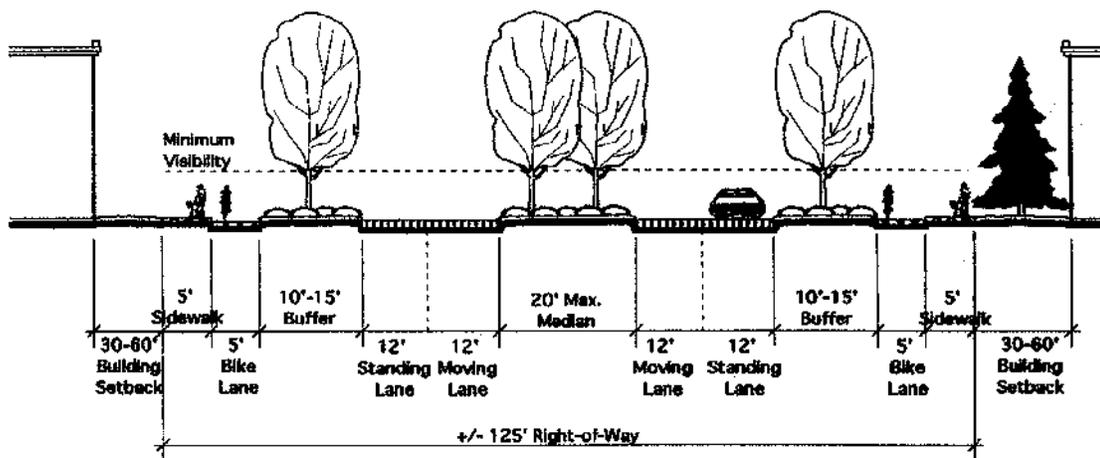


LUSBY TOWN CENTER

MASTER PLAN AND ZONING ORDINANCE



Calvert County, Maryland

Adopted: January 8, 2002

Amended: October 28, 2003
Amended: December 2, 2003
Amended: August 10, 2004
Amended: May 1, 2006
Amended: March 25, 2008
Amended: May 4, 2012
Amended: November 30, 2015
Amended: April 27, 2017
Amended: July 26, 2017
Amended: January 31, 2018
Amended: January 3, 2019
Amended: May 9, 2022

RESOLUTION NO. 1 - 02

PERTAINING TO THE ADOPTION OF THE MASTER PLAN AND THE ENACTMENT OF THE ZONING ORDINANCE FOR THE LUSBY TOWN CENTER.

WHEREAS, pursuant to the authority contained in Article 66B of the Annotated Code of Maryland, the Board of County Commissioners of Calvert County has the general powers to promulgate master plans and zoning ordinances; and

WHEREAS, on December 4, 2001 the Calvert County Planning Commission and the Board of County Commissioners held a joint public hearing and considered the proposed Master Plan and Zoning Ordinance for the Lusby Town Center; and

WHEREAS, on January 2, 2002 the Calvert County Planning Commission approved the Master Plan and Zoning Ordinance for the Lusby Town Center and recommended adoption of the Master Plan and enactment of the Zoning Ordinance to the Board of County Commissioners; and

WHEREAS, on January 8, 2002, the Board of County Commissioners voted to adopt the Master Plan and enact the Zoning Ordinance with no substantive changes.

NOW, THEREFORE, BE IT RESOLVED AND ORDAINED, by the Board of County Commissioners of Calvert County that the Lusby Town Center Master Plan, attached hereto as part of Exhibit "A," **BE** and hereby **IS** approved and adopted,

AND BE IT FURTHER RESOLVED AND ORDAINED, that the Lusby Town Center Zoning Ordinance, attached hereto as part of Exhibit "A," **BE** and the same hereby **IS** enacted.

AND BE IT FURTHER RESOLVED AND ORDAINED, that this Resolution and

Ordinance shall become effective on January 11, 2002.

DONE, this 8th day of January, 2002, by the Board of County Commissioners of Calvert County, Maryland, sitting in regular session.

Approved for Board January 10, 2002
at 2:30 PM Same day
16

ATTEST: 577 COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS
OF CALVERT COUNTY, MARYLAND

George P. Smith

Mary S. Watson
Mary S. Watson, Clerk

David F. Hale
David F. Hale, President

1/11/02

Approved for legal
sufficiency on 1/8/02
by

Linda L. Kelley
Linda L. Kelley, Vice-President

Emanuel Demedis
Emanuel Demedis
County Attorney

John Douglas Parran
John Douglas Parran

Barbara A. Stinnett
Barbara A. Stinnett

Resolution No. 1-02 Adoption of
Lusby Town Center Master Plan and
Zoning Ordinance

Robert L. Swann
Robert L. Swann

**RESOLUTION OF THE CALVERT COUNTY PLANNING COMMISSION
RECOMMENDING APPROVAL OF THE LUSBY TOWN CENTER ZONING ORDINANCE**

WHEREAS, it is the duty of the Calvert County Planning Commission, pursuant to Article 66B of the Annotated Code of Maryland, to make recommendations concerning the amendment of the Calvert County Zoning Ordinance; and

WHEREAS, the Lusby Town Center Zoning Ordinance would amend the Calvert County Zoning Ordinance; and

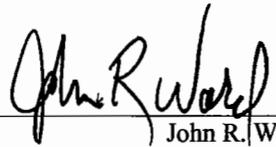
WHEREAS, the Lusby Town Center Zoning Ordinance has been based upon and design to help implement the Lusby Town Center Master Plan; and

WHEREAS, the Calvert County Planning Commission has considered the zoning ordinance and held a public hearing on the same; and

WHEREAS, the Zoning Ordinance is set forth in the form of text, maps, charts, and figures in a report entitled, Lusby Town Center Zoning Ordinance;

NOW THEREFORE, BE IT HEREBY RESOLVED, that the Calvert County Planning Commission hereby recommends the Lusby Town Center Zoning Ordinance to the Board of County Commissioners for approval;

BE IT FURTHER RESOLVED, that the Chairman of the Planning Commission hereby transmits a signed copy of this resolution to the Calvert County Board of Commissioners.



John R. Ward
Planning Commission Chairman

Attestation:



Frank Jaklitsch
Planning Commission Secretary

1 - 2 - 02

**RESOLUTION OF THE CALVERT COUNTY PLANNING COMMISSION
APPROVING THE LUSBY TOWN CENTER MASTER PLAN**

WHEREAS, it is the duty of the Calvert County Planning Commission, pursuant to Article 66B of the Annotated Code of Maryland, to make and approve a plan to guide the physical development of the County; and

WHEREAS, a master plan for the Lusby Town Center would serve to refine and detail that adopted County Comprehensive Plan for Calvert County; and

WHEREAS, a master plan for the Lusby Town Center as been prepared which has included:

1. Collection, compilation, processing and analyses of demographic, economic, land use, infrastructure, and travel data pertaining to the Town Center;
2. Forecast of growth and change;
3. Formulation of development objectives and desired characteristics for future development;
4. Design of recommendations to guide land development and the provision of public facilities and services throughout the Town Center; and
5. Design of recommendations, guidelines, and standards to guide implementation; and

WHEREAS, the Calvert County Planning Commission has considered the plan and held a public hearing on the same; and

WHEREAS, the plan and its supporting findings and recommendations are set forth in the form of texts, maps, charts, and figures in a report entitled Lusby Town Center Master Plan; and

WHEREAS, the Planning Commission considers the plan to be a necessary guide to the future development of the Lusby Town Center;

NOW, THEREFORE, BE IT HEREBY RESOLVED, that the Calvert County Planning Commission hereby adopts the Lusby Town Center Master Plan and recommends the plan to the Calvert County Board of County Commissioners for adoption;

BE IT FURTHER RESOLVED, that the Chairman of the Planning Commission hereby transmits a signed copy of this resolution to the Calvert County Board of Commissioners.



John R. Ward
Planning Commission Chairman

Attestation:



Frank Jaklitsch
Planning Commission Secretary

1-2-02

LUSBY TOWN CENTER MASTER PLAN



**Calvert County, Maryland
Department of Planning and Zoning**

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SECTION I: INTRODUCTION

1.1 Purpose

The purpose of the Lusby Town Center Master Plan is to guide the development of the Town Center and adjoining lands. It carries countywide development objectives for Lusby into greater detail. The Lusby Town Center, about 270 acres in size, is situated along the east side of MD 2/4 between Calvert Cliffs State Park and Solomons Island.

1.2 Background

Calvert County's 1983 Comprehensive Plan called for the creation of Town Centers to accomplish several goals.

- Avoid strip commercial development along Rt. 2/4
- Promote business growth by providing infrastructure at concentrated locations
- Expand housing options to include multi-family development
- Reduce dependence on vehicles
- Reduce urban growth within agricultural areas

Based on the Comprehensive Plan, the County amended its Zoning Ordinance and designated seven town center zoning districts. The Lusby town center district was created in 1993. The Comprehensive Plan provided general guidance for town centers and recommended that detailed master plans be created and adopted for each one. The master plans, based on community input, would guide public and private decisions affecting development in the town centers. They would also provide the basis for creating refined "town center" zoning ordinances to regulate land development within the town center boundaries.

1.3 Report Organization

This report presents the Lusby Master Plan and establishes guidelines for its implementation. Following this introductory section, the report is organized into four sections:

- Section 2 summarizes community goals and input;
- Section 3 summarizes data on existing conditions;
- Section 4 presents the Master Plan and zoning recommendations; and
- Section 5 focuses on implementation.

SECTION 2: COMMUNITY GOALS AND OBJECTIVES

2.1 Overview

In September 1998, at the direction of the Board of County Commissioners, the Calvert County Department of Planning and Zoning retained a team of planning consultants to assist it in drafting the Master Plan. The team consisted of professionals in land economics, transportation planning, urban design, and landscape architecture. The Department sponsored six community workshops in Lusby. County staff compiled a large citizen mailing list and distributed plan materials and reports widely.¹

The County held the first community workshop in November 1998. It focused on creating a vision for the Town Center. Residents compiled a list of ideas and elaborated on areas of concern through use of survey. The objectives of the Plan were based largely on input gathered at this meeting.

The second public workshop was held in January 1999. The consultants presented findings from the vision workshop for review and approval. They also presented relevant planning data, which were compiled in a technical memorandum². Participants worked in small groups to draw alternative plans for the future development of the town center (see Appendix A). The consulting team was then assigned the task of synthesizing the plans into one preliminary master plan for consideration at the next workshop.

The third workshop was held in March 1999. The consulting team presented a preliminary draft plan for citizen review. Residents suggested a number of revisions to the plan, which were subsequently made. The fourth workshop took place in May 1999 at which time a final draft plan was presented for local approval. The plan reflected the extensive public input from the previous meetings and received strong support.

During the May 1999 meeting, several residents noted that the plan should focus more on implementation and especially infrastructure. This suggestion was made part of presentations to the Calvert County Planning Commission, the Economic Development Commission, and the Board of County Commissioners. Each of these bodies agreed with this suggestion and the Planning Commission directed staff to revise the plan by focusing more on implementation.

Staff formed an interdepartmental working team within County government. The team included representatives of the Departments of Planning and Zoning, Economic Development, Administration and Finance, and Public Works. The team crafted an implementation development strategy that is presented in Section 5.

¹ Information on the community workshop process may be obtained upon request of the Department of Planning and Zoning.

² The technical memorandum presented in January 1999 set forth information on existing conditions in and around the study area, and offered several alternatives, as a basis for review and comment. The memorandum was widely distributed to area residents. A copy of Technical Memo: Existing Conditions and Alternatives can be obtained from the Department of Planning and Zoning upon request.

The draft plan was also revised somewhat to minimize the impact of the proposed Lusby parkway and village green on the development potential of key parcels within the central part of the Town Center. The alignments of the proposed Lusby parkway and village green were shifted somewhat, though they remained on the same property as originally proposed. No revisions were made to the Plan's essential concepts. The Department of Planning Zoning held the fifth and sixth public workshops in June 2001 and presented a revised Master Plan and a new zoning ordinance for the Town Center.

2.2 Community Objectives

The Plan reflects input from the public participation process. Exhibit 2-1 summarizes key objectives and corresponding features of the Plan.

Exhibit 2-1

Community Objectives and Plan Features

Objective	Plan Feature
Protect access to residential areas	New parkway to separate pass through and destination traffic New interchanges along MD 2/4 to direct traffic north and south New roundabouts to increase capacity and safety at key intersections
Preserve rural appearance	Concentrate new development near the village green in the core of the Town Center Large setbacks from the parkway to preserve rural appearance Maximum open space for environmental quality
Provide recreational opportunities	A village green for recreation and community events Sidewalks throughout the Town Center Bikeways between primary destinations
Provide appropriate retail activity	Internal road network and access management on MD 2/4 Good site design guidelines to promote village-level commercial

Other features reflect community views about the Town Center's future. The Plan preserves and creates green spaces. Setbacks along the planned parkway are planned to be large and preserved in an undeveloped state. Environmental corridors, undeveloped areas that contain the best remaining natural and environmental features, will be preserved in and around the Town Center.

The Plan favors small businesses rather than big box retailers and superstores. Because it provides for access from an internal road system rather than from MD 2/4, the Plan tends to work against the kinds of site planning and highway frontage that superstores require.

Finally, the Plan does not promote or encourage growth, except in locations long planned for it. It provides for the conversion of no more land to developed uses than would take place if there were no plan. However, the Master Plan directs development into certain locations and spatial relationships, as provided for in the 1983 Calvert County Comprehensive Plan.

SECTION 3: EXISTING AND PROJECTED CONDITIONS

3.1 Introduction

The Lusby Town Center comprises about 270 acres. It is located in the southern part of Calvert County about mid way between Solomons Island and Calvert Cliffs State Park and Nuclear Power Plant.

As shown in Figure 3-1, the Town Center is bordered on the west by MD 2/4, a four-lane divided rural highway and on the east by growing residential communities including Chesapeake Ranch Estates and Drum Point. This section provides a brief summary of existing conditions in and around the Town Center.³

3.2 Land Use in the Town Center and Surrounding Area

The land use pattern in the Town Center is largely defined by two development trends. The first, driven by market forces, is the familiar highway oriented commercial development pattern: an emerging strip of retail and office activity intermixed with older residential buildings fronting directly onto Trueman Road. In 2000, commercial uses totaled about 66,000 gross square feet.

The second trend is driven largely by public investment: the cluster of public and institutional buildings along Appeal Lane. This cluster is somewhat removed from the commercial and residential activity within and bordering the Town Center. It includes two elementary schools, a community center with a library, and a residential senior citizen center.

Significant acreage is undeveloped within the Town Center. Large tracts are located between MD 2/4 and MD 765 south of Rousby Hall Road extending to Coster Road. Undeveloped land is also located along the east side of Trueman Road between Rousby Hall Road and Appeal Lane. More than half of the land within the Town Center remains unimproved.

Prominent existing land uses within the Town Center include:

- Scattered single-family housing, mostly along Trueman Road;
- Several stores and medical offices, a restaurant, and gas stations;
- A U.S. Post Office;
- Two public schools, Appeal and Patuxent Elementary Schools;
- The Southern Community Center, which includes a public library; and
- A senior center and apartment building for senior citizens.

³ A memorandum entitled, Technical Memo: Existing Conditions and Alternatives provides definitive data and a more detailed assessment of pertinent land use, demographic, transportation, and economic conditions.

LUSBY

Town Center &
Surrounding Area

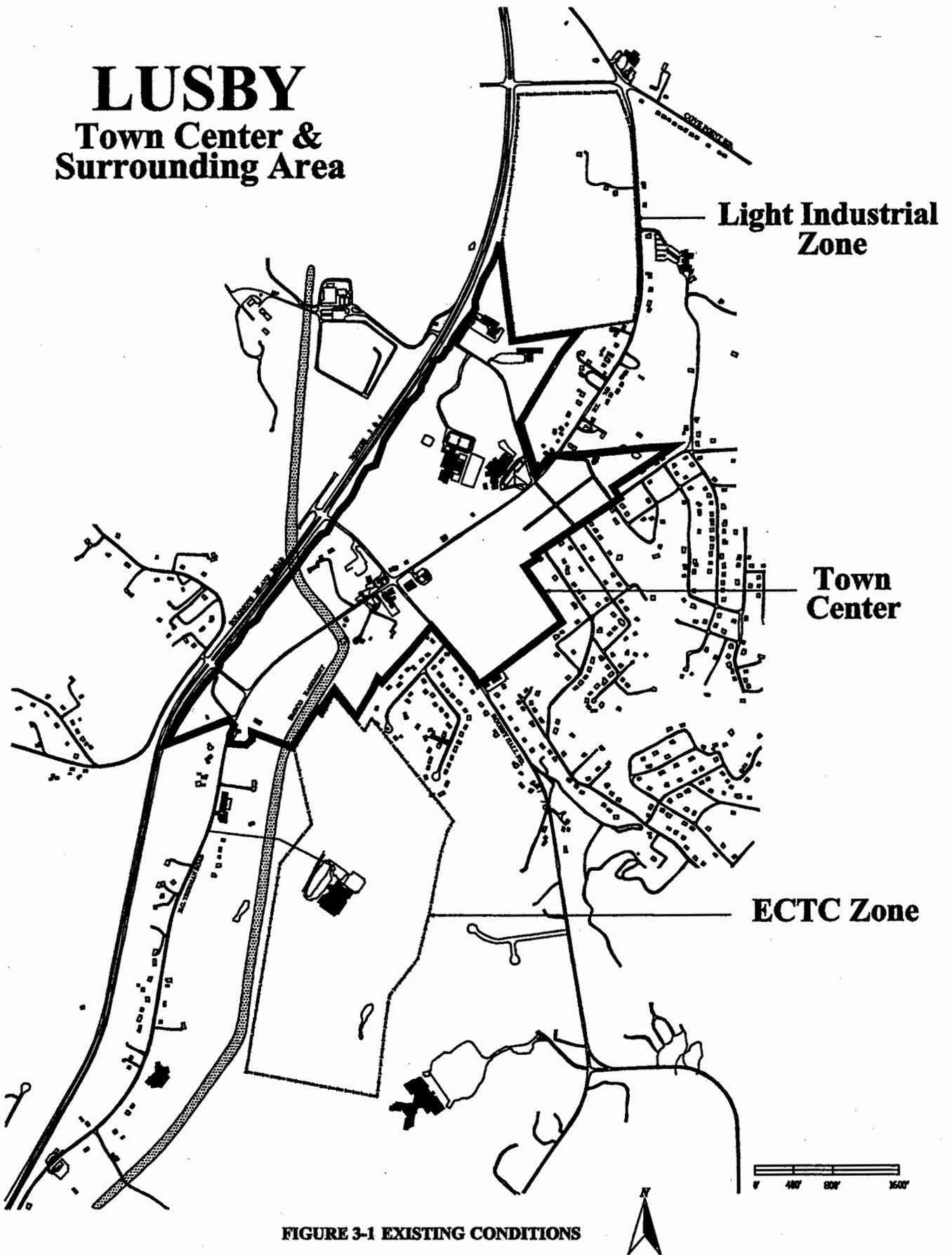


FIGURE 3-1 EXISTING CONDITIONS

As shown in Exhibit 3-1, about 143 acres or 52 percent of Town Center lands are developable—that is, they are privately held and free of environmental constraints that would prohibit new development. The commercial build-out potential of 143 acres in Lusby ranges from about 750,000 gross square feet to 1.2 million gross square feet, depending on the intensity of development. While not all of this available land is suited to commercial development given economic and other factors, it is reasonable to expect that over both near and long terms, the Town Center will have vastly more commercial development than it now does.

Exhibit 3-1
 Commercial Build - Out Potential in Lusby Town Center

Developable Land Area <i>sf</i>	Land Area <i>acres</i>	Existing Space <i>sf</i>	Theoretical Build-Out Space (sf)	
			Low Scenario	High Scenario
6,241,300	143.3	66,000	748,956	1,248,260

Note:
 The Low Scenario assumes a Floor Area Ratio (FAR) of 0.12; the High Scenario assumes FAR of 0.20. Both scenarios assume all available/buildable Town Center land is used for commercial activities, which is unlikely.

