

# PRINCE FREDERICK MASTER PLAN & ZONING ORDINANCE



Prepared by the Calvert County Department  
of Planning & Zoning

Adopted July 11, 1989

**Amended:**

2/15/94	12/23/97	7/3/01	5/1/06	4/15/16	5/9/22
6/13/95	1/20/98	10/28/03	3/25/08	7/29/16	2/19/25
3/12/96	12/8/98	12/2/03	5/4/12	1/31/18	
3/19/96	4/20/99	5/18/04	8/5/15	6/6/18	
4/2/96	5/29/01	8/10/04	11/30/15	1/3/19	

**PRINCE FREDERICK  
MASTER PLAN**

RESOLUTION NO. 27-89

(A Resolution Adopting the Prince Frederick Master Plan)

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

WHEREAS, on September 2, 1988, the Planning Commission held a public meeting and considered the proposed Ordinance and Master Plan for Prince Frederick; and

WHEREAS, on November 21, 1988, the Planning Commission approved the Plan and Zoning Ordinance and recommended adoption of the same to the Board of County Commissioners; and

WHEREAS, the Board of County Commissioners held a public meeting on December 8, 1988 and considered the proposed Ordinance and Master Plan; and

WHEREAS, on February 28, 1989, the Board of County Commissioners unanimously adopted both the Plan and Ordinance without substantive changes.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Calvert County, that the adoption of the Prince Frederick Master Plan and 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 Prince Frederick Town Center.

DONE, this 11<sup>th</sup> day of July, 1989 by the Board of County Commissioners of Calvert County, Maryland, sitting in regular session.

ATTEST:

Mary A. Watson  
Mary Watson, Clerk

BOARD OF COUNTY COMMISSIONERS  
OF CALVERT COUNTY, MARYLAND

William I. Bowen  
William I. Bowen, President

Joyce Lyons Jerhes  
Joyce Lyons Jerhes, Vice-Pres.

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

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

Barbara Stinnett  
Barbara Stinnett

**PRINCE FREDERICK MASTER PLAN  
TABLE OF CONTENTS**

**Chapter I- INTRODUCTION ..... 1**

**Chapter II - EXISTING SITUATION ..... 3**

**Chapter III - A VISION FOR PRINCE FREDERICK ..... 7**

**Chapter IV - RESIDENTIAL DEVELOPMENT ..... 9**

**ACTIONS ..... 11**

**Chapter V - ECONOMIC DEVELOPMENT ..... 13**

**ACTIONS ..... 14**

**Chapter VI - TOWN CENTER APPEARANCE AND DESIGN ..... 15**

**ACTIONS ..... 16**

**Chapter VII - PARKS, OPEN SPACE AND SPECIAL DESIGN PROJECTS..... 19**

**ACTIONS ..... 20**

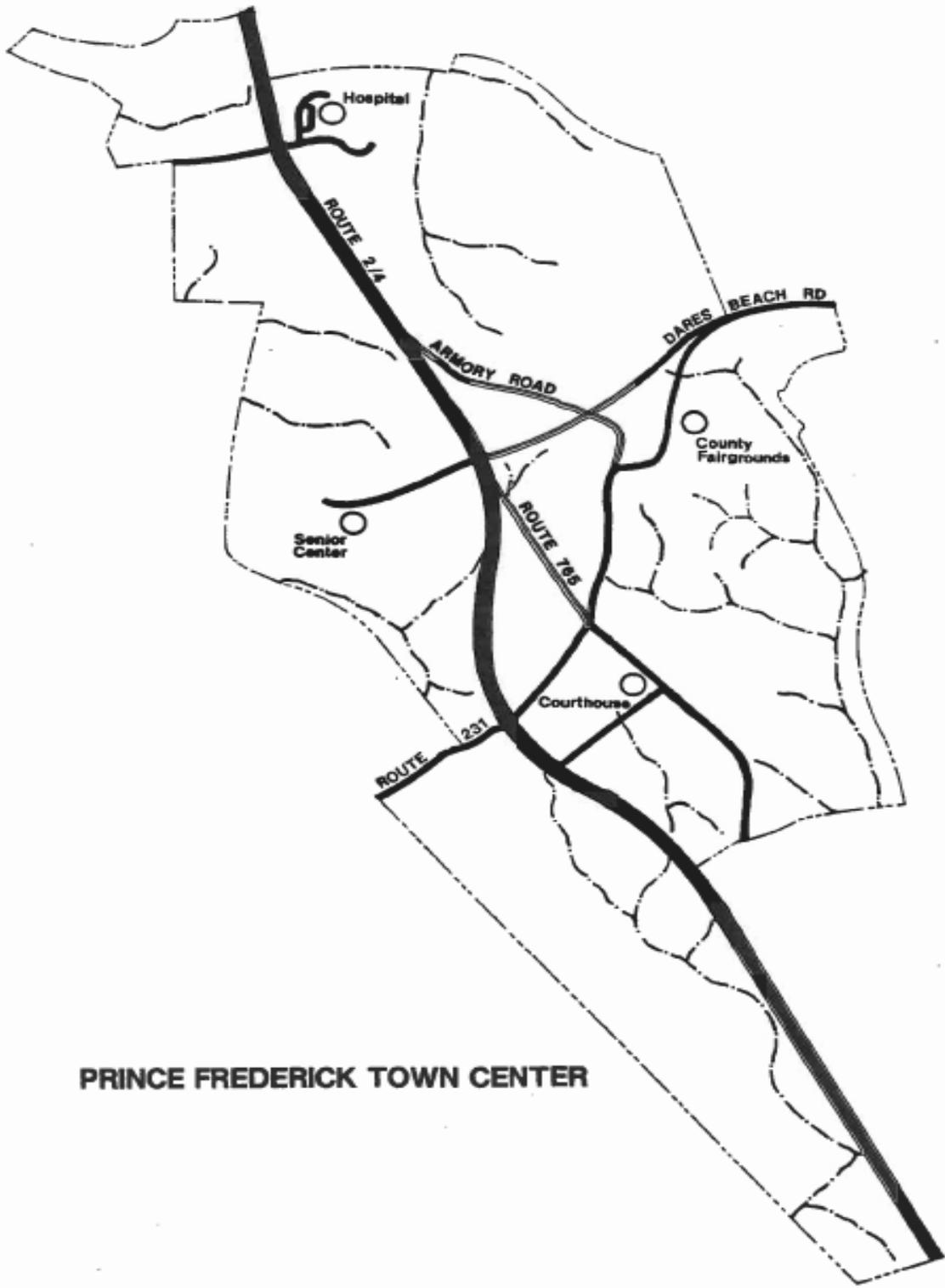
**Chapter VIII - TRANSPORTATION ..... 21**

**ACTIONS ..... 29**

**Chapter IX - IMPLEMENTATION AND FINANCING ..... 31**

**The Prince Frederick Master Plan was prepared by the Calvert County Department of Planning and Zoning with assistance from the following consultants:**

**ARI Engineering - Traffic Study  
McCrones Inc. - Streetscape Study**



**PRINCE FREDERICK TOWN CENTER**

## I. INTRODUCTION

### **KEY ISSUE: How can Prince Frederick be not only pleasant and prosperous but also beautiful - a source of pride to County residents?**

#### A. INTRODUCTION

Successful communities are the result of forethought and careful planning. The quality of life in a town is too important to be left to chance. To be effective, a plan must take into consideration aesthetics as well as economic concerns. It must give the community a vision of what it could be.

#### B. OBJECTIVES OF THE COMPREHENSIVE PLAN

The 1983 Comprehensive Plan calls for a Master Plan to be developed for each Town Center establishing land use policies based on desirable economic development, the prevention of hazardous traffic situations, public facilities available and needed, residential development, aesthetics, compatibility with and protection of existing and previously planned uses and the cumulative effect upon the County. The purpose of having a Master Plan is to address these issues in a detailed, comprehensive manner.

#### C. FUNCTION OF A MASTER PLAN

A Master Plan is a joint agreement between the public and the private sectors. Private individuals agree to be guided by the restrictions and requirements in the plan and in return, the government agrees to invest in the necessary public improvements such as roads, sidewalks, street lights and water and sewer lines.

#### D. IMPLEMENTATION

The implementation of this plan will be primarily accomplished through the Prince Frederick Zoning Ordinance and the Capital Improvements Program.

The Zoning Ordinance is a legal document which regulates land use within the Town Center.

The Capital Improvement Program lists capital improvement projects that are scheduled to be funded by the County. Projects that are to be included in the Capital Improvement Program are listed in Chapter IX.

Other planning documents are also used to implement the plan. These include the Water and Sewerage Plan, the Solid Waste Plan and the Land Preservation and Open Space Plan. However, many aspects of the plan fall outside the realm of regulation. Their implementation depends upon whether or not citizens take an active interest in promoting them.

#### E. THE "DO NOTHING" ALTERNATIVE

During the next several decades, Prince Frederick will face major changes. The population is expected to grow rapidly. Traffic will increase substantially as new stores and services locate in Prince Frederick. What will happen if there is no master plan for the Town Center?

. There will be at least eight traffic signals. Cars will have to wait for the light to change more than once. Even with signals, it will be extremely difficult to get out onto Route 4 from either end of Main Street, and from Duke Street.

. Virtually all commercial development will be located along Rte 2/4 and space for additional commercial development will be limited due to a lack of adequate road frontage.

. People driving on Rte 2/4 will be reluctant to leave Rte 2/4 because of the difficulty of getting back onto the highway.

There will be limited protection for residential communities and unique cultural and natural features.

