

DUNKIRK MASTER PLAN AND ZONING ORDINANCE



Adopted July 28, 1987

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Revised 03/25/08

Revised 05/04/2012
Revised 01/31/2018
Revised 01/03/2019
Revised 02/19/2025

RESOLUTION NO. 59-87

(A Resolution Adopting the Dunkirk Master Plan)

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

WHEREAS, on June 10, 1987, the Planning Commission held a public meeting and considered the proposed Ordinance and Master Plan; and

WHEREAS, on June 17, 1987, the Planning Commission approved the Plan and Zoning Ordinance and recommended adoption of the same to the Board of County Commissioners; and

WHEREAS, on July 14, 1987 the Board of County Commissioners held a public meeting and considered the proposed Ordinance and Master Plan; and

WHEREAS, on July 28, 1987, the Board of County Commissioners adopted both the Plan and Ordinance without substantive changes; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Calvert County, that the adoption of the Dunkirk Master Plan and Zoning Ordinance, which is attached hereto and made a part hereof, BE and hereby IS approved as the official Master Plan and Zoning Ordinance for the Dunkirk Town Center.

DONE, this 25th day of August, 1987, by the Board of County Commissioners of Calvert County, Maryland, sitting in

regular session.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF CALVERT COUNTY, MARYLAND

Mary S. Watson
Mary S. Watson, Clerk

John M. Gott, Sr.
John M. Gott, Sr., President

Joyce L. Terhes
Joyce L. Terhes, Vice-President

William T. Bowen
William T. Bowen

Mark R. Frazer
Mark R. Frazer, D.D.S.

Barbara A. Stinnett

Received for Record Aug. 27, 1987.
at 3:30 o'clock P. M. Same day
recorded in Liber A. B. E. No. 3
Folio 269 COUNTY COMMISSIONERS
ORDINANCES AND RESOLUTION.

Audrey E. Evers, Clerk

TOWN CENTER MASTER PLAN
DUNKIRK, MARYLAND

Prepared for:

CALVERT COUNTY COMMISSIONERS
Calvert County Courthouse
Prince Frederick, Maryland 20878

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CHAPTER I

INTRODUCTION

A. PURPOSE OF THE DUNKIRK MASTER PLAN

1. Transportation
2. Appearance
3. Land Use

B. EXISTING CONDITIONS

1. Geographic Location
2. History
3. Socio-economic Indicators
4. Existing Land Use
5. Transportation Facilities
6. Natural Features

C. COMMUNITY CONCERNS

D. PLANNING POLICIES

1. Relevant Comprehensive Plan Objectives & Recommendations
2. Dunkirk Master Plan Policies

A. PURPOSE OF THE DUNKIRK MASTER PLAN

The purpose of the Dunkirk Master Plan is to provide a framework for the development of the Dunkirk Town Center. Three basic factors have been addressed which control the quality of life in the Dunkirk Town Center and which affect its growth and economic viability.

1. Transportation

Maryland Route 4 bisects the Dunkirk Town Center. Therefore, the issue of transportation is of paramount importance. One purpose of this plan is to control access to Route 4 and to develop a circulation plan for the Town Center which will facilitate safe and convenient movement within the Town Center without disrupting the level of service on Route 4.

2. Appearance

The second purpose of this plan is to create a distinctive identity for the Dunkirk Town Center which will emphasize its role as the "gateway to Calvert County" and create a unified and attractive aspect for the Dunkirk Town Center through an appearance code and an appearance review committee.

3. Land Use

There are certain land uses which are inappropriate in a town center. The third purpose of this plan is to prohibit all land uses which might constitute a hazard or be detrimental in a town center and regulate those uses which might have an adverse impact on the Town Center unless carefully controlled.

