulevard, consistent with the [Dunkirk and Prince Frederick Bikeways Feasibility Studies](#), prepared by Mead & Hunt and co-funded by the county and [MDOT FY22 Kim Lamphier Bikeways Network Program](#). An added consideration would be to post a sign, "Prince Frederick Library Bikeways Corridor," along the route, establishing the corridor as an identifiable amenity in the Town Center. Funding for implementation and maintenance needs to be identified. These costs could be shared by the county and the Calvert County Public Library.

Appearance Code

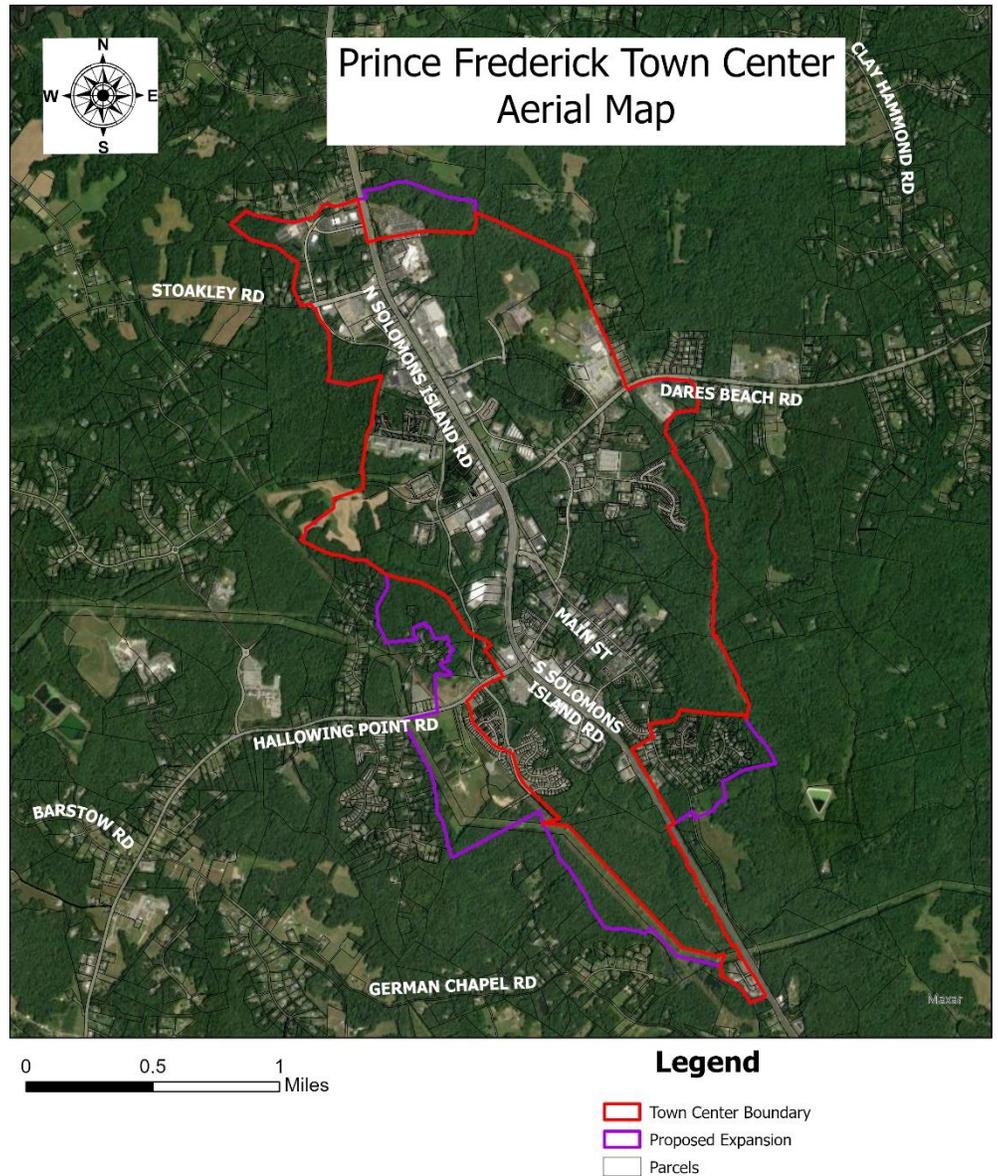
Due to the Town Center’s level of build-out and proposed development, existing appearance code requirements will remain in place and be evaluated periodically. For redevelopment, this master plan recommends considering additional standards that reflect principles of cohesive design, human-scaled architecture, quality materials and integration with public spaces and surrounding properties. These principles are intended to ensure that future growth supports a vibrant, walkable and visually distinctive Town Center—and ultimately helps create a memorable place. These recommendations will be considered during the Prince Frederick Town Center Zoning Ordinance update.

Town Center Boundary Expansion

The Comprehensive Plan recommends expanding the Town Center boundary to include CalvertHealth to the north, the Employment Center-zoned parcels to the east, and Calvert Towne and Symphony Woods subdivisions to the southwest. The proposed boundary expansion increases the Town Center from 1,729 to 2,021 acres². See aerial below.

Goals and Objectives

See Appendix A for goals and objectives.



Environment and Natural Resources

Prepared by Department of Planning & Zoning
7/21/2025

² The Calvert County Comprehensive Plan, adopted in 2019, recommended expanding the Town Center boundary to include Calvert Health to the north; the Barstow Elementary School, the College of Southern Maryland, several subdivisions, and Employment Center-zoned parcels to the east; and Calvert Towne and Symphony Woods subdivisions to the southeast.

Key Issues

The Town Center lies partially within the North Battle, Hunting and Parkers Creek watersheds, as well as the headwaters of Hunting and Parkers creeks. These sensitive areas are vulnerable to encroaching development, which can negatively affect local tributaries and their associated ecosystems and habitats. Prince Frederick's forested areas are also connected to the stream valley corridors of these creeks, which are part of the larger Patuxent River and Chesapeake Bay watersheds. These watersheds include public lands that provide opportunities for recreation. Access to nature plays a vital role in the health and well-being of residents, workers and visitors in Prince Frederick. How can the Town Center Master Plan promote environmental conservation and stewardship while managing growth?

Regional Watershed Management

Prince Frederick is located near the geographic center of Calvert County—both north-south and east-west—on relatively level terrain ranging from about 130 to 160 feet in elevation. The Town Center's existing boundary and proposed expansion area drain into North Battle and Hunting creeks, which are tributaries of the Patuxent River, and into Parkers Creek, a tributary of the Chesapeake Bay. These three watersheds converge west of Maryland Route 2/4 and south of Maryland Route 231, forming what is known as a triple divide or triple watershed.

Watershed Health Indicators

According to [The Center for Watershed Protection](#), when impervious surfaces exceed 10% of a watershed, a stream's ecosystem begins to show signs of distress. Based upon an analysis of aerial photography in 2023, approximately 24% of the Prince Frederick Town Center consisted of impervious surfaces³. According to the Chesapeake Bay Program, impervious surface coverage in North Battle Creek watershed was approximately 7%, Hunting and approximately 6% in Parkers Creek watershed⁴—remain below the 10% threshold for healthy waterways. However, it was 9% in the Hunting Creek watershed, approaching the 10% threshold for healthy waterways. Concentrated impervious surfaces in the Town Center impact nearby tributaries, highlighting the need to protect sensitive areas, conserve riparian forests and vegetation, and manage stormwater to reduce downstream effects. (Recommended revision to address public comment.) Among them, Hunting Creek watershed has the highest known percentage—approximately 8%⁵. Comparable data for the North Battle and Parkers Creek watershed is not readily available⁶.

Tree canopy coverage is another indicator of healthy watersheds and ecosystems. In 2023, approximately 49% of the Prince Frederick Town Center was covered in tree canopy⁷. All three associated watersheds exceed the recommended 40% threshold. Parkers Creek has 60% canopy coverage and North Battle Creek's tree canopy coverage is more than 60%, while Hunting Creek has 56%. Increasing tree and forest coverage, minimizing impervious surface and managing runoff from untreated impervious surfaces in the Prince Frederick Town Center watersheds is important to maintain good water quality. According to the Department of Natural Resources' [GreenPrint](#) Ecosystem Services GIS layer, undeveloped land and pervious surfaces in the county

³ 2023 planimetric data photography, the Calvert County Department of Technology Services, Geographic Information Systems (11/26/24).

⁴ [2023 American Chestnut Land Trust Updated Report Card for Parkers Creek, Percent Natural Vegetation in Riparian Zones of Calvert County Watersheds, p. 7 \(accessed 9/16/25\).](#)

⁵ [American Chestnut Land Trust \(accessed 11/27/24\).](#)

⁶ [American Chestnut Land Trust \(accessed 11/26/24\).](#)

⁷ 2023 planimetric data photography, the Calvert County Department of Technology Services, Geographic Information Systems (11/26/24).

have an estimated value of \$200 to \$800 per acre annually in benefits to air quality improvement, carbon sequestration, groundwater recharge, nutrient uptake, wildlife habitat and biodiversity, as well as stormwater mitigation. The area containing the Parkers Creek headwaters has the highest ecological benefit value.

This master plan recommends improving watershed management by using natural resource solutions, retrofitting inadequate stormwater management measures, accounting for increased rainfall volume and frequency, and managing untreated stormwater runoff. It also recommends protecting forest, vegetation and riparian forests through landscape conservation techniques, forest conservation regulations and the Natural Resource Protection Area. Additionally, the plan recommends assessing impervious surface data every five to seven years, as it becomes available, and analyzing the current and potential impervious surface coverage to establish a targeted impervious surface threshold. It also recommends considering developing a tree planting plan and a green infrastructure map for the Town Center that incorporates connections to green infrastructure outside of the Town Center.

(Recommended revision to address public comment.)

Protected Sensitive Areas and Forested Areas

Only the protected sensitive areas located in the Town Center are listed below. For a complete list of protected sensitive areas in all Town Centers, see the Environment and Natural Resources section in Chapter 1.

- **Wetlands:** Mapped wetlands in the Prince Frederick Town Center are associated with Hunting and Parkers creeks, including their headwaters, located east and west of development along MD 2/4.
- **Streams and Their Buffers:** Parkers Creek, including portions of its headwaters and tributaries, is located south of Westlake Boulevard and along its eastern boundary, south of Dares Beach Road. MD 2/4 and Main Street cross Parkers Creek and several tributaries. One tributary flows from the Kings Memorial Park area through Southgate, Calvert Towne and Symphony Woods. Another tributary runs east of Duke Street and MD 2/4, passing between Prince Frederick Crossing and the development along Sherry Lane before turning east, just north of Industrial Square Business Park. The Hunting Creek watershed is almost evenly bisected by MD 2/4. Parts of its headwaters lie west of MD 2/4, with tributaries originating near the Edward T. Hall

Bay Overlook Trail

Greenways offer opportunities for hiking trails that provide recreational options for both residents and visitors. The American Chestnut Land Trust led the creation of the Prince Frederick to Bay Overlook Trail (PF2BAY), which opened in 2013. This six-mile natural surface trail runs from the Town Center through the northern Parkers Creek watershed to a point overlooking the Chesapeake Bay and Parkers Creek. The trail passes through land owned by the Maryland Department of Natural Resources, Calvert County (purchased with Rural Legacy funds), and the American Chestnut Land Trust (funded by the Maryland Heritage Area Authority). The trailhead is about 800 feet from Main Street, on the property of Saint John Vianney Roman Catholic Church. During the 2013 Prince Frederick Charrette, participants supported extending the trail from the Town Center

Battle Creek Cypress Swamp

Battle Creek Cypress Swamp, located outside of and southwest of the Prince Frederick Town Center, is an Area of Critical State Concern. It is noteworthy because it is of the northernmost sites of naturally occurring and last remaining bald cypress tree stand in North America, and the only large stand of trees on the western shore of Maryland. The federal government designated it a National Natural Landmark in 1965. The Battle Creek Cypress Swamp is also a designated Sanctuary owned by The Nature Conservancy, which protects the wetlands on site from development. However, legal development on the land adjacent to the Battle Creek Cypress Swamp

Aquatic Center, Chapline Place Shopping Center and Walmart. Prince Frederick Boulevard crosses two headwater tributaries. To the east of MD 2/4, a major headwater tributary, Fox Run, flows north behind the Fox Run Shopping Center and CalvertHealth Medical Center to its confluence with Hunting Creek. (Revised to address public comment.) ~~Hunting Creek, including parts of its headwaters and tributaries, lies west of MD 2/4. Its headwaters are near the Edward T. Hall Aquatic Center and Chapline Place Shopping Center. Prince Frederick Boulevard crosses its headwaters and two tributaries.~~ Although the Town Center expansion area lies within the North Battle Creek watershed, North Battle Creek and its tributaries are not located within the Town Center.

- **Steep Slopes and Highly Erodible Soils:** Steep slopes and highly erodible soils are generally found to the east and west of development along MD 2/4, as well as in isolated pockets within the Town Center where roads form rectangular or square areas, like the square bordered by Auto Drive, Prince Frederick Boulevard, Stoakley Road and MD 2/4, or by Church Street, Main Street, Duke Street and MD 2/4. These features are often associated with Parkers and Hunting creeks, including their headwaters and tributaries.
- **Habitat for Rare, Threatened and Endangered Species:** The Secretary of the Maryland Department of Natural Resources has designated two rare, threatened and endangered species habitats in the southern portion of the Town Center, as well as anadromous fish spawning waters in North Battle, Hunting, and Parkers creeks.
- **Targeted Ecological Areas:** Two TEAs are located partially in and near the Prince Frederick Town Center in the North Battle and Parkers Creek watersheds. Information about TEAs, including data and maps are available to agencies, organizations, and the public through an online interactive mapping program, [GreenPrint](#).

This master plan recommends protecting these sensitive areas through provisions required under the Natural Resource Protection Area required by the Calvert County Ordinance. See Chapter 1 for additional details on protective measures, applicable to all Town Centers and countywide.

Important Bird Area

The Important Bird Area (IBA) program is a global bird conservation program designed to identify, monitor, and protect those landscapes most important to birds. The National Audubon Society, in partnership with Birdlife International, began implementing the IBA program in the United States in 1995⁸. The current IBA effort, led by Audubon Maryland-DC's Director of Bird Conservation since 2004, builds upon groundwork laid in the 1990s by volunteers of the Audubon Naturalist Society. Two essential components of the IBA process are partnerships with landowners and the involvement of public volunteers⁹. There are two IBAs located in or adjacent to Calvert County: Jug Bay IBA and Parkers Creek IBA. The Parkers Creek IBA lies within and to the east and southeast of the Prince Frederick Town Center.

Hazard Assessment

A comprehensive risk assessment was conducted for Prince Frederick Town Center based on the threats and hazards identified in the [Calvert County 2023 Hazard Mitigation Plan](#). The risk assessment evaluated 24 natural and human-caused threats and hazards for the Town Center and was a collaborative effort that included representatives from the Departments of Public Safety, Planning & Zoning, Public Works and Communications & Media Relations. Other represented entities included Calvert Soil Conservation, Calvert

⁸ [Maryland Department of Natural Resources, Maryland Natural Heritage Program](#) (accessed June 24, 2021).