## F. COMMUNITY GOALS AND OBJECTIVES

On April 1, 1987, a public workshop was held at the Calvert Middle School to identify the problems and concerns which the residents of Prince Frederick felt should be addressed by this Master Plan. Most of the issues identified by the citizens can be divided into two categories - "quality of life" issues and economic development issues.

Quality of life issues - Many of the recommendations received have been phrased using words such as "preserve", "protect" and "maintain", indicating that growth is perceived by many to represent a threat to the existing quality of life in Prince Frederick.

Economic development issues - Many of the recommendations received have been phrased using words such as "promote", "encourage" and "pursue", indicating that growth is perceived to represent opportunities for significant improvements in the economy and should, therefore, be actively advanced.

The issues are listed below in order of priority:

1. Ensure that public facilities (water, sewer and roads) are adequate to support growth.
2. Maintain high standards of road safety and minimize traffic congestion.
3. Preserve the historic heritage of Prince Frederick.
4. Promote pleasant, stable residential communities.
5. Preserve existing natural features (forests, large trees, stream valleys and natural areas).
6. Promote economic development.

## G. COUNTY ACTIONS

The County has taken the following actions prior to the enactment of this Master Plan which are designed to address several of the concerns raised by citizens during the planning process:

1. directed staff to conduct a study of the water system for Prince Frederick that will ensure adequate water flow and pressure to meet fire protection requirements.
2. authorized the construction of a land treatment wastewater facility with an initial capacity of 800 edu's.
3. enacted an Adequate Facilities Ordinance to help ensure that schools and roads are adequate to support growth.
4. contracted a study of government space needs (CADRE study).

## H. HOW TO READ THIS PLAN

This Plan is not meant to be read from cover to cover. It is broken down into nine chapters dealing with different aspects of the Town Center.

In most of the chapters, the key issues are presented at the very beginning followed by the relevant objectives and recommendations from the Comprehensive Plan. The next section usually describes the background and the existing situation. If appropriate, options are identified with advantages and disadvantages for each option. The final section gives the actions which are actually recommended by the Plan. The last chapter discusses the implementation and financing of the recommendations contained in this Plan.

## II. EXISTING SITUATION

Prince Frederick Town Center - 1988:

Area - 1,735 acres

Population - Approximately 700

Distance from D.C. - 46 miles

Distance from Baltimore - 64 miles

### A. DESCRIPTION, GEOGRAPHIC LOCATION AND SIZE

Prince Frederick is the capital of Calvert County and the largest of the Town Centers. It is the major employment center for both the public and private sector. It contains the largest concentration of public and quasi-public services.

Prince Frederick is located 46 miles from Washington, D.C. and 64 miles from Baltimore. It contains 1,735 acres of land which were zoned Town Center District during the Comprehensive Rezoning adopted by the County in 1984. The population of Prince Frederick is approximately 700 persons.

### B. NATURAL FEATURES

Prince Frederick is surrounded and heavily dissected by stream valleys and steep slopes. These features have largely determined the development pattern in Prince Frederick which has both a strong north/south orientation (following the major drainage divide) and a tendency to form small isolated clusters in areas of relatively flat topography. The major stream valleys drain into Hunting Creek and Parker's Creek. Forests cover a considerable amount of land within the Town Center.



## C. HISTORY

The land which comprises the present day Prince Frederick was originally part of a tract known as "Williams' Old Fields". When a decision was made to relocate the County seat there, it was renamed Prince Frederick in honor of the eldest son of King George I of England. Funds were appropriated by the Assembly in 1722 and in 1725 to build a courthouse and a jail at the new site.

In 1882, Prince Frederick was completely destroyed by fire. The new courthouse, built in 1916, has been called "one of the most beautiful courthouses in Maryland".

In an article written for the Calvert Historian, Ailene Hutchins presents research indicating that a grove of trees stood directly across from the Old Calvert Hotel in the early part of this century. The Wisteria at the end of Duke Street then stood in the front yard of the Calvert Hotel surrounded by a white picket fence. A Town Hall stood between the grove and the Courthouse. Many of the houses along Main Street were built during the late 19th and early 20th century.

In the late 1950's, the new Route 2/4 was constructed bypassing downtown Prince Frederick. The Prince Frederick Shopping Center was built at the corner of Route 231 and Route 2/4. Many businesses moved in order to be visible from the new highway, forming a cluster of commercial development around the new shopping center. In the early 1970's, the Calvert Village Shopping Center was built at the Dares Beach Road intersection.

In the early 1980's, Goldstein's department store across from the Courthouse on Main Street was converted into an office building for county workers. Many of the old houses along Main Street were converted to lawyers' offices. In 1984, Dr. Briscoe's office and home was restored and opened as the Old Field Inn.

## D. EXISTING DEVELOPMENT

### 1. Commercial Development

Most consumer businesses are located along Route 2/4. They are largely limited to the category of convenience goods and services much as they were in the past. This category features items customers purchase frequently. Over the last several years, efforts have been made repeatedly to break into the category of comparison goods and services such as shoe stores and clothing stores. However, very few of these types of stores are located in Prince Frederick. Specialty stores have also made several attempts at gaining a foothold in Prince Frederick but, so far, they have had little success.

### 2. Offices

Professional offices tend to cluster near the Courthouse. A number of offices are also located in the vicinity of the Calvert Village Shopping Center. Medical offices tend to cluster near the hospital.

### 3. Residential Development

There are fewer than 300 residences in Prince Frederick clustered in two primary locations:

- a. Along Armory Road and Fairgrounds Road, and
- b. Along Route 765, south of the Courthouse.

Most single-family detached residences are located on lots ranging from 1/2 to 1 1/2 acres in size. The highest density for single-family attached residences is 5.3 units per acres. The largest apartment complex is Calvert Pines on West Dares Beach Road, off the west side of Route 2/4, with 50 units. In both of the primary residential areas, there is a mix of single-family detached and single-family attached residences.

The existing pattern of residential development provides a comfortable mix of housing types within its neighborhoods. They have the flavor and appearance of a typical neighborhood of single family detached homes, but they provide a small number of higher density housing units along their edges. This pattern provides the kind of flexibility that is needed in order to allow residents to meet changing household circumstances without necessarily having or wanting to move to new neighborhoods.

## E. PUBLIC FACILITIES AND SERVICES

### 1. Roads

The road system in Prince Frederick is currently operating at excellent to good levels of service according to national traffic standards. However, there are existing problems at a number of road intersections and crossovers. In addition, the rate of increase in traffic volume indicates that the road system will fail at certain locations prior to 1995. A detailed road analysis is presented in Chapter VIII.

### 2. Schools

There are four schools along Dares Beach Road to the east of the Town Center. The Calvert High School site is also the site of the Planetarium and the high school auditorium. Currently, schools in the vicinity are near or at capacity. Public schools currently serving the Prince Frederick Town Center are: Calvert Elementary, Calvert Middle, and Calvert High.

### 3. Wastewater Treatment

The existing Prince Frederick sewage treatment plant is at capacity. Plans are underway for a land treatment facility which is scheduled to be completed by 1992. Based on an initial capacity of 800 edu's, this facility will be able to serve up to 2,000 households and three times the existing amount of commercial, office, public and industrial uses. Uses which may generate toxic wastes will be required to provide on-site pre-treatment of wastewater before it reaches the public treatment facility.

### 4. Water System

Groundwater is adequate to supply water needs beyond the year 2010. A water conservation program is being carried out in Calvert County and a County funded retrofit program is in effect in Prince Frederick. The 1986 Calvert County Comprehensive Water and Sewer Plan's first priority is the extension of service within the Prince Frederick Sanitary District and the increase of flow and pressure to meet fire protection requirements. The water system for fire protection is not adequate at this time. The Calvert County Water and Sewer Plan is updated biennially. Copies are available at the Department of Planning & Zoning, Room 1, Courthouse Annex.

### 5. Fire, Rescue and Law Enforcement Services

Fire, rescue and law enforcement facilities are periodically evaluated in the Calvert County Fire, Rescue and EMS Master Plan. The plan is scheduled to be updated in FY 1990.

### 6. Community Services

The main branch of the Calvert County Library, Calvert Pines Senior Citizens Center, the Calvert County Health Department, the Calvert County Association for Retarded Citizens and Bless, Inc. are among the major community services available in Prince Frederick.

### 7. Recreational Facilities

Residents in the 2nd Election District are currently served by Hallowing Point Park, which provides playing fields, tennis courts, an outdoor stage, and a fitness trail. The park is at capacity in terms of its ability to provide space for organized team sports. The park is located west of the Prince Frederick Town Center on Route 231.

### 8. Courts and General Government Services

The Courthouse in Prince Frederick continues to serve as the center of County government, housing the District Court, the Circuit Court and the Orphans Court in addition to the offices of the Board of County Commissioners. All of the County Departments are located either in the Courthouse or in buildings immediately adjacent to the Courthouse. A space needs study completed in November, 1988 (CADRE study), indicates the immediate need for a substantial increase in office space.