The land use pattern surrounding the Town Center is also of great importance to the future development of Lusby. Perhaps most important are the large and growing residential communities lying adjacent to the Town Center. They provide the market for existing and future commercial activities and contribute to the traffic burdens on area highways. Prominent areas located adjacent to the Town Center include:

- Chesapeake Ranch Estates and Drum Point residential communities immediately to the east of the Town Center;
- Solomons Town Center located about 2 miles south of Lusby;
- The County landfill and wastewater treatment facility, across MD 2/4 from the Town Center;
- Chesapeake Hills Golf Course, on the northeast edge of the Town Center;
- An undeveloped parcel zoned for industrial use, on the northern edge of the Town Center bordered by MD 2/4 and Cove Point Road; and
- A 200-plus acre area zoned for office development (ECTC), bordering on the southern edge of the Town Center.

The Solomons Town Center is largely built-out for commercial development. No new commercially zoned land is available in southern Calvert County beyond that within the Lusby Town Center.

3.3 Environment

The Town Center enjoys an attractive natural setting. It sits on a ridge that divides drainage areas to the Chesapeake Bay and the Patuxent River. This topography defines important features, particularly the ravines that run east and west from the MD 765.

These ravines and the steep slopes should be preserved and incorporated into individual site designs and public open spaces, serving as locations for among other things path systems, buffers, and drainage and flood attenuation areas. There are also a few areas of heavy vegetation, usually on steep slopes. The slopes provide natural buffers that preserve the trees and the rural look of Lusby.

3.4 Population

While Calvert County has grown fast in recent decades---in fact was the fastest growing county in Maryland during the 1990's--the Lusby area has grown much faster. The population of Community Planning District (CPD) 17, which includes the Town Center and surrounding residential areas, grew by about 65 percent between 1990 and 1997. Nearly 5,660 residents moved to this area between 1990 and 1997, alone.

The full impact of this growth on both public and private services and systems is now just beginning to be realized. In the past five years, the County has opened a new high school, a new elementary school, and a new middle school in the Lusby area.

About 100,000 square feet of additional commercial space, largely retail, is in some stage of planning and development within the Town Center.

Still, substantial population growth is projected over the next two decades in the Lusby area. The current population is estimated at 14,400 and is anticipated to increase by about 45 percent by 2020 to a level of 20,900. The current number of households, or *occupied* dwelling units, is estimated at 5,310 and is anticipated to increase to about 7,560 by 2020.

3.5 Transportation

The Town Center is located along the only north/south highway corridor in Calvert County, MD 2/4, a four-lane divided highway. MD 2/4 is a federally designated National Highway System facility and receives priority by the State Highway Administration in the strict management of access. Access to the highway in the Lusby area is allowed only at public road intersections, which today are at Coster Road, MD 760 (Rousby Hall Road) and MD 497 (Cove Point Road).

Movement east and west from the Chesapeake Ranch Estates and Drum Point communities to and from MD 2/4 takes place primarily on Rousby Hall Road. Consequently, motorists have begun, in recent years, to experience peak period congestion at the intersection of Rousby Hall and Trueman Roads. Traffic burdens have been relieved somewhat by the recent opening of the "third gate" to the Chesapeake Ranch Estates located opposite Appeal Lane.

Existing and forecast traffic volume and capacity data point to the conclusion that significant levels of traffic will be generated within and around the Town Center as the area develops. The existing network of streets and highways will be inadequate to accommodate the build-out of the Town Center. Transportation improvements to enhance circulation and expand capacity will be needed to avoid severe traffic congestion.

3.6 Infrastructure

Water and Sewer

The Calvert County Comprehensive Water and Sewerage Plan calls for public water supply and sanitary sewer service to be provided in the Town Center within three to ten years. County public water supply facilities are now not available to commercial development within the Town Center. Public water service is provided in the adjacent Chesapeake Ranch Estates by the Chesapeake Ranch Water Company.

A sanitary sewer force main runs along Trueman Road from Solomons north to Appeal Lane. It serves the Appeal and Patuxent Elementary schools en route to the wastewater treatment facility on the west side of MD 2/4. Currently any new private development within the Town Center is required to construct a pumping station in order to tap into the force main.

Roads

The major roads serving the town center are owned by the State of Maryland and operated and maintained by the State Highway Administration (SHA). This fact means that the State and County must cooperate closely on issues such as reviewing and approving new access and driveway plans, constructing new sidewalks and streetscape improvements, and other parking, intersection, and circulation issues. The Department of Planning and Zoning has consulted with SHA in preparing the Lusby Master Plan.

3.7 Conclusion

The Lusby Town Center is situated along a major four-lane highway within the fastest growing part of Calvert County. Access for most of the resident population involves travel through the Town Center. In recent years the County has constructed three schools in the area, adding to the two elementary schools on Appeal Lane. Private land development in the Town Center in recent years has been strong.

Lands within the Town Center and the adjacent Industrial (I-1) and ECTC zones remain as the only available locations for commercial development in southern Calvert County. The Town Center's status as a sparsely developed pass-through area is changing.

SECTION 4: THE MASTER PLAN

4.1 Overview

The basic concepts underlying the plan include:

- *A town center*, sufficiently compact to encourage walking and bicycling, where residents can live and work and enjoy recreational opportunities;
- *A destination*, not a through-way, where buildings embrace the streets with generous sidewalks and landscaping, and parking is mostly located on-street or behind buildings;
- *A mix of uses* where commerce, institutions, housing, and recreation are combined in traditional forms; and
- *A rural village* quality with a focus on preserving key environmental resources.

Figure 4-1 illustrates the Lusby Town Center Master Plan. It shows the approximate alignment of planned roads and the general pattern of development. While the buildings on the figure illustrate the pattern of development, no one can predict exactly what buildings will be built or when.

The ultimate density shown is what is deemed appropriate for the Town Center, based on public input and professional judgment about development potential and infrastructure capabilities.⁴ The steps involved in implementing the Plan over the first ten years are detailed in Chapter 5.

4.2 Critical Plan Elements

Access Management along MD 2/4

The Plan includes improvements along MD 2/4 to serve the long-term access needs of the Town Center. It also recommends that no other access to MD 2/4 be allowed. From north to south, the Figure 4-1 shows the following:

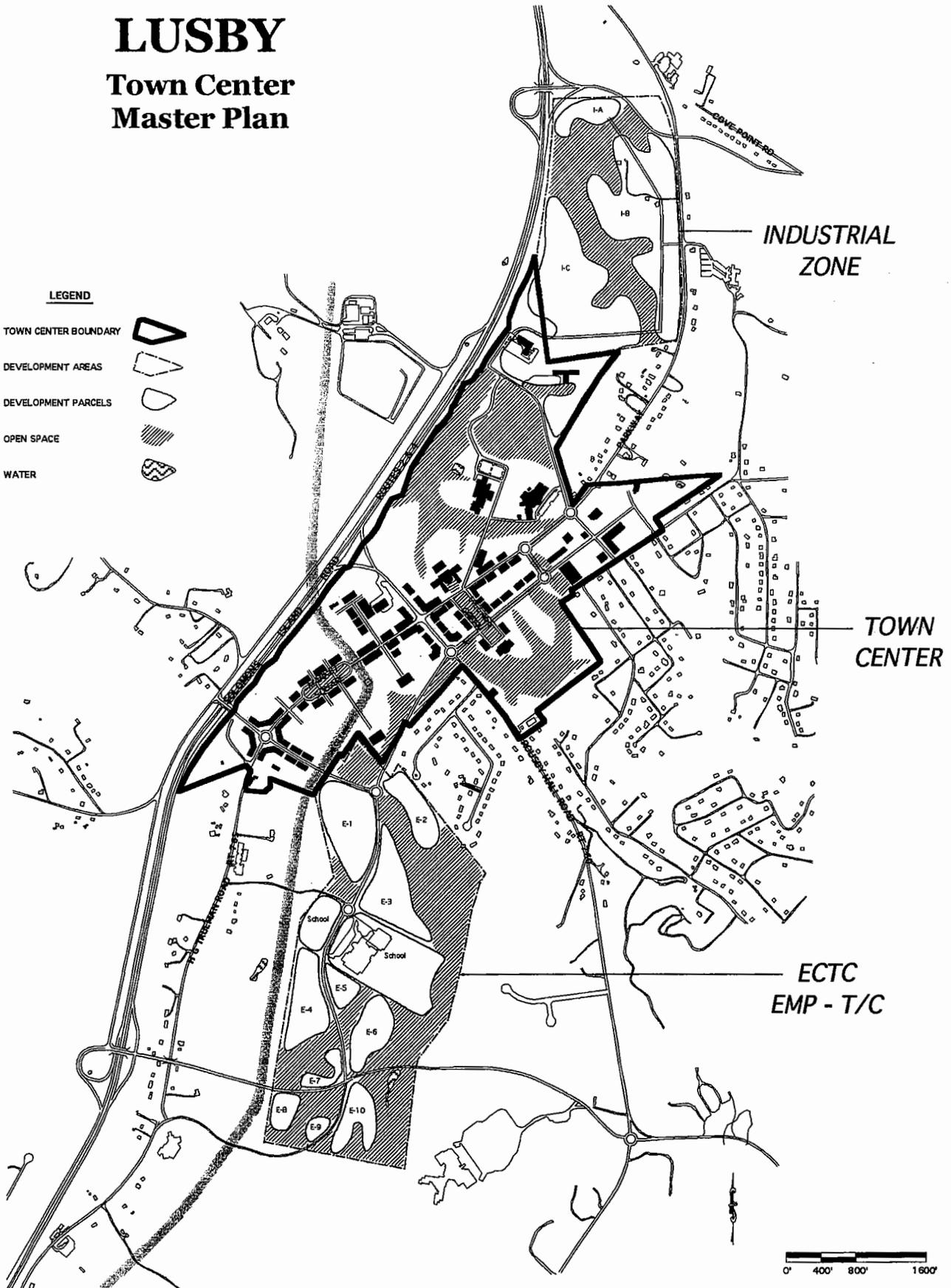
- An interchange at MD 2/4 and Cove Point Road;
- A parallel service road along the west side of MD 2/4 starting at Sweetwater Lane;
- The reconfiguration of Rousby Hall Road / MD 2/4 into a right-in / right-out intersection;
- An overpass at Coster Road; and
- An interchange at MD 2/4 and the proposed southern connector highway

⁴ Appendix B includes a narrative and four illustrations of the Master Plan illustrating how the Town Center might develop over time.

Figure 4-1

LUSBY

Town Center Master Plan



The access recommendations:

- Allow the Town Center to grow without severe traffic congestion;
- Protect access to the major residential areas bordering the Town Center;
- Allows residents on the west side of MD 2/4 to readily access the Town Center; and
- Protect the safety of motorists at intersections along MD 2/4.

A Parkway and A Main Street

The Plan includes a parkway and the gradual conversion of Trueman Road into a Main Street. The parkway is described in more detail later in this section of the report.

From the north, the parkway begins with a streetscape program to protect the rural character of Trueman Road from Cove Point Road to Appeal Lane. At about Appeal Lane, the parkway would turn to the east and then continue parallel to Trueman Road (the new Main Street). The parkway would cross Rousby Hall Road, about 500 feet east of the intersection of Rousby Hall and Trueman Roads and continue through the large ECTC zoned area south of the Town Center before connecting again to Trueman Road.

In the meantime, Trueman Road, from Appeal Lane to Coster Road, would become the Town Center's "Main Street". New business would front directly onto the street and on-street parking, sidewalks, and street trees would be provided. "Main Street" then could become a shopping destination and a place for community events such as parades.

The parkway and Main Street recommendations:

- Protect the rural appearance of Trueman Road north of Appeal Lane;
- Allow for the conversion of existing Trueman Road from Appeal Lane to Coster Road into a Main Street;
- Allow faster moving pass-through traffic to directly access Rousby Hall Road or the southern connector highway preventing congestion in the Town Center;
- Enhance the rural character of the area by preventing traffic congestion and providing a wooded two-lane highway;
- Provide the road improvements that the ECTC zone will need in order to develop as planned for a campus-style office employment center; and
- Provide the appropriate redundancy in the local road network so that traffic can be handled safely and efficiently.

Village Green

The Plan includes a village green, of between 2.5 and 3 acres, situated in the core of the Town Center. The Plan recommends that the village green be incorporated into the planning and development of adjoining lands so that it truly becomes an asset to Lusby. The Plan recommends that the village green be a location for civic and recreational activities, surrounded by well-designed and compatible commercial development. The Plan recommends that the County consider locating a future building, such as a library, on the village green.

The village green recommendations:

- Provide a place for civic and recreational events and opportunities;
- Create a place for shopping and entertainment activities;
- Add long-term value to the buildings which front onto the village green; and
- Provide a location for a public building, future parking, or other community amenities.

4.3 Development Recommendations

In terms of overall development policy, The Master Plan recommends the following:

- The County and State should preserve strict highway access controls along MD 2/4 and Coster Road. This will help promote a village scale shopping activity in the core of the Town Center and over the long-term support economic/employment development throughout. Access control will also help to ensure safe and efficient traffic flow on MD 2/4 and other area highways.
- Reserve future road rights-of-way. The County should use its site plan review authority, official mapping, and/or acquisition, to reserve the rights-of-way for planned roads. The State should use access control funds and others means to secure rights-of-way for the planned service roads and overpasses along MD 2/4. This will ensure that there is room to build the roads that will be needed as the Town Center grows and help reduce the public and private costs of future road construction.
- Reserve the planned village green. In the same way as above, the County should reserve land for a village green. The County should be flexible in its design of the village green to help ensure that the village green becomes a contributing asset to desirable land development in the core of the Town Center.
- The County and/or State should be proactive in providing infrastructure to support economic development and guide land development into the patterns envisioned in Figure 4-1. This includes providing public water and sewer facilities, streetscape improvements, and sidewalks to concentrate development in the core part of the Town Center.
- The County and State should ensure that sidewalks are provided along all existing and new roads within the Town Center. Through site plan review, the County should require that new developers install sidewalks along the road frontage or see that sidewalks are installed as part of a streetscape program. The County should provide sidewalks along Appeal Lane to connect the elementary schools, community center, senior residential center, and all other buildings to the central part of the Town Center.
- The typical road sections for the parkway and MD 765 (the new Main Street), which are set forth in this Master Plan, should guide all concerned in designing these road improvements. A designated bikeway should be provided in the right-of-way of the planned parkway.

- The County should prepare a zoning code that promotes a village scale development pattern, supports long-term economic/employment development, and that concentrates new retail activity first into the core of the Town Center—the area nearest the intersection of Rousby Hall and Trueman Roads and the village green.
- The County and/or State should change the name of the part of Rousby Hall Road, from its intersection with Olivet Road to Trueman Road (MD 765). The name should be changed to Olivet Road. Rousby Hall road would therefore become the new southern connector highway, extending from MD 2/4 eastward beyond the intersection of Olivet. The name change would reflect the actual layout of the road network.
- Wherever possible, the County and developers of large land holdings in the Town Center should cooperate in the early stages of site planning to design comprehensive development concepts and/or to draft development agreements that are consistent with the Master Plan.

4.4 Roads

Figure 4-2 identifies the general alignment of key roads and highways. These will be built over time and financed through both public and private sources. It is possible to describe the parkway and the new “Main Street” and their appearance in general terms.

The Parkway is an important component and essential to the plan, since this road would make it possible for the community to accomplish its two highest objectives:

- To avoid heavy traffic that inhibits movement through the area.
- To maintain the rural appearance and character.

The term “parkway” suggests a slowly winding alignment, a median of varying widths, many trees, shrubs and flowers, a safe bikeway along the shoulder and an absence of on-street parking. The maximum speed would be 35-45 miles per hour. Access to the parkway would be strictly limited with intersection spacing as shown in Figure 4-2.

The “Lusby Parkway” would connect Cove Point Road in the north and the proposed southern connector highway in the south. Because the areas that the parkway would serve would be different in land use and intensity, so the design of the parkway would be different in distinct segments. A major part of the parkway would transverse the core of the Town Center. Figure 4-3 shows a cross-section at this location.

Figure 4-2

LUSBY

Infrastructure Concept

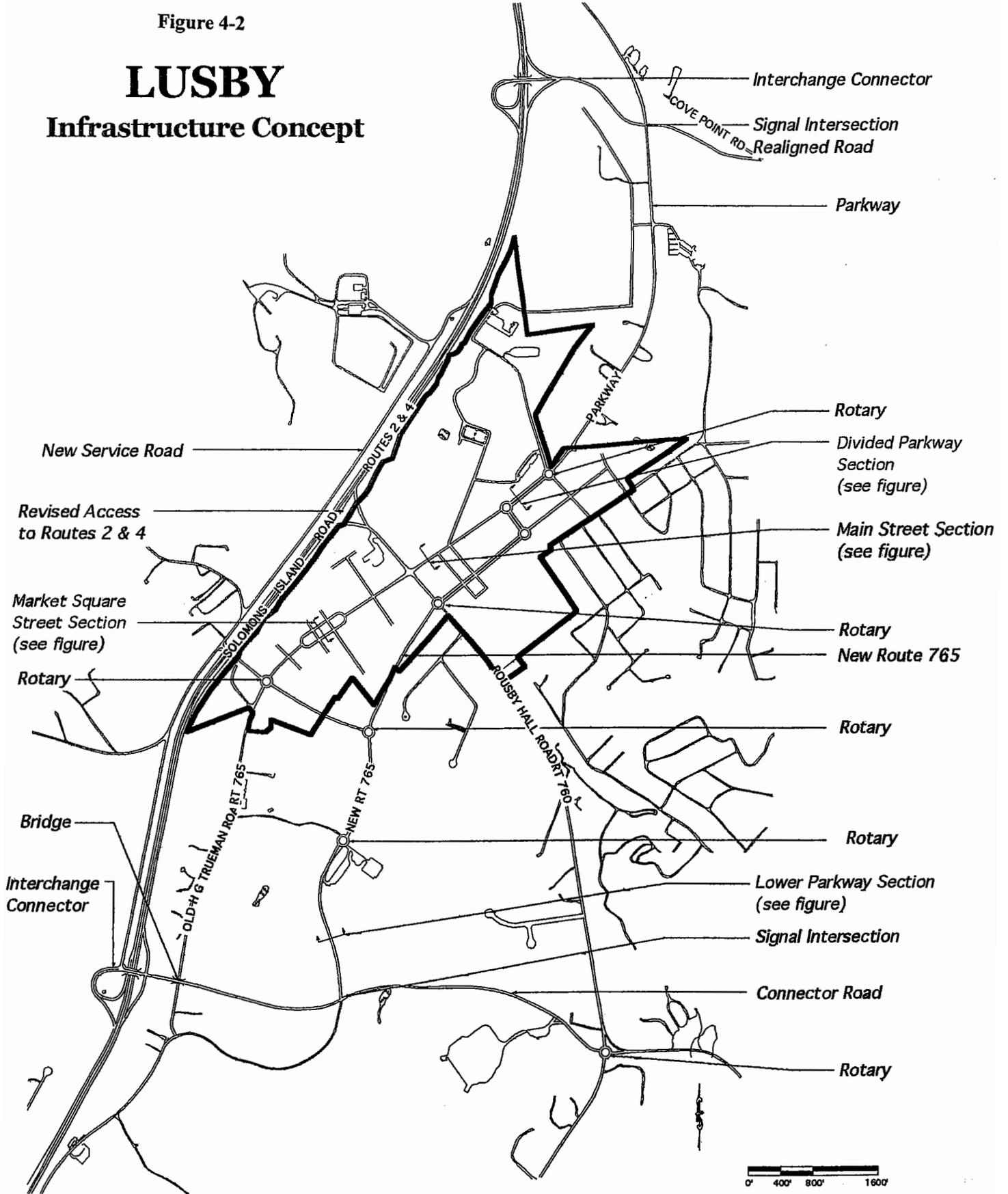
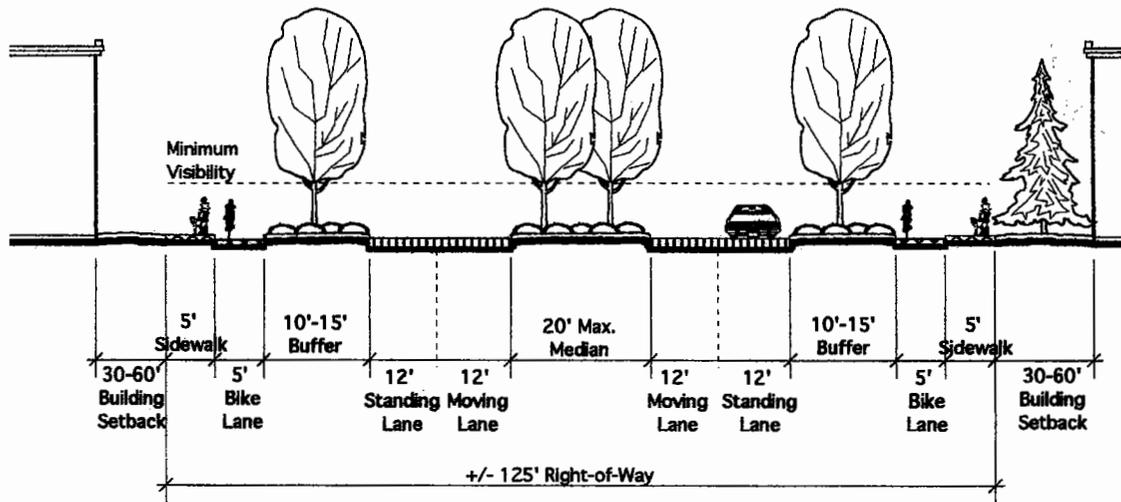


Figure 4-3 Typical Cross-Section Divided Parkway



The right-of-way width at this location would approximate 125 feet. Many pedestrians would be crossing in this type of setting. Here the parkway would have many trees with a high canopy to create maximum transversal visibility. Low-growing shrubs and flowers would be planted in the buffers. The median would be set in a combination of brick and natural stone surfaces.