⁹ [Audubon Missouri, Explore Important Bird Areas Interactive Map https://mo.audubon.org/important-bird-areas-5](https://mo.audubon.org/important-bird-areas-5) (accessed June 29, 2021).

County Sheriff's Office and the Calvert County Health Department. Based upon the assessment, there are five high-risk threats and hazards in Prince Frederick: motor vehicle crashes, extreme temperatures, tornadoes and windstorms, radon exposure, and terrorism and cybersecurity.

The highest-ranking hazard in Prince Frederick is motor vehicle crashes, including crashes involving bicycles and pedestrians. According to data from the Maryland State Police, there have been 1,695 motor vehicle crashes in Calvert County for the years 2016–2024. Of these, 77 crashes have resulted in fatalities. Approximately 11 of these crashes occurred within the Prince Frederick Town Center, primarily along Route 2/4 and Route 231. Additional concerns related to motor vehicle crashes and overall transportation safety in the Town Center include access to bike lanes, sidewalks and marked crosswalks on both state and local roads. As the Town Center continues to develop and motor vehicle, bicycle and pedestrian traffic increases, transportation safety will remain a top priority.

The second highest hazard for Prince Frederick Town Center is extreme temperatures, which includes both excessive heat events and extreme cold. Calvert County is subject to periods of extreme cold in the winter and excessive heat in the summer. These weather extremes are particularly dangerous to vulnerable populations present in Prince Frederick, including homeless/houseless individuals, children and the elderly. The Department of Public Safety coordinates efforts with the Department of Community Resources, Department of Communications & Media Relations, Calvert

County Sheriff's Office and Maryland State Police to reduce the impact of these events on residents; however, Town Centers are more vulnerable due to concentrated populations and the potential for heat islands to form during excessive heat events.

Tornadoes and windstorms are the third highest-risk hazard in Prince Frederick. Both windstorms and tornadoes bring damaging winds that threaten community lifelines such as shelter, transportation and utilities. Tornadoes are relatively infrequent; however, the damage caused by a tornado can severely impact critical infrastructure and public safety. This is especially concerning for Prince Frederick as the seat of County government and host to many government facilities. In contrast, windstorms are a much more common occurrence and are often the result of severe summer thunderstorms, although the damage is usually minor. Observed damage may include downed trees and power lines, damage to building fascia and damage or loss of small outdoor resources such as road signs or furniture.

Threat/Hazard	Risk Factor
Extreme Temperatures	3.4
Motor Vehicle Crashes	3.4
Tornadoes and Windstorms	3.2
Radon Exposure	3.1
Terrorism and Cyberterrorism	3
Flooding, Flash Flooding, and Nuisance Flooding	2.9
Hurricanes and Tropical Storms	2.9
Utility Interruptions	2.9
Winter Storms	2.8
Emergency Services Shortages	2.6
Opioids & Overdoses	2.5
Pandemic, Epidemic, Endemic, and Infectious Disease	2.5
Civil Disturbance	2.4
Hail	2.4
Invasive Species	2.4
Environmental Hazards (Fixed Facility and Transportation)	2.3
Landslide	2.3
Drought	2.2
Nuclear Incidents	2.2
Earthquake	1.9
Coastal Erosion	1
Dam Failure	1
Subsidence and Sinkhole	1
Wildfire	1

The fourth hazard is radon exposure. Radon is a tasteless, odorless and naturally occurring radioactive gas produced by the natural decay of uranium in the soil and rocks beneath the ground. This gas can then seep into homes and buildings through cracks and openings in the foundation. Radon exposure is a slow-onset hazard but is widespread and is a significant environmental cause of lung cancer. According to the Maryland Department of Health, Environmental Health Bureau, the average observed radon levels in Prince Frederick range from 2.1–4.0 picocuries per liter (pCi/L) and the lung cancer risk due to radon exposure for Prince Frederick is 1.2–2.3%. Children receive higher estimated radiation doses from radon compared to adults due to differences in lung shape and size as well as respiration rates.

Lastly, the threat of terrorism and cyberterrorism has the fifth highest risk rating. The term “terrorism” refers to intentional, criminal, malicious acts. Cyberterrorism is the unlawful use of force and violence through technological methods to cause harm to financial security, identity information, personal information. As the seat of County government, Prince Frederick is host to many government facilities that are frequently the target of cyber attacks. Other facilities include that are also at risk of cyberterrorism include state government offices, courthouses, public safety facilities, banks and businesses. Although the majority of these organizations follow security protocols to protect themselves from such threats, successful exploitation of a physical or technological vulnerability at any of these facilities can compromise public safety and/or the provision of essential goods and services to the community.

Other hazards that were not classified as high risk but are still of significant concern include flooding, flash flooding and nuisance flooding; hurricanes and tropical storms; utility interruptions; winter storms; and emergency services shortages. Discussion regarding these hazards included the need for improved stormwater management within the Town Center to handle increases in precipitation, the potential for power and water outages due to utility infrastructure failures and the increased risk to vulnerable populations—including unhoused, elderly and low-income individuals—residing in the Town Center.

Goals and Objectives

See Appendix A for goals and objectives.

Heritage

Key Issues

Prince Frederick is rich in heritage. It has been the center of government and commerce since approximately 1725. Historic sites are concentrated along MD 2/4, as well as Main Street and in the Armory Road area. The historic courthouse is centrally located along downtown Main Street where county services are centralized and a segment of the historic Baltimore and Drum Point Railroad bed traverses. How can this master plan support improvements along historic Main Street in the Old Town sub-district while preserving the area’s architectural integrity, as well as increasing awareness and encouraging the preservation of existing cultural assets throughout the entire Town Center?

Cultural Resource Assets

As of September 25, 2024, 93 historic sites and structures and 13 archaeological within the Town Center are listed on the MIHP in the Town Center, The Calvert County Historic District Commission has approved five of these properties eligible for historic tax credits. In addition to these sites and structures, two intact farmsteads remain within the Town Center. Together, these cultural assets represent irreplaceable heritage resources.

See Chapter 1 for a discussion on the county’s historical and cultural assets and the commissions that advise staff on their management.

Several archaeological sites have been identified through required surveys, including two 18th-century dwellings associated to individuals who lived and farmed in the area before the town was established. Artifact collections from those sites are curated in the state facility at the Maryland Archaeological Conservation Laboratory at Jefferson Patterson Park and Museum. The professional reports from these projects are on file at the Maryland Archaeological Conservation Laboratory and with the Department of Planning & Zoning. Since 1993, demolitions of buildings more than fifty years old, as well as demolition on a property that has mapped cultural resources, have been reviewed by a cultural resources planner. In some cases, photo-documentation is required, and the photographs become a part of the permanent record.

These assets that can convey heritage in the Town Center that must be identified from within the community. The objective is to build community and deepen the sense of place to make the experience of life in Prince Frederick distinctive. The Town Center has historic resources that are still in use or could be redeveloped. Many are located on large lots and set back from the surrounding environment. Some of the existing resources or assets are listed below.

Courthouse Square

The original section of the current courthouse—featuring the central block, main entrance, columns and cupola—was built in 1916. Since then, six additions have been constructed, each distinguishable from the others. The courthouse stands on the square surveyed for courthouse grounds in 1725, the likely year the first Prince Frederick courthouse was built. The courthouse had previously been located at Calvert Town on Battle Creek. The current courthouse grounds are nearly identical to the lot laid out in 1725, and the existing building is the fifth county courthouse to stand at this location. The courthouse grounds commemorate the service and sacrifice of Calvert County residents in World War I, World War II and other international conflicts. The World War I monument, erected in 1920, was designed by sculptor Edward Berge and architect William Gordon Beecher and is eligible for listing on the National Register of Historic Places.

Main Street Corridor

Fifty-nine historic buildings have been documented along Main Street from Armory Road south to MD 2/4. Some are frame structures that were originally dwellings and now serve as businesses. Others—especially near the courthouse—are brick buildings or have been renovated with brick veneer and were built for commercial use. Several are still used as residences. Two frame buildings—Old Field Inn, now known as Heritage 485, and the Dr. Isaac King House—are designated Calvert County Historic Districts. The southernmost property on Main Street is the Hance Farm, one of two intact farmsteads that remain within the Prince Frederick Town Center. The other is Linden, located on Church Street.

Also on Main Street is the first Prince Frederick High School, built in 1921, which served all grades from 1 through 12. It was the first multi-room school for white students in Prince Frederick. It was replaced by the High School built in 1948 on Solomons Island Road, which later became the Middle School and was demolished in 2012. Public schools in Calvert County were integrated in 1966. Nine of the 59 recorded buildings on Main Street have been demolished over the past 20 years.

Church Street

Linden, located at 70 Church St., is now home to the Calvert County Historical Society. Originally built as a farmhouse in the mid-19th century, it was remodeled in 1911 by Judge John Gray into its current Greek Revival style. The spacious grounds still include several outbuildings that were part of the original in-town farmstead. In later years, the Gray sisters, who lived in the house, rented rooms to white public-school teachers. Linden is listed on the National Register of Historic Places and is designated a Calvert County Historic District.

The Armory and Armory Road

Armory Road has followed nearly the same alignment between Dares Beach Road and Main Street since at least 1865, as shown on the Simon Martenet map of Calvert County. North of Dares Beach Road, Armory Road follows what had been the alignment of the principal route north from Prince Frederick.

The National Guard Armory was completed in 1954 to serve as a military outpost and a community center for civic services and events. Although it has since been demolished for redevelopment, it was the only building of its kind in Calvert County. Designed by architect Lawrence P. Sangston and built by contractor Charles Tovell, the structure was a representative example of the deco-style armories constructed in the mid-20th century. Generations of citizens have served in the National Guard or have attended events at the Armory. Some received their first drivers' licenses there, while others attended school in the building during nearby school construction.

The Central School, located on Armory Road, was completed in 1921. It was the first consolidated school for African American students in Calvert County and the first to offer a high school education. Construction was supported in part by a grant from the Julius Rosenwald Fund, established by the philanthropist after the Civil War to promote the education of African American children. Additional funding was raised by local African American communities. Although at least two Rosenwald schools were built in Calvert County, the Central School is the only one that still survives. The county owns, restored and maintains the historic building, which is eligible for listing on the National Register of Historic Places and is designated a Calvert County Historic District.

St. Paul's Episcopal Church

The church was built in 1841, with the bell tower added in 1885. The grounds include a cemetery featuring notable examples of changing grave marker styles over time. The church has been evaluated as eligible for listing on the National Register of Historic Places due to its architectural significance and its status as one of the oldest buildings in Prince Frederick.

Calvert County Sheriff's Department

The building was constructed as the Calvert County Hospital in 1918 and was expanded in 1926 with the addition of two side wings. It served as the county hospital until the 1940s, when a new facility was built. Since then, it has been used as a nursing home and currently houses the operations of the Calvert County Sheriff's Office. The structure is a strong example of how adaptive reuse can preserve a historic building. It is designated a Calvert County Historic District.

Baltimore and Drum Point Railroad

The Baltimore and Drum Point Railroad, chartered in 1868, was intended to connect Baltimore with an ice-free alternative port in Calvert County but was never completed. However, the railroad bed was constructed before

the project was abandoned in the early twentieth century. It runs through Prince Frederick and could be made a trail, potentially linking CalvertHealth Medical Center to King Memorial Park and points beyond in both directions. The railroad has an interesting history as “the biggest thing that never happened” in Calvert County and has been found eligible for listing in the National Register of Historic Places. Its greatest use could still be realized as an amenity and to provide connectivity throughout the county for pedestrians, hikers, and cyclists. See the Land Use section in this chapter for a discussion on the recommended historic marker/education sign project, highlighting the trail.

The Baltimore and Drum Point Railroad, chartered in 1868, was intended to connect Baltimore with an ice-free alternative port in Calvert County but was never completed. However, the railroad bed was constructed before the project was abandoned in the early 20th century. The rail line runs through Prince Frederick and has potential for reuse as a trail, possibly linking CalvertHealth Medical Center to King Memorial Park and other destinations in both directions. Often described as “the biggest thing that never happened” in Calvert County, the railroad has been deemed eligible for listing on the National Register of Historic Places. Its greatest potential may still be ahead—as cultural awareness attraction in the Town Center. See the Land Use section in this chapter for details on the proposed historic marker and interpretive signage project for the trail.

Preserving Open Space and Its Access to Natural Cultural Assets

Historically, Prince Frederick has been a walkable community surrounded by and accessible to a surrounding belt of green space. This master plan promotes those attributes by leveraging existing resources. It recommends promoting accessibility to Battle, Hunting and Parkers creeks; preserving historic and scenic connector roads; and constructing a trail or side path along Dares Beach Road from MD 2/4. Parkers Creek—often described as a “bay within a bay”—has retained much of its appearance it had when Captain John Smith mapped Calvert County’s shoreline in 1608. It exemplifies the kind of natural resource this master plan seeks to protect, promote and replicate. The natural beauty of the Parkers Creek watershed and its 22 miles of hiking trails are immediately accessible from the Prince Frederick Town Center. With capital improvements to sidewalks and bike paths, this resource can be made even more accessible to the community.

Battle Creek also forms a connection with Calvert County’s earliest identified settlers who established a village at its the mouth of Battle Creek. Around 1668, the county’s first seat—Calvert Towne—was established near the confluence of Battle Creek and the Patuxent River. Like Parkers and Battle creeks, Hunting Creek and its associated stream valleys and steep slopes surround and intersect Prince Frederick, helping to form a natural greenbelt. These features reduce the sense of crowding in Prince Frederick and are important to preserving the Town Center’s historic character as a balanced, mixed-use community closely tied it is surrounding open space.

In addition to natural connectors discussed above, at least three roads identified as being historic and scenic, Stoakley, Barstow and Double Oak roads (the last south of Dares Beach Road) connect Prince Frederick to surrounding open space. These roads should be entitled to protection as part of the historic and scenic road ordinance contemplated under the Calvert County Comprehensive Plan. Complementing the above initiatives, this Master Plan also prioritizes construction of a trail/side path from MD 2/4 along Dares Beach Road. This provides another means of preserving Prince Frederick’s historic character as a community seamlessly connected to surrounding open space. Such a trail/side path would allow biking and walkable access to the historic Old Wallville School along with access to Double Oak Road (south of Dares Beach Road) and the Chestnut Land Trust. In addition to these preservation-related benefits, such a trail/side path would provide practical safety and recreational benefits to those biking and jogging while using the utility lane.

In addition to the natural connectors discussed above, at least three roads—Stoakley, Barstow and Double Oak roads (south of Dares Beach Road)—are identified as historic and scenic routes that link Prince Frederick to surrounding open space. These roads should be considered for protection under the historic and scenic roads ordinance outlined in the Calvert County Comprehensive Plan. Complementing these efforts, this master plan also prioritizes the construction of a trail or side path along Dares Beach Road from Maryland Route 2/4. This would further preserve Prince Frederick’s historic character as a community closely connected to its surrounding open space. The proposed trail or side path would provide biking and walking access to the historic Old Wallville School, Double Oak Road and the Chestnut Land Trust. In addition to supporting preservation, the project would enhance safety and offer recreational opportunities for cyclists and joggers currently using the utility lane.