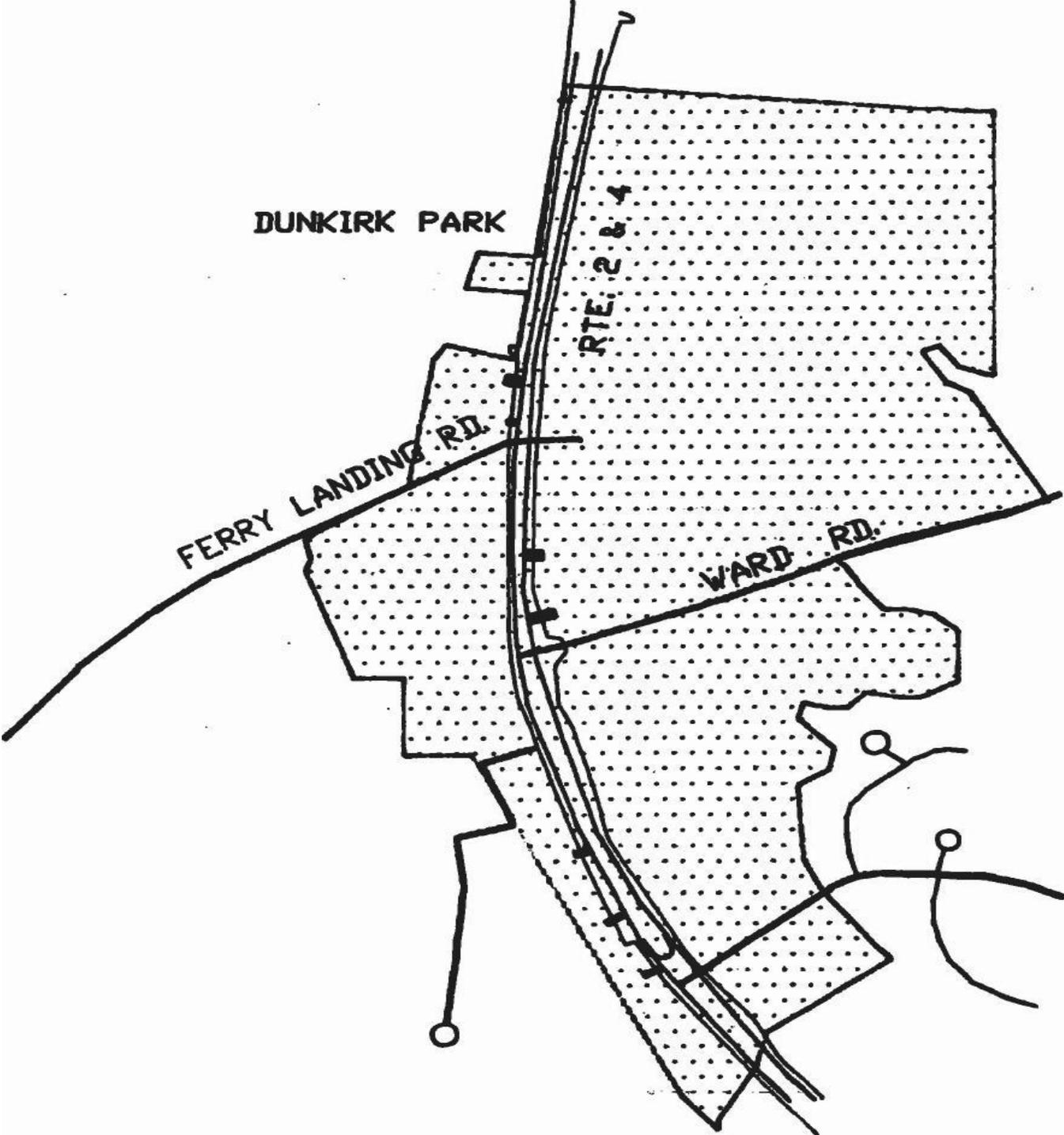
B. EXISTING CONDITIONS

1. Geographic Location

Dunkirk is located in Calvert County, Maryland, approximately 22 miles south of Washington, D.C. on Maryland Route 4.

The Dunkirk Town Center includes approximately 200 acres of land which were zoned Town Center District under the Comprehensive Rezoning undertaken by the County in 1984.

DUNKIRK TOWN CENTER BOUNDARY



2. History

In the late 17th century, Dunkirk was part of the estate of William Groome, a lawyer and legal counselor in the fledgling colony of Maryland. The history of Dunkirk is interwoven with that of the Smithville Methodist Church, which still stands near the intersection of Ferry Landing Road and Route 4.

Dunkirk was known as Smithville until 1842 when the first post office was opened. According to a prominent local resident, there was already a post office on the Eastern Shore named Smithville. A lady from Dunkirk, Scotland was visiting the Drury family and the name Dunkirk was suggested for the post office. Although the post office was called Dunkirk many residents continued to refer to the town as Smithville until quite recently.

In the early 20th century, there were many orchards in the Dunkirk area and it was known for its delicious fruit.

3. Socio-Economic Indicators

a. Population Trends

In the last several decades, Calvert County has been experiencing one of the most substantial population growth rates in the State of Maryland. U.S. Bureau of Census population estimates for 1983 show Calvert County is now experiencing the second fastest growth rate of any county in Maryland.

The Third Election District, the most populous district and the one in which Dunkirk is located, has been growing at an even faster rate than the other two Election Districts in the County. From 1930 to 1980, the population of the Third Election District grew by 496%, from 3,145 to 15,621.

Nearly 45% of the County's population resided in the Third Election District in 1980. The distribution of population within the County is not surprising considering the fact that the Third Election District is the closest and most accessible area of the County to the Washington and Baltimore Metropolitan areas.

The consultants prepared a market area study for Community Planning Districts (CPD) 1, 2, and 3, or roughly 36% of the land area of the *Third* Election District. In 1980, the population of this area, which is estimated to be the primary retail sales and service market area, was 5,570. See Appendix 1 for the results.

b. Employment

The Calvert County labor force totalled 15,623 persons in 1980. The major employment sectors were services (27%), public administration (16%), retail trade (15%), construction (14%), and transportation, communications, and other public utilities (15%).

The Baltimore area and Washington Metropolitan areas were the major employment centers for Calvert County residents. Approximately 44% of the total County labor force work in these areas. The percentage of workers commuting outside the County to work places in the nearby urban centers, is undoubtedly higher for the Third Election District by virtue of its northern County location.

c. Income

Recent and historic trends indicate that the future population of Dunkirk will be composed of a significant percentage of workers who will travel outside the County to work. Even today, more than half the county work force commutes outside Calvert County to work, many to the Metropolitan Washington, D.C. and Maryland suburban areas. Average incomes of these workers will likely continue to be well above average incomes county-wide.

In 1984, the gross household income in Calvert County was \$34,275. Calvert County ranked 8th at that time in gross household income among counties in the State.

4. Existing Land Use

The current land use pattern in Dunkirk can generally be described as mixed public, residential, commercial and open space. Of these uses, commercial dominates the Town Center identity.

Existing land uses within the Town Center include a post office, a fire station, two gas stations, a restaurant, two shopping centers with approximately 100,000 square feet of floor area, several small office buildings, and a small printing establishment. In addition, the Town Center contains two cemeteries, scattered single-family units, and several undeveloped tracts, one on the northeast corner of the Town Center, one on the southwest side of Maryland Route 4, just below the intersection of Ferry Landing Road, and one just north of Apple Green subdivision. Immediately surrounding the Town Center are farms, scattered residential lots, residential subdivisions and a regional County park facility.

5. Transportation Facilities

a. Facilities Description

The major State Highway facility which serves the Dunkirk area is Maryland Route 4, a four-lane, divided arterial highway which extends from the Washington, D.C. urban area through Calvert County. The importance of Maryland Route 4 to Calvert County as a corridor providing for the movement of people and goods within and out of the County is readily apparent.

The Dunkirk area is also served by two local county collector roads which provide access to areas to the east and west of Dunkirk. Ferry Landing Road, a two-lane facility, provides access to farms, lots, and residential subdivisions between Maryland Route 4 and the Patuxent River. Ward Road, also a two-lane facility, extends east and then north from Dunkirk to farms and residential areas located between Maryland Route 4 and Brickhouse Road.

Several park and ride facilities are located in the Dunkirk area. Available data on utilization of *existing* commuter parking areas (park and ride lots) within the Maryland Route 4 corridor indicates that these facilities are at or near capacity. Planning for new facilities located in or just north of Dunkirk should begin.

b. Level of Service

Historic journey-to-work information indicates that the percentage of the Calvert County labor force employed outside the County has steadily increased over the last 30 years. The percentage of workers residing in the Dunkirk area who travel to other counties to work is higher than 56% of the employed work force.