### III. A VISION FOR PRINCE FREDERICK

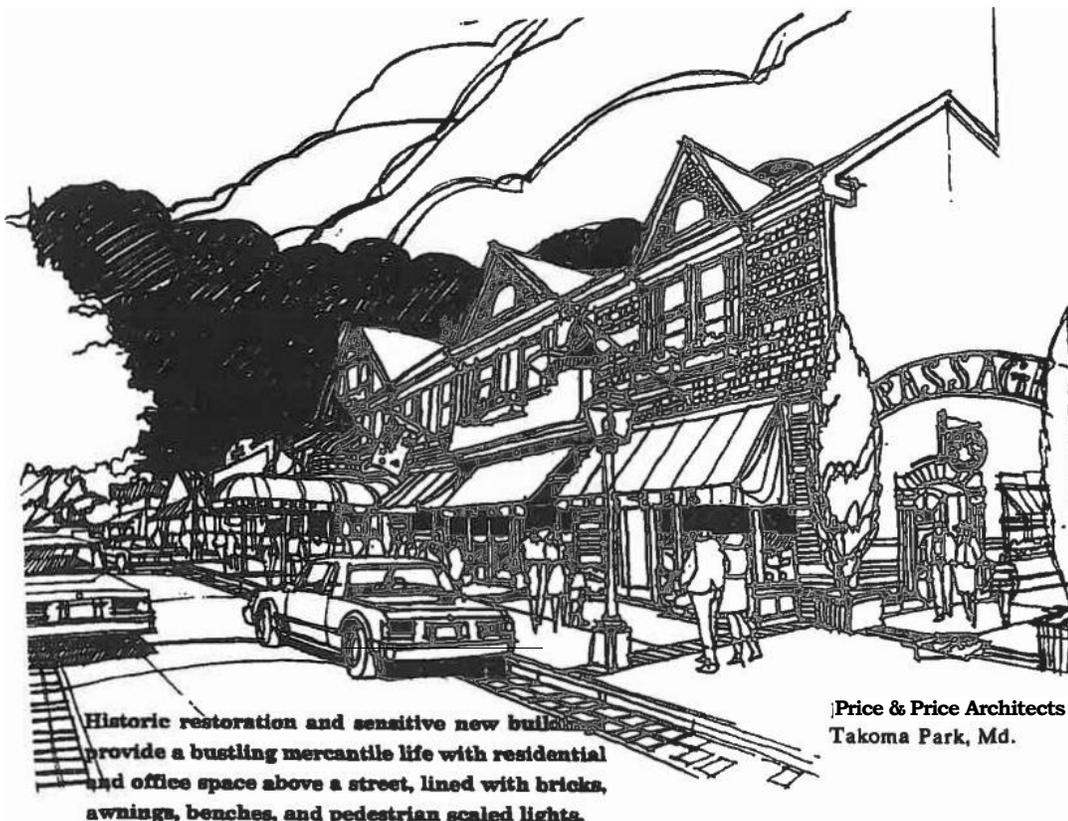
One of the major purposes of a Master Plan is to provide an overall concept or vision of what citizens want their community to be. Such a vision should serve as a guide to decision-makers and help ensure that new development will contribute toward establishing a positive identity for the community. Below is a vision of what Prince Frederick can be.

Old Prince Frederick will be much busier than it is today, more like it was in the old days, before the by-pass was built. But it will still retain its late 19th and early 20th century architectural character and its old town pattern of closely spaced buildings and narrow roads. The Courthouse will continue to be the hub of old Prince Frederick, the scene of comings and goings of office workers, attorneys and citizens.

Spreading out from the Courthouse, along Main Street, Duke Street, and Church Street, homes, offices, public buildings, churches, restaurants and stores will gradually blend into quiet residential areas. The lake beyond the new State Office Building, with its winding path, park benches and outdoor lighting, will make an ideal setting for offices and homes. In the evening and on weekends,

county residents will be drawn to the area by the growing number of shops and restaurants and the activities taking place on the Courthouse green such as craft shows and concerts.

Most of the new residential development along Church Street and lower Armory Road will be town houses to serve people who like Prince Frederick's old town atmosphere and the convenience of walking to stores and services. Farther out on Armory Road and south along Main Street, residential neighborhoods will continue in the tradition of a small town.

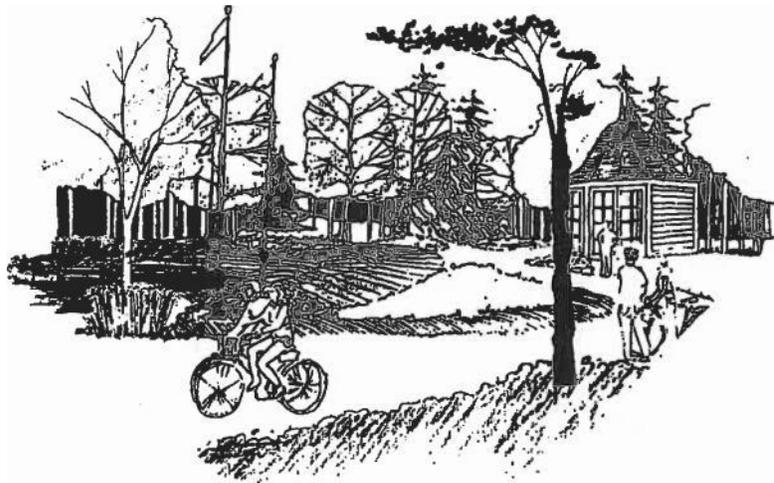


Continuing the vision of what Prince Frederick can be...

On the east side of Route 2/4, Armory Road will extend north to provide access to the hospital and a new planned community via a parkway. The road will skirt a new lake on the east side before tying back into Route 4 north of Prince Frederick. The lake will be a major focal point for the Town Center. On one side will be stores and the hospital and on the other the new planned community will provide a variety of attractive housing types taking advantage of the scenic views of the lake. A trail will circle the lake providing pedestrian and bicycle access between the residential and commercial areas. Willow trees, flowering shrubs and lamp posts will create a parklike atmosphere.

On the west side of Route 2/4 between Stoakley Road and Route 231, a new service road will allow space for future stores and services as well as higher density residential development. As it develops, it will become a new "Main Street" permitting Rte 2/4 to perform its primary function as a through road.

Even with increased development, much of Prince Frederick will retain its trees and groundcover due to its stream valleys and sensitive steep slopes. As landscaping along roadways matures, the town will become increasingly more attractive. Sidewalks and trails throughout the Town Center will allow people to enjoy its attractive features.



#### IV. RESIDENTIAL DEVELOPMENT

##### KEY ISSUES:

**What kind of housing is needed to meet the needs of the population by the year 2010?**

**What is the maximum density that should be permitted in the Town Center?**

**How can the stress of rapid population growth be minimized?**

##### A. PURPOSE

Prince Frederick can expect a substantial increase in population within the next 10 to 15 years and beyond. Rapid growth in any community is a source of deep concern to existing residents. It is of particular concern in Prince Frederick because the ratio of undeveloped land to developed land is so high. One purpose of the Prince Frederick Master Plan is to promote the continuation and creation of pleasant, stable neighborhoods serving persons with a wide range of interests, incomes and ages.

##### B. OBJECTIVES OF THE COMPREHENSIVE PLAN

The first objective of the housing section of the Comprehensive Plan is to: "Encourage the availability of a variety of housing types which can meet the needs of different age groups, family sizes, life styles and income capabilities for Calvert County residents. Place a special emphasis on providing housing opportunities for low and moderate income families of the County through public and private actions."

Calvert County has an obligation to provide a variety of housing types. Much of the County consists of large lots with single-family houses. Three areas were chosen to locate higher density housing: Prince Frederick, Solomons, North Beach and Chesapeake Beach. They were chosen because of the availability of water and sewer, shopping and public facilities.

##### C. POPULATION PROJECTIONS

The current population in Calvert County is approximately 50,000 (Jan., 1989). Assuming trend growth (approximately 1000 new dwelling units per year at 2.4 persons per household), the population will reach 75,000 by the year 2000 and 100,000 by the year 2010.

Population projections based on past trends do not take into account the expanded capacity for growth generated by existing or planned sewerage treatment facilities in each of the three major Town Centers. (Solomons, Prince Frederick and North Beach/Chesapeake Beach).

Each existing or planned facility will be able to accommodate up to 5,000 residents in Phase I and up to 10,000 residents at full capacity. Taken as a whole, current or planned sewerage treatment facilities can serve approximately 30,000 residents. It is anticipated that the major Town Centers will absorb some of the projected 1000 new dwelling units per year and that they will contribute to an escalation in the overall rate of growth by opening up new housing markets that are currently not being served. These markets include County residents who are unable to find affordable housing in the County as well as additional residents drawn from outside the County.

While the capacity of the planned sewerage treatment plant provides an upper limit to the population that can be served by existing or planned sewerage treatment facilities, (approximately 4,000 households or 10,000 residents) there are no data upon which to base a projection for the rate of population growth within the Town Center.

D. DENSITY OPTIONS

The County-wide Zoning Ordinance permits a maximum density of 14 units per acre in Town Centers. The reason why this density was adopted is that a lower density does not provide for the development of apartments and townhouses. Suburban counties permit garden apartments at a density of 16-18 units per acre and mid-rise apartments at a density of 20-40 units per acre. The standard for townhouse and low density apartments has generally been 14 units per acre, the same as the County-wide Zoning Ordinance. The two existing residential neighborhoods in Prince Frederick are developing at a density of less than three units to the acre.

<b>OPTION #1 Continue to permit 14 dwelling units per acre.</b>	
Advantages:	Disadvantages:
1. Provides the greatest opportunity for higher density housing.	1. Will alter the existing character of residential development in Prince Frederick.
2. Allows the market to determine where the high density will go.	2. All properties would tend to develop at the highest density until the available capacity is used.
	3. Attracts people from outside the County seeking affordable housing.
<b>OPTION #2 Reduce the density in the entire Town Center.</b>	
Advantages:	Disadvantages:
1. Reduces the impact on existing single family communities.	1. Reduces the opportunity for affordable housing.
2. Makes it easier to program public facilities.	2. Lessens the financial incentive to build alternative housing types.
<b>OPTION #3 Reduce the density in specific areas.</b>	
Advantages:	Disadvantages:
1. Reduces the impact on existing single-family communities.	1. Limits opportunity for affordable housing.
2. Reduces the potential impact on public facilities and services.	2. Will exclude certain housing types in some areas.
	3. Boundaries may be hard to justify in areas that are currently undeveloped, causing rezoning requests.
<b>OPTION #4 Promote mixed-density communities which provide a variety of housing types within individual neighborhoods.</b>	
Advantages:	Disadvantages:
1. Would be consistent with the existing pattern of development in the Town Center.	1. Would require more careful site design in order to ensure compatibility between different housing types.
2. Would avoid large concentrations of high density in any given area.	2. Could prove infeasible for smaller tracts of land.
3. Would provide maximum flexibility in the selection of housing (example: "I only need a one-bedroom apartment but I would like to live in a neighborhood of single-family detached houses.")	