There would also be street lighting installed at medium and low heights and street furniture installed along sidewalks and buffers. The roadway would have one moving lane and a shoulder (or service lane for public transit) in each direction with left/right turn lanes at intersections as needed.

The parkway outside the Town Center would feature medians and buffers with higher shrubbery and under story trees, including evergreens. Trees and shrubs would be set in lawns. Street lighting would be less intense and somewhat higher than in the core of the Town Center.

The County, State, or developers may also plant evergreens to obscure unsightly buildings and disorderly arrangements on abutting properties. Figure 4-4 illustrates a possible cross-section farther away from the Town Center. In this area the total right-of-way is 90 feet.

Figure 4-4
 Typical Cross-section Lower Portion of Parkway

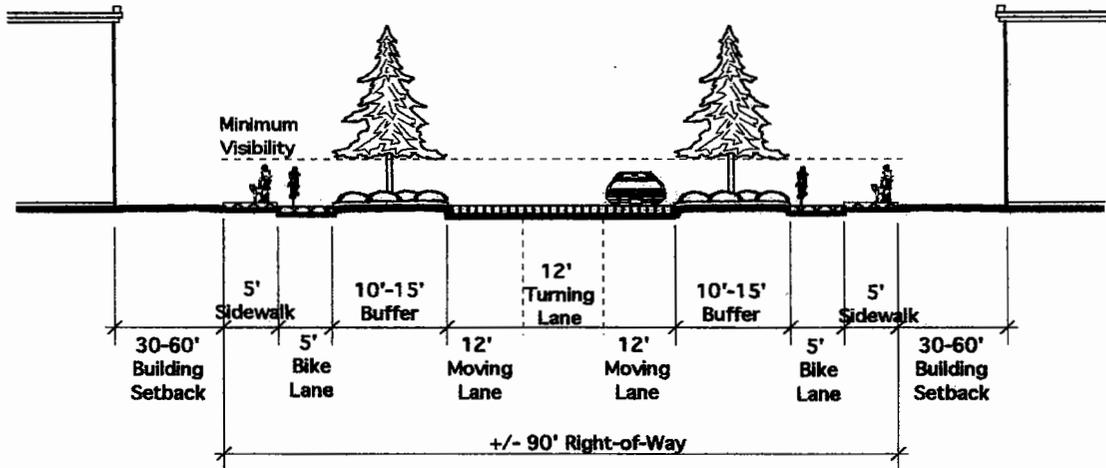
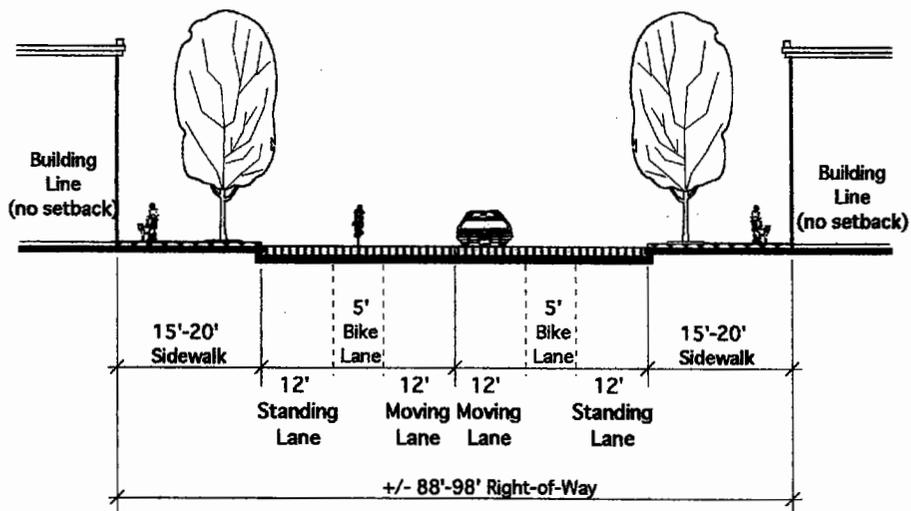


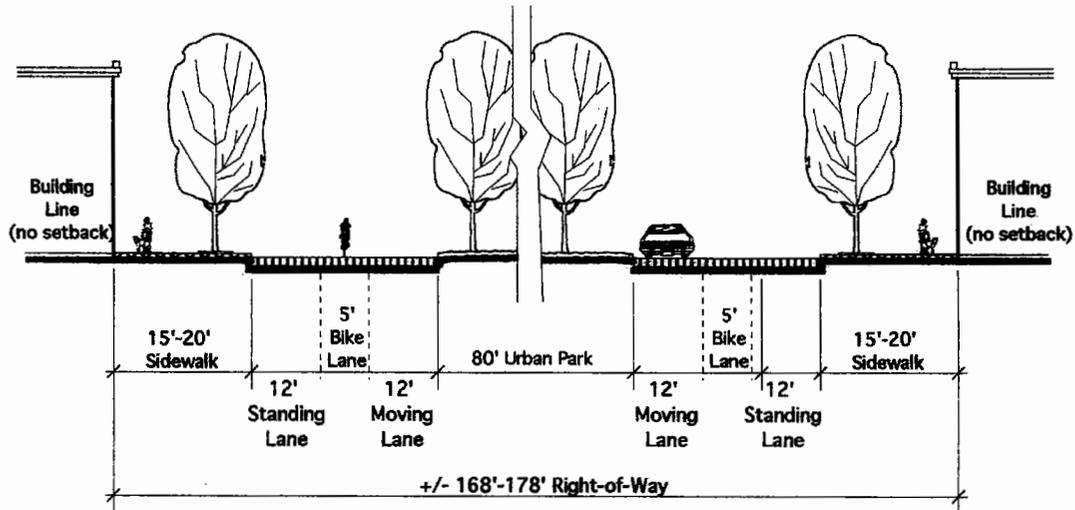
Figure 4-5 shows the cross-section of a typical segment of the new Main Street, with two moving and two standing lanes, bike lanes and sidewalks of 15-20 feet in width.

Figure 4-5
 Typical Cross-section Main Street



The street through Market Square is much more spacious with a high level of pedestrian amenity. The cross-section in Figure 4-6 features lane configurations similar to the typical Main Street but separated by a park in the median.

Figure 4-6
Typical Cross-section Market Square



To reduce parking movements and to promote walking, there would be safe and abundant pedestrian crossings at intersections but also at other places where there would be concentrations of activities on both sides of the parkway. Special care would be taken in the design of pavement, lighting, street furniture and signage in these areas.

4.5 Recommendations Concerning Zoning

A new zoning ordinance should be adopted to implement the Master Plan and it should supercede the County Zoning Ordinance that now regulates development within the town center district. As a guide to zoning, the Plan provides for five zoning districts each with slightly different regulations.

- Institutional District
- Neighborhood Commercial District
- Village Commercial District
- Village Office-Residential District
- Village Edge District

Figure 4-7 shows the proposed zoning district map for the Lusby Town Center. As shown in Exhibit 4-1, these five districts would reflect differences in the character and intensity of development that would take place in the Town Center.

Figure 4-7

Lusby

Town Center Zoning Districts

(Updated 7/26/17)

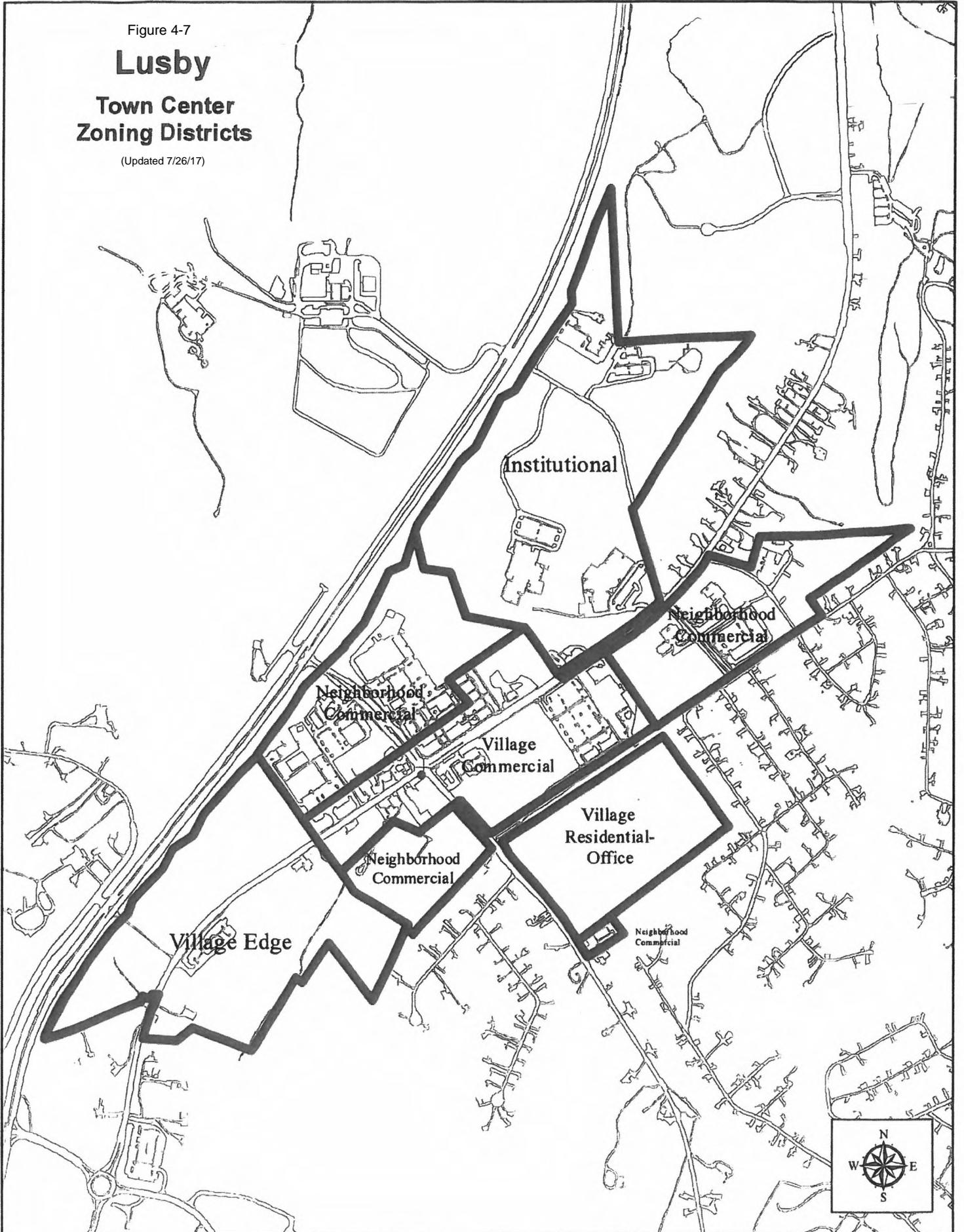


Exhibit 4-1

Lusby Town Center Zoning Districts

	Institutional District	Neighborhood Commercial	Village Commercial	Village Residential-Office	Village Edge
Intent	Support existing public institutional uses and promote quiet setting	Promote development of convenience commercial uses that serve nearby population centers and highway traffic	Promote the intense use of land for commercial development in traditional patterns of town development	Promote the development of a village scale mix of compatible office, retail, and housing in traditional patterns of development	Provide transition from core of town center to adjacent rural lands and promote development of target industries and attractive residential areas
Example Uses	Public buildings, recreation, senior housing, child care	Neighborhood oriented retail, office, clinics, and services, gas stations, fast-food restaurants. Development may follow conventional automobile-oriented patterns	Most permissive commercial zone including retail, restaurant, entertainment, civic, office, small scale manufacturing, etc.	Single-family attached and detached residential, multi-family residential, offices, research and development, galleries, café, office support services	Corporate headquarters in campus setting, R&D, light industrial, manufacturing, single-family and multi-family residential, gas stations, motel/hotel
Height (max.)	3 stories plus roof	3 stories plus roof	4 stories plus roof	3 stories plus roof	3 stories plus roof
Parking and Loading	Parking per Calvert County Zoning Ordinance	Parking spaces required in Section 5-3 of the Calvert County Zoning Ordinance shall constitute the maximum number of spaces allowed On-street parking permitted Loading requirements per Section 5-3 of the Calvert County Zoning Ordinance	No requirement concerning the total number of spaces No parking allowed between building front and road right-of-way On-street parking permitted On-street loading and unloading permitted, also may be provided from rear alley, otherwise, Section 5-3 of the Calvert County Zoning Ordinance governs	Single-family: 1.5 spaces per unit Multi-family: 1.5 space per unit Elderly housing: 1 space per unit No requirement concerning the number of spaces for non-residential uses On-street parking permitted Loading requirements per Section 5-3 of the Calvert County Zoning Ordinance	Single-family: 1.5 spaces per unit Multi-family: 1.5 space per unit Elderly housing: 1 space per unit Parking spaces for non-residential uses required in Section 5-3 of the Calvert County Zoning Ordinance shall constitute the maximum number of spaces allowed On-Street parking permitted Loading requirements per Section 5-3 of the Calvert County Zoning Ordinance
Urban Design Features	35' front yard setback from pavement of Appeal Lane Minimum 20' side yards Architectural review	Minimum front yard setbacks range from 12' on local internal roads to 60' along Parkway Minimum 20' side yards Screen parking from rights-of-way and residential development 50' buffer required between non-residential and residential uses Mandatory sidewalk construction, if not provided first by County Architectural review	<i>Build-to lines</i> range from 12' along internal roads to 15' along Trueman Road and village green to 60' along parkway Maximum 20' side yards, minimum 0' Screen parking from rights-of-way and residential development Mandatory sidewalk construction if not provided first by County Architectural review	<i>Build-to-lines</i> range from 12' along internal roads to 20' along village green to 60' along Parkway Maximum 20' side yards, minimum 0' Buffer non-residential from residential uses Screen parking from rights-of-way Mandatory sidewalk construction if not provided first by County Architectural review	<i>Build-to-lines</i> range from 12' along internal roads to 35' along Trueman Road and Coster Road Minimum 20' side yards Screen parking from Trueman Road 50' buffer required between non-residential and residential uses Mandatory sidewalk construction if not provided first by County Architectural review
Min. Lot Size	<u>Non-residential</u> : 20,000 sf <u>Residential</u> : 20,000 sf	<u>Non-residential</u> : none	<u>Non-residential</u> : none	<u>Non-residential</u> : none <u>Residential</u> : 5,000 sf with public water and sewer	<u>Non-residential</u> : none <u>Residential</u> : 5,000 sf with public water and sewer

4.6 Summary

This section has listed the basic concepts of the Master Plan, presented the Master Plan Map, described the most important elements of the Plan, listed major policy-level recommendations, described the alignments and typical sections for the major new roadways, and summarized recommendations concerning zoning for the Town Center.

Upon adoption by the Planning Commission and Board of County Commissioners, the Master Plan would become the official guide to land and infrastructure development in the Town Center. Both public and private development interests and agencies should consult the Plan and they consider proposals for new development or re-development.

Upon adoption, the Calvert County Planning Commission will be positioned to evaluate all public and private development proposals, all capital improvement projects, and all land develop regulations in the area, against the Master Plan. Proposals, projects, and regulations found to be consistent with the Master Plan should be advanced. The next section addresses implementation.

SECTION 5: IMPLEMENTATION STRATEGY

5.1 Introduction

This strategy is premised on the belief that Calvert County can through the advanced planning and provision of infrastructure (1) promote economic development in the Lusby Town Center and (2) guide the development of the Town Center into sound community affirming patterns. The advanced planning and construction of infrastructure will affect cost savings, promote safety, avoid unnecessary traffic congestion, and promote the objectives of the Lusby Master Plan.

It is also premised on the belief that concerned citizens and business operators; developers and property owners; and public sector officials should and can relate to each other in ways such that their interactions produce acceptable implementation outcomes. Implementation over the long term will ultimately depend on a series of small decisions rather than a few big ones. Cooperation will be important.

This chapter of the Lusby Master Plan was prepared by team of County staff drawn from the following County Departments: Economic Development, Public Works, Administration and Finance, and Planning and Zoning. It was reviewed and refined by the County Planning Commission and the Economic Development Commission's Subcommittee on Zoning and Infrastructure before being presented for plan adoption.

5.2 Programming Infrastructure Improvements

Exhibit 5-1 shows a 10-year infrastructure development program. Approval of this conceptual program does not commit the County to any project or to implementing any project in the years specified in Exhibit 5-1. This program is a guide and all projects must compete on a countywide basis for funding and inclusion in the County's 5-year Capital Improvement Program.

The program is meant to promote land use development and establish the overall character and function of the Town Center and adjoining I-1 and ECTC lands over the next ten years. Public water and sewer would be extended throughout these areas, sidewalks and street trees would be installed, and a village green would be created with room to accommodate a public building such as a library.

By the end of the decade and the beginning of the next, the focus of the strategy would be shifted somewhat. Infrastructure improvements would then be aimed at making lands zoned ECTC to the south of the town center accessible and ready for development.

Exhibit 5-1

Infrastructure Implementation Schedule: FY 2001 - 2010

Project	Costs by Year (in thousands)										Out Years	
	1	2	3	4	5	6	7	8	9	10		
Public Water Supply and Sanitary Sewer Service												
Engineering and Design	\$50		\$50									
Installation		\$1,540		\$450								
Village Green												
Negotiate Final Price and Purchase		\$400										
Prepare Master Plan for Village Green			\$25									
Site Development				\$100								
Lusby Streetscape Improvements												
Prepare Streetscape Concept Plan			\$25									
Engineering and Design				\$75								
Install Sidewalks, Street Trees, Lighting (as necessary)					\$200							
Southern Connector Highway												
Preliminary Engineering and Alignment Study			\$45									
Engineering and Design						\$200	\$100					
Construction									\$2,400	\$2,400		
Lusby Parkway												
Preliminary Engineering and Alignment Study				\$45								
Engineering and Design (Sections A & B)*										\$100		
Construction (Sections A & B)*												\$1,756
Coster Road Extended												
Preliminary Engineering and Alignment Study				\$25								
Engineering and Design										\$60		
Construction												\$525
Yearly Totals	\$50	\$1,940	\$145	\$695	\$200	\$200	\$100	\$0	\$2,400	\$2,560		\$2,281

Note: * See Appendix. Sections A & B extend from MD 765 to intersection with proposed extension of Coster Road.