Developing Resources to Tell the Story of Prince Frederick and Its People

Prince Frederick’s heritage is inseparable from the stories of those who lived in and around there. It is the stories of students who attended Central School. It is the stories of those who lived at Linden, it is the stories of the 18 soldiers and sailors on the World War I monument at the Calvert County courthouse. It is the stories of the generations who have worked the Hance Farm. These are but few of the rich examples of individual stories that form the cultural heritage of Prince Frederick and Calvert County. Thus, preserving and telling these stories is an integral part and goal of this plan.

To this end, every cultural and historic structure and resource that is preserved in Prince Frederick, as contemplated in previous goals, in turn preserves the rich stories of Calvert County and its citizens. To better tell these stories, this master plan encourages as part of capital improvements, a heritage trail and marker program that leverages existing infrastructure and additional infrastructure contemplated in other sections of this plan. Such a trail would employ standardized historic markers, that are aesthetically compatible with the surrounding area to tell personal stories related to each location. This same trail would encompass archeologically significant sites as feasible.

This master plan recommends conducting professional review of proposed subdivision and site development plans for potential of previously unrecorded archaeological resources, and review of building permit applications to monitor ground disturbing activities and record historic and archaeological resources prior to loss during construction. See Chapter 1 for existing policies and development review requirements for historic and archeological assets.

Goals and Objectives

See Appendix A for goals and objectives.

Housing

Key Issues

The housing stock in the Town Center currently comprises single-family dwellings and townhouses. Nearly 50% of the county’s affordable housing units are in the Prince Frederick zip code. However, housing prices deem homeownership unattainable to households’ earning 46% or below of AMI. As of 2019, an estimated 935 apartments, townhouses, duplexes and memory care beds are in the pipeline or constructed. While this recent residential growth will provide a greater mix of housing types intending to provide greater housing affordability in the Town Center, there continues to be a need for affordable housing, senior housing, and assisted living

facilities not only in the Town Center, but throughout the county. How can this master plan address the needs for these housing types in a balanced manner that meets the needs of the affected population segments?

Housing Characteristics

The Prince Frederick Town Center can support more intense development patterns of the county's town centers. During the update to this master plan, county records showed there were 1,723 housing units in the Town Center. Most housing units were single-family dwelling units with a modest share of townhouses and apartments. U.S. Census Bureau's 2023 ACS 5-Year estimates indicate that homeownership was 46%, the median housing price was \$383,000 and the median monthly mortgage was \$2,295, identifying homeownership the second most affordable of the town centers.¹⁰ Market listings in the first quarter of 2025 indicate the average monthly rental rate ranges from \$900 to \$3,400. See the Housing section in Chapter 1 for housing data for all town centers.

Approximately 38% of the housing units in the Town Center offer financially assisted housing options, some of which are senior housing. The following developments provide approximately 500 affordable rental units in the Prince Frederick Town Center: Prince Frederick Villas; Silverwood; Calvert Towne; Prince Frederick Village; Chapline House 1 and 2; Calvert Pines 1 and 2; Prince Frederick Senior Apartments; and Calvert Hills East. An additional 76 affordable units are located just outside the Town Center in Yardley Hills.

Housing Affordability

Household income greatly affects a homeowner's ability to buy or rent a home, influencing affordability, loan eligibility and financial stability. According to the U.S. Census Bureau's 2023 ACS 5-Year estimates, the median household income was \$89,625, the second lowest of the town centers. To afford a house with a median value of \$383,000, a household would need an annual income of about \$79,744, assuming a 20% down payment, a 30-year mortgage with 6.64¹¹ interest rate, and expenditures of no more than 30% of the household's annual income. The "30% of the household's income" is a guideline, playing a key role in determining eligibility for federal housing programs.

Based on the [U.S. Department of Housing and Urban Development 2025 Median Area Income Calvert County](#), which is \$158,600, households earning less than 46% AMI could not afford a home in the Prince Frederick CDP. Utilities have historically been included in rental rates, with renters typically paying only rent. That is no longer the case in the current rental market. Other expenses, such as commuting to work and traveling to medical appointments and grocery stores, should also be considered.

Consistent with the Calvert County Housing for All Task Force's 2020 Report, this master plan recommends developer incentives, planned unit development, education on the definition and availability of affordable and workforce housing, and promoting awareness of opportunities for housing assistance programs. This master plan prioritizes senior housing and assisted living development, and advocates for the strategic location of affordable housing in the Town Center and Prince Frederick area. See Chapter 1 for efforts to promote fair housing and affirmatively further fair housing and administer housing assistance to income eligible individuals and households.

¹⁰ U.S. Census Bureau, 2023 ACS 5-Year estimates, [Table DP04](#) (accessed 4/4/25).

¹¹ [Federal Reserve Bank of St. Louis](#) (accessed 4/4/24).

Goals and Objectives

See Appendix A for goals and objectives.

Economic Vitality

Key Issues

Prince Frederick is the seat of county government and is the logical location for governmental, educational, legal and health care services, as well as a strong regional retail center. Recent redevelopment of the former Armory and Calvert County High School sites, coupled with the county's investment in government buildings and acquisition of properties for institutional uses serve as a catalyst for targeted economic development activities along Armory Road and Main Street. A long-held vision in the Town Center is to highlight the area's heritage and transforming the Main Street into a nighttime and weekend destination. Additionally, commercial growth along MD 2/4 will likely be redevelopment and infill development. How can this master plan encourage development along MD 2/4 and Main Street to create the energy and vibrancy necessary to attract additional businesses and nighttime and weekend users?

Economic Trends

Historically, Prince Frederick's economy relied on agriculture, fishing, seafood harvesting, recreation and the provision of government services. Prince Frederick was established as the county seat in 1725, and the original courthouse was completed in 1732. Although never built, the Baltimore and Drum Point Railroad was proposed in the 1850s and chartered in the 1860s that would have run along Main Street in front of the Calvert County Hotel, built in the late 1930s. Agriculture dominated that area's land use into the early 20th century. The county's hospital was established in 1919 on Church Street where the Calvert County Sheriff's Office now resides, establishing Prince Frederick as the county's medical center. The hospital was reconstructed and moved to its current location on Hospital Road in 1953. At this time, Prince Frederick was also an established commercial hub. Today, the Town Center's economy is comprised of the same uses—government services and associated supportive non-profit services and commercial and retail development, as well as the medical industry. Remnants of the area's agricultural heritage can still be found in the Town Center—the Hance Farm with family graves onsite dating back to the 1700s and the Linden House, built in the 1860s. Overall, the Town Center's economy stability is due to several factors including a strong government and institutional presence, a strong local business climate, job market stability and proximity to major employment centers in Washington, D.C., Annapolis, Baltimore and Virginia.

Calvert County is one of the wealthiest counties in Maryland and the wealthiest in Southern Maryland. This wealth is partly due to its proximity to federal agencies and contracting jobs and the location of the Prince Frederick Town Center in relation to inter-county roadways. The Town Center connects to Charles County via Maryland Route 231, which is part of the "Commerce Corridor" — the triangle formed by MD 2/4, MD 231 and MD 5/MD 235 that links Calvert, Charles and St. Mary's counties. The Maryland Transportation Administration offers daily commuter bus service to Washington, D.C., Suitland, Maryland, and Naval Air Station Patuxent River. Eighty-nine percent of the Prince Frederick area workforce commutes outside the county for work. The average commute is 46.5 minutes, and most commuters drive alone.

Economic Opportunities

Prince Frederick, as the county seat, remains a logical hub for governmental, educational, legal and healthcare services, as well as a strong regional retail center. Prince Frederick is home to the following top county employers:

- Calvert County Public Schools
- Calvert County Government
- CalvertHealth Medical Center
- The Arc of Southern Maryland
- Calvert County Health Department

New businesses, relocating, expanding or starting-up in the Town Center are likely to be small to mid-size businesses with 200 employees or less. New jobs in Prince Frederick are most often expansions of existing home-based businesses that outgrow their residential locations or small businesses of 10 to 20 employees. Facilities and lease options are available to support these smaller businesses in the Town Center.

When residents speak of economic development in Prince Frederick, one of their major goals involves maintaining the Town Center's vibrancy by supporting local business owners and encouraging diversification of businesses. These smaller-scale, idea-based employers are well-suited to locate in Prince Frederick with its access to public facilities, good infrastructure, commercial lease space, workforce and support services needed to help them grow. Focusing commercial and employment development in Town Centers is crucial to creating the energy and vibrancy necessary to attract additional businesses.

The Calvert County Department of Economic Development strives to attract small businesses and help them growth by providing business counseling, technical assistance, site identification, infrastructure investments, community partnership, fast-track plan processing, financing through the county's Economic Development Loan or Incentive Funds, tax credits and access to a host of financial incentives and programs available through Maryland's Department of Commerce. Working closely with the Small Business Development Center and chambers of commerce, the county also provides entrepreneurs with networking opportunities, expert guidance and business promotion through community events and marketing campaigns. Moreover, the county launched its Local Business Preference Program in 2024, prioritizing area businesses for government contracts.

The vision for economic development in the Town Center is centered on the likelihood that most growth will be redevelopment and infill projects. To encourage commercial development, the zoning ordinance includes a floating zone that allows for flexible setback and bulk requirements and minimal parking requirements. The county also plans to pursue the Maryland Department of Housing and Community Development's Main Street Designation along Main Street in the Old Town sub-district. Additionally, the county is redeveloping 85 and 87 Main Street to establish centralized continuum of care services and the former Louis L. Goldstein National Guard Armory site, situated along Armory Road, with a multi-use pavilion. See the Land Use section of this chapter for a discussion on the Main Street Designation and the redevelopment activities along Armory road and Main Street. As the county encourages opportunities for commercial redevelopment and infill along MD 2/4 and Main Street, it also supports the growth of emerging industries.

Emerging Industries

As Calvert County seeks to expand its economic base and attract residents, it will encourage development of emerging industries in Prince Frederick and growth within, with attention to developing incentives and resources for entrepreneurship and innovation.

These incentives may be geared toward targeted industries and businesses having measurable economic impact and include fast-track plan processing, financing through the county's Economic Development Loan or Incentive Funds, business counseling, tax credits and access to financial incentives and programs available through Maryland's Department of Commerce.

Health Care

Health care is a major employer for Calvert County with 3,500 people employed. CalvertHealth Medical Center, a 141-bed acute care facility in Prince Frederick, is the second largest employer in the county with a work force of 1,314. A concentration of medical services has developed around the hospital complex and should continue to be encouraged. The county is also home to about 20 assisted living facilities, six of which are located in Prince Frederick, providing a range of care levels. As county residents continue to age and the regional demand for health care services grows, the sector can be expected to expand. A specialty health care industry focused on retirees' specific health concerns would have a strong advantage in Prince Frederick.

High Tech Industries

Because Calvert County is a peninsula with limited transportation access and alternatives, it is unlikely to become a major manufacturing, transportation or logistics hub. However, the county may be successful in attracting new economic industries such as software development or professional services jobs that produce ideas instead of physical goods. Many of these high-tech jobs can locate anywhere. There is also an upward trend of the workforce operating remotely coupled with an increased demand for remote employees and some employers moving away from traditional office settings. Thus, the quality of life and cost of living offered in Calvert County will be key decision points for employers and employees. These businesses and their employees depend upon secure high-speed and uninterrupted high-capacity internet connections.

Commercial and Retail

Residents frequently request food services and drinking places, as well as clothing and clothing accessories, as new businesses in the county. Growth in commercial and retail space should be targeted primarily toward Prince Frederick because of its existing merchants, accessibility, centralized location and existing infrastructure. Digital Commerce 360, a leading media and research organization with over 20 years of e-commerce reporting, says consumers spent \$861.12 billion online with U.S. retailers in 2020, up 44% from \$598.02 billion in 2019. More recent data show the upward trend continuing but leveling off. In 2023, consumers spent \$1.1 trillion online with U.S. retailers, an increase of 9% over 2022. These trends are likely to continue, leading to major shifts in brick-and-mortar store sizes and consumer purchasing habits.

Recreation and Tourism

Key tourism attractions in and around Prince Frederick include the:

- Hallowing Point Park
- American Chestnut Land Trust Trails
- Edward T. Hall Aquatic Center
- Dept. of Natural Resources beach and boat ramp on the Patuxent River
- Biscoe Gray Heritage Farm
- Battle Creek Cypress Swamp
- Calvert County Historical Society and Linden House/Farmstead

- Wallville One-Room School
- Calvert County Art Council's Art Gallery
- Star-Spangled Banner Trail

Goals and Objectives

See Appendix A for goals and objectives.

Transportation

Key Issues

Traffic congestion, the safety and efficiency of MD 2/4, pedestrian and bicyclist connectivity, and the mobility of those without access to vehicles are significant concerns for many residents of Prince Frederick. How can this master plan further develop the transportation network and restructure transit services in a balanced way to meet all residents' needs?

Transportation Network

MD 2/4 is the main north-south road through the Town Center. Prince Frederick Boulevard, the west-side loop road, runs parallel to MD 2/4 and is mostly complete, with one segment unfinished due to environmental constraints. The east loop road—Main Street, Armory Road, Fairground Road and Fox Run Boulevard—is 60% complete, with the remaining segment of Fox Run Boulevard still unfinished. MD 231 and MD 402 (Dares Beach Road) run east-west across the Town Center. Several roads provide access within the Town Center. On the west side, they include Auto Drive, Stoakley Road, Market Square, Traskers Boulevard, Chapline Place and Radio Road. On east side, they include two segments of Fox Run Boulevard, Armory Road, Fairground Road, Main Street, Duke Street, Church Street, Old Field Lane, Central Square Boulevard, Heritage Boulevard and Merrimack Court. These roads form the primary infrastructure within and around the Town Center, providing access to essential services, businesses and local destinations. MD 2/4 carries between 38,000 and 42,000 trips on the average weekday through Prince Frederick.¹²

In the late 1980s, SHA developed a concept plan to make MD 2/4 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. The county and SHA also considered an option that would have created a MD 2/4 bypass to the west of Prince Frederick. These concepts proved to be too costly and did not represent the residents' vision for the Prince Frederick Town Center.

Traffic Congestion and Safety Concerns

The public has consistently ranked traffic congestion as one of its foremost concerns during the development of the Prince Frederick Town Center Master Plan. Transportation concerns in the Town Center range from the lack of sidewalks in some neighborhood to traffic congestion affecting more than 40,000 vehicle trips per day on MD 2/4. MD 2/4, Dares Beach Road and MD 231 (Hallowing Point Road) provide residents access to locations throughout the county and to surrounding counties. MD 2/4 and Hallowing MD 231 are state-owned and maintained and most of Dares Beach Road is state-own and maintained; therefore, the county is reliant upon the state for improvements and maintenance.

¹² [Calvert County Transportation Plan](#), pp. 12-23 (accessed 11/10/20).

Recognizing this tension, the transportation section of this master plan identifies areas of concern that can be addressed through local, state and private actions and investments in advance of or in concert with proposed development. Additional tension arises from certain policy and investment choices that may have a greater benefit to commuters traveling through Prince Frederick more than residents living in the area. This section seeks to address both concerns, but where a choice between the two is necessary, prioritizes improving local circulation and mobility.

Managing Traffic Congestion and Safety

The construction of new roads or widening of existing roads to add roadway capacity is very costly and competes with the county's obligations to maintain roads and bridges for safety purposes. New investments in road capacity must be weighed against these obligations which are spelled out in the Calvert County Transportation Plan.