## E. NEIGHBORHOOD DESIGN

Citizens emphasized their desire for attractive, pleasant residential communities that would be compatible with existing neighborhoods, incorporate natural features, and provide adequate recreational opportunities. Residents in existing neighborhoods expressed concern over the impact of future commercial and office uses within their neighborhoods.

## F. RESIDENTIAL DEVELOPMENT ACTIONS

1. Retain the residential character of existing neighborhoods while providing for small scale office and commercial uses by permitting the adaptive reuse of existing residential structures. Require that non-residential uses be compatible with the residential character of the neighborhood.

2. Preserve the character of existing residential areas by maintaining the existing low density residential character of these areas. Permit more intensive residential development outside existing residential areas in order to encourage a mix of housing types serving a full range of interests, incomes and ages.

3. Designate the Town Center as a Transfer Zone. Permit increased density with the use of Transferable Development Rights within the Transfer Zone. Permit densities to be increased without purchasing TDRs for the purpose of providing housing for the elderly.

4. Permit clustering and mixed-density residential development in order to utilize the full development potential of a site and provide for a variety of housing types within any given site.

5. Establish regulations in the Zoning Ordinance governing the types of residential units that are to be permitted within specified areas of the Town Center. Base regulations on existing land use patterns and future housing needs.

6. Require that higher density development adjacent to existing neighborhoods be designed to be compatible with existing residential development in terms of height and scale.

7. Permit single-family detached residential development to meet the road construction and design standards of the Townhouse and Multi-family section of the Calvert County Zoning Ordinance. This will help reduce site construction costs, permit more flexibility in site design, and permit landscaping along roadways.

8. Require natural feature site inventories for the purpose of identifying significant trees and unique habitats which are to be considered in the preparation of subdivision designs.

9. Preserve the old town character of the residential area along Route 765 south of the Courthouse.

10. Promote good design to ensure privacy and space even at higher densities. In recent years, designers have developed housing types and styles that provide the financial benefits of higher densities with the benefits of privacy and space typical of single-family detached homes. All new residential development should ease its way into the existing fabric of the community by following the following guidelines:

continued next page...

(11/30/15)

a. Establish a suitable transition area between established residential neighborhoods and future residential developments. Development within the transition area should use the same setbacks, lot widths and housing types as in the immediately adjacent area.

b. Architectural designs that capture the flavor of old Prince Frederick should be encouraged.

c. Not all new residential areas need to use cul-de-sacs and curvilinear streets. A grid pattern of streets is equally appropriate within the Town Center and more in keeping with the character of old towns.

11. Provide guidelines for housing for low and moderate income families. The Comprehensive Plan calls upon the County to place special emphasis on providing housing opportunities for low and moderate income families who are residents of Calvert County by providing for increased dwelling unit density in the Town Centers. It is important to the well-being of the County as a whole that the housing needs of all its residents be served. It is also important not to greatly exceed the need and demand generated from within the County. To do so will place a burden on the financial resources of the County, resulting in either a need to increase taxes or reduce public services or both.

It is also important not to isolate or concentrate low and moderate income households into any one area of the Town Center, into any one Town Center or into any one district within the County. Instead, the County should strive for a balanced mix of housing types in each of its major Town Centers, including but not limited to Prince Frederick.

Note: Low and moderate income housing covers a wide range of housing categories. "Low income" is defined by HUD to equal 80% or less of the median income, depending on household size and is used as a means of determining qualifications for housing subsidies. "Moderate income" and "affordable housing" are general terms that usually refer to households that do not qualify for assistance but find themselves priced out of the housing market.



## V. ECONOMIC DEVELOPMENT

### KEY ISSUES:

**What can be done to persuade more County residents to shop in Prince Frederick?**

**What steps can the County take to attract businesses to Prince Frederick?**

**How can we promote economic development while still maintaining an adequate level of service on Route 2/4?**

### A. PURPOSE

Promoting economic development in the Town Center was one of the top priorities identified during the planning process. It is also one of the goals of the Comprehensive Plan. The most important step the County can take is to provide the public facilities needed to accommodate commercial and business growth. It is also important to provide as many reasons to visit the Town Center as possible. In Prince Frederick, the high concentration of public and quasi-public facilities and services, in particular, government services, helps attract new businesses and consumers to the Town Center. In addition, providing a more attractive setting for shoppers will help attract both consumers and investors.

### B. OBJECTIVES OF THE COMPREHENSIVE PLAN

In the Comprehensive Plan, the following objectives, listed under the economic development section, apply to commercial development in the Town Center:

1. Promote the economic health and expansion of existing local businesses.
2. Attract businesses and industries that provide job opportunities for the County's work force.
3. Encourage the development of businesses and industries which add stability and broaden the County's tax base.
4. Encourage and promote the development of industries which do not significantly contribute to environmental degradation.

### C. COMMERCIAL DEVELOPMENT AND FUTURE COMMERCIAL SPACE NEEDS

The Department of Planning and Zoning projects that the existing amount of office and commercial space will double by the year 2010. This estimate is conservative. Existing commercial and office development occupies an estimated 100 acres of land within the Town Center.

#### D. ECONOMIC DEVELOPMENT ACTIONS

1. Establish adequate water and sewerage facilities as top priority public improvement expenditures in the Prince Frederick Town Center in order to provide the basic infrastructure needed for economic development to occur.

2. The County should proceed immediately with the construction of additional roads within the Prince Frederick Town Center in order to provide an adequate road system and increase the amount of suitable space for new businesses.

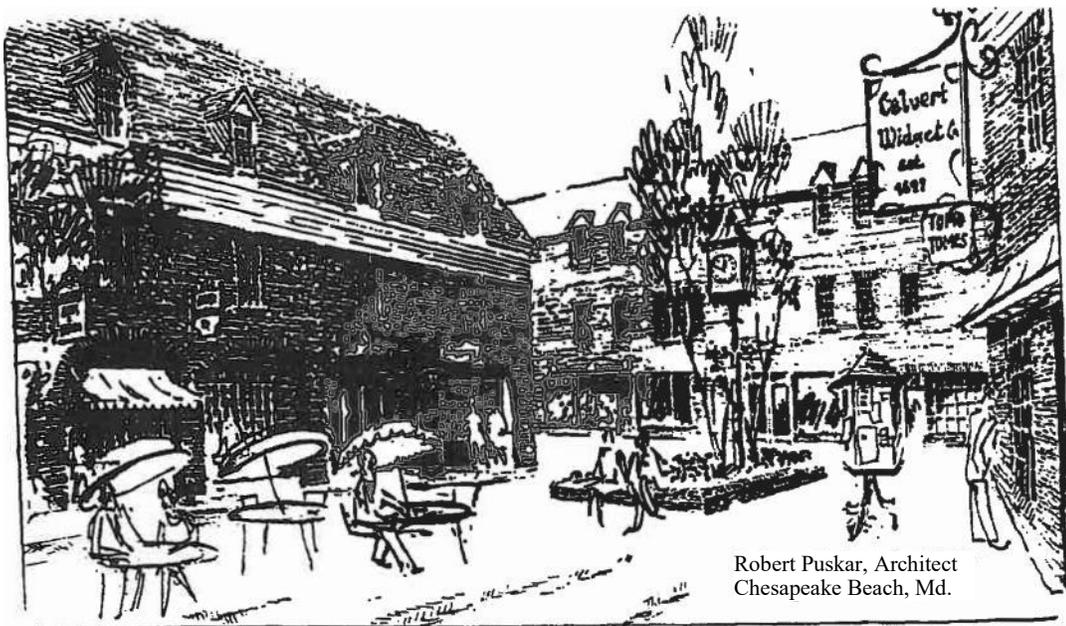
3. Continue to concentrate government services in old Prince Frederick within the immediate vicinity of the Courthouse in order to help maintain and expand the area as a center of business activity. Acquire additional land to provide for projected future government office space needs.

4. Establish an attractive image for Prince Frederick as a means of attracting investors, new businesses and consumers to the Prince Frederick Town Center. Budget an annual amount of general revenues to be used for providing the types of public amenities that will help attract investors, businesses and consumers to the Prince Frederick Town Center.

5. Conduct a study to determine the feasibility of developing regional storm water management facilities in the Town Center, such as lakes. This will help promote efficient utilization of land for new development.

6. Permit business directional signs at key intersections subject to established criteria and erect landscaped Town Center entrance signs, subject to regulatory approval, at the boundaries of the Town Center along Route 2/4 and Rte 231.

7. Identify areas that are most suitable for commercial uses and establish incentives and/or regulations governing permitted uses within these areas.



Robert Puskar, Architect  
Chesapeake Beach, Md.

## VI. TOWN CENTER APPEARANCE AND DESIGN

### KEY ISSUES:

**What can be done to give the Prince Frederick Town Center a positive identity?**

**What can be done to promote quality design?**

**How can we help create a cohesive Town Center design and keep the appearance of the Town Center from being fragmented?**

### A. INTRODUCTION

Towns are judged most frequently by their appearance. There is no other factor that can contribute as much to establishing clear guidance and direction for future growth than the appearance of a town. In Prince Frederick, it is the appearance of the oldest part of the town that most clearly expresses and defines its character.