It is important to note the following:

- Upon adoption of the Master Plan, the program would become part of the Calvert County long-term Capital Improvement Program (CIP) and be a guide to the annual update of the 5-year CIP.
- The program is not meant to be a rigid program, but instead a guide. If private or public development proposals are advanced that would help achieve the Master Plan, the program should be revised to take advantage of good opportunities.
- The costs shown are estimates based on recent experience in Calvert County. Road construction and right-of-way cost estimates are detailed in Appendix C to this report. Costs shown are in current (year 2001) dollars.
- A review of available financing tools is included in Appendix D. The County should make full use of available tools as conditions warrant.

Public Water and Sanitary Sewer Service

The strategy calls for the proactive installation of public water and sewer facilities to first serve the I-1 tract north of the Town Center and later lands within the Town Center. The program calls for extension of the existing sewer force main to the I-1 tract and the extension of the water main line north to the I-1 tract by the end of FY 2003. After this initial stage, the County should consider proactively installing the necessary pumping station(s) and lines to make lands within the village commercial district fully survivable by County water and sewerage facilities.

Village Green

The Master Plan calls for a 2.5 to 3 acre village green, located along the east side of Trueman Road, just north of the Trueman Road / Rousby Hall Road intersection. The village green would become the focus of community and civic events and passive recreation. It could also be the site for a new library or other institutional buildings. The strategy calls for the village green to be purchased by FY 2002 and improved by the end of FY 2004.

Lusby Streetscape Improvements

A streetscape improvement program would include at minimum the installation of sidewalks and street trees along Trueman Road and may also include improvements along Appeal Lane and Rousby Hall Road through the Town Center. A system of designated bicycle lanes and coordinated business signage should also be implemented. Streetscape projects are to be completed by the end of FY 2005.

Southern Connector Highway

Sometimes referred to as “Rousby Hall Road Extended”, this important highway link would connect MD 2/4 with Rousby Hall Road at its intersection with Olivet Road. It would relieve congestion in the Town Center by providing alternative access to the residential communities of CRE and Drum Point. It will also provide access to land-locked parcels zoned ECTC and thus promote economic development. The project is recommended in the County Transportation Plan.

The strategy recommends that the alignment of this roadway be defined by FY 2003, that engineering and design take place in FY 2006-07 and that construction take place in FY 2009 and 2010.

Lusby Parkway

The strategy also programs an alignment study for the parkway in FY 2004 and engineering and design of one segment of the parkway in FY 2010. Construction would occur following 2010. The first section of the parkway programmed for construction would extend from Trueman Road (just south of Appeal Lane) and run parallel to Trueman Road to the intersection of the proposed Coster Road Extended. Along with Coster Road Extended, this project would promote development of the ECTC zoned lands by providing direct highway access from MD 2/4.

Coster Road Extended

The strategy also programs the alignment study and engineering of Coster Road Extended in FY 2004. As with the parkway, construction would likely occur after the end of the decade, making ECTC lands readily accessible to MD 2/4.

5.3 Programming Organizational Improvements

The strategy recommends a program for "organizational" activities as shown in Exhibit 6-2. Each of these activities is listed in the text below and in some cases elaborated upon. The party responsible for the lead role in each is also listed.

Exhibit 5-2

Organizational Implementation Schedule: Year 2001 - 2005

Organizational Action	Year				
	1	2	3	4	5
Development Coordination					
Adopt Master Plan and Zoning Ordinance	X				
Create County Interdepartmental Town Center Infrastructure Group	X				
Appoint a Resident Planner / Development Specialist		X			
Reevaluate Lusby Town Center Master Plan					X
Local Advocacy for Plan Implementation					
Foster Creation of a Citizens' Plan Implementation Committee		X			
Foster Creation of a Local Merchant / Business Association		X			
Conduct a Summit on Lusby Area Development	X				
Infrastructure Development					
Create a Lusby Capital Improvements Program	X				
Adopt a Lusby Area Official Map Ordinance				X	
Study Arrangements to Address Town Center Parking					X

Development Coordination

Activity: Adopt a Master Plan

Mission: Make the Plan the official guide to development

Who: Planning Commission and Board of County Commissioners
Activity: Create Inter-departmental Working Group
Mission: Coordinate and accelerate development efforts
Who: "Implementing" County departments

Upon adoption of the Master Plan, the County should create an interdepartmental working group. The focus of the group should be implementation of town center plans through infrastructure projects. The group should include the representatives of the following Departments: Economic Development, Administration and Finance, Public Works, and Planning and Zoning. The group should reach out to other key county staff in areas such as public transit, and parks and recreation as technical and coordination needs arise.

Activity: Appoint a Resident Planner / Development Specialist
Mission: Overseeing and coordinating implementation
Who: County Administrator

The County should appoint a resident planner / development specialist for the Lusby town Center. The person should be responsible for actually overseeing implementation through the coordination of public and private actions, the development and refinement of long-term strategies, the review of plans and proposals for consistency with the plan, the acquisition of rights-of-way to support plan implementation, and by the many other general and specific actions that this effort implies. The position should play a major role in the inter-departmental working group.

Activity: Reevaluate the Master Plan every five years
Mission: Ensure plan remains an effective guide to development
Who: Department of Planning and Zoning

Local Advocacy for Plan Implementation

The focus of these recommendations is on developing a constituency for plan implementation.

Activity: Foster Creation of a Citizens Plan Implementation Committee
Mission: Develop local constituency for plan implementation
Who: Interdepartmental Working Group

Activity: Foster Creation of a Local Merchant / Business Association
Mission: Develop local constituency for plan implementation
Who: Department of Economic Development

Activity: Conduct a Summit on Lusby Area Development
Mission: Develop energy for implementation, economic development marketing
Who: Interdepartmental Working Group

Infrastructure Development

Activity: Create a Lusby Capital Improvements Program (CIP)
Mission: Program improvements for construction
Who: Interdepartmental Working Group, Capital Projects Coordinator

The first five years detailed in Exhibit 5-1 should serve as Lusby Town Center element of the countywide CIP. It should be updated annually and reviewed by the proposed interdepartmental working group. Per 66B of the Annotated Code of Maryland, the Calvert County Planning Commission should review and approve the CIP.

Activity: Adopt a Lusby Area Official Map Ordinance
Mission: Reserve rights-of-way for road and open space improvements
Who: Department of Planning and Zoning

Article 66B of the Annotated Code of Maryland permits the County to adopt an ordinance to reserve the rights-of-way for future road improvements. This recommendation, first made in the County Transportation Plan, is in the process of being implemented; funding for required initial alignment studies are programmed annually from FY 2003 through 2007. The alignment studies for roads in Lusby are due to be completed in FY 2003 and 2004. Upon completion of the alignments studies, an official map (s) should be prepared and adopted.

Activity: Study Arrangements to Address Town Center Parking
Mission: Promote coordinated parking and good urban design
Who: Department of Planning and Zoning

Uncoordinated parking can be a major impediment to maximizing available land for commercial development. Onsite parking can be addressed through zoning, but to promote pedestrian scale development public parking may need to be made available. A parking authority or some other entity should be studied to address this issue.

5.4 Zoning

The County should prepare and adopt a zoning ordinance based on the recommendations in Section 4 of this report. The zoning ordinance should help implement the Master Plan by addressing the types and intensity of land use. The ordinance should also address urban design, architectural, landscape, and parking requirements. It should establish reasonable build-to lines along existing and proposed roads to ensure that new development compliments public investment in sidewalks, water and sewer, roads, and open space.

5.5 Current and Ongoing Plan Maintenance

For now and over the life of the plan, the County should continually evaluate all site plans that in any way might impact long-term roadway and interchange elements. This is especially critical with respect to interchanges and bridges along MD 2/4 and the proposed parkway.

The County must also update the roadway plan at regular intervals. The County and State should insist on retaining proposed interchanges, access controls, and road rights-of-way unless careful assessment shows that changes or elimination would not jeopardize the objectives of the Plan.

5.6 Short-Term Plan

The County should work with local residents and business groups to develop a short-term action plan. The plan should list and prioritize specific steps that can be taken to improve current conditions in the Town Center. Issues that residents have asked to be addressed in such a plan include the location for the trash and recycling facility currently located along MD 765 in the Town Center; the operations at the main intersections in the area, and pedestrian/bicycle linkages.

5.7 Conclusion

This Master Plan for Lusby envisions a vibrant Town Center that compliments the rural character of the area. The parkway, pedestrian quality streets, mixed use development and access improvements are essential ingredients. Implementation will require cooperation among local officials and state officials, citizens, business operators, and developers. The visible, attractive and accessible Town Center, detailed in this plan, will serve the existing community and provide space for reasonable growth and development.

APPENDICES

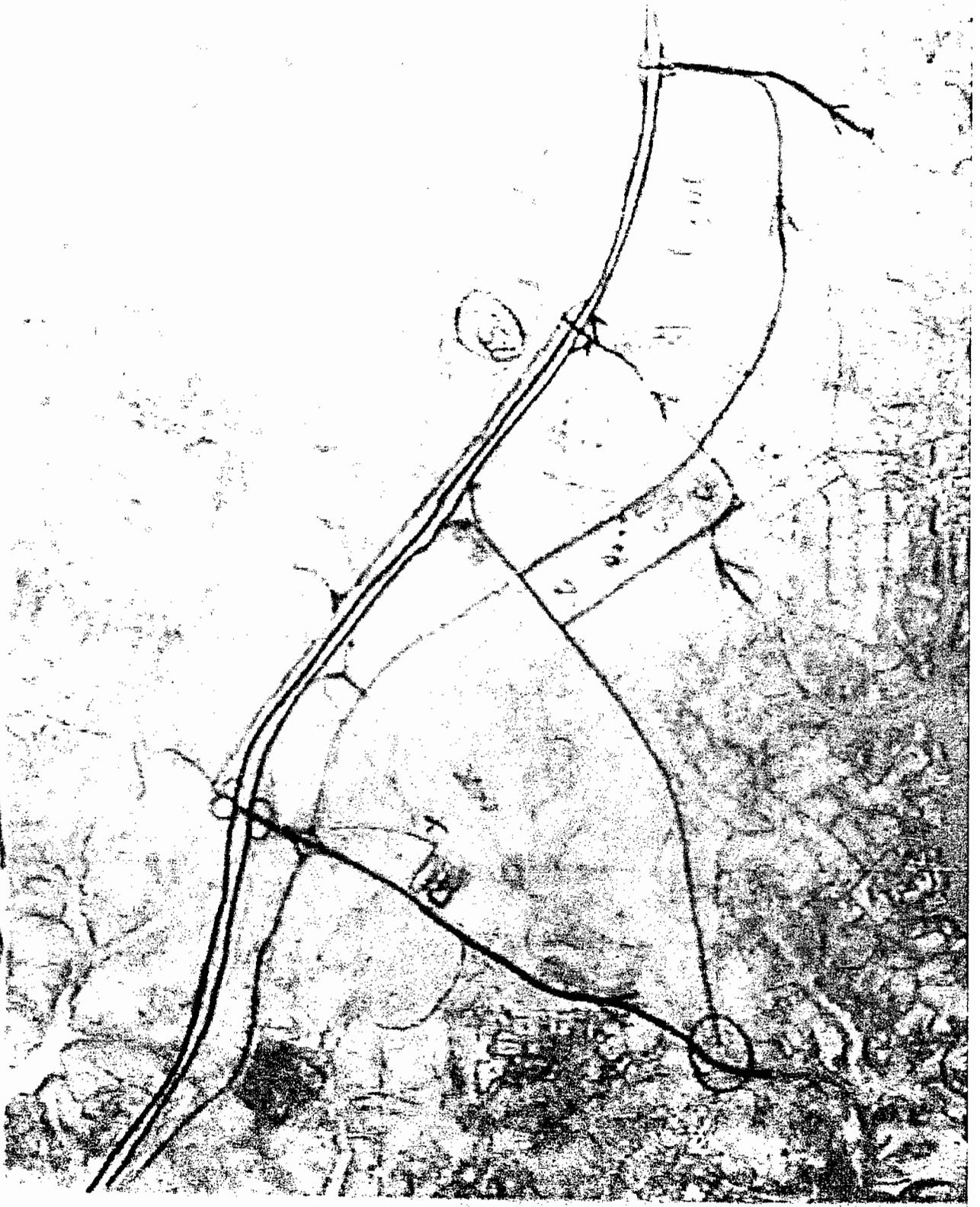
- Appendix A: Citizen Plans
- Appendix B: Phasing of Master Plan
- Appendix C: Road Cost Data for Infrastructure Strategy
- Appendix D: Authorized Infrastructure Funding Tools

APPENDIX A

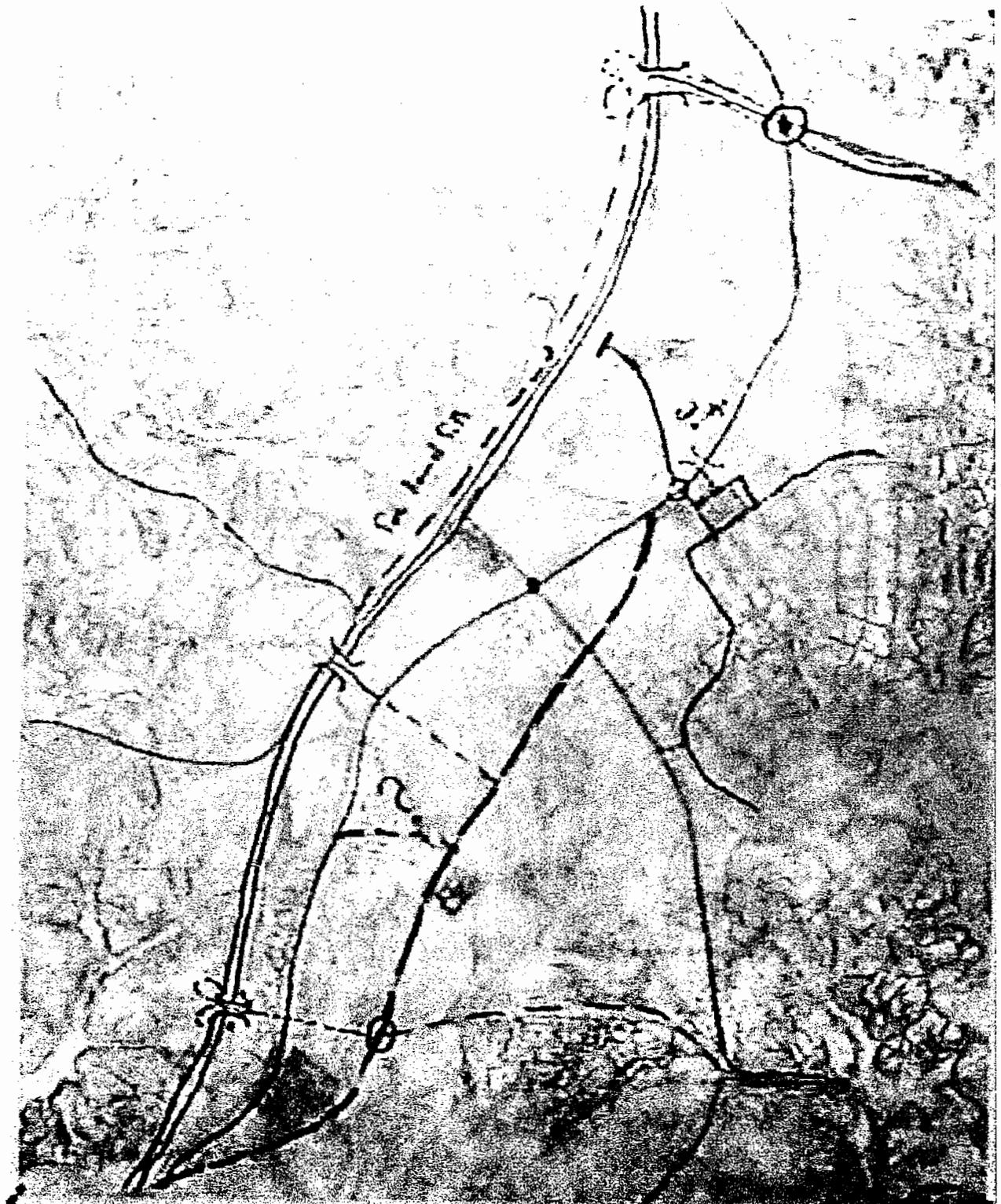
Citizen Plans

As part of the town center planning process, on Saturday January 9, 1999 area residents participated in a planning workshop in the cafeteria of the Patuxent High School. The participants organized themselves into four groups for the purpose of developing plans for the future of the Lusby Town Center. The consulting team used the citizen plans in preparing a preliminary draft plan public review and approval. These plans are shown here.