There is strong public interest in improving conditions for walking and bicycling in Prince Frederick, as well as encouraging greater use of public transit. This master plan recommends updating the county's Road and Development Ordinance and incrementally establishing a network of bicycle and pedestrian paths, along with improved sidewalks. The goal is to enhance user safety and comfort while offering alternative travel options to support walkability and bicycling—whether for recreation, healthy living, short trips or access to public transit.

The role of public transit service in the area will continue to be two-fold: commuter-oriented buses to Washington, D.C., Arlington, Suitland and Baltimore as an alternative to commuting alone, and locally operated services for those who do not own or are unable to operate a car. This master plan identifies potential improvements to both service types.

Strategies to Address Limited Access

In lieu of the limited-access concept, three strategies were planned:

1. **The widening of MD 2/4.** Widening of MD 2/4 from four to six lanes (three in each direction plus turn bays) is intended. Widening has occurred in multiple phases since 2010. As of 2021, the roadway has been widened between Old Field Lane and Fox Run Boulevard. Future phases are on hold pending the availability of funds from SHA.
2. **The west loop road.** On the west side of MD 2/4, most of the intended loop road alignment has developed as Prince Frederick Boulevard, which opened in phases beginning in 1995. Traffic counts completed by SHA indicate that completion of the west side loop road (Prince Frederick Boulevard) north of MD 231 reduced approximately 3,000 trips daily on MD 2/4.
3. **The east loop road.** Two segments of Fox Run Boulevard were completed by 2011. The remaining unfinished segment is scheduled for completion by winter of 2025.

In Prince Frederick, signalized intersections at Sherry/Old Field Lane, MD 231, MD 402, Fox Run Boulevard/Chapline Place, Traskers Boulevard and Stoakley Road/Hospital Drive are the primary branches

from MD 2/4. There is also a signalized light for access into Armory Square along MD 2/4. Intersections¹³ along MD2/4 within the Prince Frederick Town Center and its surrounding area are of critical concern and may require operational or capacity improvements to meet adequate public facilities standards. Proposed projects that impact these intersections must demonstrate that projected traffic volumes meet the adequate public facilities standards or ~~must~~ propose mitigation measures acceptable to the Director of Planning & Zoning, in consultation with the Department of Public Works and ~~, or if necessary,~~ SHA, in accordance with the Calvert County Code. ~~If no acceptable mitigation is identified or approved, the proposed project may be deemed to have inadequate public facilities and may be deferred for a period of up to six years. These measures include infrastructure funds to improve facilities or a donation, as necessary to determine adequacy. The type and amount of mitigation required will be proportional to the project's expected impact on the facility or facilities, in accordance with the provisions of the adequate public facilities as required by the Calvert Code.~~ (Recommended revision for consistency with Chapter 3, Adequate Public Facilities, Calvert County Code, addressing the Department of Planning & Zoning comments, in consultation with the Department of Public Works.)

Other than building loop roads, realigning some roadway sections, and completing planned connections, there is little room for new roads in Calvert County. Where opportunities might exist, environmental challenges such as wetlands, steep slopes, protected forest and agricultural lands and sensitive wildlife habitats would be difficult to overcome but not infeasible. Crossings of sensitive areas are allowed when no other options exist, and when impacts are minimized and mitigated. These options remain in this master plan because they align with strategies in the 2020 Calvert County Transportation Plan and are recommended in the National Environmental Protection Agency's Environmental Assessment (EA) for the MD 2/4 expansion project. Findings of the EA included a Findings of No Significant Impact (FONSI). The proposed roadway segments and additional capacity would significantly improve traffic operations and address safety issues in the Prince Frederick area by providing adequate capacity for current and future traffic volumes. While there are no immediate plans to construct these roadways, staff recommends keeping them in this master plan to preserve future development opportunities and not tying their completion to any specific development proposal.

Public Transportation

Calvert County Public Transportation, a division of the Department of Community Resources, operates eight bus routes of which six primarily serve Prince Frederick, one each from: Chesapeake and North Beach (North/Pink route); Lusby and St. Leonard (South/Blue route); Adelina and Broome's Island (Midcounty/Yellow route); and two shuttles (White and Green) operating within Prince Frederick. In addition, Calvert County Public Transportation operates a bus from Prince Frederick to Charlotte Hall in St. Mary's County. These buses link residents with employment centers, shopping centers, medical facilities and other public services. Most riders cannot or do not own a vehicle. The bus system is run on a "flag system" which means there are few established bus stops and buses can be hailed along the route by passengers. Bus service operates on weekdays with limited service on Saturdays. In addition to fixed route services, the county operates on-demand paratransit services. Prince Frederick is the system's hub at the Calvert Pines Senior Center. The Prince Frederick Shuttles run hourly, while most other routes run every 1.5–2 hours, connecting the Prince Frederick to Dunkirk, Lusby, Charlotte Hall and other communities. Planned improvements include more frequent service, timed transfers, a future dedicated transfer center and potential new routes such as a Prince Frederick–Hughesville connection, as discussed in the 2022 Calvert County Transit Development Plan. (Recommended revision to respond to public comment.)

¹³ The failing intersections as of July 2025 along MD 2/4 are at Stoakley Road, Dares Beach Road (MD 402), Main Street, and Church Street.

Maryland Transit Administration's [Prince Frederick-Dunkirk-Suitland commuter bus route](#) serves the Prince Frederick Town Center and the county-at-large, providing several commuter trips from Prince Frederick to Dunkirk and from Dunkirk to Suitland. The route averages 911 monthly riders, or 10,932 riders annually.¹⁴ Additionally, the [Regional Ridesharing Program of Southern Maryland](#) provides online resources to help residents from Calvert, Charles and St. Mary's counties coordinate their commutes in carpools, vanpools and the commuter bus system.¹⁵ A travel demand program, [CommuterChoiceMaryland](#), is also available that includes ridesharing, among several other online resources. Annapolis is a major employment destination for Calvert County residents and represents a gap in needed services. [This master plan update, consistent with the 2020 Calvert County Transportation Plan, recommends that MTA establish a new service from Prince Frederick to state office complexes in the downtown Annapolis government center and to federal facilities in northern Prince George's County \(New Carrollton, Greenbelt and College Park\), and restructure certain routes to connect from Prince Frederick/Dunkirk to Alexandria, Virginia, and the Pentagon. As an interim step, it is recommended that MTA consider establishing and subsidizing subscription-based van pool service to the above-named destinations. \(Recommended revision to respond to public comment.\)](#)

Commuting & Mobility Facts for the Prince Frederick Census Designated Place (CDP)

- More than 89% of Prince Frederick CDP residents commute to work of which 78% alone in their personal vehicle; fewer than 3% use public transit.
- The lack of major employers in the Prince Frederick Town Center results in slightly more than 95% of commuting trips destined for locations outside of Calvert County. MD 2/4 carries between 38,000 and 42,000 trips on the average weekday through the Prince Frederick Town Center.
- The Census Bureau estimates that the average commute time for a resident of the Prince Frederick CDP is 46.5 minutes, the second-longest average commute among jurisdictions in Maryland. Maryland has the longest average commute of any state in the nation at 31.8 minutes.
- MTA's Commuter Bus provides ten trips daily to and from the Prince Frederick Park and Ride carrying approximately 10,932 riders annually.

Pedestrian and Bicycle Pathways Planning

Finally, travel on foot or by bicycle can be extremely difficult and thus represents a tiny percentage of all trips in the county. Although improved over the past decade, there are significant gaps in the sidewalk network in the town center. Sidewalks and bicycle lanes provide an alternative choice for traveling, especially in the town center. Consistent with the [Dunkirk and Prince Frederick Bikeways Feasibility Studies](#), prepared by Mead & Hunt and co-funded by the county and [MDOT FY22 Kim Lamphier Bikeways Network Program](#), this master plan recommends addressing sidewalk gaps along Dares Beach Road, Fox Run Boulevard, Adderton Drive and at the Armory Road Roundabout, as well as installation of bicycle lanes along Main Street, Armory Road and Prince Frederick Boulevard. Design guidelines for bicycle lanes are incorporated in the Calvert County Road Ordinance and are being reviewed for enhanced safety features.

¹⁴ Maryland Transit Administration (dated 7/17/24).

¹⁵ 2022 Calvert County Transit Development Plan, pp. 56 (accessed 7/17/24).

Traffic and Mobility

From 1970 through 2000, Calvert County was the fastest or second-fastest growing county in Maryland, but since 2010 the growth rate has slowed considerably—until recently. Since 2019, 935 townhouses, apartments, duplexes and memory care beds are either in the pipeline or constructed. Despite the anticipated residential growth, all indications are that the predominant mode of transportation in Calvert County will continue to be the personal automobile. However, it is possible that development policies and transportation investments can mitigate the amount of time spent in traffic for residents by keeping their local trips largely off MD 2/4 and by creating an environment for walking and bicycling that reduces the need for auto use for some trips within Prince Frederick.

The widening of MD 2/4 from Main Street to Fox Run Boulevard has yielded a significant improvement in traffic congestion in this 2.5-mile stretch of road; however, traffic approaching Stoakley Road from the south in the morning and from the north in the evening are delayed by bottleneck where the MD 2/4 has not yet been widened.

Traffic Impact Analysis for New Development

See Chapter 1 for the county's adequate public facilities for public roads.

Goals and Objectives

See Appendix A for goals and objectives.

Water Resources

Key Issues

The Town Center is served by public water and sewer with capacity to accommodate growth. New wastewater treatment facilities should use land application to protect water quality of the Town Center's receiving waters of North Battle, Hunting and Parkers creeks. How can this master plan ensure continued adequate water and sewer service to serve existing development and anticipated growth while protecting receiving waters?

Rapidly changing climate patterns could have myriad effects, ranging from torrential rainfall that may overwhelm existing drainage and damage stormwater management infrastructure; excessive heat and excessive cold that may cause roadways to buckle and crack with more regularity; and rising home heating and cooling costs due to rapid temperature fluctuations. How can this master plan strategize for climate impacts?

Central Service Area

The Prince Frederick Town Center is served by the county's central service area. The central service area is composed of Prince Frederick, the Industrial Business Park and several community water systems. The area is served by two wastewater treatment plants and five elevated storage tanks. The district boundaries are north of Prince Frederick and south along Broomes Island Road.

The Prince Frederick public water system consists of four wells and three storage tanks. The Prince Frederick water system provides fire protection for the service area. The East Prince Frederick Well and Water Tower facility was completed in 2015, along with the expanded groundwater allocation permit which addressed increasing water demand into the foreseeable future. The East Prince Frederick Well and Water Tower extends into the Lower Patapsco aquifer, which is being used for all large water systems into the future. A

smaller water tower on the west side of Prince Frederick is planned to provide additional storage, redundancy and pressure stability of the system.

Drinking Water Capacity and Demand

The Prince Frederick municipal drinking water system serves the Town Center and nearby areas. Service is provided to nearby areas which include the Calvert County Industrial Park, Hallowing Point District Park, College of Southern Maryland, Barstow Elementary School, Calvert High School, Yardley Hills, along MF Bowen Road and a portion of the Dares Beach community. The Prince Frederick’s municipal system is operated by the Calvert County Department of Public Works, Water & Sewerage Division. The 2014 and 2040 average daily demand for the Prince Frederick system is shown in the table below. Maps of existing water and sewerage systems and maps of water and sewerage planning categories for Calvert County, are available for review in the county’s Water & Sewerage Division.

Present and Projected Water Supply Demands and Planned Capacity

Municipal Well Systems	2014 Average Daily Demand Million Gallons per Day (MGD)	2014 Planned Capacity Million Gallons per Day (MGD)	2040 Average Daily Demand Million Gallons per Day (MGD)
Prince Frederick	0.468	0.717	0.672

Source: [Calvert County Comprehensive Water & Sewerage Plan, 2014 Update](#), p. 53 (accessed 4/21/23)

Prince Frederick’s per capita daily water demand is approximately 106 gallons per day and is estimated to remain at this level until at least 2040. The Prince Frederick public water system has planned system expansions that will accommodate water service to about 2,800 more residents, as shown in the table below.

Planned Water System Capacity Increases and Additional Persons Accommodated

Public Well Systems Serving Town Centers	Approximate Persons Served (2014)	Persons Accommodated by Planned Capacity	Increase in Persons Accommodated
Prince Frederick	5,200	8,000	2,800

Source: [Calvert County Comprehensive Water & Sewerage Plan, 2014 Update](#), p. 53 (accessed 4/21/23)

Drinking Water Quality

The Prince Frederick water supply is not susceptible to contaminants originating at the land surface due to the protected nature of confined aquifers. The most significant sources of ground water pollution are naturally occurring elements, like arsenic. The Prince Frederick water system is tested quarterly for arsenic levels. Additionally, while not an issue in the Town Center, deep wells, especially abandoned ones, can penetrate confining ground layers and provide a direct potential conduit for pollutants to enter deep water aquifers. To address this issue, the 2014 Calvert County Comprehensive Water & Sewerage Plan calls for maintaining an aggressive water conservation program to reduce overall water demands throughout the county.

Wastewater Assessment

The Prince Frederick Wastewater Treatment Plants I and II and their associated pump stations serve the Town Center and nearby areas. Service is provided to nearby areas including the Calvert County Industrial Park, Hallowing Point District Park, College of Southern Maryland, Barstow Elementary School, Calvert High School, Yardley Hills, and a portion of the Dares Beach community.

Wastewater Treatment Capacity and Demand

The Prince Frederick facilities with their total capacity and average demand are shown in the table below. Prince Frederick’s wastewater treatment facilities are planned to increase capacity by 0.75 million gallons per day (MGD). The planned capacity, average demand and projected increase are shown in the table below.

Wastewater Treatment Facilities Capacity and Demand

County Sewerage Systems	2014 Served EDUs	2014 Existing Capacity (MGD)	2014 Average Demand (MGD)
Prince Frederick WWTP I and II	3,062	0.65	0.429

Source: Calvert County Comprehensive Water & Sewerage Plan, 2014 Update, Table 9 Note: MGD, Millions of gallons daily; equivalent dwelling units (EDUs).

County Sewerage Systems	Planned Capacity (MGD)	2040 Average Demand (MGD)	2040 Served EDUs	2014-2040 Projected Increase (EDU)
Prince Frederick WWTP I and II	0.75	0.7	4,120	1,058

Source: Calvert County Comprehensive Water & Sewerage Plan, 2014 Update.

The Prince Frederick wastewater treatment system’s average daily flow in 2020 was 0.52 MGD, serving an estimated 3,204 equivalent dwelling units. By 2040, the average daily flow is projected to be 0.58 MGD, serving an estimated 4,120 equivalent dwelling units. The Prince Frederick Sanitary Service Area can accommodate the anticipated residential growth of 935 apartments, townhouses, duplexes, and memory care beds and has capacity to serve additional growth.

Effluent from the Prince Fredrick treatment system does not threaten water quality, as wastewater is not discharged directly into a waterway. Instead, it is treated through land application.

Managing Stormwater and Non-Point Source Pollution

Stormwater is a major source of contamination in the Chesapeake Bay and Patuxent River. The Town Center, including the expansion area, are located within three watersheds (12-digit watersheds) of the Chesapeake Bay: North Battle, Hunting and Parkers creeks. Hunting Creek and Parkers Creek are two of the five largest watersheds in the county. The Town Center includes many retail and institutional land uses that have large surface parking lots.