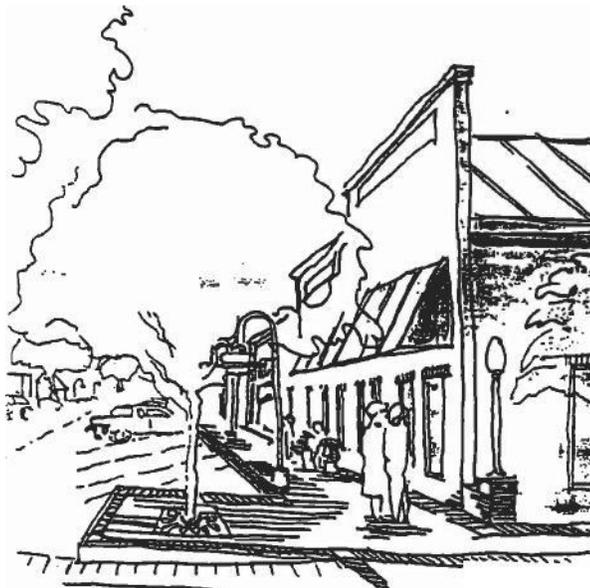
More recent development, which is located almost exclusively along Rte 2/4, is more diversified in terms of architecture and less cohesive in terms of overall appearance and design. These factors contribute to the impression of those traveling through town that Prince Frederick is little more than a typical commercial strip.

### B. BACKGROUND

Old Prince Frederick is a pleasant mix of office, residential, public and quasi-public buildings and spaces that together form a clearly identifiable pattern of development. The historic character of much of the architecture of the area, together with its density and scale, provides an aesthetically pleasing streetscape.

Design standards and appearance guidelines can help retain the existing character of the old town and contribute to a greater sense of identity and a more attractive appearance for the Prince Frederick Town Center overall.

Old Prince Frederick naturally evolved as a mixed-use zone, as have many other attractive small towns. Mixed-use zoning provides maximum flexibility for proposed new developments. Residential, public, commercial and office uses can share the same space and even the same building. The entire Prince Frederick Town Center is a "mixed-use" zone.



Martin Associates, Architects  
Washington, D.C.

### C. APPEARANCE AND DESIGN ACTIONS

1. Adopt an Appearance Code for the Town Center. The Appearance Code should cover the rehabilitation and maintenance of existing buildings and new construction. Topics to be addressed in the Appearance Code should include: Building Form, Facade Treatment, Scale, Landscaping, Signs, Open Space, Pedestrian Circulation, Street Amenities, Setbacks and Procedure for Design Review. The purpose of the Appearance Code should be to:

a. foster a positive identity for the Town Center

b. establish standards for signs that will minimize clutter and promote an attractive appearance along roadways.

c. establish parking lot standards that will reduce the visual impact of large expanses of pavement and require a careful analysis of on-site and off -site vehicular and pedestrian circulation and the impact of parking facilities on the overall land use pattern.

d. require consideration of pedestrian circulation among sites and provide a standard for sidewalk design. Develop a sidewalk ordinance governing design, construction and maintenance.

e. require that entrances to commercial developments are designed to promote visibility, identity and safety.

f. require that landscaping be designed to accent buildings, entryways and signs and draw attention away from parking lots, utility lines and outdoor storage areas.

g. require an analysis of views and view corridors

h. require that buildings be well oriented to roads and that the typical linear strip commercial development pattern be avoided or mitigated through appropriate site design.

i. require an analysis of architectural relationships with surrounding buildings, including building siting, massing, facade treatment, materials, proportion, scale, color and maintenance of streetscape.

j. require an analysis of existing natural features of the site and planned open space and show how that open space can function as a pedestrian and architectural amenity in the Town Center.

2. For the purposes of the Appearance Code, establish boundaries for an Old Prince Frederick District based upon the Prince Frederick Historic Sites Survey (1986). Appearance Code guidelines for development within the Old Prince Frederick District should be based upon the predominant architectural styles and existing development patterns within the old town. Note: The Old Prince Frederick District should not be equated with a Historic District which has far more stringent design requirements.

3. Outside the boundaries of the Old Prince Frederick District, Appearance Code guidelines should promote designs that blend regional historical building materials and building forms with a more contemporary image.

4. Appoint an Appearance Review Committee to advise on the implementation of the provisions of the Appearance Code. Area garden clubs, residents and business owners should be represented on the Committee.

5. Following adoption of the Master Plan, the Planning Commission shall adopt an interim set of guidelines to be used in assisting property owners in the design of proposed projects. These guidelines shall reflect the intent of the community to promote a clear identity for the Town Center in accordance with the guidelines stated above and will be incorporated into the Appearance Code.

continued next page....

6. Encourage owners of properties that have been identified in the Calvert County Historic Sites Survey to participate in the Calvert County Historic District Program and to renovate rather than tear down existing older structures. If a building is listed on the Calvert County Historic Inventory, the owner should be requested to inform the Calvert County Historic District Commission of any plans to tear down the building, giving the Commission an opportunity to document the building and/or look for alternatives that can be used to save the building, if deemed desirable. Require archeological inventories as part of the site plan review process for major sites within the Old Prince Frederick District.

7. Develop a unified landscaping plan to be developed and implemented along the Rte 2/4 right-of-way and median strip.

8. Reserve space for underground utilities along all new roadways. Require that all new utility lines be put underground. Develop a long range plan in cooperation with utility companies to bury utility wires and/or relocate poles.

9. Existing traffic signal wires and wooden poles should be redesigned to improve the appearance of Rte. 2/4. New traffic signals should be required to match the selected new style.

10. A comprehensive network of sidewalks should be designed for the Old Prince Frederick District. At a minimum, a sidewalk should be constructed along Main Street from the southern boundary of the Town Center to Church Street and along Church Street to Rte. 2/4. A standard for sidewalk design should be developed.

11. Public parking lots should be provided in the Old Prince Frederick District and County requirements should be modified to permit more extensive use of shared parking lots in order to maintain the traditional closely spaced development pattern of old towns.

12. Street lights should be provided along Church Street, Main Street and Duke Street. The County should evaluate the desirability of providing additional street lights along public roadways based on an assessment of installation and operating costs.

The County should work with business and community groups to select compatible street light designs for use in the Old Prince Frederick District and along Rte 2/4 and secondary roads.

The County should require that if street lights are provided in new developments that they be the same as or compatible with any public street lights provided.

13. The County, in conjunction with area civic groups and business associations, should present awards for outstanding contributions to the design and appearance of the Prince Frederick Town Center.



Robert Puskar, Architect  
Chesapeake Beach, Md.



## VII. PARKS, OPEN SPACE AND SPECIAL DESIGN PROJECTS

### KEY ISSUES:

**What areas should be preserved as open space?**

**Where should trails be planned?**

**Where could public meeting spaces be developed?**

### A. COMPREHENSIVE PLAN

The Comprehensive Plan calls for recreational open space to be provided within Town Centers. It points out that public squares were an integral feature of towns built in the 18th century. It calls for this kind of open space to be at or near centers of activity.

The Comprehensive Plan also recommends providing safe bicycle travel within towns and convenient pedestrian access.

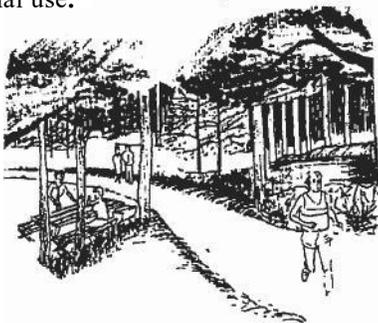
### B. EXISTING SITUATION

#### 1. Natural Areas

Stream valleys and steep slopes surround Prince Frederick, providing a natural "green belt". They also intersect the Town Center, helping to create a pattern of small clusters of development surrounded by open space. As the Town Center grows, these natural areas will become increasingly important not only for their ability to absorb pollutants, control run-off and moderate the climate, but also for their ability to diminish the sense of crowding that is a typical response to rapid growth.

#### 2. Individual Sites Within the Town Center

In addition to the protection of natural areas and their potential for recreation, there are several sites within the Town Center that should be developed and improved for recreational use.



#### a. The Courthouse Grounds

The Courthouse provides a strong focal point for old Prince Frederick. The Courthouse lawn, while very attractive, does not function well as a public gathering space. A public open space with landscaping and benches within the immediate vicinity of the Courthouse would provide space for ceremonies, outdoor art festivals, farmers' markets and concerts, bringing more activity into the area, particularly in the evenings and on weekends.

#### b. The Intersection of Duke Street and Main Street

The intersection of Main Street and Duke Street is an important intersection because of its proximity to the Courthouse and because it is an obvious focal point that can *be* seen clearly from anywhere along Duke Street and large portions of Main Street. At present, however, the intersection lacks definition and a sense of place. A small landscaped area, incorporating the Wisteria as a major feature, can provide an attractive focus for the Old Prince Frederick District.