In terms of traffic patterns on Maryland Route 4, the dominant direction of travel in the AM hours is north. As much as 70% of the traffic heads north during the AM peak hours.

A traffic study and analysis was carried out to determine the expected Level of Service at major intersections. Analysis of intersections indicates that by the year 2000 the capacity of the Ward Road and Ferry Landing Road intersections will not be adequate and that traffic signals or other traffic management controls will be warranted. Deterioration of the Level of Service at these intersections corresponds to the decrease in Level of Service that will occur on Maryland Route 4 as a result of normal growth in traffic volumes, not even considering the additional traffic that may be generated by new commercial development in the Town Center. See Appendix 2 for volume trends and accident information and Level of Service.

6. Natural Features

a. Topography

The beauty of the Dunkirk area can be attributed to the naturally varying relief of the land. Topography of this nature, although posing some limitations for construction, can provide opportunities for exciting site designs.

Along with the need to wisely use the land to minimize disruption of wildlife habitat often associated with wooded slopes and stream valleys, site design must also consider the impacts of development on steep slopes, especially erosion and flooding.

b. Soils

Soils are an important limiting factor in the development of the Town Center. The County is planning no public expenditures for sewer and water facilities and all development will require adequate land area on suitable soils for private sewer facilities.

c. Hydrology

Drainage ways are also associated with wildlife habitat, wooded slopes and stream valleys. Site design must consider the impacts of clearing and the installation of impervious surfaces on drainage patterns and water quality.

d. Vegetation

Dunkirk has an abundance of natural vegetation, including stands of mature tree species, that provide opportunity to blend the man-built environment into the impressive rolling countryside. Native trees include:

| | |
|--------------|-------------------|
| White Oak | Dogwood |
| Red Oak | Shadblow |
| Sassafras | Tulip Poplar |
| Black Locust | Yellow Wood |
| Sweet Gum | Sweetbay Magnolia |
| Willow Oak | |

e. Wildlife

The Dunkirk area contains ideal habitat for numerous wildlife species including deer, rabbits, quail, geese, and a variety of songbirds.

C. COMMUNITY CONCERNS

The residents and landowners within Dunkirk were actively involved in the Dunkirk town Center planning process. At a citizen workshop conducted by the County Planning staff on November 30, 1984, the community expressed its perceptions of the problems, needs, and issues that should be addressed in a master planning program for the Dunkirk Town Center. A summary of citizen comments and a tabulation of the priority issues identified by the public are contained in Appendix 3.

The top five topics which the community felt should be addressed in the Town Center Plan included:

1. "Need for compatible architecture and design for quality atmosphere (landscaping)."
2. "Protect natural and historical environment."
3. "Maintain free traffic flow."
4. "Traffic control for the intersections of Route 4 and:
 - a. Ferry Landing Road
 - b. Ward Road"
5. "Provide good access into commercial areas and limit the number of accesses."

D. PLANNING POLICIES

The recommendations incorporated into this Dunkirk Master Plan reflect and support the planning policies developed over the years in Calvert County. In particular, this plan seeks to accomplish the County's goals and objectives as documented in the Comprehensive Plan.

(08/04/98) 1. Relevant 1983 Comprehensive Plan Objectives & Recommendations

The Comprehensive Plan objectives having general relevance to the Dunkirk Master Plan are the following:

a. Land Use:

Encourage new residential development to locate in Towns; encourage institutions and businesses to locate in Town Centers.

Provide for efficient uses of land, environmental safeguards, and high quality site designs through the use of flexible development controls; density transfer, cluster developments, historic district zones, and site plan review.

Designate adequate areas for commercial use in the Town Center.

b. Public Facilities:

Reinforce Town Centers by identifying appropriate public facilities – sidewalks, street lights, curbing, landscaping, public squares, etc. – and providing or requiring provisions of such facilities.

c. Historic Preservation Controls:

Encourage multi-family, commercial and industrial site design to be visually compatible with surrounding areas that have been designated historically or culturally significant.

d. Farmland Retention:

Encourage and support the marketing of County produced farm products by providing farmers' markets within Town Centers.

e. Town Center Recreational Space;

Recreational open space should be provided within Town Centers. It should be attractive and useful – with places to sit and relax, and to present shows and ceremonies. It should be near or at the center of activity.

Provide and/or regulate public squares, pedestrian walkways and safe bicycle routes within Town Centers.

f. Economic Development

Provide a legal mechanism for establishing public facilities construction districts which would permit, under specific circumstances, the development of streets, sidewalks, water and related public facilities in the Town Centers. Under this provision, the County Commissioners should be empowered to levy a benefit charge.¹¹

(8/4/98) ¹ The 1983 Comprehensive Plan recommended sewage treatment facilities for Solomons, “Twin Beaches” and Prince Frederick areas. Sewer was not planned for the Dunkirk Town as it was designated a minor Town Center

- g. Transportation:
 - i. Prohibit ingress-egress points on Route 4 wherever possible.
 - ii. Limit major intersections to essential locations such as access to designated Town Centers and Collector roads.
 - iii. Develop and implement a landscaping program for the Route 2/4 corridor by enlisting cooperation from the State Department of Transportation and private interests.
 - iv. Implement a program of spot improvements, aimed at the needs of particular intersections and road segments.
 - v. Encourage regional commuter services -- buses, parking lots, car-pooling.
 - vi. Consider commuter parking on private parking lots with the County's participation in the upgrading and maintenance of such parking lots.
 - vii. Establish bicycle and pedestrian routes to connect residential, employment, educational, recreational and open space areas as feasible.
 - ix. Require sidewalks in areas where there is high pedestrian and vehicle traffic in apartment areas and commercial areas.

2. Dunkirk Master Plan Policies

As stated in the Comprehensive Plan, each town is unique. Therefore, special policies should be adopted for the Dunkirk Town Center. For example, by virtue of its location, Dunkirk should serve as a visual marker much like a gateway, at the entrance to Calvert County. As such, it is important that Dunkirk reflect the best features of the County's land use development philosophies and create a positive first image.

To achieve this goal, six policies are followed:

- a. The entire Town Center area of Dunkirk will be treated as an economic and aesthetic whole.
- b. A "sense of place" with recognizable boundaries and unifying characteristics will be created in the commercial core of Dunkirk.