This master plan recommends assessing the Town Center’s receiving waters—North Battle, Hunting and Parkers creeks and their tributaries—for stream function, water quality and habitat. Existing tools should be used to track progress toward meeting Chesapeake Bay Total Maximum Daily Load limits. These tools include

MS4 Permit projects, and measurements of impervious surface and tree canopy coverage in the Town Center and in the watersheds. This master plan also recommends amending the county’s stormwater management ordinance to reflect updated rainfall intensity and frequency standards, based on findings from the University of Maryland Center for Environmental Science study. For information on impervious surface and tree canopy thresholds as indicators of ecosystem health, see the Environment and Natural Resources section of this chapter.

Goals and Objectives

See Appendix A for goals and objectives.

Government and Community Facilities

Key Issues

Town Centers are intended to provide government services and promote civic pride and community engagement. How can this master plan continue to be the county’s central government hub and support civic engagement that inspires greater community spirit?

Government Facilities

Since Prince Frederick is the county seat of Calvert County, several state and county government services are located in the Town Center, many of which are in Old Town Prince Frederick: Planning & Zoning; Finance & Budget; Economic Development; and Public Safety; as well as the Maryland State Police Barrack. The State of Maryland’s District Court is the State Office Building are located on Duke Street. The Circuit Court and Orphan’s Court for Calvert County are in the historic Calvert County Courthouse, along with the Calvert County Board of County Commissioners and the County Administrator’s Office. Other government buildings house the Department of Community Resources, Calvert County Sheriff’s Office, Calvert Senior Pines Center, Calvert Library Prince Frederick, Prince Frederick Volunteer Fire Department, Prince Frederick Volunteer Rescue Squad, the Calvert County Health Department and the Calvert County Nursing Home.

Educational Facilities

The Prince Frederick Town Center and surrounding communities are served by Barstow and Calvert elementary schools, Calvert Middle School, and Calvert High School. The regional facilities of the Calvert Career and Technology Academy and Calvert Country School are also located in Prince Frederick and provide instructional services to students throughout the county. In addition, comprehensive assessment testing of young children and parent consultations are offered through the Child Find, Infant and Toddlers and Parent Connections programs, located within Calvert Country School. School enrollment in the Barstow and Calvert elementary schools, as well as Calvert Middle and High schools are currently under 90% capacity. The School Facility Master Plan FY 2023 determined that schools within the Prince Frederick Town Center are fairly well positioned for the future projected growth of this region for the next five years and are in good condition. Only systemic requests are being proposed in the Capital Improvements Program¹⁶.”

Library

Calvert Library Prince Frederick is a civic designation in the Town Center, located in the Market Square Shopping Center. The Calvert Library Facilities Master Plan 2017-2037, prepared by Providence Associates

¹⁶ Calvert County Public School Facility Master Plan FY 2023, p.35 (accessed 5/16/24).

LLC, determined that parking is an issue but that its location in the shopping center is convenient. A joint parking structure may need to be considered in the future¹⁷.”

Older Adult and Senior Facilities

Calvert Pines Senior Center, one of Calvert County Government’s three senior centers, is located on West Dares Beach Road and is open weekdays. It is co-located with senior housing owned by the Calvert Housing Authority. Calvert Pines provides services for older adults, seniors and persons with disabilities, like congregate meals, recreation and education programs, and supports enrollment in social services programs. The Capital Improvements Plan includes a project to expand and renovate the Calvert Pines Senior Center to create offices and update the building’s older systems. The project is contingent on receiving a Maryland Senior Center grant.

Community Support Centers

Of the county’s nearly 70 community support centers, more than half are in the Town Center. These facilities provide basic needs or a community benefit including government buildings, food banks and substance abuse centers. In addition to these centers, the Calvert County Department of Community Resources, Social Services Division partners with the Housing Authority of Calvert County and several non-profit organizations to provide continuum of care and housing financial assistance services to the homeless population and income-qualified households. The Housing Authority of Calvert County administers the U.S. Department of Housing and Urban Development’s [Homeless Housing Choice Voucher Program](#) and owns and maintains 72 housing units subsidized with Rental Assistance Rental Housing Assistance Project Based Vouchers. Additionally, the county plans to redevelop 85 and 87 Main Street to serve as a community resources hub and parking area to serve the homeless population and income-qualified households, consolidating continuum of care services in a central location. The county is also securing the MDOT funding for a transit station, providing accessible public transportation to and from the proposed facility.

Parks and Recreation

One intent of Town Centers is accessibility to recreational facilities. The Prince Frederick Town Center is within a 10-to-20-minute drive to several facilities. Driving distances to five types of recreation sites are grouped into three categories: 10 minutes or less, 20 minutes or less, and more than 20 minutes. The map on the following page illustrates driving times to athletic fields, basketball courts, tennis courts, trail sites and water access sites.

The Comprehensive Plan envisions recreation amenities in each town center. Below is a comparison of the vision and what currently exists or is programmed in the capital improvements program for the Prince Frederick Town Center.

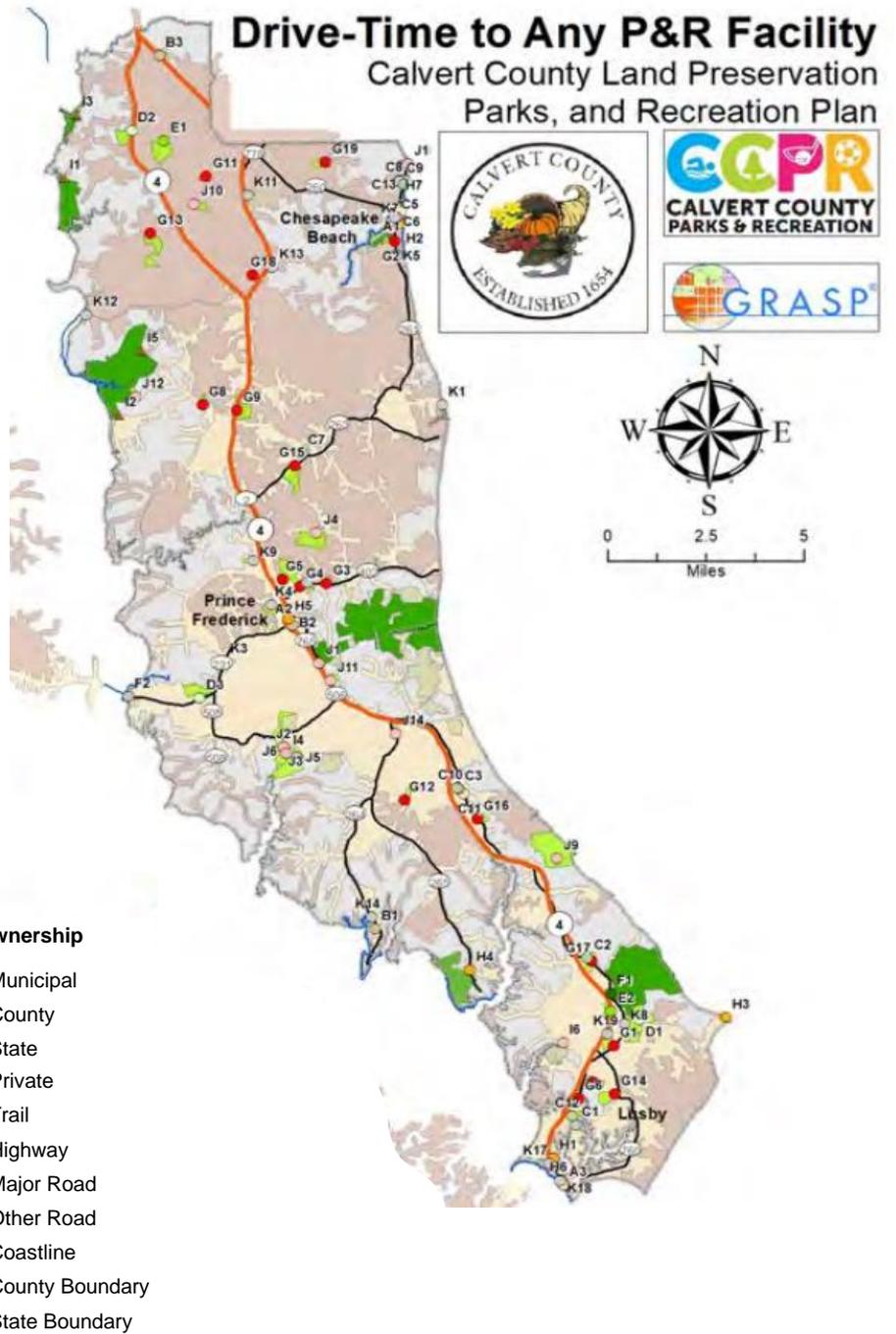
- **A town park or “village green”:** Courthouse Green and Margaret and Boyd Shields King Memorial Park.
- **An in-town pedestrian and bikeway system that connects residential areas, activity centers and schools:** Sidewalks have been constructed during county and state streetscape projects and development of commercial and residential projects. See the Land Use, Heritage, and Transportation sections of this chapter and the [Dunkirk and Prince Frederick Bikeways Feasibility Studies](#), prepared by Mead & Hunt and

¹⁷ [Calvert Library’s Board of Trustees Mission](#) (accessed 6/30/21).

co-funded by the county and [MDOT FY22 Kim Lamphier Bikeways Network Program](#) for discussions on the in-town pedestrian and bikeway system.

- **An outdoor public facility designed primarily for active team sports:** Hallowing Point Park is located west of the Town Center and is one of the county's three district parks. There are publicly accessible athletic fields located at the Calvert High, Calvert Middle, Calvert Elementary, and Calvert Country school sites.
- **An indoor community center capable of providing a range of activities for all age groups:** Currently, there is the temporary location of the Harriet E. Brown Community Center on Dares Beach Road. The land for the permanent location was purchased in 2020. In the spring of 2021, the County Commissioners approved \$6 million for the construction of the center. These funds will be supplemented with grant funds. In addition, the county's sole public indoor aquatic center, the Edward T. Hall Aquatic Center, is located in the Prince Frederick Town Center.

- Athletic fields:
 - 0-5 minutes in the Town Center and surrounding area
- Outdoor sports courts:
 - 0-5 minutes
- Indoor facilities:
 - 0-5 minutes or over 15 minutes depending on destination in the Town Center
- Trail sites:
 - 0-5 minutes for the areas along and east of MD 4 due to their proximity to the trails at Ward Farm Recreation and Nature Park
 - 15+ minutes from other areas in the Town Center
- Water access and historical/cultural sites:
 - 5 -15 minutes, but in some areas 15+ minutes, depending on the distance to Chesapeake Beach
- Picnic areas:
 - 0-5 minutes throughout the Town Center



Source: [Calvert County's Land Preservation, Parks, and Recreation Plan](#), p. 56 (accessed 3/27/24).

Public Safety

Several of the public safety facilities are centrally located in the Prince Frederick Town Center, including.

- **Calvert County Police and Detention Center:** The facility is located Church Street in the historic Calvert House, the county's first hospital prior to the establishment of CalvertHealth.
- **The Maryland State Police Prince Frederick Barrack:** The Barrack is on Main Street in Old Town Prince Frederick, near the Calvert County Courthouse.
- **Fire and Emergency Services:** Several fire and emergency organizations are located in or near the Town Center. Within the Town Center are the Prince Frederick Volunteer Fire Department, Prince Frederick Volunteer Rescue Squad and Calvert Advanced Life Support (Paramedics). The Rescue Squad facility, located on MD 2/4 south, was reconstructed between 2017 and 2018 and spans 21,560 square feet. It currently houses Calvert Advanced Life Support. The Fire Department, at MD 2/4 and Old Field Lane, was rebuilt between 2019 and 2021 and is 29,929 square feet.
- **The Emergency Operations Center:** The Emergency Operations Center coordinates response agencies during disasters, whether manmade or technological. The main center is located outside the Town Center, while a backup center is located within the Prince Frederick Town Center. The Public Safety Facility, which includes staff office space, is also located in the Town Center.

Healthcare

CalvertHealth Medical Center's main campus is located in Prince Frederick. It is part of a broader health system that includes a physician network, a diagnostic imaging center, urgent care facilities across the county and a mobile health unit serving under-resourced areas. CalvertHealth is the county's second-largest employer. Founded in 1919 as Calvert Memorial Hospital, its original Church Street building, the Calvert House, is now a designated Calvert County Historic District. CalvertHealth regularly conducts a Community Health Needs Assessment. See Chapter 1 for a discussion on the needs assessment.

Goals and Objectives

See Appendix A for goals and objectives.

Appendix A: Goals and Objectives

Implementation

This chapter is a compilation of the goals and objectives and the corresponding responsible parties for overseeing goal and objective implementation, or at the very least, are initiated and are progressing towards implementation. In addition, goal and objective implementation are characterized by timeframes or associated actions.

Timeframe or Associated Actions

Short-Term Actions are intended to be accomplished in the three years following adoption of this master plan.

Mid-Term Actions are intended to be accomplished in the third to fourth year following adoption of this master plan.

Long-Term Actions are intended to be accomplished in the fifth through tenth year following adoption of this master plan.

Ongoing Actions are conducted as needed and responds to the changing needs of the residents.

Concurrent with Development actions are conducted as development occurs. Staff reviews development proposals and makes recommendations to the Planning Commission for consideration for approval.

The **MDOT Priority Letter** is the county's statement of its priorities for state spending on roads, bridges, bikeways, and transit in the county. It is submitted annually to MDOT upon approval by the Board of County Commissioners.

The **Zoning Regulations Update** is updated after the comprehensive plan is adopted. The **Zoning Regulations Update** requires analysis and development by the Department of Planning & Zoning, followed by public hearings and action by the Planning Commission and Board of County Commissioners.

The **Adequate Public Facilities** regulations were updated in 2022. Adequate public facilities requirements apply to roads, schools, water and sewer, stormwater management, solid waste and fire, rescue, and EMS services.

Responsible Agencies

BOCC	BOARD OF COUNTY COMMISSIONERS
CA	COUNTY ADMINISTRATOR
CCHD	CALVERT COUNTY HEALTH DEPARTMENT
CCPT	CALVERT COUNTY PUBLIC TRANSPORTATION
CCSO	CALVERT COUNTY SHERIFF'S OFFICE
CMR	DEPARTMENT OF COMMUNICATIONS & MEDIA RELATIONS
CR	DEPARTMENT OF COMMUNITY RESOURCES
CSM	COLLEGE OF SOUTHERN MARYLAND
DNR	MARYLAND DEPARTMENT OF NATURAL RESOURCES
EC	ENVIRONMENTAL COMMISSION
ED	DEPARTMENT OF ECONOMIC DEVELOPMENT
F&B	DEPARTMENT OF FINANCE & BUDGET
GS	DEPARTMENT OF GENERAL SERVICES
HC	HERITAGE COMMITTEE
HCD	HISTORIC DISTRICT COMMISSION
OOA	OFFICE ON AGING (DEPARTMENT OF COMMUNITY RESOURCES)
PC	PLANNING COMMISSION
P&R	DEPARTMENT OF PARKS & RECREATION
PW	DEPARTMENT OF PUBLIC WORKS
P&Z	DEPARTMENT OF PLANNING & ZONING
TS	DEPARTMENT OF TECHNOLOGY SERVICES
SHA	MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

Tables of Actions, Schedule, and Responsible Agencies

Land Use Goals and Objectives

Goal 1: Designate focus areas for investment rather than plan for the Prince Frederick Town Center in its entirety.