#### c. Calvert Middle School

The Calvert Middle School is a significant community symbol. It could provide a strong visual focus for this part of town. The chain link fence along Route <sup>2</sup>/<sub>4</sub> detracts from the intersection. Painting the fence black or dark green would reduce its visual impact. Planting along the perimeter would substantially improve the appearance of the site.

d. Old School on Armory Road

The old school on Armory Road should be renovated and preserved. The County and the Board of Education should encourage proposals for adaptive re-use.

e. Potential Lake Sites

While land is still available, consideration should be given to creating a lake or lakes within the Prince Frederick Town Center at the headwaters of one or several creeks. Attractive parks with nature trails, bikeways and picnic benches could be developed around such lakes and connected to built-up areas by walkways. One or several man-made lakes would not only provide recreational and aesthetic benefits, but would also serve as stormwater detention ponds.

f. Trails

The old railroad bed, the old Parker's Creek road bed and the major stream valleys which drain into Parker's Creek, Hunting Creek and Battle Creek should be considered as possible areas to construct trails.

g. Roads

Develop a new road cross-section for use in the Old Prince Frederick District in order to ensure that new roads will be compatible in terms of design, scale and landscaping with the existing character of the old town.

h. Neighborhood Recreation

The demand for additional public recreational open space can be offset by requiring that new residential neighborhoods provide their own recreational open space.

Q. PARKS, OPEN SPACE AND SPECIAL PROJECTS ACTIONS

1. Existing forests, including significant trees and groves should be retained to the greatest extent possible and incorporated into future site design. Grading permit procedures shall be amended to require that no grading or clearing permits for clearing sites shall be issued until a site plan or subdivision plan where required is approved by the Planning Commission.
2. Provide a public open space near the Courthouse to be used for ceremonies, outdoor art festivals, concerts and farmers' markets.
3. Make improvements to the intersection of Duke Street and Main Street to give it more definition.
4. Create a small landscaped area around the Wisteria next to High's as an attractive focus for the Old Prince Frederick District.
5. Take the following actions to enhance the site of the Calvert Middle School:
  - a. Paint the chain link fence black or dark green.
  - b. Encourage civic groups to provide landscaping.

6. The old school site on Armory Road should be renovated and preserved and proposals for use by County agencies or other groups should be entertained.

7. A study should be conducted to determine the comparative cost and feasibility of creating lakes that can serve the dual function of providing recreational assets and regional storm water management systems. Prime sites to consider are the area behind the future State Office Building and the area immediately south of the hospital property.

8. Continue to require that new residential neighborhoods provide their own neighborhood recreation areas in order to ensure that children will have a *safe place* to play close to home and to provide a focus for community interaction. Developers should be required to provide interconnecting sidewalks between adjacent residential neighborhoods.

In some cases, fees in lieu of providing neighborhood recreational space may be appropriate, but this is an issue that needs to be addressed on a case-by-case basis. Any fees collected in Prince Frederick should be used to provide recreational open space in the Town Center.

## VIII. TRANSPORTATION

### KEY ISSUES:

**How can problems at specific intersections be resolved?**

**How can the flow of traffic on Route 2/4 be maintained?**

**How many entrances to Route 2/4 should be allowed and where should they be?**

**What new roads, if any, are needed?**

### A. OBJECTIVES AND RECOMMENDATIONS IN THE COMPREHENSIVE PLAN

In the Transportation Section of the Comprehensive Plan, these objectives are relevant to the Prince Frederick Town Center:

1. Stage the development of a transportation system to complement the overall development of the County.
2. Maintain Routes 2 and 4 as the main transportation corridor providing for safe and efficient travel.
3. Encourage transportation alternatives such as public transit, car pools, bikeways and pedestrian ways which reduce the dependency on individual automobiles.

The following recommendations in the Comprehensive Plan have a bearing on the Prince Frederick Town Center:

1. Prohibit ingress-egress points on Route 4 wherever possible.
2. Limit major intersections to essential locations such as access to designated Town Centers and collector roads.
3. Develop and implement a landscaping program for the Route 2/4 corridor by enlisting cooperation from the State Department of Transportation and private interests.

4. Implement a program of spot improvements, aimed at the needs of particular intersections and road segments.

5. Establish bicycle and pedestrian routes to connect residential, employment, educational, recreational and open space areas, as feasible.

6. Require sidewalks in areas where there is high pedestrian and vehicle traffic in apartment areas and commercial areas.

7. Consider providing sidewalks in established commercial areas such as Solomons, St. Leonard, Old Prince Frederick and Owings.

These objectives and recommendations were taken into consideration in developing this Plan.

### B. TRAFFIC CIRCULATION STUDY

In March of 1987, a traffic consultant was hired to develop a comprehensive, long-range program applicable to the year 2010 which would effectively maintain safe, free-flowing traffic along Route 2/4.

The recommendations in this Plan and the Road System Map (shown in the Prince Frederick Zoning Ordinance) are based on the traffic consultant's report but have been modified to take into consideration testimony presented at the public hearings.

### C. EXISTING SITUATION

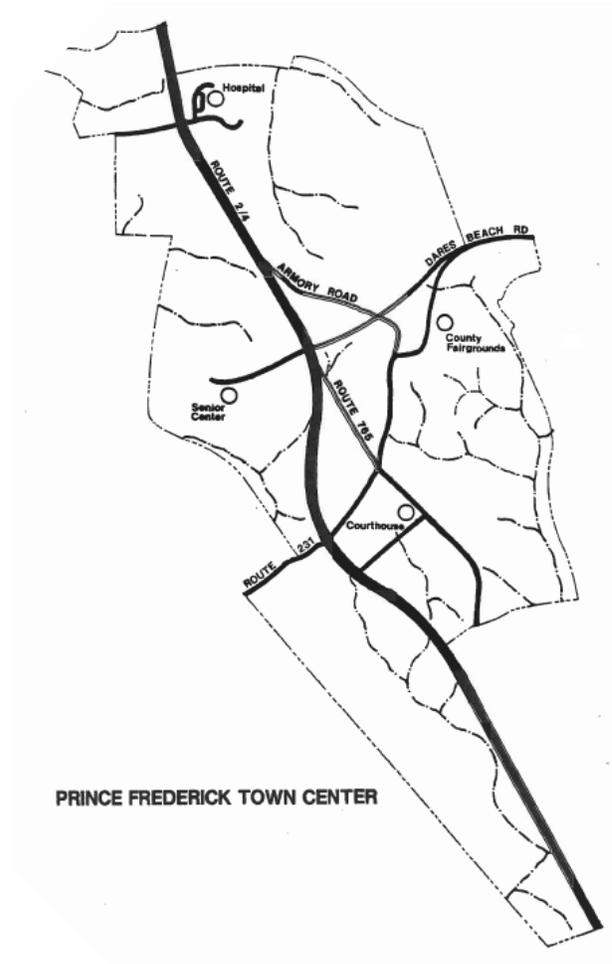
The road system in Prince Frederick is currently operating at excellent to good levels of service according to national standards. However, the following problem areas have been identified:

#### 1. Signalized Intersections

- a. The Dares Beach/Route 2/4 intersection is becoming increasingly congested at peak hours.
- b. The Route 231/Route 2/4 intersection is not designed to handle a substantial increase in traffic. It would be difficult to improve it because of topographic and alignment constraints.

#### 2. Non-signalized Intersections and Crossovers

- a. The Armory Road/Route 2/4 intersection near McDonald's is inadequately designed to handle the existing and projected traffic in this area. Signalization or intersection redesign will be required within the next several years.
- b. The Dares Beach Road/Armory Road intersection is poorly aligned.
- c. The Route 765/Church Street split intersection is likely to become a problem as traffic increases.
- d. The Duke Street/Route 2/4 intersection has a narrow median which gives inadequate protection to automobiles waiting to make left turns.
- e. The Route 2/4/Route 765 intersection at the southern boundary of the Town Center will require improvements if traffic increases substantially in this area.
- f. The crossover on Route 2/4 immediately to the south of Dares Beach Road is too close to the intersection. As traffic increases, there will be a stacking problem created by cars trying to enter Route 765 and a weaving problem as cars enter Route 2/4 from Route 765 and cross lanes to make a left turn at the at the Dares Beach road intersection.



### 3. Route 2/4

As Figure 1 indicates, rush hour traffic on Route 2/4 is well below the capacity of the highway at the present time. Capacity refers to the maximum volume of traffic that can be accommodated on a roadway. Capacity is strongly affected by the number of driveway entrances, crossovers and intersections along a roadway. A restricted access highway can carry high volumes of traffic. As the number of driveway entrances, crossovers and intersections increases, the capacity of the highway decreases. Therefore, determining the number and location of driveway entrances, crossovers and intersections along Route 2/4 is a major task of this master plan.

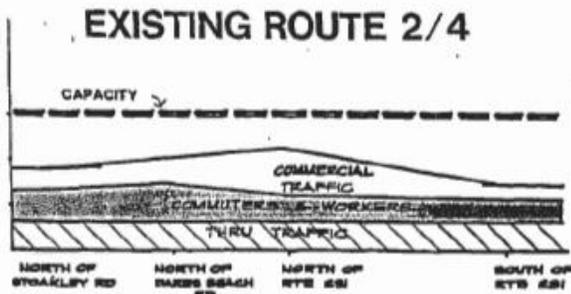


FIGURE 1

### 4. Projected Traffic Impact

Traffic projections were developed on the basis of dwelling unit and commercial development projections. They indicate that traffic on Route 2/4 will more than double between 1986 and 1995 between Stoakley Road and Duke Street.

Figure 2 shows that prior to the year 2000, Route 2/4 will be heavily congested from Stoakley Road to Route 231 (Hallowing Point Road). (This graph assumes the present roadway system and a lack of adequate access controls.)

Route 2/4 will have reached an F (failed) level of service prior to the year 2000, assuming no change to the current road network and the absence of access controls. Up to eight traffic signals will be located along the three-mile stretch of highway within the Town Center if no access controls are implemented. The most serious concern is that Route 2/4 is the only route to the Calvert County hospital and the only access route for fire and rescue vehicles and police. It is also the major evacuation route in the County.