- c. Established residential areas adjacent to the Town Center will be protected and enhanced.
- d. Commercial development will be encouraged.
- e. The efficiency and safety of Route 4 will be a primary goal of this plan.

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CHAPTER II
THE PLAN

A. LAND USE RECOMMENDATIONS

1. Considerations
2. Actions

B. TRANSPORTATION RECOMMENDATIONS

1. Considerations
2. Actions

C. APPEARANCE GUIDELINES

1. Considerations
2. Actions

A. LAND USE RECOMMENDATIONS

1. Considerations

(08/04/98)

(03/23/99)

- a. Dunkirk is a minor Town Center. Principally, Dunkirk should meet the commercial and public facilities needs of area residents, rather than be a high density residential area. The 1997 Comprehensive Plan permits "water and sewer in all Town Centers when needed to support environmental health and/or support County identified economic development goals, when and if cost effective and economically feasible." A study was conducted in November, 1998 by the consulting firm of Wallace, Montgomery & Associates, which found that a County-installed and operated water and sewer system for Dunkirk would not be economically feasible.

The 1997 Plan does not allow multi-family housing in minor Town Centers except as may be required in Town Center master plans. No multi-family housing is proposed in Dunkirk other than elderly housing.

- b. Dunkirk serves as a gateway to Calvert County. Most of the town is visible from Route 4. Certain industrial land uses, if allowed in the town, could detract from the County's positive image. In other cases, additional conditions and special exception approvals need to be imposed on certain land uses.
- c. It is inappropriate for only part of the triangle formed by the extension of Ward Road, Ferry Landing Road and Route 4 to be within the Town Center. A more appropriate use of the property would be for the entire property to be zoned Town Center. This would allow an overall plan for the entire parcel to be developed.

2. County Actions

(08/04/98)

- a. Limit residential development by reducing maximum density allowances in the Town Center in keeping with Dunkirk's status as a minor Town Center.
- b. Prohibit industrial uses that cannot be adequately screened, in order to maintain the attractive image of the community.
- c. Adopt a Dunkirk Zoning Ordinance to supplement the Calvert County Zoning Ordinance
- d. Rezone the entire triangle formed by the proposed extension of Ward Road, Ferry Landing Road and Route 4 to the Town Center District.

B. TRANSPORTATION RECOMMENDATIONS

1. Considerations (Traffic Management Issues)

The Department of Planning & Zoning forwarded a copy of the original consultant's recommendations on transportation to the State Highway Administration. The State Highway Administration volunteered to have a private consultant evaluate their recommendations and also determine if there was a means of developing a transportation system without lights along Rte. 4. The consultant re-evaluated all information prepared by the original consultant and found that the first proposal would require three traffic signals along Rte. 4.

SHA's consultant reviewed a number of different transportation patterns including six lanes of traffic, one-way routing systems, "T" intersections, and an overpass. He also determined that, with just the normal increase in traffic on Route 4 with no additional commercial development, three traffic signals would still be needed in the Dunkirk Town Center within the next 10 to 20 years.

Transportation planners evaluate level of service on a scale of "A" to "F". "A" represents smooth traffic flow and "F" represents a failed system where traffic during peak hours stops more than it moves. "C" is considered an acceptable level of service.

With three traffic signals, the consultant found that the morning peak hours would have level "D" or "E" service and "F" level service during the afternoon peak hours. The consultant found equally disappointing results by using six lanes of traffic and by using one-way traffic systems. The problem with these traffic systems is the amount of traffic anticipated along Rte. 4. Any turning movements with this level of traffic creates a failed traffic intersection. After developing a number of alternatives, the consultant determined that the alternative with the over-pass at Ward Road, without full crossovers within the Dunkirk Town Center, was the only one which would function at an acceptable level of service.

- a. In view of the importance of Maryland Route 4 as the major access route to employment centers, it is imperative that the Dunkirk Town Center Plan be designed to minimize the impact of development on the service capacity and safety of Route 4.
- b. An off-corridor circulation system is needed to prevent congestion and dangerous traffic points. The internal circulation system should contain a hierarchy of roads, streets, and paths which provide a safe and efficient means of controlling traffic and provide sufficient access.