① APPEAL

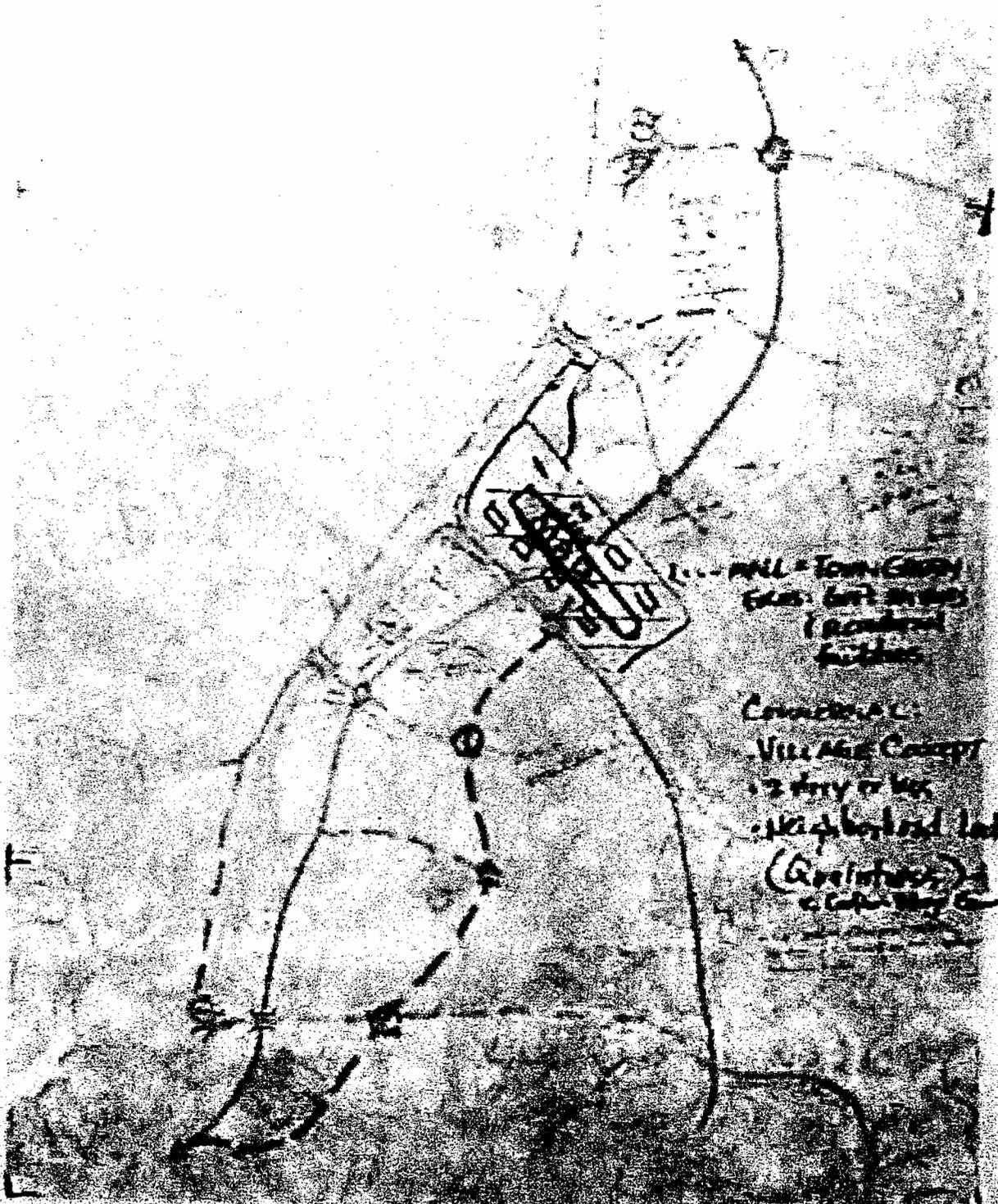


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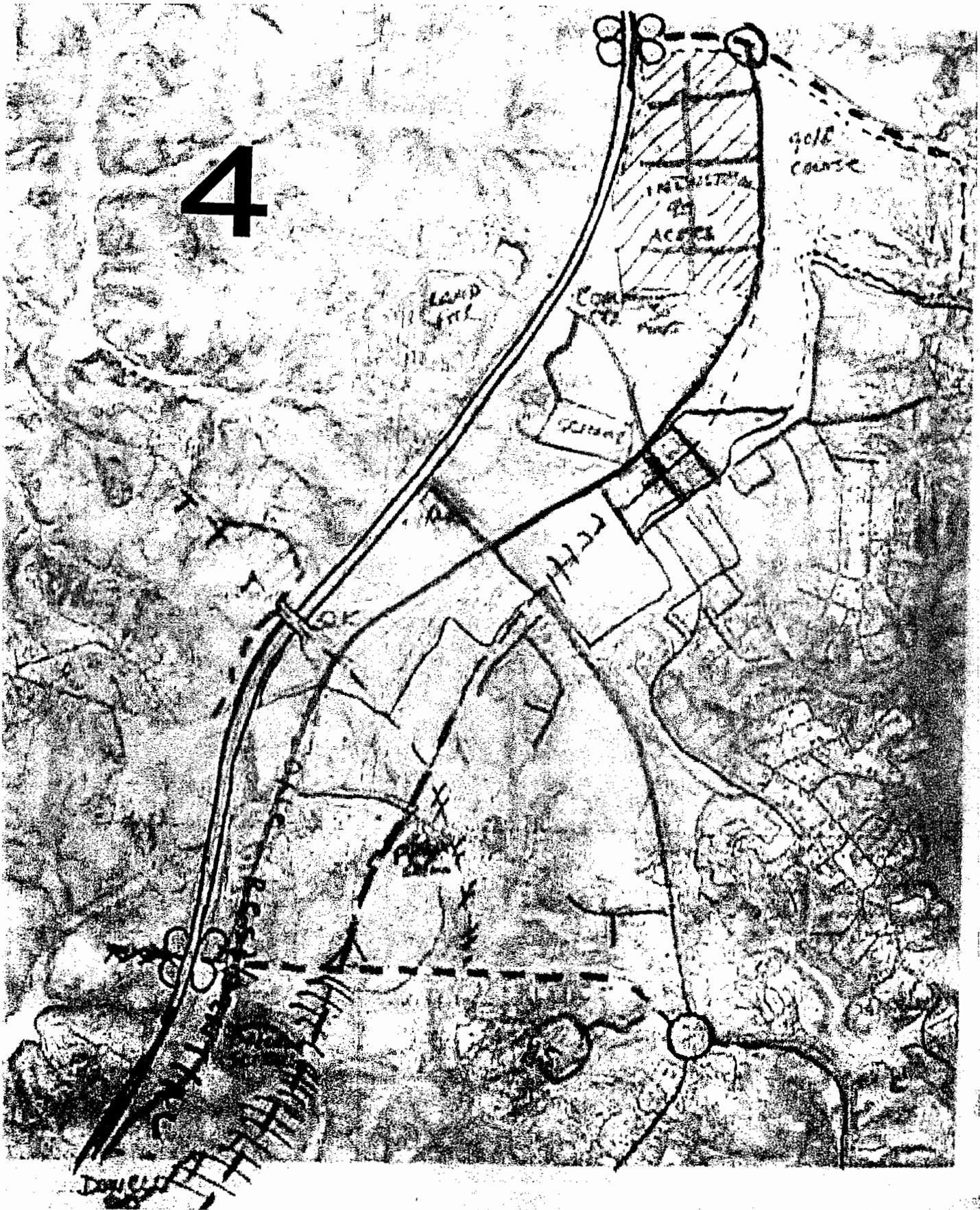
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APPEAL (OLD: LUSBY)
TOWN GREEN PLAN

4



APPENDIX B

Phasing of Master Plan

The figures in this Appendix illustrate the *preliminary draft* plan. The Department of Planning and Zoning revised the preliminary draft plan slightly with respect to the location of the village green and the alignment of the proposed Lusby parkway through negotiations and concept site planning with the affected property owner. The preliminary draft plan therefore differs slightly from the adopted Master Plan shown in Figure 4-1 of this report. These figures are presented here, along with the following narrative, only to illustrate how the Lusby Town Center might develop over time consistent with the Master Plan.

Initial Phase: Plan Adoption, 1999-2010 (Figure B-1)

The visible changes during this period include implementation of a streetscape plan for Trueman Road, the development of the village green, and the construction of new buildings along Trueman Road. Functional changes include new intersection configurations along Route 2/4.

The important steps taken during this period, that will later give the town its form, are the reservation of future road rights-of-way, the preservation of existing highway access controls along MD 2/4 and Coster Road, the setting aside of land in the village green for a future public building and the restriction of development on steep slopes.

During this first phase the following should be undertaken:

- Upgrade two existing at-grade Route 2/4 intersections to high-speed signalized “T” intersections.
- Work with the State Highway Administration (SHA) to upgrade the intersections of Trueman Road with Rousby Hall Road and Appeal Lane.
- Secure funds to design and construct (before 2010) key elements of the planned roadway system (both major and minor roads), which create the new relocated Route 765 and new southern connector between Route 760 and Route 2/4.
- Secure funds to design and construct, after 2010, a grade-separated interchange and connector road at MD 2/4 and Cove Point Road.
- Reserve rights-of-way for future interchanges and roadways.

Emergence of Town Green and Market Square, 2010-2025 (Figure B-2)

In function and form, development pressures from the surrounding communities will shape the Town Center. Easy traffic flow around the Town Center is a top priority in its evolution. The improvement of traffic flow to and from Route 2/4, around the core area, along Cove Point Road and a newly aligned Rousby Hall Road is an early goal of the plan. With high-volume commuter traffic handled at the periphery the Town Center can begin to take shape.

A vibrant Town Center will begin to emerge in this time period when the village green is completely developed and utilized. The new library on the green would begin to make this area the focus of community life. There would also be a new public, multi-functional building for county services and recreation, situated between the green and the elementary schools. If there were a need, the village green would be an excellent location for a new residential/life care facility.

Market Square and the first commercial buildings to the south would provide services to the development within the ECTC south of the town center. Commercial development is likely to intensify at the intersection of Trueman Road and Rousby Hall Road.

Developers of adjacent parcels in the Employment Center/Town Center (ECTC) would construct segments of a future road parallel to Trueman Road, including a bike trail in the right-of-way. This trail would link communities to the east to the Town Center and to the schools.

During this phase the following should be undertaken:

- Construct the new grade-separated interchange and connector road and bridge at Route 2/4 and the new southern connector road.
- Build major and minor arterial road links consistent with the Town Center Plan with the State, County and developers sharing costs, and build service roads on west side of Route 2/4.
- Continue advance purchases of rights-of-way for future interchanges and roadways using SHA funding, as available.
- Secure funds to design and construct key elements of the arterial roadway system, which creates the new Route 765 and southern connector roads.

Completion of Road System, 2025-2040 (Figure B-3)

The road infrastructure would be substantially completed during this time period. With the roads in place, the buildings can begin to fill in as the market dictates.

There will be many opportunities for different types of development within the Town Center. There is an area for townhouses east of the green and south of Market Square. There would be housing over shops around Market Square. There would be offices over retail shops between Market Square and the Town Green. There would be street parking and common parking lots behind the buildings in these areas. The area around the Town Green can be a mixture of offices, retail, public buildings, and residential.

During this phase the following should be undertaken:

- Build a new grade-separated interchange on Route 2/4 for the northern connection with Cove Road (Route 497) and install new signals at Route 765 and the relocated Route 497.
- Build final arterial road links and have SHA designate the parkway as the new Route 765.
- Build a service road to connect this southern interchange with Coster Road.
- Build a new bridge over Route 2/4 to connect the Town Center directly with Coster and Milbridge roads on the west side of Route 2/4.

Town Center Supports Industrial and ECTC Development, 2040+ (Figure B-4)

Once Lusby has achieved a critical mass, the Town Center could attract facilities such as an inn or inn/conference facility. This type of high-image facility would complete the village green.

As the industrial district to the north and the ECTC to the south are being completed the Town Center would continue to fill in with services to meet the needs of commerce and residents in the immediate environs. The type of town would be pedestrian-friendly and human-scaled. Drivers on the Parkway would experience a wooded road that skirts the development, and see the Town Center through the trees. Steep, wooded slopes would interrupt building groups at the edge of the Town Center.

APPENDIX C

EVALUATION OF ROAD DEVELOPMENT COSTS

LUSBY TOWN CENTER MASTER PLAN - IMPLEMENTATION STRATEGY

Roadway and Section	Length Linear Feet	Construction (\$)	Right-of-Way (\$)	E. E. C. (\$)	Misc. (20%) (\$)	Total (\$)
I. Parkway						
A. MD 765 to MD 760	1,680	540,960	189,000		145,992	875,952
C. MD 760 to Coster	1,780	573,160	160,200		146,672	880,032
D. Coster to School	1,400	450,800	157,500		121,660	729,960
E. School to R.H. Ext	2,030	653,660	182,700		167,272	1,003,632
F. R.H. Ext to MD 765	2,710	872,620	243,900	200,000	263,304	1,579,824
subtotal	9,600	3,091,200	933,300	200,000	844,900	5,069,400
II. Coster Road Extended						
A. MD 765 to Parkway	1,420	359,260	76,680		87,188	524,548
subtotal	1,420	359,260	76,680	-	87,188	524,548
III. Rousby Hall Road Ext.						
A. MD 2/4 to Parkway	2,600	728,000	140,400	1,000,000	373,680	2,242,080
B. Parkway to Olivet	3,460	968,800	186,840	1,000,000	431,128	2,586,768
subtotal	6,060	1,696,800	327,240	2,000,000	804,808	4,828,848
III. West Side Service Road						
A. R.H. Rd Ext. to Coster	4,200	735,000	100,800		167,160	1,002,960
B. Coster to MD 760	2,300	402,500	55,200		91,540	549,240
C. MD 760 to N. end	3,000	525,000	72,000		119,400	716,400
subtotal	9,500	1,662,500	228,000	-	378,100	2,268,600
Total	26,580	6,809,760	1,565,220	2,200,000	2,114,996	12,689,976

APPENDIX D

Authorized Infrastructure Funding Tools

There are number of funding tools available to Calvert County—that is, the County is authorized to use them. Each of the eight listed herein appears to be appropriate for use in developing infrastructure in the Lusby Town Center, though some are more suitable than others.

General Fund

Description: The General Fund is the general operating fund of the County. Revenues from the property tax, public utility tax, piggyback income tax, and recordation tax primarily support the General Fund.

Comments: There is significant competition for General Fund revenue. Such revenues mostly support operating expenses. Funding one-time expenditures through the General Fund can lead increases in the property and/or income tax. The property tax is currently \$2.23 per \$100 of assessed value. The income tax in Calvert County (FY 2001) is 2.55 percent of Maryland taxable income. The recordation tax is set at \$5.00 per \$500 of recorded value.

Appropriateness: Low

Bonding / Debt Financing

Description: The County sells bonds, uses the revenues to design and construct capital facilities, and repays over a 15 or 30-year period. The Calvert County Economic Development Authority also has the authority to issue and sell bonds for capital improvements.

Comments: This is the traditional way to finance capital projects. The County has in place a 6.8 percent debt affordability limit—that is, debt service payments (on County debt) cannot exceed 6.8 percent of the operating budget. In FY 2001, debt service amounted to about 4.9 percent of the operating budget. Major capital improvements, financed by the sale of bonds, should be fitted into the existing and projected County capital financing structure such that no pronounced irregularities in annual debt service payments result. Therefore, an infrastructure improvement strategy must be balanced against the County's long-range CIP.

Appropriateness: High

New Impact Fees

Description: An impact fee is a fee charged to new development to cover the cost of providing specific capital facilities needed by the new development. The County currently charges each new single-family detached home a school impact fee of \$3,000, a recreation impact fee of \$650 and a solid waste impact fee of \$300. A solid waste fee impact is also charged to new commercial development at the rate of \$0.11 per square foot of space.

Comments: The County recently completed a study that examined the use of road impact fees and concluded that while an impact fee could generate significant revenue for road building, several issues would need to be addressed before it could be adopted. Road impact fees revenues could not cover the complete costs of new road construction. Additional funding sources would still be needed.

Appropriateness: Medium

Excise Tax

Description: Excise taxes are charged to new development, based on the square footage of new construction. Recently, the General Assembly authorized Calvert County to impose an excise tax.

Comments: Unlike with impact fees, revenues raised through an excise tax may be flexibly used to cover the full cost of capital projects, including rehabilitation and replacement. Like impact fees, they have the value of placing some of the cost of new infrastructure on the new development that is making the infrastructure necessary. Excises taxes may be imposed on all types of new construction.

Appropriateness: High

Enterprise Fund

Description: The County has a Water and Sewer Enterprise Fund. Under the Enterprise Fund, the cost of providing facilities and services are recovered primary through user charges. The Fund operates without the direct infusion of County monies.

Comments: The Water and Sewer Enterprise Fund successfully provides water and sewerage facilities in the Prince Frederick and Solomons Town Centers. Other enterprise funds may be considered as well, a parking enterprise fund for instance.

Appropriateness: High

Development Agreements

Description: The Calvert County Zoning Ordinance permits the County to negotiate with a private developer to promote a series of benefits through land development including a higher level of urban design, infrastructure development, and a healthy mix of land uses.

Comments: This is a very important tool to secure participation of private developers in financing infrastructure projects and in plan implementation in general. The County has entered into several development agreements in recent years. These agreements have specified the respective roles of the County and the developer in project planning and development.

Appropriateness: High

Special Taxing District

Description: Special taxing districts are drawn to comprise the beneficiaries of a capital improvement. The property owners in the district agree to assess themselves a fee to cover the costs of road construction. The County assists in the collection and use of funds by adding the fee to the property tax bill of participating property owners and making the needed improvements. The County presently participates in road improvement districts in the communities of White Sands and Chesapeake Ranch Estates.

Comments: The use of road improvement districts has been very successful where the costs of road improvements are relatively small and the number of “direct beneficiaries” is high. Calvert County is authorized by the Maryland General Assembly to create special taxing districts within the Lusby Town Center for the purpose of developing new infrastructure. The means for repaying the County for infrastructure may possibly include front-footage assessments.

Appropriateness: High

Developer Contribution

Description: Developers contribute to the costs of constructing capital facilities or cover the costs entirely.

Comments: When capital facilities are contained within a development site and/or serve primarily the needs of the new development, developer contribution is generally expected. However, the costs to private sector developers of providing improvements can have the effect of limiting desirable land uses; as high volume retail uses generally are needed to carry the cost of private debt service.

Appropriateness: Low to High, depending on nature of improvement and development plan.

Other Current Tools

Three State sponsored programs provide needed funds for specific types of improvements.

Program Open Space provides much needed funding for the purchase of land for open space uses. The Lusby Town Center village green is a project eligible for open space funds.

The SHA Sidewalk Retrofit Program provides a 50 percent match to County funds for the construction of sidewalks along State highways. State highways in the Town Center include Trueman Road (MD 765) and Rousby Hall Road (MD 760).

The Maryland Department of Transportation's Neighborhood Conservation Program provides for the design, engineering, and construction of streetscape improvements throughout the State. The proposed streetscape improvement in Lusby would be an acceptable candidate for this program.

LUSBY TOWN CENTER ZONING ORDINANCE

Adopted: January 8, 2002

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ARTICLE 1: SCOPE OF REGULATIONS

I-0 PURPOSE OF THIS ORDINANCE

The Lusby Town Center Zoning Ordinance is a legal document, which is adopted to accomplish the aims of the Lusby Town Center Master Plan by regulating land uses in a manner that promotes the health, safety and general welfare of Calvert County residents.

I-1 EFFECTIVE DATE AND TERRITORIAL LIMITS

This Ordinance shall take effect immediately after adoption and shall apply to all lands, uses, and improvements within the territorial limits of the Lusby Town Center as shown on the officially adopted Calvert County Zoning Maps.

I-2 APPLICABILITY

The Lusby Town Center Zoning Ordinance is a supplement to the Calvert County Zoning Ordinance and applies to the Lusby Town Center. Except in cases specifically addressed in the Lusby Town Center Zoning Ordinance, the Calvert County Zoning Ordinance applies.

I-3 SEPARABILITY

If any section, subsection, sentence, clause or phrase of this Ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, such provision shall be deemed separate and such invalidity or unconstitutionality shall not affect the validity of the Zoning Ordinance in its entirety or of the remaining sections or parts thereof.

I-4 INTERPRETATIONS

The Zoning Officer shall be responsible for clarifying the intent of this Ordinance. Should there be a question on the meaning of a section of this Ordinance, an “official interpretation” shall be approved and signed by the Zoning Officer. The Lusby Town Center Master Plan should be used as a guide when interpreting or clarifying this Ordinance.

I-5 PERMITS

Building permits must be obtained before constructing, demolishing or erecting buildings or structures covering more than 150 square feet or signs; moving, adding to, or extending buildings or structures; or excavating for any construction.

ARTICLE 2: DISTRICT BOUNDARIES

2-0 DISTRICT BOUNDARIES ESTABLISHED

The locations and boundaries of the districts are established as shown on the Lusby Town Center Zoning Map. The map and all notations, dimensions, references and other data shown as well as properly attested amendments are incorporated as part of this Ordinance. Maps reflecting the current status of zoning are located in the offices of the Department of Planning and Zoning.