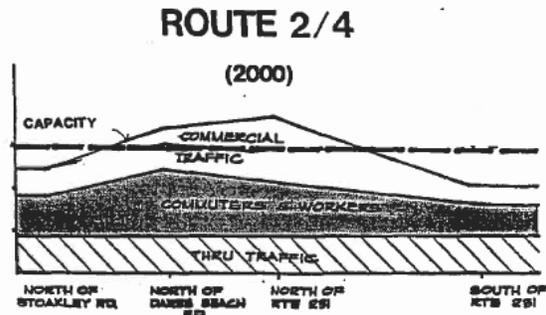


FIGURE 2

D. OPTIONS

The following traffic management options for Route 2/4 have been considered:

1. OPTION #1 CONSTRUCT A BY-PASS. A by-pass located outside the Town Center would divert all through traffic away from Route 2/4.

Advantages	Disadvantages
a. It would provide fast, convenient travel for commuters and tourists on their way to Solomons and points south. This would only be true if the by-pass were designed and maintained as a limited access highway.	a. If a new by-pass is constructed, it will have to intersect major stream valleys and steep slopes resulting in extremely high road construction costs and potential damage to the environment.
b. It would maintain the function of Route 2/4 to the year 2005. After 2005, travelers on Route 2/4 would face the same problems described in Section C4 above.	b. Existing farms and residential communities outside Prince Frederick will be negatively impacted by a by-pass.
c. It would provide an alternative access route for emergency vehicles and evacuations.	c. A by-pass would be a major disincentive to new commercial development in Prince Frederick.

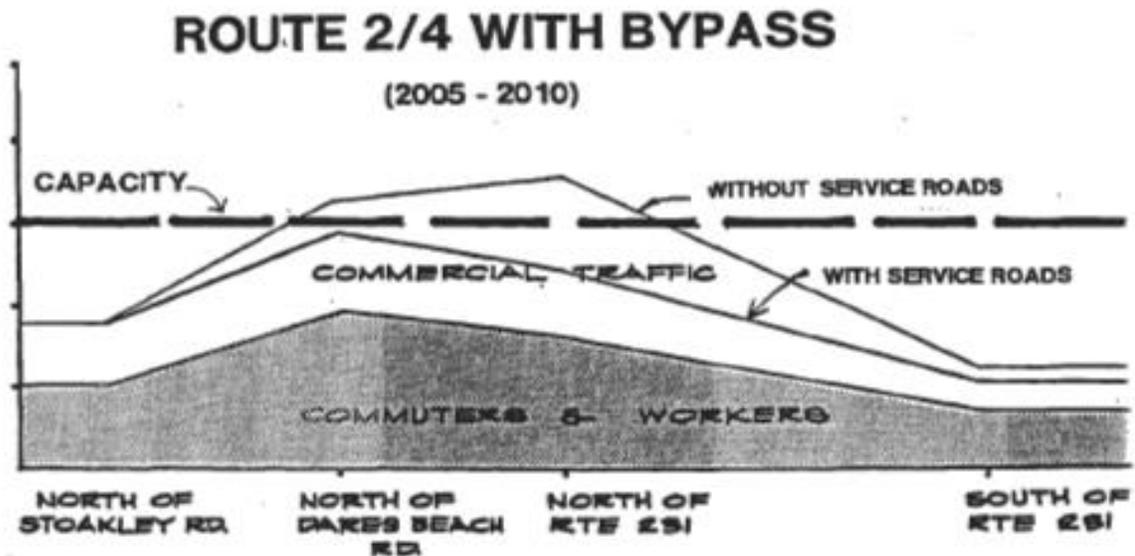
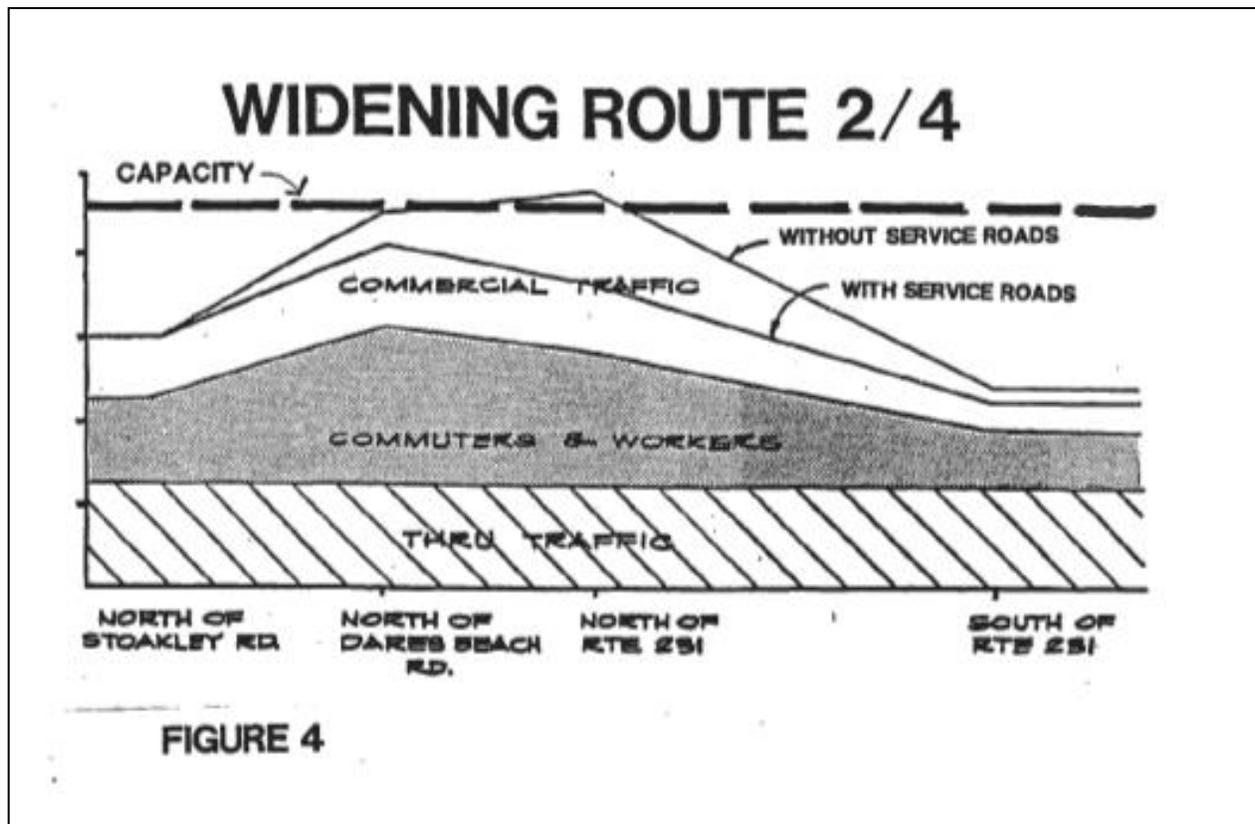


FIGURE 3

2. OPTION #2 WIDEN ROUTE 2/4 TO SIX LANES.

Advantages	Disadvantages
a. Route 2/4 would continue to function at adequate levels of service to the year 2010 (approximately).	a. Some existing businesses could be required to relocate to make room for the widened right-of-way.
b. The cost of widening would be borne by the State. As with a by-pass, the State would have to agree to widen the highway, acquire funding and schedule the project.	b. Some undeveloped parcels along Route 2/4 could lose some of their development potential through the loss of land area needed for the right-of-way.
	c. Travel along a six-lane highway is more confusing and hectic, a factor that could affect elderly residents in particular by diminishing their mobility.
	d. Widening Route 2/4 without access controls will not in any way reduce the proliferation of driveway entrances and signalized intersections.



3. OPTION #3 DEVELOP AN INTERCONNECTED ROADWAY SYSTEM IN PRINCE FREDERICK TOGETHER WITH ACCESS CONTROLS TO RELIEVE PRESSURE ON ROUTE 2/4.

Advantages	Disadvantages
<p>a. The highway would continue to function at adequate levels of service to the year 2000.</p>	<p>a. The cost of new road construction would have to be borne by taxpayers, developers and business owners. It is estimated that the cost of constructing new roads would average \$1,000,000 a mile (current dollars) for a total of three to four miles. Costs could substantially exceed these estimates in areas of particularly rough terrain.</p>
<p>b. New local roads can provide space for more businesses. There are many types of businesses that can not afford a Route 2/4 location or the rents in shopping centers.</p>	<p>b. New roads and access controls will not eliminate existing traffic signals and will require up to three additional traffic signals. This will require a reduction in travel speed through <i>Prince</i> Frederick and <i>increase</i> travel time for commuters.</p>
<p>c. Additional roads would provide alternate routes for emergency vehicles in the event of major traffic congestion on Route 2/4.</p>	<p>c. Stricter access controls will affect potential commercial developments on Route 2/4 by limiting their access to the highway. This could be a disincentive to new development at some locations.</p>
<p>d. New local roads can help divert traffic from existing residential neighborhoods. Residents on Armory and Fairgrounds Roads are already experiencing substantial new traffic generated by people who use these roads to "short cut" the highway and avoid traffic signals.</p>	<p>d. Stricter access controls may cause a decrease in sales for some existing businesses located along Route 2/4. The degree of negative impact, if any, would be strongly influenced by the locations of new roads. If these roads are located to provide dual access (from the highway and the local road), the impact is not likely to be severe and could be beneficial.</p>
<p>e. Residents who are not comfortable with driving on a major highway would be able to reach stores, services and community activities by traveling on slower, less hectic local roads.</p>	