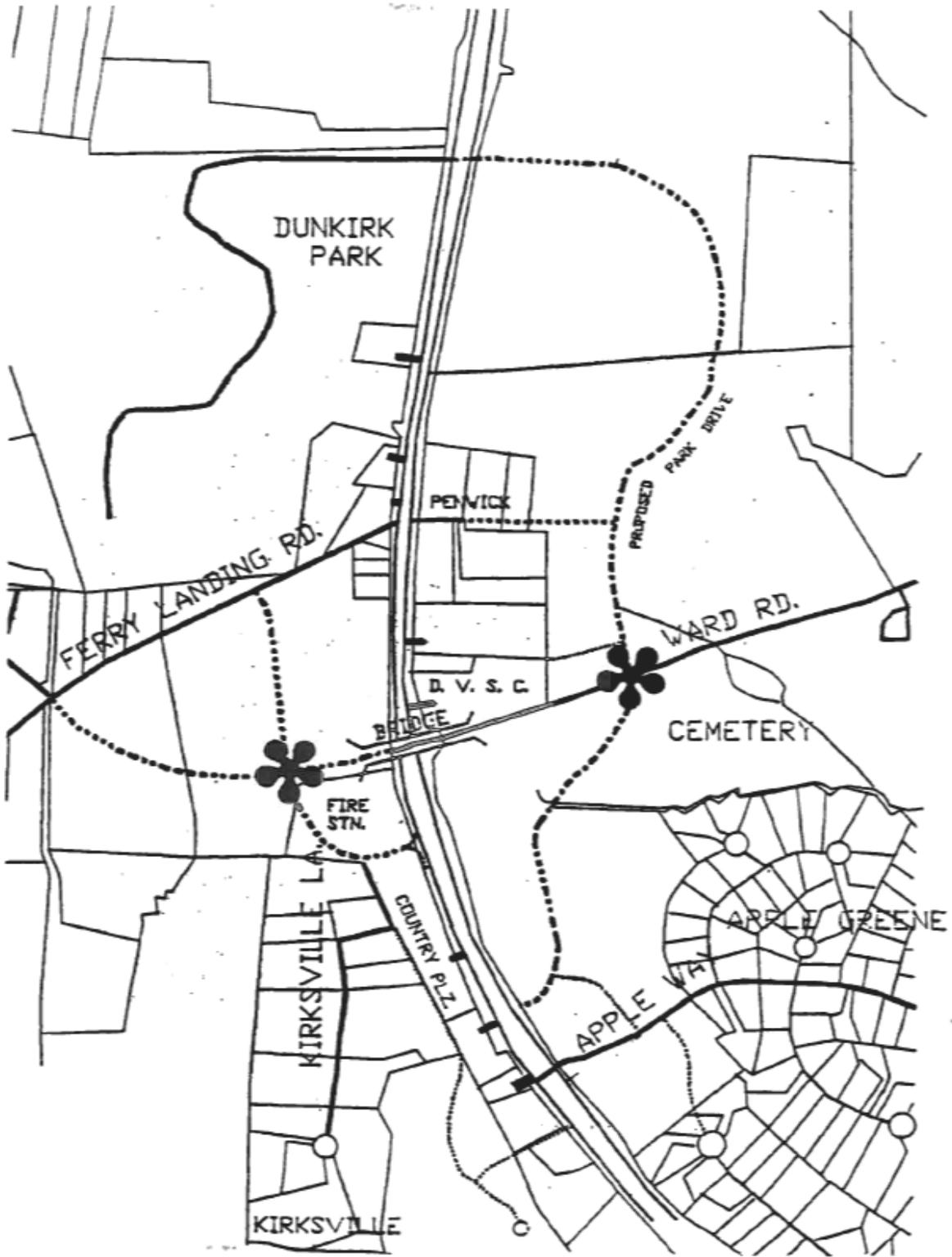
- c. The location of existing entrances and crossovers is not ideal and should be improved.
- d. New road locations need to be pre-planned for the benefit of the general public and potential developers.
- e. The chain link fence along Route 4 is unsightly and detracts from the appearance of the approach to the Dunkirk Town Center. There is not enough room for a stacking lane next to the entrance to the park.
- f. In the future, the level of service at the intersection of Ferry Landing Road and Route 4 will deteriorate and additional steps will need to be taken to improve traffic circulation at this intersection.
- g. When park and ride facilities in the Route 4 corridor are near capacity, new facilities will be constructed at or just north of Dunkirk.
- h. To increase the efficiency of the County Rescue Service, a helicopter landing pad should be constructed in the Third District.
- i. The Route 4 corridor near the Dunkirk Town Center is bare and monotonous. Landscaping along Route 4 will enhance the appearance of the Town Center and promote traffic safety by breaking the monotony of the scenery and making drivers more alert.
- j. Residents of Ferry Landing Woods Road need a way to get to the Dunkirk District Park without going out onto Route 4.
- k. As Dunkirk develops, it may be necessary to consider reducing the speed limits within the Town Center limits.
- l. Even with the overpass option, a way is needed for cars A traveling south to reach the development on the east side of Route 4 as well as to turn into Apple Greene.
- m. The residents of Apple Greene need a way to get to the shopping center on the east side of Route 4 without going out onto Route 4. It is important that such an access road not become a short cut for through traffic.

2. County Actions

- a. Adopt a Transportation Map which will show new road locations, the road pattern and number of entrance points along Maryland Route 4. No new road or entrance will be approved unless it is consistent with the Transportation Map. New public improvements shall be addressed in the Capital Improvement Plan.
- b. Require properties to share access to Route 4, as per the adopted Transportation Map.
- c. Restrict the access of all those properties that have frontage on any service road to that service road and not to Route 4.
- d. Allow the property owners to retain the current access drive to the Penwick House property and also allow the owners to provide for an additional drive at the property line between the Penwick property and the adjoining Eisenman property. The purpose of this location is to serve new commercial development on the Penwick and Eisenman properties from a single access point.
- e. Allow no more than two additional access points from north-bound Maryland Route 4 to adjacent developments between Penwick Lane and the northern edge of the Town Center boundary.
- f. Do not permit additional entrances on the west side of Route 4 south of Ferry Landing Road. Limit the number of access points on the east side of Route 4, south of the Ward Road intersection to the locations shown on the recommended Transportation Map.
- g. Improve internal traffic control in the existing shopping center on the west side of Route 4 by better definition of entrances and exits. Encourage strict enforcement of parking laws on Route 4.
- h. Extend Ward Road across Route 4 to intersect Ferry Landing Road at Smith's Purchase. At that time, eliminate the existing emergency cross-over just south of the Ward Road and Maryland Route 4 intersection. Extend Kirksville Lane to create a "T" intersection with the new Ward Road extension.
- i. Request the State Highway Administration to relocate the cross-over at the entrance to Apple Green approximately 100 feet northward.

- j. Locate a park and ride lot in the vicinity of the fire station. Construct a helicopter landing pad in conjunction with the park and ride lot. Also, consider expanding the lot at the Dunkirk Park, if it does not interfere with park activities.
- k. Landscape Route 4 in accordance with the approved landscaping plan on pages 28 and 29.
- l. Construct an access road from Ferry Landing Road to the Dunkirk District Park.
- m. Re-evaluate the current 55mph speed limit within the Town Center.
- n. Allow left hand turns from the southbound lane of Route 4 into the new road across from the entrance to the park as well as into Apple Greene.
- o. Require Cortland Lane to be extended to Apple Way and provide a connecting road between Apple Way and Park Lane. The roads should be designed with stop signs and "T" intersections to discourage through traffic. If it is extended, Cortland Lane, where it connects to Route 4, would be closed. The property between Apple Way and Apple Greene IV would be permitted a density of 2 units to the acre on individual well and septic. With community water, the density could be 3 units to the acre.
- p. Extend the deceleration lane on the southbound lane of Route 2/4 from the crossover at Apple Way to a point opposite the exit to County Plaza Shopping Center.