2-1 INTERPRETATION OF DISTRICT BOUNDARIES

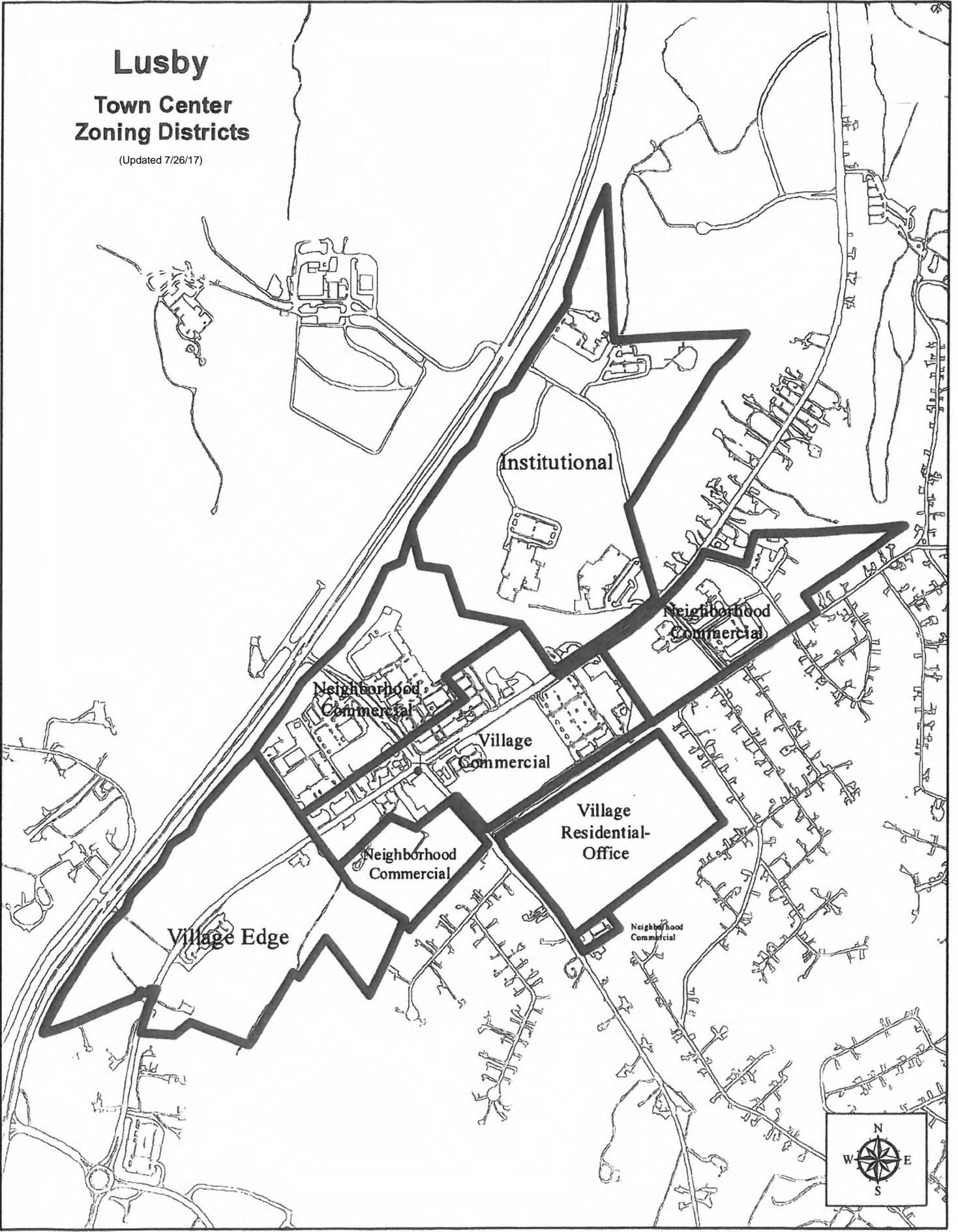
Where uncertainty exists with respect to boundaries of the districts as shown in the Zoning Map the following conditions shall apply:

1. District boundaries are meant to and shall be considered to follow street, alley, or lot lines, or lines parallel or perpendicular thereto, unless such boundaries are otherwise shown on the Zoning Map.
2. Where a boundary line is shown within a street, alley, or stream it shall be intended to follow the centerline of such street, alley, or stream. Should the actual location of such street, alley, or stream vary from the locations as shown on the Zoning Map, then the actual natural location shall control.
3. Where a boundary line is shown as being located a specific distance from a street line or other physical feature, then this distance shall control,
4. In un-subdivided property, unless otherwise indicated, a district boundary line on the Zoning Map shall be determined by the use of the scale on the Zoning Map.
5. Wherever any roads, alley, or the public way is abandoned by official action as provided by law, the zoning district adjoining the side of the public way shall be automatically extended, depending on the side or sides to which such lands revert, to include the right-of-way of the public way thus vacated, which shall thenceforth be subject to all regulations of the extended district(s).

Lusby

Town Center Zoning Districts

(Updated 7/26/17)



ARTICLE 3: ZONING DISTRICTS

3-0 PURPOSE OF ESTABLISHING DISTRICTS

Zoning districts are established to provide for appropriate land uses, densities, and development criteria throughout the Lusby Town Center in its entirety. Determination of the districts is based on environmental suitability; the location of roads, public facilities, and public services; existing land uses on adjacent properties; and is guided by the Lusby Town Center Master Plan and the Calvert County Comprehensive Plan.

3-1 PURPOSE AND INTENT OF DISTRICTS

3-1.01 Institutional District

The intent within this district is to protect and sustain the existing quiet institutional setting and to promote land uses that complement this setting.

3-1.02 Neighborhood Commercial

The intent within this district is to promote the development of convenient commercial uses that serve nearby population centers and highway traffic.

3-1.03 Village Commercial

The intent within this district is to promote the intense use of land for commercial development in traditional patterns of development and to create an attractive destination for commerce and civic activities.

3-1.04 Village Residential-Office

The intent within this district is to promote the development of a village scale mix of compatible office, retail, and housing in traditional patterns of development.

3-1.05 Village Edge

The intent within this district is to provide a transition from the core of the Town Center to adjacent rural lands and promote development of targeted industries and compatible residential development in an attractive and quiet setting.

KEY TO LAND USE CHARTS:

	A blank indicates the use is not permitted	SC	Permitted use subject to special exception if it meets conditions
P	Permitted Use	S1	Permitted Use subject to special exception if less than 150 feet from a residential building or site where there is an active house permit or an established Historic District.
C	Permitted Use if it meets certain conditions	S2	Permitted Use subject to special exception if less than 300 feet from a residential building or site where there is an active house permit or an established Historic District.
S	Permitted Use subject to special exception from the Board of Appeals		

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – AGRITOURISM, ECO-TOURISM, AND HERITAGE TOURISM USES	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Agritourism Enterprise					
2.	Campground, Farm					
3.	Canoe or Kayak Launching Site, Commercial					
4.	Commercial Kitchen, Farm					
5.	Ecotourism Enterprise					
6.	Farm Support Business, Less than 5,000 square feet					
7.	Farm Support Business, More than 5,000 square feet					
8.	Heritage Trail Displays					
9.	Hunting Service					
10.	Public Events/Public Assemblies on Farmland					
11.	Rental Facilities on Farms					
12.	Sports Practice Fields on a Farm					

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES - AGRICULTURAL	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Animal Husbandry					
2.	Aquaculture, Freshwater and Land-based					
3.	Aquaculture, Marine/Estuarine					
4.	Commercial Greenhouse, Retail					P
5.	Commercial Greenhouse, Wholesale					P
6.	Commercial Kennel, with indoor facilities only					
7.	Commercial Kennel, with outdoor facilities					
8.	Commercial or Non-Profit Stable or Horseback-Riding Club					
9.	Commercial Raising of Dangerous or Wild Animals					
10.	Commercial Raising of Fur-bearing Animals					
11.	Farm					P
12.	Farm Brewery					
13.	Farm Building					
14.	Farm Distillery					
15.	Farm Stand					C
16.	Farm Winery					
17.	Field Crops					P
18.	Forest Product Processing					
19.	Garden Center or Farm Supply Store, 75,000 sq. ft.		C	C		
20.	Garden Center or Farm Supply Store, less than 75,000 sq. ft.		P	P		
21.	Livestock Auction and/or Sales Barn, Commercial					
22.	Livestock Auction by a Non-Profit Organization or Farm Owner					
23.	Nursery, Retail					P
24.	Nursery, Wholesale					P
25.	Tree Farming					P
26.	Veterinary Hospital or Clinic, Livestock					P
27.	Veterinary Hospital or Clinic, Small Animals and Household Pets					P

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

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – COMMERCIAL RETAIL	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Agricultural Machinery, Service and/or Supplies			P		P
2.	Antiques Sales			P	P	
3.	Art Gallery, less than 75,000 sq. ft.			P	P	
4.	Artisans' and Crafters' Market		C	C		
5.	Auction Building			P		P
6.	Boat Dealership					P
7.	Farmers' Market		C	C		P
8.	Flea Market by Non-profit Organization					P
9.	Home Improvement Center, 75,000 sq. ft.		C	C		
10.	Home Improvement Center, less than 75,000 sq. ft.					P
11.	Manufactured Home Dealer					
12.	Mobile Food Sales		C	C		C
13.	Retail Commercial Building with drive-up Facility, 75,000 sq. ft.		C			
14.	Retail Commercial Building with drive-up Facility, less than 75,000 sq. ft.		C			
15.	Retail Commercial Building, 75,000 sq. ft.		C	C		
16.	Retail Commercial Building, less than 75,000 sq. ft.		P	P		
17.	Retail Commercial Sale or Display Area, Outdoor		C	C		
18.	Watermen's Market		C	C		

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES –BUSINESS & PERSONAL SERVICES	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Boat Service and/or Repair					P
2.	Boat Storage, Commercial					
3.	Boatel					
4.	Commercial Kitchen (not associated with an Eating Establishment)	P	P	P	P	P
5.	Commercial Pier					
6.	Commercial Trade or Business School	P	P	P	P	P
7.	Corporate Headquarters	S	P	P	P	P
8.	Crematorium	P				P
9.	Eating Establishment with Drive-up Facility		C			
10.	Eating Establishment without Drive-up Facility		P	P	S	C
11.	Entertainment Business, Adult					
12.	Flex Space Business			C		SC
13.	Funeral Home	P				P
14.	Home Occupation - All Employed are Residents	C	C	C	C	C
15.	Home Occupation with up to 2 Equivalent Full-time non-resident employees	SC	SC	SC	SC	SC
16.	Laundry, Industrial					
17.	Laundry/Laundromat		P	P		
18.	Motel or Hotel	S	P	P	S	P
19.	Office, Medical, Non-Medical or Clinic		P	P	P	
20.	Office Support Services, including printing, copying, faxing, internetworking, etc.		P	P	P	
21.	Personal Services		P	P		
22.	Tavern, Nightclub, Lounge, Dance Hall			P		P
23.	Tavern, Nightclub, Lounge, Dance Hall with Outdoor Facilities such as Bars					

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – RECREATION	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Campground and/or Recreational Vehicle Camp					
2.	Carnival, Fair or Circus –Temporary, On Less than 5 Acres					SC
3.	Carnival, Fair or Circus –Temporary, On More than 5 Acres					SC
4.	Commercial or Non-Profit Meeting Hall, Banquet Hall		P	P		P
5.	Convention Center		P	S		
6.	Drive-in Theatre					
7.	Fitness Center	S	P	P	S	
8.	Golf Course					
9.	Golf, Driving Range					
10.	Golf, Miniature					P
11.	Indoor Commercial Amusements: Arcade, Pool Hall, Bingo Hall			P		
12.	Indoor Commercial Amusements: Bowling Alley		P			P
13.	Indoor Commercial Amusements: Motion-Picture Theatre			P		
14.	Indoor Commercial Amusements: Skating Rink			P	P	P
15.	Indoor Commercial Amusements: Swimming Pool, Athletic Court	S	P	P	S	
16.	Indoor Commercial Amusements: Theatre			P	P	P
17.	Marina					
18.	Outdoor Recreation, such as: Swimming Pools, Athletic Courts	SC	C	C	SC	C
19.	Retreat, Day	P			S	P
20.	Studio, Commercial		P	P	P	
21.	Studio, Commercial-Performing Arts		P	P	P	
22.	Target Range, Indoor					
23.	Target Range, Outdoor					

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES--COMMERCIAL WHOLESALE	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Mini-Storage					SC
2.	Warehouse, Indoor					SC
3.	Warehouse, Outdoor					
4.	Wholesale Lumber and/or Other Building Materials less than 75,000 sq. ft.					P
5.	Wholesale Lumber and/or Other Building Materials, 75,000 sq. ft.		C	C		
6.	Wholesaling, Indoor Only					SC

USE #	LUSBY TABLE OF LAND USES - MOTOR VEHICLE & RELATED SERVICES	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Automobile Filling Station		C			C
2.	Automobile Filling Station with Convenience Store and/or Eating Establishment		C			C
3.	Automobile Parking Lot/Garage as a Principal Use	P	P	P	S	P
4.	Automobile Parts Dismantling and/or Storage					
5.	Automobile Repair/Service Shop without fuel sales		C			S
6.	Bus lot or garage					
7.	Car Wash		P			P
8.	Commuter Parking Lot		P	P		P
9.	Inoperative Vehicle, 1 per lot					
10.	Inoperative Vehicles, 2 per lot					
11.	Motor Vehicle Accessory Shop		C	C		C
12.	Motor Vehicle Dealership - New or Used		P	P		P
13.	Other Motor Vehicle Related Uses including: Bus depot, taxi service, vehicle rental or leasing		P			P
14.	Park-and-Sell Lot		P	P		P
15.	Parking of Commercial Motor Vehicles	C	C	C	C	C
16.	Storage of Motor Vehicles		P	P		P
17.	Truck, Bus and Diesel Service and Repair Shop					
18.	Truck Terminal					
19.	Vehicle Ferry Service					

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – INDUSTRIAL	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Agricultural / Seafood/Livestock Processing Plant:					
2.	Asphalt Plant					
3.	Commercial Fuel Storage Business					
4.	Commercial Recycling Facility					
5.	Distillation of Alcohol as a Fuel On a Farm for Farm Use Only					
6.	Distillation of Alcohol as a Fuel, Commercial					
7.	Grain Elevator					
8.	Kiln, Wood Drying					
9.	Landfill, Land-Clearing Debris					
10.	Landfill, Rubble					
11.	Landfill, Sanitary					
12.	Manufacturing and/or Assembly, Heavy					
13.	Manufacturing and/or Assembly, Light, Less than 5,000 square feet			C		C
14.	Manufacturing and/or Assembly, Light, More than 5,000 square feet					SC
15.	Manufacturing and/or Assembly, Watercraft, Commercial					
16.	Outdoor Storage in Connection with Commercial and/or Industrial Uses		C	C		
17.	Power Generating Facility, Accessory to a Residence or Business					
18.	Power Generating Facility, Commercial					
19.	Research & Development Facility, Environmental			P		P
20.	Research & Development Facility, Other			P		P
21.	Salvage and/or Junk Yard					
22.	Sand, Gravel or Mineral Extraction and Processing					
23.	Sand, Gravel or Mineral Extraction (No Processing)					
24.	Sawmill, Commercial					
25.	Sawmill, Portable					
26.	Storage of Machinery & Equipment in Connection With Excavating and /or Contracting Business					

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – INSTITUTIONAL USES	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	College or University	P				P
2.	Day Care Center	P	P	P	P	P
3.	Elementary or Secondary School	P		P	P	P
4.	Fire and/or Rescue Service					P
5.	Hospital					
6.	Library	P		P	P	
7.	Museum	P		P	P	
8.	Nursing or Convalescent Home	P	P	P	P	P
9.	Place of Worship, Parish Hall, Convent, Monastery or Rectory	P	P	P	P	P
10.	Public or Governmental Building	P	P	P	P	P
11.	Public or Non-profit Park and/or Recreation Area Including: Tennis Courts, Swimming Pools, Athletic Fields, etc.	P		P	P	
12.	Public Utility Lines & Accessory Structures					
13.	Solid Waste Collection Site					
14.	Temporary Structural Incidental to School (classroom relocatable)	P		P	P	P
15.	Wastewater Treatment Facility					
16.	Water Supply Treatment Facility		P			

LUSBY TOWN CENTER						
USE #	LUSBY TABLE OF LAND USES – UNCLASSIFIED	INSTITUTIONAL	NEIGHBORHOOD COMMERCIAL	VILLAGE COMMERCIAL	VILLAGE RESIDENTIAL-OFFICE	VILLAGE EDGE
1.	Accessory Building or Use	P	P	P	P	P
2.	Airport or Landing Field					
3.	Cemetery or Memorial Garden					
4.	Communications Towers & Antennas (Government, Commercial & Private)	SEE SECTION 3-3 OF THE CALVERT COUNTY ZONING ORDINANCE				
5.	Dock, Pier, Private					
	Flea Market by Non-Profit Organization					P
6.	Garage Sale, Yard Sale or Estate Sale	C			C	C
7.	Heliport					
8.	Household Pets	P	P	P	P	P
9.	Livestock Kept as Pets					
10.	Model Home				C	
11.	Structure for the Keeping of Animals (on non-farm properties)	P	P	P	P	P
12.	Temporary Recreational Vehicle at Construction site (for watchman)	C	C	C	C	C
13.	Temporary Structure Incidental to Construction (non-residential)	C	C	C	C	C
14.	Temporary Structure Incidental to Sales or Rentals in New Residential or Commercial Developments (sales trailers)					
15.	Unoccupied Recreational Vehicle					
16.	Wild or Dangerous Animals Kept as Pets					

3-2 TABLE OF PERMITTED LAND USES

The following table of land uses lists the various land uses and the zoning districts in which they are permitted. If a use is not listed or does not fall within one of the general categories of use, it is not a permitted use in any district of the Town Center. If a use is specifically listed in the Table of Permitted Land Uses, it takes precedence over general use listings.

A blank	indicates that the use is not permitted
“P”	indicates the use is permitted
“C”	indicates the use is permitted if it meets certain conditions
“S”	indicates that the use is subject to a Special Exception from the Board of Appeals (Refer to the Calvert County Zoning Ordinance concerning Special Exceptions)
“SC”	indicates that the use is subject to a Special Exception from the Board of Appeals if it meets conditions

3-3 NON-CONFORMING USES

(10/28/03) Any building, structure or premises lawfully existing at the time of the adoption of this Ordinance, or lawfully existing at the time this Ordinance is subsequently amended, may continue to be used even though such building, structure or premises does not conform to use or dimensional regulations of the zoning district in which it is located; subject to the provisions listed in Section 2-6 of the Calvert County Zoning Ordinance.

3-4 CONDITIONAL USES

The following are conditions imposed upon land uses as indicated in the table entitled “Land Uses by District”.

3-4.01 Agricultural Uses

- A. Veterinary Hospital or Clinic, provided that all structures or accessory uses are not less than 100 feet from any residence except that of the operator of such use. If the Veterinary Hospital or Clinic has outside kennels or boarding facilities, such structures shall be not less than 500 feet from any property line and 300 feet from a right-of-way.

3-4.02 Residential Uses

- A. Accessory Apartments, provided that:
 - i. Only one accessory apartment is created on each single-family lot,
 - ii. The accessory apartment is clearly subordinate to the single-family dwelling.
 - a. If the apartment is not a part of the dwelling, it must be within 100 feet of the dwelling and attached to an accessory building such as a garage. In no case shall it contain more than 900 square feet gross floor area of enclosed space, including enclosed porches.

- b. If the apartment is contained within the dwelling (i.e., as an addition or wing), then it shall contain no more than 40% of the total square footage of the building,
 - c. If the apartment is located in the basement of the dwelling, then it can consist of the entire basement.
 - iii. An owner of the lot occupies at least one of the dwelling units on the premises, except for bona fide temporary absences as determined by the Zoning Officer,
 - iv. At least one off-street parking space is available for the accessory apartment, and
 - v. The owner obtains Health Department approval.
- B. Bed and Breakfast provided that:
- i. An owner lives on the premises,
 - ii. The facility is a part of the dwelling unit with the exception that existing non-conforming guest houses may be used,
 - iii. No separate kitchens are provided,
 - iv. Adequate off-street parking is provided,
 - v. Fire Marshall and Health Department approvals are obtained,
 - vi. The breakfast shall be served to overnight lodgers only, and
 - vii. An Occupancy Permit for such use is obtained.
- C. Boarding House provided that:
- i. An owner lives on the premises,
 - ii. The facility is a part of the dwelling unit with the exception that existing non-conforming guest houses may be used,
 - iii. No separate kitchens are provided,
 - iv. Adequate off-street parking is provided,
 - v. Fire Marshall and Health Department approvals are obtained, and
 - vi. An Occupancy Permit for such use is obtained.
- D. Mobile Home or Recreational Vehicle for Emergency Use In case of fire or other disaster (destroying livability of residence) the Zoning Officer may issue a permit in any district for one mobile home or recreational vehicle to serve as a temporary shelter on the premises. If such temporary use exceeds six months, the Board of Appeals may approve an extension for a period not to exceed one year beyond the date such temporary residence was established.

3-4.03 Commercial Retail

- A. Retail Commercial with Drive-Up/Drive Through Service Window(s) provided that the drive-up / drive through travel-way is an alley.
- B. Roadside Stand provided that:
 - i. It is restricted to selling produce/nursery products only,

- ii. Any new permanent stand meets the front setback requirements of the District within which it is located. A temporary roadside stand shall also meet the front setback requirements of the District in which it is located, and
- iii. Adequate parking is provided so that parking on a public right-of-way is minimized and any on-street parking does not, in the opinion of the Zoning Officer, impede the safe flow of traffic.