Objective 1: Designate three sub-districts.	Timeframe or Associated Action	Responsible Parties
LU.2.1.1.1 Remove the current eight sub-districts and replace them with three sub-districts proposed in the Land Use section.	Zoning Regulations Update	P&Z
LU.2.1.1.2 Allow flexibility as to form, design and uses related to parking requirements and open space requirements and in the commercial floating zone.	Zoning Regulations Update	P&Z, PR, PC, BOCC
Objective 2: Designate focus areas to establish memorable places that are targeted for investment.	Timeframe or Associated Action	Responsible Parties
LU.2.1.2.1 Designate the Old Town District or a subset of the District as a focus area for revitalization purposes and to transform the area into a nighttime and weekend destination.	Short-Term	P&Z, CR, ED, PW
LU.2.1.2.2 Designate Main Street and Armory Road as a focus area to establish bike lanes that connect to the larger planned Prince Frederick Town Center bikeways network.	Short-Term	P&Z, PW
LU.2.1.2.3 Increase awareness of the Baltimore and Drum Point Railroad Bed trail by designating it as a focus area and placing trail markers along the trail route and a sign near the intersection of Main Street and Church Street that includes a map and an educational message about the significance of the trail. Consider including Kings Memorial Park and other cultural assets along Main Street on the map and in the educational message.	Short-Term	P&Z, P&R
LU.2.1.2.4 Designate Prince Frederick Boulevard as a focus area to establish a Prince Frederick Library Bikeways Corridor.	Short-Term	P&Z, PW
LU.2.1.2.5 Allow developers the option of paying either in part or wholly, the recreation excise fee towards establishing trails or shared-use paths that connect neighborhoods to the larger recommended shared-use path network for the Town Center for connectivity to trails, off-site open spaces and recreation opportunities. Also allow for natural environmental corridors, dog parks, or public art and cultural and heritage displays.	Zoning Regulations Update	P&Z, P&R, PC, BOCC
Objective 3: Encourage interconnection among developments in the Traditional Suburban District.	Timeframe or Associated Action	Responsible Parties
LU.2.1.3.1 Permit cul-de-sacs only where topography dictates that connected streets are not feasible.	Zoning Regulations Update	P&Z, PW, PC, BOCC
LU.2.1.3.2 Require cul-de-sacs and disconnected streets to be connected by pedestrian and bicycle pathways.	Zoning Regulations Update	P&Z, PW, PC, BOCC

LU.2.1.3.3 Require developers to build pathways to the edge of their property if adjacent parcels are undeveloped; require developers of parcels adjacent to those pathways to connect their streets to them.	Zoning Regulations Update	P&Z, PC, BOCC
LU.2.1.3.4 Consider requiring frontage upgrades along existing roadways to ensure that they meet current standouts.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 4: Promote an active streetscape that provides for multiple modes of transportation in the Traditional Suburban District.	Timeframe or Associated Action	Responsible Parties
LU.2.1.4.1 Incorporate generally unbroken street frontage allowing for on-street parking; off-street parking should be accessed by alleys.	Zoning Regulations Update	P&Z, PW
LU.2.1.4.2 Require as much street grid connectivity as possible in new development	Zoning Regulations Update	P&Z, PW
Objective 5: Reinvigorate the Old Town District as the civic heart of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
LU.2.1.5.1 Encourage the establishment of affordable and age-restricted housing near the Old Town District.	Ongoing	CR
LU.2.1.5.2 In lieu of a formal historic designation, implement architectural design requirements that ensure new construction is discernable from existing buildings surrounding the historic county courthouse but compliments its scale, massing, style, and materials.	Mid-Term	P&Z, PC
LU.2.1.5.3 Pursue the Maryland Department of Housing and Community Development's Main Street Designation.	Mid-Term	ED, BOCC
LU.2.1.5.4 Consider increased residential density in the potential Main Street Designation area to put more people within walking distance of it.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 6: Support flexible development regulations for redevelopment along the MD 2/4 corridor.	Timeframe or Associated Action	Responsible Parties
LU.2.1.6.1 Allow for flexibility of bulk regulations in the Commercial and Redevelopment District through a tool such as a floating commercial zone.	Zoning Regulations Update	P&Z, PC, BOCC
LU.2.1.6.2 Reconsider parking requirements for new development in the Commercial Development and Redevelopment Development District.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 7: Encourage high quality designed commercial growth.	Timeframe or Associated Actions	Responsible Parties
LU.2.1.7.1 Continue to encourage new commercial development that reflects principles of cohesive design, human-scaled architecture, quality materials, and integration with public spaces and adjacent properties, to ensure that future growth contributes to a vibrant, walkable, and visually distinctive Town Center.	Ongoing	P&Z, PC, BOCC
LU.2.1.7.2 Continue to implement of current appearance code requirements and review periodically.	Ongoing	P&Z, PC, BOCC

Objective 8: Expand the Prince Frederick Town Center boundary to comply with the Calvert County Comprehensive Plan.	Timeframe or Associated Actions	Responsible Parties
LU.2.1.8.1 Expand the Town Center boundary to include employment centers to the north and south and residential land that includes Symphony Woods and Calvert Towne to the southeast.	Short-term	P&Z, PC, BOCC

Environment and Natural Resources Goals and Objectives

Goal 1: Preserve, protect, and conserve natural resources and environmentally sensitive areas in the Prince Frederick Town Center.

Objective 1: Preserve and restore streams and stream buffers.	Timeframe or Associated Action	Responsible Parties
ENR.2.1.1.1 Continue protection of perennial streams and their buffers.	Ongoing	P&Z, DNR
ENR.2.1.1.2 Preserve and restore riparian forests.	Ongoing	P&Z, DNR
ENR.2.1.1.3 Establish a tree canopy goal for the Prince Frederick Town Center.	Short-Term	P&Z, PC, BOCC
<u>ENR.2.1.1.4 Assess impervious surface coverage when data becomes available from the state, every five to seven years.</u> <u>(Recommended revision to address public comment.)</u>	<u>Ongoing</u>	<u>P&Z, TS</u>
<u>ENR.2.1.1.5 Evaluate current and potential impervious surface coverage to establish a recommended threshold.</u> <u>(Recommended revision to address public comment.)</u>	<u>Short-Term</u>	<u>P&Z, PC, BOCC</u>
Objective 2: Create greenways to connect the Prince Frederick Town Center to the Chesapeake Bay, Patuxent River, and their tributaries.	Timeframe or Associated Action	Responsible Parties
ENR.2.1.2.1 Develop a greenway map for the Prince Frederick area.	Short-Term	P&Z
ENR.2.1.2.2 Work with private owners, land trusts, and state agencies to preserve land in the identified greenway areas through easements or acquisition.	Ongoing	P&R, P&Z

Goal 2: Continue a comprehensive approach to environmental planning with special emphasis on watershed planning.

Objective 1: Preserve forestland and tree canopy.	Timeframe or Associated Action	Responsible Parties
ENR.2.2.1.1 Protect the Forest Overlay located in the southern area of the Prince Frederick Town Center, utilizing the county's Natural Resource Protection Area found in the county's Zoning Ordinance.	Ongoing	P&Z
ENR.2.2.1.2 Assess the current natural assets in the Town Center. Include in the assessment open spaces like King Memorial Park.	Short-Term	P&Z, EC

ENR.2.2.1.3 Conduct an assessment on how to use and enhance natural solutions in the built environment to improve community outcomes.	Short-Term	P&Z, EC
ENR.2.2.1.4 Analyze the current tensions and possible solutions between the changing environmental systems and our current infrastructure. Include in the analysis green infrastructure and natural solutions for stormwater management.	Short-Term	P&Z, EC
ENR.2.2.1.5 Educate property owners regarding the benefits of tree planting around homes to reduce heating and cooling costs and other environmental benefits.	Ongoing	P&Z, EC

Heritage Goals and Objectives

Goal 1: Enhance while preserving a walkable and vibrant business district, government center and center of community life.

Objective I: Develop the Baltimore and Drum Point Railroad bed as a walking, biking, and jogging trail.	Timeframe or Associated Action	Responsible Parties
HE.2.1.1.1 Establish an inter-committee/agency coordinating group to formulate a plan of action and milestones for developing the railroad bed for presentation to P&Z and the BOCC.	Short-Term	P&Z, P&R, PW
HE.2.1.1.2 Conduct a community survey to gather input regarding citizens priorities regarding how the trail would appear.	Short-Term	P&Z, HDC, HC
HE.2.1.1.3 Conduct a site survey to determine available access, easement issues and workarounds.	Short-Term	P&Z, PW
HE.2.1.1.4 Designate the Baltimore and Drum Point Railroad Bed trail as a focus area and increase awareness by placing trail markers along the trail route and a sign near the intersection of Main Street and Church Street that includes a map and an educational message about the significance of the trail. Consider including Kings Memorial Park and other cultural assets along Main Street on the map and in the educational message.	Short-Term	P&Z, P&R
Objective 2: Prioritize completion of missing sidewalk segments in the Town Center.	Timeframe or Associated Action	Responsible Parties
HE.2.1.2.1 Establish as a priority the completion of all sidewalks within the Town Center to a uniform grade and of a width, where possible, to permit two-way traffic.	Ongoing	PW
HE.2.1.2.2 Establish a process for annually reporting to the BOCC and the public the status of sidewalk segment completion.	Short-Term	PW
HE.2.1.2.3 Develop a map available through multi-media sources of walkable areas within the Town Center.	Short-Term	ED, TS
Objective 3: Consider development of a town square(s).	Timeframe or Associated Action	Responsible Parties

HE.2.1.3.1 Set as a priority the establishment of a town square within the Town Center that would re-purpose existing properties and consider use of the armory site.	Short-Term	BOCC
HE.2.1.3.2 Related to the above sub-objective, conduct a feasibility study to analyze the best location for a town square that could serve as a center of business and cultural life.	Short-Term	P&Z, ED

Goal 2: Preserve existing access to open space while developing walkable areas and access to other open space resources.

Objective I: Promote accessibility to Parkers, Hunting and Battle Creeks.	Timeframe or Associated Action	Responsible Parties
HE.2.2.1.1 Promote walkable access to (to the extent feasible) Parkers, Hunting and Battle Creeks.	Mid-Term	P&R
Objective 2: Prioritize preserving historic and scenic connector roads in the Town Center.	Timeframe or Associated Action	Responsible Parties
HE.2.2.2.1 Formally designate Stoakley, Barstow and Double Oak roads (the last south of Dares Beach Road) as historic and scenic connector roads.	Mid-Term	P&Z, PW
HE.2.2.2.2 Develop uniform protections for these roads as a part of a historic and scenic road ordinance contemplated under the county comprehensive plan.	Mid-Term	P&Z, PW
Objective 3: Develop a walking, biking and jogging trail paralleling Dares Beach Road running from MD 2/4.	Timeframe or Associated Action	Responsible Parties
HE.2.2.3.1 Conduct a site survey to determine available access, easement issues and workarounds.	Short-Term	P&Z, PW
HE.2.2.3.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.	Short-Term	P&Z, PW

Goal 3: Preserve and enhance historic structures and architecture that uniquely characterize Prince Frederick.

Objective I: Preserve all structures of historic significance within the Town Center.	Timeframe or Associated Action	Responsible Parties
HE.2.3.1.1 Prioritize preserving historic and archaeological sites and/or structures within the footprint of Prince Frederick that are on the Maryland Registry of Historic Properties.	Mid-Term	P&Z
HE.2.3.1.2 Identify and add to the Maryland Registry of Historic Properties any additional historic structures within the Town Center not currently on the registry.	Mid-Term	P&Z
HE.2.3.1.3 Establish a process for annual reporting to the BOCC and public regarding the status of preservation efforts.	Mid-Term	P&Z
HE.2.3.1.4 Establish a process for identifying and placing as many town center properties as possible on the National Register of Historic Properties.	Mid-Term	P&Z

Objective 2: Encourage new construction projects to complement historic fabric extant in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
HE.2.3.2.1 Analyze defining architectural styles, features and materials of existing historic structures along the Main Street and Armory Road corridors.	Mid-Term	P&Z
HE.2.3.2.2 Apply an analysis for development of Town Center design guidelines to ensure that new construction is discernable from extant historic architecture but complements in scale, massing, style, and materials.	Mid-Term	P&Z
Objective 3: Develop a multi-media guide of historic structures in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
HE.2.3.3.1 Develop a virtual guide of historic structures in Prince Frederick that would include allowing virtual interior tours.	Short-Term	ED, TS
HE.2.3.3.2 Develop uniform signage that would identify and briefly describe historic structures and points of interest in Prince Frederick.	Short-Term	ED

Goal 4: Develop heritage resources that preserve and tell the story of Prince Frederick and its people.

Objective 1: Further develop resources that promote historic points of interest in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
HE.2.4.1.1 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the historic sites/points of interest, structures, and monuments in Prince Frederick.	Mid-Term	P&Z
HE.2.4.1.2 Consistent with the prior objective, identify and develop multi-media means of presenting to the public Town Center historic sites/points of interest and structures.	Mid-Term	ED, TS
Objective 2: Develop easily accessible resources that tell personal stories that are connected with Prince Frederick.	Timeframe or Associated Action	Responsible Parties
HE.2.4.1.3 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the personal stories associated with the historic structures and monuments within the Town Center.	Mid-Term	P&Z, TS
HE.2.4.2.1 Consistent with the prior objective, investigate and procure multi-media technologies for making these personal stories accessible.	Mid-Term	P&Z, TS
Objective 3: Investigate means of telling individual stories through archeology.	Timeframe or Associated Action	Responsible Parties
HE.2.4.3.1 Determine the feasibility of using discoveries and other resources from the Town Center's archeological sites to assist in telling the individual stories associated with Prince Frederick.	Short-Term	P&Z, ED
HE.2.4.3.2 Prioritize protecting archeological sites within the Town Center while investigating possible public access to the stories of these historic sites.	Short-Term	P&Z, ED

Housing Goals and Objectives

Goal 1: Provide for full range of housing types in the Prince Frederick Town Center to attract and retain multi-generational communities.

Objective 1: Facilitate the development of a variety of housing types in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
HO.2.1.1.1 Continue the policy to allow accessory dwelling units on lots with single-family dwellings.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 2: Encourage walkable, mixed-use communities in Prince Frederick Town Center.

Objective 1: Accommodate residential uses in areas that are traditionally commercial in character.	Timeframe or Associated Action	Responsible Parties
HO.2.2.1.1 Continue to allow residential uses in mixed-use buildings in the Prince Frederick Town Center.	Zoning Regulations Update	P&Z, PC, BOCC
HO.2.2.1.2 Encourage the co-location of multi-family housing into commercial areas to bring uses closer together and allow for redevelopment and infill housing.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 3: Provide programs to increase housing affordability.