DUNKIRK TOWN CENTER TRANSPORTATION MAP



LEGEND

- EXISTING ROADS
- - - PROPOSED ROADS
- ||| ACCESS TO RTE. 4
- ☼ POSSIBLE TRAFFIC LIGHT

3. Phasing of Transportation Plan

This plan is a long range plan for the eventual "build-out" of the Town Center. Until several of the major developments have been constructed and the traffic on Route 4 reaches anticipated levels, all of the transportation plan need not be implemented. Portions of the plan, will not be constructed for many years. However, as properties develop all rights-of-way shown on the transportation plan must be platted. Also, the roads shown on the transportation plan within their project must be constructed within or adjacent to those properties, by the developers.

Meanwhile, as the town develops, the County must periodically evaluate intersections, such as Route 4 and Ferry Landing Road, to determine when the service level reaches the point that it must be closed. Traffic lights will be used as temporary control devices until the overpass is constructed.

C. APPEARANCE GUIDELINES

1. Considerations

- a. The appearance of the Dunkirk Town Center, as the "gateway to Calvert County", will be instrumental in the public's impression of the entire county.
- b. Shopping malls that have a flat linear front detract from the appearance of the Town Center and increase the impression of strip development which this Plan is trying to avoid.
- c. Unity should be achieved through quality of design, Town Center planned landscaping, planned roads, and uniform signage and street lights, and the use of the same kinds of materials for all walkways and parking lots.
- d. Architectural styles need to be in keeping with the existing buildings in the Dunkirk area. Historically, most structures in the Dunkirk area had steep roofs with dormers, and wood or brick siding. The new federalist style construction is consistent with that style. In recent years, some commercial construction has included flat roofs with mansard fronts and metal siding which are not consistent with the original architecture and are inappropriate in the Town Center.
- e. Not only the architectural styles in the Town Center, but also the building materials should have a unified appearance.
- f. Accessory buildings, utility and service areas should not detract from the quality appearance of the Town Center.

- g. Having the roads laid out in blocks would be in sharp contrast to the rural/rural-suburban environment of the Dunkirk area.
- h. Dunkirk is a minor Town Center, and tall buildings are not consistent with its character.

2. County Actions

a. Architectural Styles

In order that the Town Center be architecturally pleasant in appearance from all angles, buildings shall be constructed with the architectural detail of the front being carried around all sides of the structure. False fronts and false mansard roofs shall not be allowed. The style of the original construction shall be encouraged in future construction.

b. Depth of Building Fronts

Attached stores, offices, and residences shall not present a flat linear front. Front elevations shall have varying depths from the setback. Strip shopping malls of one depth only shall not be allowed.

- c. Standards for lights should be established to include style, wattage allowed, height, materials to be used, and appropriate placement. Fixtures to light signs or buildings in general need to be hidden from view in architecturally complementary fashion, if attached to the building, or in landscaping. Exceptions will be made when the fixture is an integral decoration to further the esthetics of a building.

(01/31/18)

d. Signs

Adopt sign standards addressing size, materials, type, location, and lighting to ensure that sign enhance, not detract, from the Town Center's appearance.

Signs add to the visual clutter and distract from landscaping, buildings, and natural beauty. In order to reduce the visual clutter along the highway and improve traffic safety, the number of free standing signs should be limited.

Local government signage should also be included in the effort to reduce visual clutter.

e. Roofs

Structures shall have pitched roofs of 6/12 to 12/12. Long roof lines should have varying roof heights. No mansard roofs should be allowed. The Planning Commission may grant modifications based on the size of the building provided that the appearance of a pitch roof is maintained.

f. Use of Building Materials

Exterior construction materials shall be limited to wood, or wood appearance, stone, and brick. Roof materials should be limited to wood shingles, heavy textured asphalt shingles of brown, dark gray, and black, or tiles of earth tone which imitate shingles. Glass should not be reflecting as in mirrored windows. Unless a traditional stained glass window effect is being developed, glass should not be colored in a manner discernible to observers. Tinted glass, to prevent inner glare might be allowed, subject to review.

Walkways within and between centers should be of the same materials and design.

g. Landscaping

Planting shall be in accordance with the site plan requirements of the Calvert County Zoning Ordinance. Plantings should be clustered, be of varying heights, be three dimensional from all perspectives, and include a mix of deciduous and evergreen flora native to Calvert County. Flowering shrubs and trees should be encouraged. Trees should be incorporated into larger plantings whenever possible. Trees standing alone should have large mulched areas with underplantings to compliment the rest of the landscaping design.

A unified landscaping plan along Route 4 was designed in conjunction with the adoption of this Master Plan. Landscaping of sites shall compliment the Route 4 Landscaping Plan. See adopted landscaping plan on pages 28 and 29.

Tree plantings along roads other than Route 4 should be spaced 40 feet apart.

h. Screening

Screening fences should not be chain link. Screening fences should be painted or stained to match the main structure. Landscaping should be placed around fencing. Fencing should be limited and stringent design controls for height, construction, and color should be developed.

i. Utility Areas

Utility and service areas including but not limited to refrigeration units, piping, wiring, utility boxes, heating units, plumbing, trash disposal, and loading areas shall be screened from view. If such units are attached to the structure either on the front, back, sides, or roof of the structure, these units should be incorporated into the design and screened from view.

j. Accessory Buildings

Accessory buildings should be constructed in the style and of the materials of the main buildings which they service. Architectural limitations should be enforced for accessory buildings.

k. Internal Roads

Roads within the Town Center should curve rather than be laid out in blocks, wherever possible.

1. Height of Buildings

Dunkirk is a minor Town Center, and tall buildings are not consistent with its character. Buildings, residential, commercial, retail, or light industrial, should be no more than three stories high for a total of 50 feet including the roof.

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CHAPTER III
PUBLIC IMPROVEMENTS

- A. INTRODUCTION
- B. PUBLIC IMPROVEMENTS

A. INTRODUCTION

Public improvements are necessary to stimulate commercial development and enhance the quality of life in the Dunkirk Town Center. The Comprehensive Plan recommends that the County "reinforce town centers by identifying appropriate public facilities - sidewalks, street lights, curbing, landscaping, public squares, etc. - and providing or requiring provision of such facilities."

During the construction, the developer will be responsible for on-site improvements plus any off-site improvements needed to insure adequate access. Other improvements may need to be provided by the County or State.

B. PUBLIC IMPROVEMENTS

1. Chain Link Fence

The County should place the chain link fence at the Dunkirk District Park behind the trees.