3-4.04 Commercial Businesses And Personal Services

- A. Any restaurant with drive-up / drive-through service window(s) provided that the drive-up / drive through travel-way is an alley.
- B. Home Occupation provided that:
 - i. The occupation is conducted within the dwelling or secondary structure. In addition, no outside storage of equipment, materials or items to be repaired shall be permitted, unless screened from view of public or private rights-of-way, and neighboring land uses per Section 5-2.03 of this Ordinance,
 - ii. No article or commodity is offered for sale or is publicly displayed on the premises except those incidental to the services offered,
 - iii. Applicable State Licenses are obtained, and
 - iv. The occupation does not utilize more than 650 square feet, including storage.
- C. Laundry / Laundromat with drive-up / drive-through service window(s) provided that the drive-up / drive through travel-way is an alley.
- D. Other Commercial businesses, personal services, or clinics with drive-up / drive-through service windows provided that the drive-up / drive through travel-way is an alley.

3-4.05 Commercial Recreation

- A. Carnival, Fair or Circus, when sponsored by a non-profit organization, provided that:
 - i. The parcel is used as such for no more than 14 days a year,
 - ii. Adequate parking is provided,
 - iii. A County permit for the event is obtained before the event begins. The permit is to include approvals by the Health Department, Inspections & Permits Division, and the Public Safety Department.
 - iv. Carnival, fair or circus located on property where there exists a building occupied by a non-profit organization will be considered an accessory use. However, operators of the carnival, fair or circus must obtain a permit from the County before the event begins.
- B. Other Outdoor Recreation such as Swimming Pools, Athletic Courts provided that the use is accessory to the principal use.

3-4.06 Commercial, Wholesale

- A. Wholesaling or Warehouse, Indoor provided that buildings are located at least 200 feet from any residence and screened from adjacent land uses and rights-of way.
- B. Mini-Storage provided that buildings are located at least 200 feet from any residence and screened from adjacent land uses and rights-of-way.

3-4.07 Motor Vehicle And Related Services

- A. Automobile Filling Station, provided that:
 - i. No fuel pump, oil draining pit, or other visible appliance for servicing automobiles is located within 25 feet of the front lot line,
 - ii. Fuel pumps and service bays are located to the rear of the building,
 - iii. No structure or building is erected within 150 feet of any dwelling (neither setback may be reduced),
 - iv. No new service bay openings shall face a right-of-way,
 - v. No more than 5 inoperative vehicles and/or junk cars are allowed, except for those that are completely screened from adjoining properties and rights-of-way per Section 5-2.04A,
 - vi. Junk vehicles shall be removed after 30 days, and
 - vii. The provisions concerning inoperative vehicles and junk cars will go into effect immediately for new development and within one year of adoption of this Ordinance for existing development.
- B. Repair Shop/Service Shop/ Car Wash provided that:
 - i. No fuel pump, oil draining pit, or other visible appliance for servicing automobiles is located within 100 feet of the front lot line,
 - ii. No structure or building is erected within 150 feet of any dwelling, (neither setback may be reduced),
 - iii. No new service bay openings shall face a right-of-way,
 - iv. No more than 5 inoperative vehicles and/or junk cars are allowed, except for those that are completely screened from adjoining properties and rights-of-way per Section 5-2.04A,
 - v. Junk vehicles shall be removed after 30 days, and
 - vi. The provisions concerning inoperative vehicles and junk cars will go into effect immediately for new development and within one year of adoption of this Ordinance for existing development.

3-4.08 Industrial

- A. General Manufacturing/Assembly provided that:
 - i. Adequate measures are taken for the abatement of offensive and obnoxious odors, dust, smoke, noise, vibration, or similar nuisances, and
 - ii. Design, construction, and operation of the facility meets requirements of appropriate State and Federal regulatory agencies,

- iii. No structure or building is located within 200 feet of any dwelling, and
- iv. Any outdoor storage is completely screened from adjoining properties and rights-of-way, per Section 5-2.04A, and
- v. Landscaping adjacent to buildings is provided to help reduce building mass, promote safe pedestrian circulation, accent buildings and draw attention away from parking lots, utility lines and outdoor storage areas.

B. All Other Light Industrial Uses provided that:

- i. Adequate measures are taken for the abatement of offensive and obnoxious odors, dust, smoke, noise, vibration, or similar nuisances, and
- ii. Design, construction, and operation of the facility meets requirements of appropriate State and Federal regulatory agencies,
- iii. No structure or building is located within 200 feet of any dwelling,
- iv. Any outdoor storage is completely screened from adjoining properties and rights-of-way, per Section 5-2.04A, and
- v. Landscaping adjacent to buildings is provided to help reduce building mass, promote safe pedestrian circulation, accent buildings and draw attention away from parking lots, utility lines, and outdoor storage areas.

3-4.09 Unclassified

A. Garage Sale, Yard Sale or Estate Sale provided that:

- i. Articles for sale consist of personal possessions of the seller, and
- ii. Such sale is not held more than once every three months.

B. Outdoor Storage in Connection with Commercial and Industrial Uses provided that the machinery and/or equipment stored is not visible from adjoining properties or rights-of-way.

C. Temporary Recreational Vehicle at Construction Site for Watchman provided that it is removed when the construction is finished. Only one recreational vehicle is permitted.

D. Temporary Structure Incidental to Construction (non-residential) provided that it is removed when the construction is finished.

ARTICLE 4: TRANSFER ZONE DISTRICT

(12/02/03) 4-0 DESIGNATED TRANSFER ZONES
(05/01/06)
(11/30/15)

The Village Edge District and the Village Residential Office District are designated transfer zones per the Calvert County Zoning Ordinance. Purchase of five Calvert County Transferable Development Rights is required for each single family detached dwelling on lots averaging greater than 10,000 square feet (gross), three TDRs for each single family detached dwelling on lots averaging less than or equal to 10,000 square feet (gross), two TDRs for each attached dwelling and one TDR for each attached multi-family dwelling, over one (1.0) dwelling unit per acre¹ A maximum of nine (9.0) dwelling units per acre is permitted.

Affordable housing projects sponsored by a bona fide affordable housing agency may apply to the Board of County Commissioners for a waiver of the requirement to purchase Transferable Development Rights. The Board may approve the application in whole or in part provided that no more than 30% of the existing housing stock within the Town Center meets the State definition of affordable housing, the proposed development is consistent with the provision related to residential development listed in the Lusby Master Plan and the proposed development meets all other requirements in this Ordinance.

¹ The use of Transferable Development rights (TDRs shall not be required for age-restricted housing developments that comply with Section 5-5 of the Calvert County Zoning Ordinance and which are properly submitted prior to July 1, 2006.

ARTICLE 5: DEVELOPMENT REQUIREMENTS

5-1 PURPOSE

The following development requirements are intended to promote attractive aesthetics for the Town Center, protect adjoining properties from the visual effects of incompatible uses, maintain a high level of environmental quality, promote the safety and convenience of pedestrians and motorists, allow for the efficient provision of infrastructure, and otherwise achieve the stated purposes of each zoning district and implement the goals of the Lusby Town Center Master Plan.

5-2 DEVELOPMENT REQUIREMENTS FOR ALL DISTRICTS

5-2.01 Conservation Areas

(10/28/03) Conservation areas and buffers are required in accordance with the conditions listed in the Calvert County Zoning Ordinance under the following Sections: 8-2.03 (Flood Plain Area) 8-2.04 (Slopes 25 Percent or Greater and Erodible Soils Adjoining Streams), 8-2.05 (Wetlands), 8-2.06 (Development Adjacent to Blue Line Streams), 8-2.07 (Natural Vegetative Areas) and 8-3 (Forest Conservation Requirements).

5-2.02 Forested Edge

A no cut, no clear natural vegetative buffer shall be provided along both sides of the Parkway shown and described in the Lusby Master Plan and along the east side of MD 2/4 throughout the Town Center. In cases where clearing cannot be avoided, the applicant shall replant in accordance with adopted reforestation procedures upon approval of the Planning Commission.

A. Forested Edge Along the Parkway

- i. The width of the no cut, no clear natural vegetative buffer shall be 60' and shall be measured from the edge of the right-of-way.
- ii. Selective thinning is permitted in the Forested Edge along the Parkway to provide filtered views of buildings and/or structures.
- iii. Cutting and clearing in the Forested Edge along the Parkway is permitted to make way for pedestrian ways and/or bikeways.
- iv. No buildings or structures are permitted within the 60 ft Forested Edge, that is, within 60 ft of the edge of right-of-way along the Parkway.

- v. Parking and associated driveways are permitted within the Forested Edge but shall be no closer than 30 ft from the edge of the right-of-way of the Parkway. Parking and associated driveways shall be screened completely from view of the Parkway.
- B. Forested Edge Along MD 2/4
- i. The width of the no cut, no clear natural vegetative buffer shall be 100 ft and shall be measured from the edge of the right-of-way along MD 2/4.
 - ii. The width may be reduced to 50 ft, as measured from the edge of the right-of-way along MD 2/4 upon approval of the Calvert County Planning Commission.
 - iii. The purpose of the Forested Edge along MD 2/4 is to completely screen any development from MD 2/4.
 - iv. No buildings, structures, parking, roads or any other disturbance are permitted within the Forested Edge along MD2/4.

5-2.03 Grading and Clearing

- A. Grading and clearing shall be kept to a minimum. Grading and clearing permits may not be issued prior to site plan or major subdivision approval. Exceptions may be granted provided that:
- i. Clearing is part of a state forestry management plan unrelated to preparation of the site for sale or development, or
 - ii. The issues related to the protection of natural features are deemed by the Planning Commission to have been satisfactorily addressed in a pending subdivision plat or site plan, or
 - iii. The area to be graded and/or cleared is less than 5,000 sq. ft. and will not disturb historical or archeological sites, or
 - iv. The County or State has determined that there is a need to grade or clear within the right-of-way for road safety purposes.

5-2.04 Screening

- A. High screening (minimum 6 ft.) is to be used where the objective is to completely screen a use from general view. High screening is required to conceal loading areas, outdoor storage areas, trash disposal sites, and any other use that is visually incompatible with neighboring land uses and is in view from roadways. Materials:

- i. Evergreens (where the minimum height is 5 ft. at time of installation and where the plantings are capable of creating a continuous screen within 5 years. Evergreens may be planted in a close single row, staggered or offset rows or in clumps or groups of plantings.
 - ii. Solid/opaque wooden or masonry fencing. Where masonry or wooden fencing is utilized, a minimum two-foot strip outside the fencing shall be landscaped with clusters of trees and shrubs with a maximum spacing between clusters of 25 ft.
 - iii. Natural slopes and existing features which effectively conceal the use from general view.
 - iv. A combination of the above.
 - v. Chain link fences, with or without slats, shall not be used for screening. Berms may be utilized with any of the above.
- B. Low screening (3' minimum feet) is required along the perimeter of parking lots in cases where the parking lots are visible from roads or adjacent (off-site) properties and to conceal accessory uses that are 4 ft. or less in height. Low screening shall not restrict sight distance needed for vehicular safety. Materials:
- i. Evergreens (where the minimum height at time of planting is 12 inches and has the potential of reaching a height of at least three feet within five years and where the plantings are capable of creating a continuous screen within three years).
 - ii. Solid/opaque fencing with a minimum height of 3 ft. in material approved by the Department of Planning and Zoning.
 - iii. Natural slopes and existing features where they effectively conceal the use from view.
 - iv. A combination of the above.
 - v. Chain link fences, with or without slats, shall not be used for screening. Berms may only be used to screen parking lots from adjacent properties. They are not permitted to be used as screening along public roads.

5-2.05 Buildings

- A. Where build-to-lines are required, buildings shall have their primary building facades on the build-to-line along at least 60 percent of the building length.
- B. For any building, the length of the primary building façade shall not exceed 50 feet.
- C. A side wing or side wings if any shall be set back from the primary building façade at a distance of at least 60 percent of the length of the side wing(s).
- D. The Planning Commission may approve a primary building façade up to but no greater than 150 feet in length provided that:
 - i. If an Architectural Review Committee is in place, the Planning Commission receives and considers a recommendation regarding the extension;

- ii. The ground floor of the building shall have some combination of the following features along no less than 70 percent of the horizontal length: awnings, arcades, display windows, and/or entry areas;
- iii. Sidewalks, no less than 8 feet in width shall be provided along the full length of the buildings along any façade featuring a customer entrance and along any façade abutting a parking area. Such sidewalks shall be located at least 6 feet from the edge of the building to provide planting beds for foundation landscaping which shall include trees, shrubs, flower beds, and ground cover, except where features such as awnings, arcades or entry areas are part of the façade; and
- iv. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from all public or private rights-of-way, that adjoin the lot, to the principal building entrance. All such internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface material such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort as well as the attractiveness of the walkways.

5-2.06 Parking and Loading Requirements

- (10/28/03) A. Except as noted in this Ordinance, the parking requirements set forth in Section 6-2 of the Calvert County Zoning Ordinance, shall govern the provision of parking for all new construction, for all additions to existing buildings and structures, and for all buildings for which the primary use is being changed.
- (10/28/03) B. The number of required spaces, by land use and type of structure, set forth in Section 6-2.01 of the Calvert County Zoning Ordinance, shall not be exceeded on-site.
- C. The number of spaces for residential uses in the Town Center shall be as follows:
 - Single-family detached: 2 spaces per unit (at least one space on site),
 - Single-family attached including townhouse projects: 1.5 spaces per unit,
 - Multi-family housing projects: 1.5 units per unit, and
 - Elderly housing projects: 1 space per unit.
- D. On-street parking spaces shall be parallel to the edge of pavement.
- E. Adjacent parking lots shall have vehicular connections internally.
- F. Loading requirements contained in the Calvert County Zoning Ordinance shall apply in the Town Center except where noted herein.

5-2.07 Streets and Sidewalks

- A. Except as noted in Section 5-2.05D, a sidewalk with a minimum width of 5 ft and an adjoining planting strip with a minimum width of 5 ft shall be installed along all public and private street frontages by the developer at the time of development, unless already installed.

- B. The planting strip shall be located parallel to the right-of-way, be located between the edge of the right-of-way and the sidewalk, and shall be coterminous with the right-of-way.
- C. An easement covering the sidewalk and planting strip with a combined minimum width of 10 ft area shall be conveyed to Calvert County upon site plan approval for the purpose of ensuring continual, safe, and comfortable pedestrian access and movement for the public within and through this area.
- D. Deciduous trees, of a species approved by the Planning Commission, with a minimum caliper when plated of 2.5 inches shall be planted in the planting strip, at a distance of 30 ft on center by the developer at the time of development, unless installed already.

5-2.08 Towers

- A. Fire towers, hose towers, cooling towers, steeples, flag poles, smokestacks, masts, transmission line poles and towers, water tanks, monuments, and similar structures may exceed the height restrictions of the districts in which they are located provided they are all approved by the Calvert County Planning Commission. If the purpose is to camouflage or conceal wireless communications facilities such as towers or antennas, they shall be subject to the requirements of Section 3-4 of the Calvert County Zoning Ordinance.

5-3 DEVELOPMENT REQUIREMENTS FOR THE INSTITUTIONAL DISTRICT

The following development requirements for the Institutional District are in addition to those in Section 5-2.

5-3.01 Building and Lots

- A. The minimum front-yard building setback shall be 35 ft from the edge of right-of way of all existing and planned streets.
 - i. Parking shall be set back 35 ft from the edge of the right-of-way of all existing and planned streets.
 - ii. Grading and clearing of vegetation in the first 35 ft of the front setback area from the edge of the right-of-way shall be permitted only to provide access to the site. Selective thinning of vegetation is permitted to provide filtered views of buildings and for motorist and pedestrian safety reasons.
 - iii. If the first 35 ft of the front setback area is cleared of natural vegetation, it shall be shall replanted at time of development in accordance with adopted reforestation procedures upon approval of the Planning Commission.
- B. The minimum side-yard setback shall be 20 ft
- C. The minimum rear-yard setback shall be 20 ft.

- D. Building height: maximum three stories, plus a habitable roof, to a maximum height of 40 feet to the bottom of the eave.
- E. Lot size is subject to Health Department approval; otherwise the minimum lot shall be 20,000 sf.

5-4 DEVELOPMENT REQUIREMENTS FOR THE NEIGHBORHOOD COMMERCIAL DISTRICT

The following development requirements for the Neighborhood Commercial District are in addition to those in Section 5-2.

5-4.01 Building and Lots

- A. Except as stated on Section 5-2.02, the minimum front-yard building setback shall be 15 ft from the right-of-way of all existing and planned streets. Parking shall be set back at least 15 ft from the edge of right-of-way.
- B. The minimum side-yard setback shall be 20 ft.
- C. The minimum rear-yard setback shall be 20 ft.
- D. Building height: maximum three stories, plus a habitable roof, to a maximum height of 40 feet to the bottom of the eave.
- E. Lot size is subject to Health Department approval; otherwise there is no minimum lot size.

5-5 DEVELOPMENT REQUIREMENTS FOR THE VILLAGE COMMERCIAL DISTRICT

The following development requirements for the Village Commercial District are in addition to those in Section 5-2.

5-5.01 Building and Lots

- A. Except as noted in Section 5-2.02, a front yard build-to-line shall be established 15 ft from the right-of way of all existing and planned streets.
- B. An easement covering the area from the build-to-line to the right-of-way shall be conveyed to Calvert County upon site approval for the purpose of ensuring continual, safe, and comfortable pedestrian access and movement within and through this area.
- C. All buildings shall have a zero side yard setback on at least one side lot line. The minimum setback from the other side shall be 10 ft.
- D. All buildings shall have their main entrance onto a right-of-way or square.
- E. Building height: maximum four stories, plus a habitable roof, to a maximum height of 52 feet to the bottom of the eave.

5-5.02 Parking and Loading

- A. No parking is required to be provided in the Village Commercial District for any new construction, for any additions to existing buildings and structures, or for any buildings for which the primary use is being changed.
- B. If on-site parking is provided, no less than 75 percent of on-site parking shall be provided to the rear of the building.
- C. Access to on-site parking may be provided through the front, side, or rear lot line.
- D. Parking lots shall not abut street intersections or the village green.
- (10/28/03) E. Upon approval of the Planning Commission, on street loading and unloading of goods or people is permitted in the Village Commercial District, provided a designated loading lane/zone or a no-parking lane is provided along the side of the street closest to the building so as to minimize obstructions to vehicular and pedestrian traffic. If off-street loading is provided instead, it must meet the requirements set forth in Section 6-2 of the County Zoning Ordinance. No on street loading or unloading is permitted along the parkway.

5-6 DEVELOPMENT REQUIREMENTS FOR THE VILLAGE RESIDENTIAL-OFFICE DISTRICT

The following development requirements for the Village Residential-Office District are in addition to those in Section 5-2.

5-6.01 Building and Lots

- A. Except as stated on Section 5-2.02, a front yard build-to-line shall be established 15 ft from the right-of-way of all existing and planned streets.
- B. An easement covering the area from the build-to-line to the edge of the right-of-way shall be conveyed to Calvert County upon site approval for the purpose of ensuring continual, safe, and comfortable pedestrian access and movement for the public within and through this area.
- C. All buildings shall have a zero side yard setback on at least one side lot line. The minimum setback from the other side shall be 10 ft, except for in the case of mid-block attached housing and townhouses where the other side yard set back may also be 0 ft.
- D. The minimum rear-yard setback shall be 20 ft for principal structures and 7 feet for ancillary structures.
- E. All buildings shall have their main entrance onto a street or square.
- F. Building height: maximum three stories, plus a habitable roof, to a maximum height of 40 feet to the bottom of the eave.

- G. Lot size is subject to Health Department approval; otherwise the minimum lot size shall be 2,000 square ft.
- H. The maximum residential density shall be 9 units per acre.

5-6.02 Parking and Loading

- A. For non-residential uses, if on-site parking is provided, no less than 75 percent of on-site parking shall be provided to the rear of the building.
- B. Access to on-site parking may be provided through the front, side, or rear lot line.
- C. Parking lots shall not abut street intersections or the village green.
- (10/28/03) D. Upon approval of the Planning Commission, on street loading and unloading of goods or people is permitted in the Village Commercial District, provided a designated loading lane/zone or a no-parking lane is provided along the side of the street to minimize obstruction to vehicular and pedestrian traffic. If off-street loading is provided instead, it must meet the requirements set forth in Section 6-2 of the County Zoning Ordinance. No on street loading or unloading is permitted along the parkway.