Objective 1: Support programs that increase the availability of affordable units.	Timeframe or Associated Action	Responsible Parties
HO.2.3.1.1 Encourage public/private partnerships and/or developer-nonprofit partnerships for the development of affordable housing, elderly housing or upgrading of substandard housing.	Ongoing	CR, ED
HO.2.3.1.2 Avoid concentrating subsidized housing. Facilitate affordable housing in all areas of the Town Center.	Ongoing	CR, P&Z
HO.2.3.1.3 Consider adopting inclusionary zoning regulations, after reviewing programs in other jurisdictions.	Zoning Regulations Update	P&Z, CR, PC, BOCC

Goal 4: Support aging in place through universal design housing units, especially near health and support services.

Objective 1: Support aging in place through universal design.	Timeframe or Associated Action	Responsible Parties
HO.2.4.1.1 Encourage the use of universal design principles in the housing units and communities.	Zoning Regulations Update	P&Z, PC, BOCC
HO.2.4.1.2 Regularly review parking requirements for housing to serve the disabled and seniors.	Zoning Regulations Update	P&Z, PC, BOCC
HO.2.4.1.3 Provide opportunities to retrofit existing homes to incorporate universal design features so that seniors and the disabled can remain in communities longer if they so choose.	Ongoing	CR

Objective 2: Locate senior housing near health and other support services.	Timeframe or Associated Action	Responsible Parties
HO.2.4.2.1 Continue to prioritize senior housing and assisted living facilities in Town Centers by reducing the full requirements of the adequate public facilities requirements for schools, school excise taxes, and/or the use of TDRs to increase allowable density.	Adequate Public Facilities	P&Z, F&B, BOCC
HO.2.4.2.2 Develop incentives for assisted living facilities and nursing homes to be constructed in Town Centers.	Ongoing	CR, F&B, BOCC

Goal 5: Provide health services to the Calvert County community.

Objective 1: Plan for adequate space for provisions of community services.	Timeframe or Associated Action	Responsible Parties
HO.2.5.1.1 Provide sufficient space for the Calvert County Health Department to provide services to the county community.	Mid-Term	CR, BOCC

Economic Vitality Goals and Objectives

Goal 1: Strengthen economic opportunity and direct business growth in Prince Frederick.

Objective 1: Encourage development in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
EV.2.1.1.1 Maintain an online presence of tools and resources for county businesses and businesses looking to locate in the county.	Ongoing	ED
EV.2.1.1.2 Continue promotion of Prince Frederick as an option to site selectors and developers.	Ongoing	ED
EV.2.1.1.3 Provide incentives for business relocation and expansion in Prince Frederick.	Ongoing	ED
EV.2.1.1.4 Streamline the development review process in Town Centers. Maintain a fast-track plan processing for targeted businesses.	Ongoing	ED, P&Z, PW
EV.2.1.1.5 Support development of retail and commercial projects that provide walkable, pedestrian friendly and well-connected infrastructure to encourage consumers and visitors to spend more time in Prince Frederick.	Ongoing	ED, PW, P&Z
Objective 2: Revitalize and strengthen the Main Street/Old Town area of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
EV.2.1.2.1 Encourage the development of a Prince Frederick business association.	Mid-Term	ED
EV.2.1.2.1 Seek assistance from the Main Street Designation to build a stronger community through preservation-based economic development, including the areas of design, promotion, and organization.	Mid-Term	ED
EV.2.1.2.4 Encourage businesses, civic organizations, citizen, and institutional groups to develop annual events to attract residents and visitors to Prince Frederick.	Ongoing	ED

EV.2.1.2.5 Ensure compatible infill development in the Old Town district.	Zoning Regulations Update	ED, P&Z
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Goal 2: Expand Calvert County’s tourism opportunities in Prince Frederick.

Objective 1: Improve Calvert County visitor experiences in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
EV.2.2.1.1 Use cultural and community programming to attract new visitors to the Town Center.	Ongoing	ED
EV.2.2.1.2 Support and coordinate marketing of special events and tourist events in Prince Frederick.	Ongoing	ED
EV.2.2.1.3 Consider initiating a public art program.	Mid-Term	ED
EV.2.2.1.4 Encourage development and expansion of small-scale, high-end, retail businesses with a local flavor.	Ongoing	ED, P&Z
EV.2.2.1.5 Establish a façade and signage assistance program to provide design/architectural assistance for existing businesses to include low-interest loans to assist existing businesses and property owners with signage and façade improvements that would enhance visitor experience.	Mid-Term	ED, P&Z
EV.2.2.1.6 Support the establishment of “destination” accommodations and dining to draw overnight tourism.	Mid-term	ED, P&Z

Goal 3: Strengthen educational and workforce opportunities in Prince Frederick.

Objective 1: Facilitate development of a workforce that meets the needs of Prince Frederick’s variety of employers.	Timeframe or Associated Action	Responsible Parties
EV.2.3.1.1 Encourage apprenticeship programs and the College of Southern Maryland to expand partnerships with Calvert County health care providers that includes classroom instruction and clinical training at locations in the county.	Short-Term	ED
EV.3.3.1.2 Maintain good relations with major employers and industry sectors to gauge and monitor trends and challenges in filling workforce needs.	Ongoing	ED
EV.3.3.1.3 Strengthen educational programs to support entrepreneurship as well as the existing health care, agri-business, hospitality, and energy industries.	Ongoing	ED
EV.2.3.1.4 Leverage public/private partnerships to ensure an adequate labor supply for local businesses.	Ongoing	ED
EV.2.3.1.5 Support expansion of the Prince Frederick campus of the College of Southern Maryland’s programs to support local businesses such as The Corporate Center and the Small Business Development Center.	Mid-Term	ED

Transportation Goals and Objectives

Goal 1: Improve Traffic and Mobility in Prince Frederick.

Objective 1: Take a firm stance with SHA and developer applicants with respect to access management along MD 2/4 and MD 231.	Timeframe or Associated Action	Responsible Parties
TR.2.1.1.1 Make clear in the Zoning Ordinance that no additional access points along MD 2/4 are to be permitted between Old Field Lane and Stoakley Road.	Zoning Regulations Update	P&Z, PW, PC, BOCC
TR.2.1.1.2 Work with SHA and property owners to proactively convert existing access points to right-in and right-out only, with traffic directed to Prince Frederick Boulevard on the west side of MD 2/4.	Ongoing	P&Z, PW
TR.2.1.1.3 As an eastern loop road continues to be developed, ensure that similar actions are taken to proactively close access points along MD 2/4.	Mid-Term	P&Z, PW
Objective 2: Expand traffic monitoring and intelligent transportation systems in the MD 2/4 corridor through Prince Frederick.	Timeframe or Associated Action	Responsible Parties
TR.2.1.2.1 Encourage SHA to install traffic cameras, speed sensors and other real-time data collection and traffic management tools.	MDOT Priority Letter	BOCC
Objective 3: Complete strategic roadway network improvements in the Town Center.	Timeframe or Associated Action	Responsible Parties
TR.2.1.3.1 Encourage SHA to complete the phases of widening of MD 2/4 north of Fox Run Blvd. (Phase 3A and 3B).	MDOT Priority Letter	BOCC
TR.2.1.3.2 Extend the Prince Frederick Boulevard to intersect with MD 2/4 approximately 2000 feet south of Sherry Lane to reduce the need for residents along Prince Frederick Boulevard to use the intersection of MD 231 at MD 2/4 minimizing impact to the stream valley in the Forest Overlay.	Concurrent with Development	PW
TR.2.1.3.3 Connect the two existing sections of Fox Run Boulevard.	Short-Term	PW
TR.2.1.3.4 Connect Chesapeake Boulevard to Harrow Lane.	Long-Term	PW
TR.2.1.3.5 Construct the third segment of the eastern loop road that would continue between CalvertHealth Medical Center and the creek to its east, which connects to Hunting Creek, following the northern edge of the hospital parking lot to intersect MD 2/4 at Auto Drive. This alignment will require significantly less forest clearing and may require somewhat less grading than alignments that are on the east of the creek before connecting to MD 2/4.	Long-term	PW
Objective 4: Improve safety and access control along MD 231.		
TR.2.1.4.1 At Stafford Road, work with SHA to consider realigning the intersection to reduce the skew and improve sight distance for left turning vehicles.	MDOT Priority Letter	PW, BOCC

TR.2.1.4.2 At Barstow Road/German Chapel Road, work with SHA to consider realigning the intersection to reduce the skew	MDOT Priority Letter	PW, BOCC
TR.2.1.4.3 Coordinate with SHA at Adelina Road to advance the design and construction of roadway improvements, enhancing intersection safety.	MDOT Priority Letter	PW, BOCC
TR.2.1.4.4 Control future access to MD 231 by requiring any development to exit onto a collector road which would be more likely to warrant signalization.	Zoning Regulations Update	P&Z, PW, PC
Objective 5: Develop a street network in the northwest quadrant of the Town Center to relieve pressure on the intersection of MD 231 at MD 2/4 from new development both north and south of MD 231.	Timeframe or Associated Action	Responsible Parties
TR.2.1.5.1 Extend West MD 402 (Dares Beach Road) towards JW Williams Road.	Long-Term	PW

Goal 2: Implement Bicycle, Pedestrian, and Streetscape Improvements to Enhance Community Connectivity and Sustainability in Prince Frederick.

Objective 1: Expand Prince Frederick’s bicycle network.	Timeframe or Associated Action	Responsible Parties
TR.2.2.1.1 Construct north/south bikeways east and west of MD 2/4 that roughly follow Prince Frederick Boulevard on the west side and Main Street, Armory Road, Fairground Road, Fox Run Boulevard, and Chesapeake Boulevard (including future planned segments) on the east side. Prioritize bike lanes along Main Street, Armory Road, and Prince Frederick Boulevard.	Short-Term	P&Z, PW
TR.2.2.1.2 Construct east/west bikeways connecting Main Street to points west along MD 231 (Hallowing Point Road) and College Station to points east along MD 402 (Dares Beach Road), including future planned segments.	Mid-Term	P&Z, PW
TR.2.2.1.3 Construct east/west bikeways between Fox Run Boulevard and Stoakley Road.	Mid-Term	P&Z, PW
TR.2.2.1.4 Establish a deliberate program to evaluate whether travel lanes, parking, or road shoulders may be repurposed as bicycle lanes during each roadway resurfacing project.	Ongoing	P&Z, PW
Objective 2: Implement strategic policy changes to advance bicycle network implementation, connect subdivisions and fill in gaps in the sidewalk and pathway networks.	Timeframe or Associated Action	Responsible Parties
TR.2.2.2.1 Update county road and development standards to ensure that new roadways fully incorporate safe and buffered bicycle facilities or shared-use paths.	Short-Term	PW
TR.2.2.2.2 Require all new subdivisions to connect their frontage sidewalks to the nearest logical termini (an intersection, community facility, etc.).	Zoning Regulations Update	P&Z, PW
TR.2.2.2.3 Require subdivisions that cannot connect their frontage sidewalks to a logical terminus due to right-of-way or other	Zoning Regulations Update	P&Z, PW

constraints to construct a sidewalk segment of similar length/complexity elsewhere in the Town Center within the existing right-of-way.		
Objective 3: Reinvest in Main Street to achieve a vibrant hub of commerce, civic and community activity.	Timeframe or Associated Action	Responsible Parties
TR.2.2.3.1 Encourage SHA to enhance the pedestrian environment and streetscape with a green median, use of pavers and decorative streetlights and other enhancements.	Mid-Term	PW, ED

Goal 3: Enhance Regional and Local Transit Service.

Objective 1: Expand commuter service to regional employment destinations for commuters outside the county.	Timeframe or Associated Action	Responsible Parties
TR.2.3.1.1 Encourage MTA to implement a new commuter bus route from Prince Frederick to state office complexes in the downtown Annapolis government center.	DOT Priority Letter	BOCC
<u>TR.2.3.1.2 Encourage MTA to implement a new commuter bus route from to federal facilities in northern Prince George's County (New Carrollton, Greenbelt and College Park).</u> <u>(Recommended revision to respond to public comment.)</u>	<u>Mid-term</u>	<u>CR, MTA</u>
<u>TR.2.3.1.3 Encourage MTA to restructure certain routes to connect from Prince Frederick/Dunkirk to Alexandria, Virginia, and the Pentagon.</u> <u>(Recommended revision to respond to public comment.)</u>	<u>Mid-term</u>	<u>CR, MTA</u>
<u>TR.2.3.1.4 Encourage MTA to consider establishing and subsidizing subscription-based van pool service to the above-named destinations in the interim prior to new or restructured commuter routes.</u> <u>(Recommended revision to respond to public comment.)</u>	<u>Mid-term</u>	<u>CR, MTA</u>
Objective 2: Operate frequent, reliable local service for transit users within the immediate environs of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
TR.3.3.2.1 Operate fixed-route service at a maximum headway of 60 minutes during weekday daytimes.	Mid-Term	CCPT
TR.2.3.2.2 Implement on-demand or subscription-based evening service. This would increase service span—meeting the needs of early-morning or late-evening transit users—at a lower cost than expanding fixed-route service.	Short-Term	CCPT
<u>TR.2.3.2.3 Establish a dedicated transfer center in the Town Center.</u> <u>(Recommended revision to respond to public comment.)</u>	<u>Short-term</u>	<u>CCPT, MDOT</u>
<u>TR.2.3.2.4 Consider adding a potential new route, such as a Prince Frederick–Hughesville connection.</u> <u>(Recommended revision to respond to public comment.)</u>	<u>Mid-term</u>	<u>CCPT</u>

Goal 4: Revise Subdivision and Land Development Regulations to Support Sustainability in Transportation.

Objective 1: Implement targeted policy changes to make owning and operating an EV in Prince Frederick more attractive.	Timeframe or Associated Action	Responsible Parties
TR.2.4.1.1 Provide electric vehicle charging stations at all public facilities within the Town Center. Prioritize adding stations at the other county government office buildings, the two courthouses, Calvert Pines Senior Center, Calvert Library Prince Frederick, and the College of Southern Maryland Prince Frederick Campus.	Ongoing	P&Z, EC
Objective 2: Scale back the maximum amount of parking that is required in new developments.	Timeframe or Associated Action	Responsible Parties
TR.2.2.1.1 Revise the Zoning Ordinance to include form-based parking reductions, which would lower the number of required parking spaces if certain design elements were incorporated, such as locating parking behind rather than in front of a building.	Zoning Regulations Update	P&Z, PC, BOCC
TR.2.2.1.2 Require shared-parking reductions among multiple uses in a single development. Currently, the Zoning Ordinance permits optional shared-parking and lays the reduction rates to be used for mixed-use developments. Developers could be required to use these reduced rates as the “minimum” basis for their parking maximum.	Zoning Regulations Update	P&Z, PC, BOCC
TR.2.2.1.3 Reduce the parking maximum from 125% to no more than 100% and require all spaces in excess of the minimum to be pervious.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 5: Enhance while preserving a walkable and vibrant business district, government center, and center of community life.