2. Utility Lines

Overhead utility lines (electric, telephone and cable) add to the visual clutter of the Town Center. The County should request that existing overhead utility lines should be put underground along the Route 4 corridor within the boundaries of the Town Center wherever possible. New developments are required to have underground utilities.

3. Business Directional Signs

The County should erect Business Directional Signs at the entrances of the Town Center and in appropriate locations throughout the Town Center indicating the location of businesses in Dunkirk. They should be uniform in design and material. Financing should be a public/private partnership.

4. Lighting

Where lighting fixtures are needed, street lights and parking lights need to be of a uniform design throughout the Town Center, and need to be of a design complementary to the Town Center. The County should adopt a design to be used in public and private projects.

5. Park and Ride

A park and ride should be constructed in the vicinity of the Fire Station.

6. Helicopter Pad for Medical/Emergency Use

A helicopter pad should be constructed in close proximity to the Fire and Rescue Station.

7. Town Center Entrance Sign

To clearly delineate the boundaries of the Town Center, an attractively landscaped sign with the name "Dunkirk" should be erected at either end of the Town Center on Route 4. This should be a public/private project.

8. Landscape Plan for Route 4

The Route 4 corridor should be landscaped in accordance with the Approved Landscaping Plan on pages 28 and 29. This should be a public/private project.

(08/04/98)
(03/23/99)

9. Community Water and Sewer System

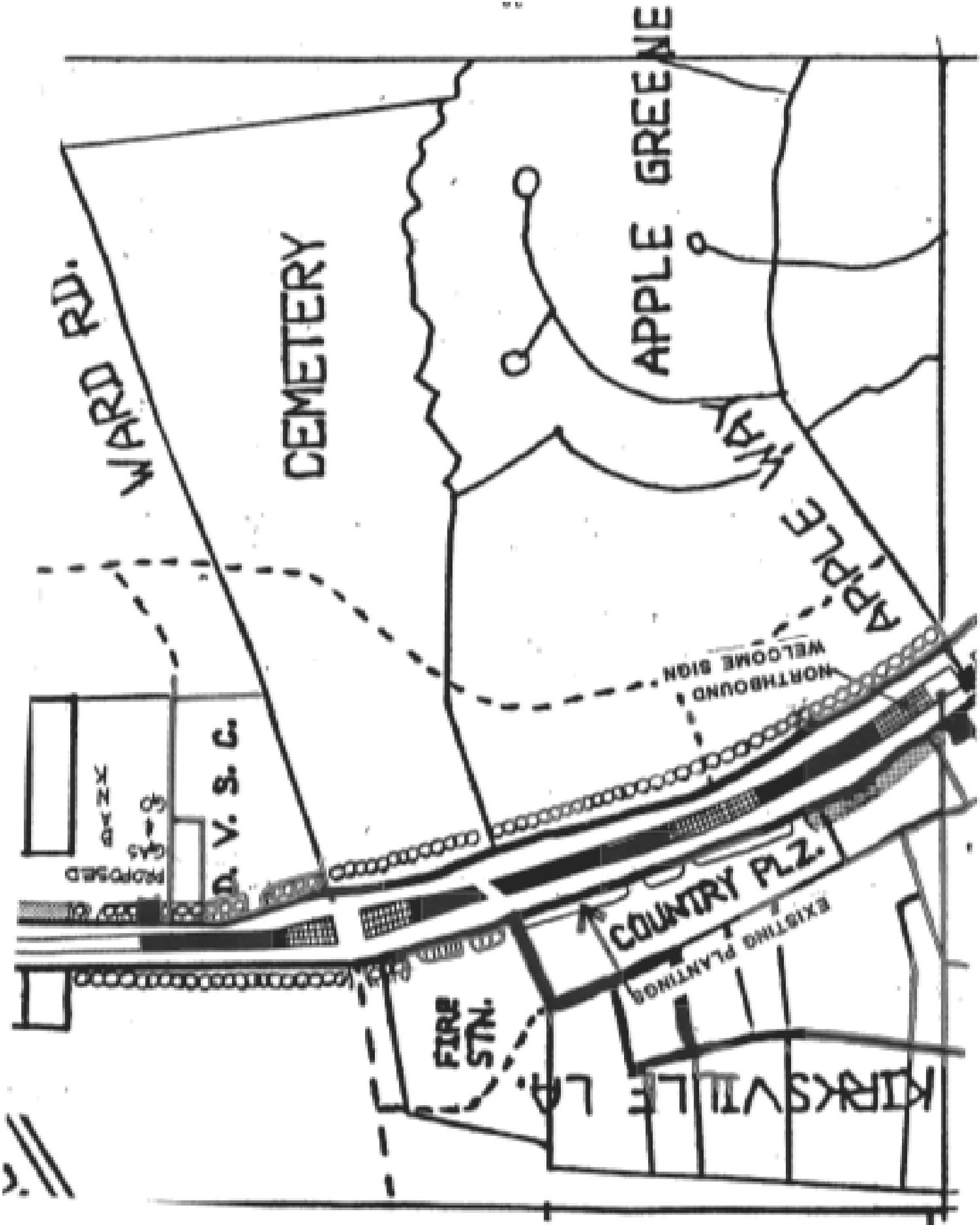
A water system may be needed for public safety purposes and to promote the efficient and proper use of the County's aquifer.