5-7 DEVELOPMENT REQUIREMENTS FOR THE VILLAGE EDGE DISTRICT

The following development requirements for the Village Edge District are in addition to those in Section 5-2.

5-4.01 Building and Lots

- A. Except as stated on Section 5-2.02, the minimum front yard building setback shall be as follows:
 - i. 35 ft from the right-of-way of Trueman Road,
 - ii. 35 ft from the right-of-way of Coster Road and the planned extension of Coster Road, and
 - iii. 15 ft from the right-of-way of all other existing and planned streets.
- B. Parking shall be set back at least 20 ft from the right-of-way along Trueman Road, Coster Road, and the planned extension of Coster Road. Parking shall be set back at least 15 ft from the edge of right-of-way along all other existing and planned streets.
- C. The minimum side-yard setback shall be 20 ft.
- D. The minimum rear-yard setback shall be 20 ft.
- E. Building height: maximum three stories, plus a habitable roof, to a maximum height of 40 feet to the bottom of the eave.

- F. Lot size is subject to Health Department approval; otherwise the minimum lot size shall be 5,000 square ft.
- G. The maximum residential density shall be 9 units per acre.

ARTICLE 6: ARCHITECTURAL REQUIREMENTS AND GUIDELINES

6-1 PURPOSE

Building and sign design standards are based upon the premise that the overall appearance of a community bears a direct relationship to the social well being of its residents and to property values. These standards are intended to promote and protect a cohesive architectural character within the Lusby Town Center.

6-2 TOWN CENTER ARCHITECTURAL STANDARDS

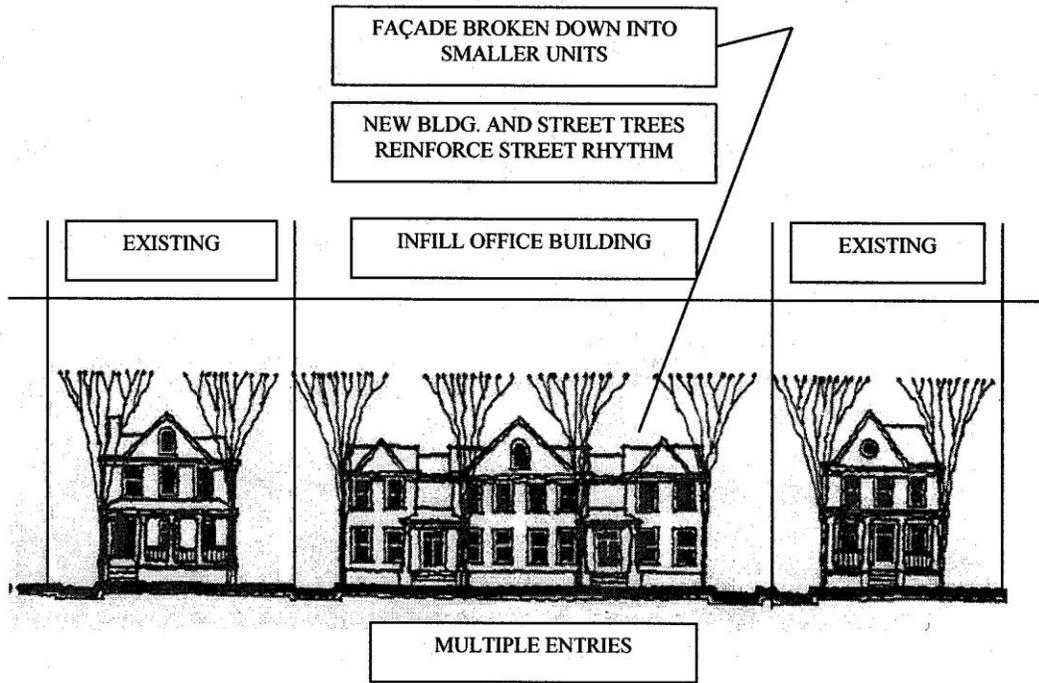
6-2.01 Proportion/Rhythm/Scale

Proportion - refers to the relationship between width and height of buildings facades and their components.

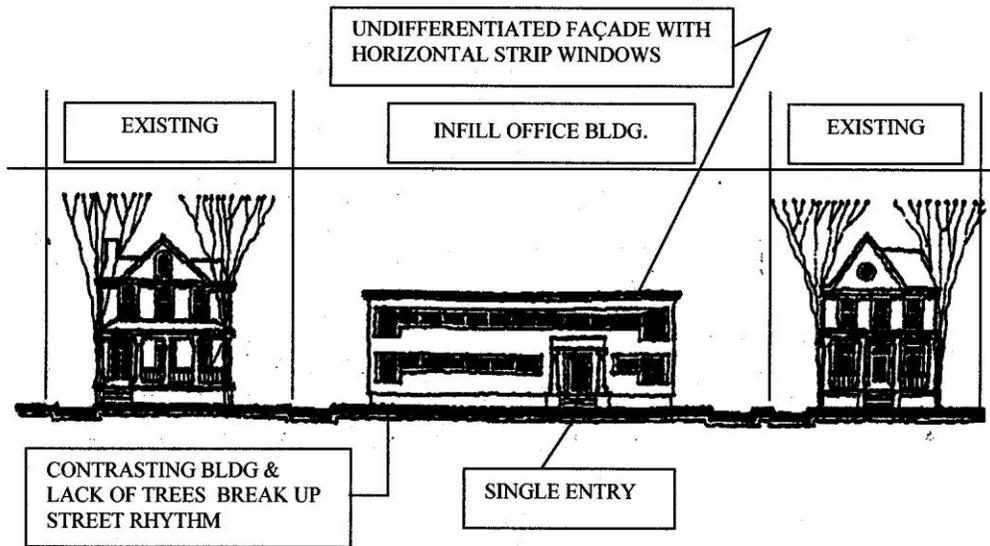
Rhythm - refers to the repetition and spacing of openings (windows and doors) on individual buildings as compared with adjacent structures. Rhythm also refers to the spacing of repetitive building masses along a street.

Scale - refers to the size (height/width) relationship between adjacent structures. Human scale refers to the comfortable size relationship between buildings and people.

- A. The proportional relationship of individual commercial and residential facades in the Town Center shall emphasize the vertical rather than the horizontal.
- B. Large disparities between the height, width and length of a building shall be avoided. Building mass shall be broken up into smaller components.
- C. Large blank walls shall be avoided. Commercial and residential buildings shall be designed to support a human-scaled environment. Each floor level shall be emphasized with appropriately scaled windows.
- D. Buildings and accessory structures should be compatible with neighboring buildings and structures in terms of height, proportion, rhythm and scale.
- E. All of the design elements on a building shall maintain the same architectural style, in terms of proportion, rhythm and scale as the overall style of the building.
- F. New buildings shall be designed to promote a pattern of closely spaced buildings with multiple entrances. See illustrations below.



APPROPRIATE



INAPPROPRIATE

6-2.02 Rooftop and Exposed Mechanical and Electrical Equipment

Rooftop or other exposed mechanical and electrical equipment shall be screened from view; screening shall be architecturally integrated with buildings.

6-2.03 Fences

Chain link fences are not permitted along the front property line.

6-3 BUILDING DESIGN STANDARDS

6-3.01 Scale, Materials and Techniques

- A. Roof: Flat roofs are permitted, except in the Village Commercial District, provided a cornice caps them. If a roof is to be pitched, minimum pitch: 6/12. Colors and tones shall be muted.
- B. Windows shall be longer than they are wide. A recommended proportion of 1.6:1 to 2.5:1 (height: width);
- C. Retail uses in the Village Commercial District shall be fronted, primarily (at least 60%) of glass at ground level. Glazed storefronts are for the display of merchandise and to allow visual access to the store. Glazing may not be opaque or blocked off from by signage except as noted in 6-4.03, or by other devices intended to prevent pedestrians from seeing inside. Cafes and restaurants should have windows that open fully to allow outdoor dining along the street or village green.
- D. Materials shall be brick- unpainted (red tones only); whitewashed or painted brick; synthetic stucco (muted colors); split face block; natural stone; or wood or wood appearance siding with wide corner boards and window trim. As aluminum siding products vary widely samples shall be submitted for approval.

6-3.02 Exceptions

- A. Cupolas, steeples, or tower elements on institutional buildings may extend beyond established height limitations upon approval of the Planning Commission.
- B. Tall structures and/or tower elements extending beyond the height limitations are permitted at the end of commercial blocks upon approval of the Planning Commission.

6-4 SIGNAGE

(1/31/18) The provisions of Section 6-8 of the Calvert County Zoning Ordinance apply in the Lusby Town Center.

Pages 24 and 25 intentionally left blank.

6-5 PROCEDURES FOR ARCHITECTURAL REVIEW

(01/03/19) **6-5.01 Authorization for Architectural Review**

The Board of County Commissioners of Calvert County is authorized to adopt provisions to, among other things, regulate design in accordance with the provisions of Title 4 of the *Land Use Article* of the Maryland Annotated Code, as amended.

6-5.02 Appointment of Architectural Review Committee

(01/03/19) The Board of County Commissioners shall appoint a Lusby Town Center Architectural Review Committee that shall be subject to Chapter 11 of the Calvert County Code and whose functions shall be to:

- A. Make recommendations to the Planning Commission regarding approval of exterior design features of public and private buildings, including building scale and the relationship between proposed buildings and existing buildings and green spaces, structures, and signs on the basis of the Town Center Architectural Standards and criteria set forth in sections 6-2, 6-3 and 6-4 of this article;
- B. Promote awareness of good design within the community; and
- C. Participate in the periodic update of the Lusby Town Center Master.

6-5.03 Composition of the Lusby Town Center Architectural Review Committee (LARC)

- A. The LARC shall be composed of five members.
- B. Priority shall be given to the appointment of members who reside or work within the Town Center.
- C. At least one member shall be a registered architect or landscape architect in the State of Maryland or a professional urban planner certified by the American Institute of Certified Planners.
- D. At least one member shall be an owner of a business located within the Town Center.
- E. At least one member shall reside within the boundaries of the Lusby Town Center and not be connected with a business within the Town Center.
- F. At least three members shall work, reside, or represent an institution within the Calvert County postal area of the Town Center.
- G. Exceptions in the criteria listed above, except for subsection F, may be made by the Board of County Commissioners in the event there are not enough qualifying applicants.

(01/03/19) 6-5.04 Tenure

The initial committee appointed by the County Commissioners shall serve for two-year, three-year and four-year terms and may be reappointed by the County Commissioners. Thereafter, members shall serve for four years and may be reappointed by the County Commissioners, subject to Chapter 11 of the Calvert County Code, including, without limitation, Sec. 11-3 Appointments and Removal and Sec. 11-4 Term Limits. The composition of the board shall remain as above. Any member who misses three meetings in a row shall be dismissed.

6-5.05 Officers

The committee may appoint a chairman and vice-chairman bi-annually.

(01/03/19) 6-5.06 Meetings

The committee shall hold two regular monthly meetings every month, unless the Committee has no business. The Committee may schedule special meetings. Special meetings may be called by the chairperson upon written request to the chairperson from a majority of members of the Committee, or by the staff of the Department of Planning & Zoning.

Should a Committee fail to have a quorum or fail to provide a recommendation, jurisdiction shall pass to and the project packet will be processed by staff within ten (10) business days of the Committee's scheduled meeting date.

6-5.07 Projects Requiring Architectural Review

The following projects require Architectural Review:

All new commercial, office, industrial, institutional and residential buildings and components of commercial, office, industrial, and institutional buildings such as windows, doors, decorative elements and canopies.

Additions to existing commercial, office, industrial and institutional buildings.

All new accessory or ancillary buildings or structures having a footprint of 150 square feet or more visible from existing or proposed private or public roads;

New fences and changes to existing fences visible from existing or proposed public or private roads;

New signs and changes to existing signs; and

Additions to existing residential buildings, visible from existing or proposed private or public roads, which would increase total square footage by over 50%.

6-5.08 Exceptions

Additions to existing structures, which do not conform to these architectural standards, shall be permitted to be constructed in conformance with their own style provided that the addition is no more than 50% of the size of the original building.

(01/03/19)

6.5.09 Review process for projects requiring architectural review

A. Submittal of applications

Applicants of architectural review shall submit an application form together with required illustrations to the Department of Planning & Zoning. Forms and list of specific requirements are available at the Department of Planning & Zoning. Applicants are strongly encouraged to submit their plans as early as possible in order to avoid any delays or revisions.

B. Review procedure

The Committee will have only one opportunity to review an application and make comments. Should any extenuating circumstance occur, which may hamper the ability to have a review at the next scheduled regular meeting, the Director of the Department of Planning & Zoning may allow additional time.

The Lusby Town Center Architectural Review Committee shall review applicable projects in accordance with the provisions of this ordinance and make recommendations in writing to the Planning Commission. The Planning Commission may delegate authority to its chairperson or its secretary to approve design features that are both consistent with the Master Plan and its Zoning Ordinance and comply with the recommendations of the Architectural Review Committee. In the event an applicant disagrees with the recommendations of the Architectural Review Committee, his/her application will be referred to the Planning Commission.

Should the Planning Commission require additional information regarding the comments by a Committee, the Planning Commission Administrator will contact the Committee within three (3) business days to resolve the situation.

C. Applicants are required to attend and participate in discussions concerning their proposed projects. Projects will not be reviewed unless the applicant or a representative is present at the Architectural Review Committee review meeting except upon request of the applicant.

D. The Architectural Review Committee may approve minor changes without approval from the Planning Commission.

6-5.10 Appeals

- A. A decision by the Planning Commission may be appealed to the Board of Appeals.
- (10/28/03) B. Applications for variances may also be appealed to the Board of Appeals. Justification for a variance shall be based upon the provisions in Section 11-1.01 of the Calvert County Zoning Ordinance.
- (10/28/03) C. The provisions in Section 11-1.02 of the Calvert County Zoning Ordinance regarding appeals to the Circuit Court also apply.

6-5.11 Enforcement

- (10/28/03) Building Permits may not be issued until architectural approval is obtained. Failure to obtain a building permit for a use requiring permits and/or failure to comply with the requirements for architectural design is subject to the provisions in Section 1-9 of the Calvert County Zoning Ordinance.

ARTICLE 7 – DEFINITIONS

7-0 Definitions

Except for terms specifically defined in the Lusby Town Center Zoning Ordinance, the Calvert County Zoning Ordinance applies.

7-0.01 Primary Building Façade

A primary building façade is any side of a building, which fronts directly onto a public or private right-of-way. If a building fronts directly onto one or more public or private rights-of-ways, each side with such frontage shall be considered a primary building façade.

7-0.02 Alley

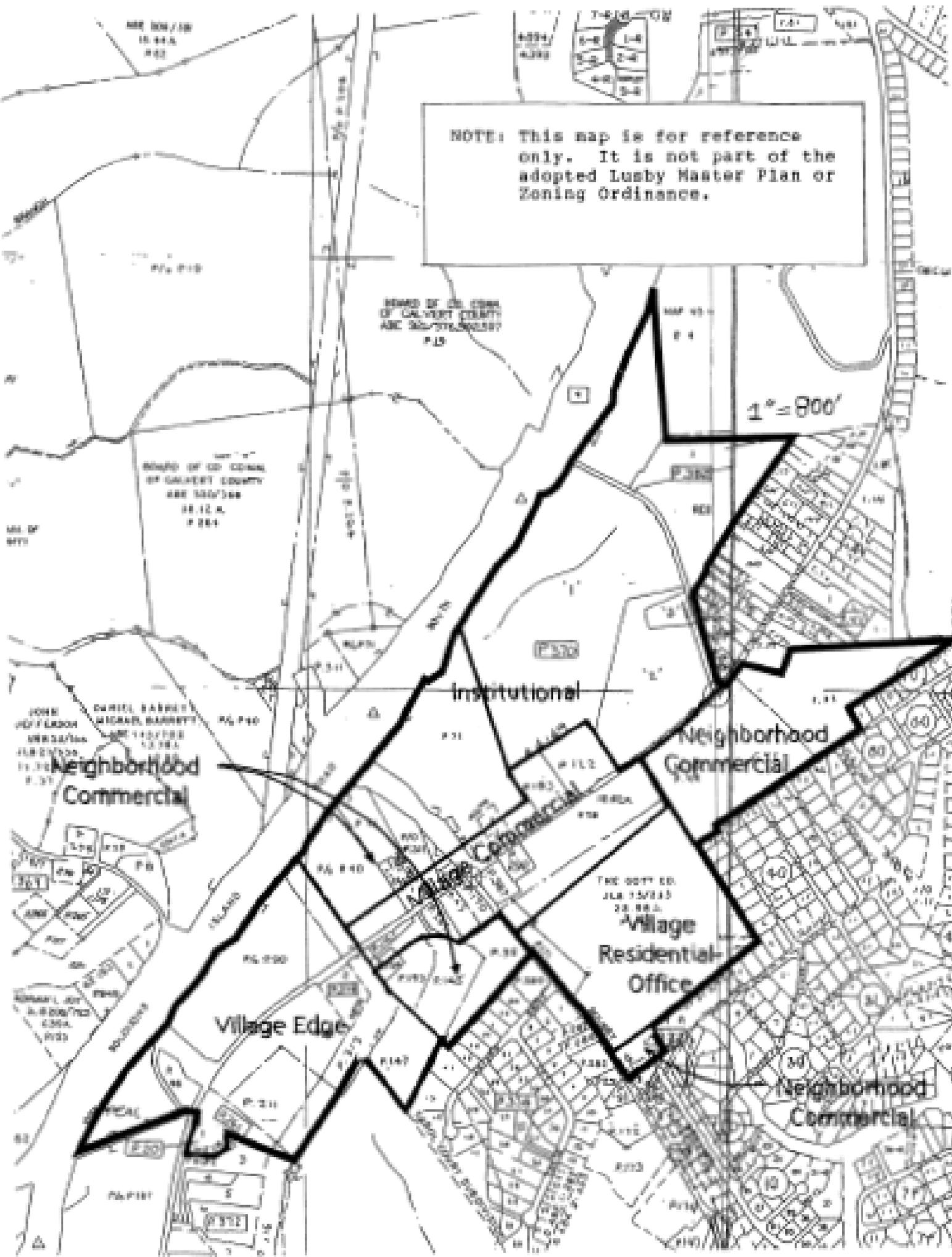
An alley is a public or private right-of-way that connects two or more streets and is intended to provide access to the rear or side of a building or lot.

7-0.02 Square

A square is an area designated for public use, including parking, which is bordered on all sides by public or private rights-of-way.

* * *

NOTE: This map is for reference only. It is not part of the adopted Lusby Master Plan or Zoning Ordinance.



LUSBY TOWN CENTER MASTER PLAN AND ZONING ORDINANCE

Calvert County Board of County Commissioners

David F. Hale, President
Linda L. Kelley
John Douglas Parran
Barbara A. Stinnett
Robert L. Swann

Calvert County Planning Commission

John R. Ward, Chairman
Grace Mary Brady
Maurice T. Lusby
Spencer Howes
Michael Phipps
Robert W. Reed
Ruth Wolf

Calvert County Department of Planning and Zoning

Frank A. Jaklitsch, AICP, Director
Christopher N. Jakubiak, AICP
Miriam A. Gholi, Planner I
Tamara Blake-Wallace, Office Specialist II

Consulting

Master Plan:
Consulting Team of Thomas Point Associates, Inc., Kellerco, Charles Lamb, FAIA, and Graham
Landscape Architecture. Jakubiak & Associates, Inc.
Zoning Ordinance:
Jakubiak & Associates, Inc.

Special Thanks

Special thanks in the preparation of the implementation section of this report are due:
Greg Bowen, AICP Deputy Director, Department of Planning and Zoning;
Sherrod Sturrock, Capital Projects Coordinator, Department of Administration and Finance;
James Shepherd, Deputy Director, Department of Economic Development;
Danoto Williams, Chief, Water and Sewerage Division of Department of Public Works;
Linda Vassalo, Director, Department of Economic Development; and
Christopher N. Jakubiak, AICP, Jakubiak & Associates, Inc.

Very special thanks are due the residents of the Lusby area for their active participation in and commitment to the production and adoption of the Lusby Town Center Master Plan and Zoning Ordinance.