Objective 1: Develop the Baltimore and Drum Point Railroad bed as a walking, biking, and jogging trail.	Timeframe or Associated Action	Responsible Parties
TR.2.5.1.1 Establish an inter-committee/agency coordinating group to formulate a plan of action and milestones for developing the railroad bed for presentation to P&Z and the BOCC.	Short-Term	P&Z, P&R, PW
TR.2.5.1.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.	Short-Term	P&Z, HDC, HC
TR.2.5.1.3 Conduct a site survey to determine available access, easement issues and workarounds.	Short-Term	P&Z, PW
Objective 2: Prioritize completion of missing sidewalk segments in the Town Center.	Timeframe or Associated Action	Responsible Parties
TR.2.5.2.1 Establish as a priority the completion of all sidewalks within the Town Center to a uniform grade and of a width, where possible, to permit two-way traffic.	Ongoing	PW
TR.2.5.2.2 Establish a process for annually reporting to the BOCC and the public the status of sidewalk segment completion.	Short-Term	PW

TR.2.5.2.3 Develop a map available through multi-media sources of walkable areas within the Town Center.	Short-Term	ED, TS
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Goal 6: Preserve existing access to open space while developing walkable areas and access to other open space resources.

Objective 1: Promote accessibility to Parkers, Hunting and Battle Creeks.	Timeframe or Associated Action	Responsible Parties
TR.2.6.1.1 Promote walkable access to (to the extent feasible) Parkers, Hunting and Battle Creeks.	Mid-Term	P&R
Objective 2: Develop a walking, biking, and jogging trail paralleling MD 402 (Dares Beach Road) running from MD 2/4 to MD 402.	Timeframe or Associated Action	Responsible Parties
TR.2.6.2.1 Conduct a site survey to determine available access, easement issues, and workarounds.	Short-Term	P&Z, PW
TR.2.6.2.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.	Short-Term	P&Z, PW

Water Resources Goals and Objectives

Goal 1: Ensure sufficient drinking water quantity and quality to support projected population growth.

Objective 1: Continuously gather and analyze up-to-date data on the water supply for the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
WR.2.1.1.1 Continue to update the drinking water system capacity management plan for the Prince Frederick municipal water system.	Ongoing	PW

Goal 2: Ensure sufficient wastewater treatment capacity to support development in the Prince Frederick Town Center and nearby areas served by Wastewater Treatment Plants I and II.

Objective 1: Manage wastewater system capacity to ensure the systems are able to accommodate new development in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
WR.2.2.1.1 Continue to update the wastewater capacity management plan for the Prince Frederick sewerage system.	Long-Term	PW
WR.2.2.1.2 Provide adequate public wastewater treatment facilities to accommodate planned future development in the Prince Frederick Town Center.	Long-Term	PW
WR.2.2.1.3 Be proactive in the development of wastewater collection infrastructure in the Prince Frederick Town Center.	Long-Term	PW

Goal 3: Protect public health and water quality.

Objective 1: Minimize pollution from wastewater treatment plants and septic systems.	Timeframe or Associated Action	Responsible Parties
WR.2.3.1.1 Require new wastewater treatment systems to be land application systems.	Mid-Term	PW, P&Z

WR.2.3.1.2 Require septic systems in Town Centers to connect to public wastewater treatment plants when sewage collection systems are available and, in the event, the septic system fails.	Mid-Term	PW
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Goal 4: Install or enhance stormwater management systems to reduce pollution in the county streams, Patuxent River, and Chesapeake Bay.

Objective 1: Treat unmanaged impervious surfaces.	Timeframe or Associated Action	Responsible Parties
WR.2.4.1.1 Incentivize removal of unused impervious area, green roof retrofits, and expanded use of permeable pavement.	Ongoing	PW
Objective 2: Promote the protection of Parkers Creek, Hunting Creek, and Battle Creek and their tributaries.	Timeframe or Associated Action	Responsible Parties
WR.2.4.2.1 Establish as a priority the protection of Parkers, Hunting, and Battle Creeks and their tributaries.	Mid-Term	BOCC, PC, P&Z
WR.2.4.2.2 Assess Parkers, Hunting, and Battle Creeks and their tributaries for stream erosion and seek ways to restore the streams.	Short-Term	PW, P&Z, EC
WR.2.4.2.3 Work with the Calvert County Environmental Commission and encourage partnership with citizen-based environmental groups working to protect watersheds such as the American Chestnut Land Trust and Friends of Hunting Creek. Collaborate to develop public outreach initiatives that educate and encourage residents to reduce impacts to the waterways serving the Prince Frederick area.	Ongoing	P&Z, EC

Government and Community Facilities Goals and Objectives

Goal 1: Establish policies and strategies that provide for high-quality, responsive, and cost-effective services to residents, businesses, and organizations in the county.

Objective 1: Provide high-quality, responsive, and cost-effective customer service.	Timeframe or Associated Action	Responsible Parties
GCF.2.1.1.1 Conduct periodical analyses of county government space needs in Prince Frederick.	Ongoing	CA, PW/GS
CGF.2.1.1.2 Continue the preference of locating county services in or near the Main Street/Old Town area.	Ongoing	BOCC, CA, All Departments

Goal 2: Maintain the high quality of the educational facilities in Prince Frederick: schools, college, and library.

Objective 1: Continue to support Calvert County Public Schools and the College of Southern Maryland located in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
GCF.2.2.1.1 Support the Calvert County Public Schools located in Prince Frederick through the Capital Improvement Plan.	Ongoing	BOCC, PC, F&B, P&Z

Objective 2: Connect public schools, the College of Southern Maryland, and libraries to the surrounding residential areas and larger communities through programs and multi-modal transportation links.	Timeframe or Associated Action	Responsible Parties
GCF.2.2.2.1 Develop public transportation links between public schools, College of Southern Maryland, and Calvert Library Prince Frederick.	Ongoing	CR
GCF.2.2.2.2 Establish as a priority the protection of Parkers, Hunting, and Battle Creeks and their tributaries. [BOCC, PC, P&Z]	Ongoing	Calvert Library, CSM, P&Z, PW

Goal 3: Provide access to a variety of quality recreational environments and opportunities in Calvert County.

Objective 1: Increase the amount of land area dedicated to recreation and natural resources.	Timeframe or Associated Action	Responsible Parties
GCF.2.3.1.1 As the county’s population grows, the inventory of parks and recreation assets and programs, as well as resources of the Department of Parks & Recreation should increase in a corresponding manner to ensure the continued delivery of high-quality programs, facility maintenance and infrastructure management.	Long-Term	P&R, P&Z
GCF.2.3.1.2 Target the development of any new indoor and outdoor sports fields or courts and/or other active recreation components in or near Town Centers.	Short-Term	P&R, P&Z, ED
GCF.2.3.1.3 Plan for the creation and/or expansion of centrally located parks and green spaces in Town Centers.	Long-Term	P&R, P&Z
GCF.2.3.1.4 Select locations for parks that are easily accessible to pedestrians and bicyclists living in the Town Centers.	Ongoing	P&R, P&Z
GCF.2.3.1.5 Support the construction of the permanent Harriet E. Brown Community Center.	Ongoing	BOCC, P&R

Goal 4: Support and/or encourage adequate healthcare facilities and programs in Prince Frederick.

Objective 1: Support the health and wellbeing of Prince Frederick residents.	Timeframe or Associated Action	Responsible Parties
GCF.2.4.1.1 Work with CalvertHealth to address the priority health topic of exercise, nutrition, and weight.	Ongoing	CR/OOA, CCHD
GCF.2.4.1.2 Provide adequate space for the Calvert County Health Department to provide services to the county community.	Ongoing	BOCC, CR

Goal 5: Support public safety programs, strategies, and facilities development.

Objective 1: Support the public safety of Prince Frederick residents.	Timeframe or Associated Action	Responsible Parties
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GCF.2.5.1.1 Provide adequate space for the Calvert County Sheriff's Office to provide services to the Prince Frederick community.	Ongoing	BOCC, CCSO
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Goal 6: Maintain well-managed and effective solid waste and recyclable materials management systems in the Prince Frederick area.

Objective 1: Ensure adequate facilities and infrastructure to accommodate current and future waste and recyclables.	Timeframe or Associated Action	Responsible Parties
GCF.2.6.1.1 Redesign and construct a new Barstow Convenience Center.	Ongoing	PW

Appendix B: Public Partnerships, Input and Outreach

Phase 1: Identify Issues

January 8, 2020: The Prince Frederick survey #1 was made available to the public online between January 8 and February 17.

January 30, 2020: The Department of Planning & Zoning held a liaison meeting for community groups and agencies. Liaisons were asked to help in informing the public on the Prince Frederick Town Center Master Plan update.

March 2, 2020: The Department of Planning & Zoning hosted an Open House. Survey #2 was also made available to the public online between March 2 and June 1.

March 30, 2020: In response to the Covid-19 pandemic, this master plan update's walking tours and focus area workshops planned for spring 2020 were cancelled.

May 19, 2020: At its virtual meeting, the Planning Commission endorsed staff's recommendation for the focus areas, land use and transportation, based upon survey responses and citizen's input. The Planning Commission also endorsed staff's recommendation to proceed with the update and continue to engage with the public virtually.

October 15, 2020: The Department of Planning & Zoning hosted a virtual public workshop to discuss the results of survey #2.

December 19, 2020: The Department of Planning & Zoning hosted a virtual public workshop to discuss the results of survey #3 on land use and transportation that closed on Nov. 30.

Phase 2: Develop the Plan

Jan. 21, 2021: The Planning Commission directed staff to proceed to phase II of the update process and prepare the draft master plan. WSP, formerly Sabra & Associates, a Mead & Hunt Company, led by Jamie Kendrick, AICP, Project Manager, Transportation, was selected to assist staff with the transportation and land use focus areas, as well as the purpose, key issues and implementation sections of this master plan update. The Department of Planning & Zoning and the consultant worked with county departments to prepare this master plan update.

Feb. 25, 2021: The county and consultant hosted a virtual public workshop to discuss land use scenarios.

March 17, 2021: County staff and the consultant made recommendations to the Planning Commission to restructure TDRs, open space, adequate public facilities requirements and excise taxes to aid in achieving the vision for the Prince Frederick Town Center.

March 31, 2021: The Department of Planning & Zoning held a virtual public meeting to discuss the Town Center's preferred land use scenario and to consider county staff and the consultant's policy recommendations.

July 3, 2021: The Department of Planning & Zoning distributed the draft Prince Frederick Town Center Master Plan update to adjoining jurisdictions, regional partners, agencies and the public for comment.

Aug. 18, 2021: Staff held a meeting with the Prince Frederick liaisons group to provide an overview of the update process and brief the group on the next steps.

Sept. 1, 2021: The public comment period ended.

Sept. 15, 2021: Staff provided the written and oral comments to the Planning Commission. The Planning Commission directed staff to summarize the comments, schedule a special meeting on and extend the deadline for comments to Oct. 27.

Oct. 27, 2021: At the special meeting, the Planning Commission provided guidance to staff for most chapters but tabled the discussion on the key issues and land use chapters. The Planning Commission requested that staff provide information regarding the Town Center's development capacity and residential density and draft language on climate impacts for inclusion in the master plan.

Feb. 16, 2022: The Planning Commission reviewed staff's proposed policy recommendations, based on the development capacity analysis and related residential density for the preferred land use scenario and key issues. The Planning Commission directed staff to revise the master plan accordingly.

June 2022: Based on public input, the Board of County Commissioners held two workshops to consider Town Center expansion areas, including the Prince Frederick Town Center expansion area, as recommended in the 2019-approved Calvert County Comprehensive Plan.

Nov. 29, 2022: The Board of County Commissioners approved amending the 2019 Calvert County Comprehensive Plan and significantly reduced the Prince Frederick expansion area.

Feb. 1, 2024: The Department of Planning & Zoning resumed preparing the master plan to incorporate the reduced expansion area and reformat it into flipbook format.

June 26, 2024: The Department of Planning & Zoning staff presented the draft Prince Frederick Town Center Master Plan to the Planning Commission. The Planning Commission extended the required 60-day review by 30 days to allow for additional time for the public review.

June 27, 2024: At the direction of the Planning Commission, staff distributed the draft Prince Frederick Town Center Master Plan to adjoining jurisdictions, the Tri-County Council, the Maryland State Clearinghouse and the public for comment.

Sept. 25, 2024: The comment period ended.

Phase 3: Adoption

Oct. 16, 2024: The Department of Planning & Zoning staff discussed with the Planning Commission comments on the proposed conservation area, the transportation chapter and comments from the public. The Planning Commission directed staff to incorporate comments.

Dec. 18, 2024: The Department of Planning & Zoning staff presented the revised draft plan to the Planning Commission, highlighting anticipated growth and redevelopment activities in the Town Center, and the draft plan's shift from "incentivizing growth" in 2021 to "managing growth" in 2025.

Jan. 15, 2025: The Planning Commission endorsed the format for The Master Plan of Town Centers to streamline the town center master plan update process.

Feb. 19, 2025: The Department of Planning & Zoning presented the draft Chapter 1: Town Centers and Chapter 2: Prince Frederick Town Center Master Plan to the Planning Commission.

March 19, 2025: The Department of Planning & Zoning solicited feedback from the Planning Commission on Chapters 1 and 2 of The Master Plan of Town Centers. The Planning Commission commented on the anticipated growth and planned transportation projects, transportation network capacity, impervious surface in the Patuxent River watershed and the Dares Beach trail, requesting that staff return in April to address the Planning Commission's comments.

April 16, 2025: The Department of Planning & Zoning presented findings on the anticipated growth and planned transportation projects, transportation network capacity, impervious surface in the Patuxent River watershed, and the Dares Beach trail to the Planning Commission. Staff sought guidance from the Planning Commission, which directed staff to hold a public meeting on May 21.

May 21, 2025: The Planning Commission held a public meeting to consider Chapters 1: Town Centers and Chapter 2: Prince Frederick Town Center Master Plan, made available to the public on the Calvert County Town Center Master Plan webpages. Legal notices were published in local newspapers on May 2 and 9 and the meeting was announced via press release and social media on May 8. At the public hearing, the Planning Commission voted to keep the public record open to address adequate public facilities for roads.

June 16, 2025: The Department of Public Works led a worksession on traffic studies, including factors for determine intersection level-of-service.

July 16, 2025: The Planning Commission reconvened for the public hearing. Staff presented revisions that emphasized adequate public facilities for roads and reduced the number of sub-districts from five to three for consistency with the recently updated Calvert County Zoning Ordinance. The Planning Commission determined that the draft Chapter 1: Town Centers and the draft Chapter 2: Prince Frederick Town Center Master Plan were consistent with the Calvert County Comprehensive Plan.

Aug. 19, 2025: The Department of Planning & Zoning held a work session with the Board of County Commissioners to solicit feedback for the draft Chapter 1: Town Centers and the draft Chapter 2: Prince Frederick Town Center Master Plan.

Sept. 30, 2025: The Board of County Commissioners held a public hearing to consider public, staff, agencies, adjoining jurisdictions, state agencies and the Planning Commission on adopting the Master Plan of Town Centers, Chapters 1 and 2 and voted to keep the record open until the Department of Planning & Zoning responded to comments on the Symphony Woods and Calvert Towne build-out status and comments mitigation measures for adequate public facilities for roads.

Dec. 2, 2025: The Board of County Commissioners' public hearing was continued, and the Board voted to keep the record open for 30 days to address comments on the Employment Center-zoned parcels for inclusion in the Town Center.

Jan. 13, 2026: The Board of County Commissioners' public hearing was continued. The Board voted to remand the draft plan to the Planning Commission to consider designating the Employment Center-zoned parcels "Edge Commercial" District intended to allow limited development that minimizes impacts to the Town Center's existing infrastructure.