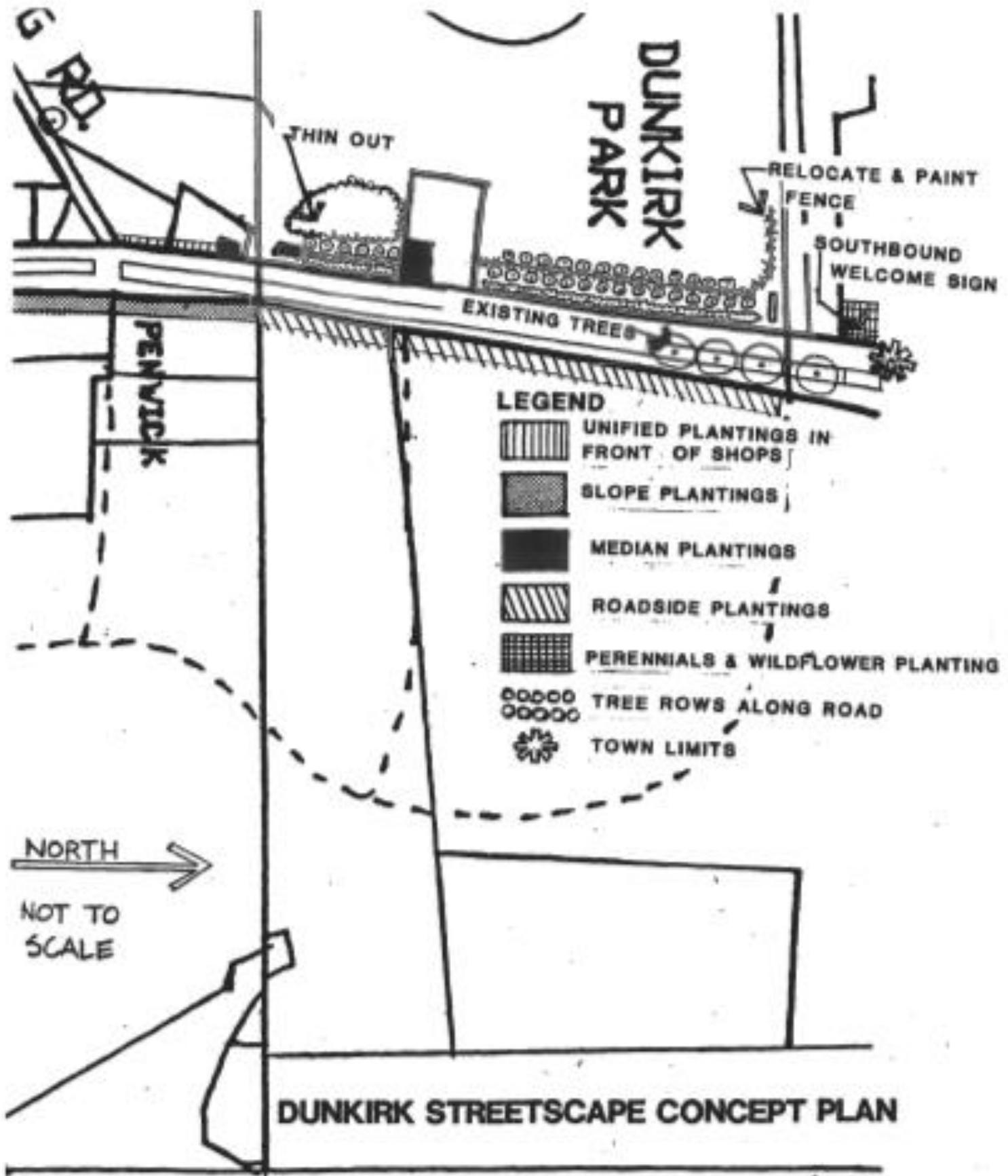
10. Connection from Ferry Landing Road to Dunkirk District Park

After the overpass is built, the County should connect Dunkirk District Park to Ferry Landing Road to improve the access for residents on Ferry Landing Road. At the same time, the County should construct a bicycle path along the access road.

11. Overpass

The overpass is essential to the implementation of the Transportation Map. The County should request that the State include the overpass in its Transportation Program for Calvert County as soon as traffic volumes indicate the need for doing so.





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CHAPTER IV
IMPLEMENTATION

- A. INTRODUCTION
- B. STAGING COST OF PUBLIC IMPROVEMENTS
- C. FINANCING
- D. EVALUATION
- E. REVIEW OF MASTER PLAN

A. INTRODUCTION

Implementation of this Dunkirk Master Plan will depend on strong public and private support. Primary, of course will be approval of the Plan by the Planning Commission and the Board of County Commissioners and their decision to aggressively seek funding from various sources to implement the public improvements in this Plan. Also significant will be their approval of channeling revenues generated by new development into the Dunkirk Town Center to assist in implementing the public improvements.

In order to make the policies in this plan viable, it will also be important for the public to be vigilant and support the enforcement of the necessary rules and regulations.

This plan is designed to address concerns to the "build-out" of the town in the year 2010 or beyond. The County should work toward these objectives by carrying out the recommendations in the Plan. Some of the recommendations require capital funding; others are changes in policies or plans. Those recommendations requiring capital funding should be carried out as funds become available - priorities should be set by the County Commissioners through the Capital Improvements Program. Those recommendations that require a change to policies and plans should be accomplished as soon as possible.

The Planning Commission's Annual Report should reflect how the recommendations are being reached. In addition, the County Commissioners should appoint an Appearance Review Committee to advise the Planning Commission.

B. STAGING COST OF PUBLIC IMPROVEMENTS

It is recommended that the staging of the public improvements occur in the following order or priority:

| <u>Years</u> | <u>Priority</u> |
|--------------|---|
| 1 | 1. Study the need for a community water system |
| 1-3 | 2. Erect Town Center entrance signs |
| 1-3 | 3. Implement Landscaping Plan for Route 4 |
| 1-3 | 4. Move chain link fence |
| 2-5 | 5. Install streetlights |
| 2-5 | 6. Construct a park and ride with helicopter pad |
| 5-10 | 7. Construct an overpass over Route 4 |
| 5-10 | 8. Connect between Ferry Landing Road and Dunkirk District Park |

C. FINANCING

One of the shortcomings of most plans is that proper financial steps are not taken to assure implementation. It is proposed that public improvements called for in this plan be financed through the Capital Improvement Plan and Budget including the use of impact fees.

Some projects, such as landscaping, could be financed through donations from civic groups and businesses.

D. EVALUATION

The Dunkirk Town Center Master Plan should be evaluated periodically to make sure that the goals and the objectives are being met, the public facilities are being implemented and that development is occurring in accordance with the Plan.

At the time of adoption of the Master Plan, the Board of County Commissioners should assign the parts of the plan to be implemented by the County to appropriate Department Heads and require the Department Heads to give regular reports on the status of all projects assigned to their departments.

E. REVIEW OF MASTER PLAN

No plan is ever final or definitive. It reflects current conditions and anticipates future developments. Its function is to provide policy guidance and site specific recommendations as a planning framework within which change may occur.

The Dunkirk Town Center is in a high growth area. As conditions change over time, the Master Plan will be reviewed no later than eight years after adoption and will be updated if necessary.

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