OPTION # 4 ESTABLISH ROUTE 2/4 AS A LIMITED ACCESS HIGHWAY. PROVIDE ONE ENTRANCE TO THE BUSINESS DISTRICT AT THE NORTHERN END OF THE TOWN CENTER AND ONE ENTRANCE AT THE SOUTHERN END. CONSTRUCT AN UNDERPASS AT THE INTERSECTION OF ROUTE 2/4 AND ROUTE 231 (HALLOWING POINT ROAD)<sup>1</sup>

Advantages	Disadvantages
a. This would have a less severe impact on businesses than developing a by-pass outside the Town Center. Route 2/4 would function as a by-pass (as originally intended) while maintaining visibility for local businesses.	a. Existing businesses would lose sales generated by through traffic. This would be a less severe loss than if a by-pass were to be constructed.
b. The cost of converting Route 2/4 to a limited access highway would be significantly less than constructing a new by-pass.	b. It could discourage new businesses from locating in Prince Frederick, particularly those oriented to through traffic trade.
c. This approach could postpone or eliminate the need to widen Route 2/4 and would probably eliminate the need for a future by-pass while maintaining adequate levels of service on Route 2/4.	c. Church Street would need to be upgraded to accommodate heavy traffic. This would significantly change the character of the street and generate a demand to permit highway oriented uses along Church Street.
d. The cost of buying up existing driveway entrances along Route 2/4 and constructing an underpass could be funded in whole or in part by the State.	
e. Existing and future traffic signals along Route 2/4 would be eliminated.	
f. Residents would be able to reach stores, services and community activities without traveling on the highway.	
g. An underpass would eliminate the existing traffic problems at the Route 231 intersection.	
h. Traffic would be funneled toward old Prince Frederick, creating a potential for business expansion.	

---

<sup>1</sup>Submitted by County residents.

OPTION #5 DESIGN NEW ROADS TO FUNCTION AS LIMITED ACCESS ROADWAYS. DO NOT RESTRICT ACCESS ON ROUTE 2/4.<sup>2</sup>

Advantages	Disadvantages
a. Existing and future businesses would have direct access to the highway.	a. It is not clear where such new limited access roadways could be built.
b. Commuters and tourists would have fast, convenient travelways.	b. The cost of road construction would probably have to be borne by local taxpayers and would be higher than the cost of constructing local roads.
c. The cost of constructing limited access roads in Prince Frederick could be less than the cost of constructing a by-pass at a more distant location and would serve a similar function.	c. Businesses along Route 2/4 would lose sales generated by through travelers but not to the same extent as in the by-pass alternative.
d. There would be less disruption to existing households than in the by-pass alternative.	d. Without access controls, Route 2/4 would fail by the year 2005. With access controls, the highway could continue to function beyond 2010.
e. The distance between the limited access roads and Route 2/4 would help reduce the potential loss in sales generated by through travelers.	

---

<sup>2</sup>Submitted by County residents

## E. ACTIONS

Clearly, there are no easy solutions to the problem of future traffic congestion on Route 2/4. However, despite the disadvantages of all of the options, doing nothing would have even more disadvantages. Since the traffic consultants' report was completed, traffic counts show that traffic volumes are increasing at a much higher rate than projected. This factor indicates that it is imperative from the standpoint of traffic safety and economic development that the County act immediately to upgrade the roadway system in accordance with the provisions listed below.

The following actions are a combination and modification of the options designed to best meet the transportation needs of the Town Center.

1. Adopt the Road System Plan (shown in the Prince Frederick Zoning Ordinance). This plan represents a general concept. Actual future road locations will be based on detailed engineering studies and should be designed in conjunction with the space requirements of individual development projects.

2. Adopt the following *access* control policies:

a. No more than one traffic signal and four-way intersection mid-way between Stoakley Road and Dares Beach Road may be permitted subject to SHA approval.

b. No more than one traffic signal may be permitted between Dares Beach Road and Rte 231 subject to SHA approval.

c. A traffic signal may be permitted in front of the Prince Frederick Fire Station subject to SHA approval.

d. No use or combination of new or existing uses that will generate the need for a traffic signal in locations other than those listed above will be permitted on Rte. 2/4 within the boundaries of the Town Center.

e. No additional crossovers will be permitted in the Town Center except at Commerce Lane and the Fire Station.

f. Driveway entrances and/or roads may not align with crossovers except as indicated on Road System Plan.

g. In order to minimize the number of new driveway entrances along Rte 2/4, only one driveway entrance may be permitted per existing parcel of record. In cases where a site can be accessed by a secondary road instead of a new driveway entrance, access shall be by way of the secondary road.

3. Work with the State Highway Administration (SHA) to closely monitor the need for widening Rte 2/4 to six lanes from Stoakley Road to the fire station and take action accordingly.

4. Request SHA to begin preliminary work on locating a potential route for a future by-pass.

See Chapter IX for information about financing the road network.

5. New roads and intersection improvements should be designed, where feasible, to avoid directing through traffic onto roads which serve existing residential neighborhoods.

6. Include bicycle lanes in the design and construction of selected new local roads, where feasible.



## F. Road Improvement Plan

Calvert County and SHA, working in conjunction, should:

1. Construct a secondary (service) road from Stoakley Road to Rte 231 on the west side of Rte 2/4. The segment between Dares Beach Road and Rte 231 should be priority one.
2. Construct a secondary (service) road on the east side of Rte 2/4 from Armory Road to the north boundary of the Town Center.
3. Realign Armory Road to connect to service road. Redesign crossover at Armory Road and Rte 2/4 to limit number of permitted turning movements.
4. Realign Armory Road south of Dares Beach Road and provide remedial treatment if warranted.
5. Construct crossover at Commerce Lane and realign entrance. Subject to an assessment of traffic safety and the construction of a crossover of Commerce Lane, cul-de-sac the existing connector with Rte 2/4 and Rte 765, subject to SHA approval.
6. Realign intersection at Armory Road, Church Street and Rte 765.
7. Eliminate existing crossovers or limit the number of permitted turning movements at crossovers.
8. Design a system of crossovers in the immediate vicinity of the Fire Station to help alleviate intersection problem at Duke Street while maintaining rapid ingress and egress for volunteers responding to alarms\_
9. Improve intersection at Rte 765 and Rte 2/4 at the southern boundary of the Town Center.
10. Assess road and intersection situation on Fairgrounds Road and take measures as needed to restrict traffic through the residential area.

11. Extend Duke Street to serve State Office Building if necessary.

12. Upgrade the intersection at Rte 2/4 and Rte 231 as needed.

Additional roads and/or modifications to this Improvement Plan may be approved to meet traffic safety needs as determined by the State Highway Administration and the County Engineer.

IX. IMPLEMENTATION AND FINANCING

**KEY ISSUES:**

**Which projects should be implemented first?**

**How much will each project cost?**

**Which agency will be responsible for seeing that a project is carried out?**

**How should each public improvement be financed?**

A. PUBLIC IMPROVEMENTS

The public improvements identified in the Prince Frederick Town Center Master Plan should be implemented in the following order of priority:

1. Upgrade Prince Frederick water system to meet fire prevention requirements.

Agency: Department of Public Facilities, Division of Water and Sewerage.

Estimated Cost: \$630,000

2. Construct Land Treatment Wastewater System

Agency: Department of Public Facilities, Division of Water and Sewerage.

Estimated Cost: \$5,700,000

3. Acquire right-of-ways and construct primary segments of the proposed new road network.

Agency: Department of Planning and Zoning and Department of Engineering

Estimated Cost: Construction: \$1,000,000 per mile; right-of-way acquisition to be determined on a case-by-case basis.

4. Design and construct a public plaza and unified landscaped area within the immediate vicinity of the Courthouse.

Use the Wisteria as a design element together with additional landscaping, seating areas and walkways. This project should be developed in conjunction with the proposed construction of a State office building.

Department of Planning & Zoning and Department of Engineering

Estimated Cost: to be determined

5. Construct a sidewalk along Main Street from Town Center boundary to the intersection of Church Street and along Church Street to Route 2/4.

Agency: Construction and maintenance - Department of Engineering. Acquire easements and require private construction as development occurs - Planning Commission and the Department of Planning and Zoning.

Estimated Cost: Town Center Boundary to Church Street: \$163,900  
Church Street to Rte 2/4: \$91,000

6. Fund a demonstration project to provide street lights between Old Field Inn and Rte 231. Evaluate the costs associated with the project and determine whether to expand the street light system along Church Street, Duke Street and the remainder of Main Street.

The Appearance Review Committee should select a street light design which is compatible with the historic character of the area.

Agency: Installation and Maintenance - Department of Engineering. Require installation as development occurs - Planning Commission and Department of Planning and Zoning.

Estimated Cost: Old Field Inn to Rte 231: \$99,000

7. Curb and landscape the perimeter of the parking lot at the site of the Evans Hotel.

Agency: Department of Planning and Zoning and Department of Engineering.

Estimated Cost: \$25,600

8. Provide landscaped Prince Frederick Town Center entrance signs at either end of the Town Center on Route 2/4.

Agency: Department of Administration and Finance:

Estimated Cost: \$9,000 per sign

9. Construct a trail system connecting Prince Frederick with natural areas outside the Town Center subject to a study and approval of property owners.

Agency: Acquire easements as development occurs: Planning Commission and Department of Planning and Zoning. Construct and maintain trail system: Department of Public Facilities and Department of Engineering.

Estimated Cost: \$5.00 to \$10.00 per lineal foot

10. Construct a lake or lakes and surrounding walkway(s) within the Town Center, subject to feasibility study.

Agency: Maryland Soil Conservation Service, Department of Planning and Zoning, and Department of Engineering.

Estimated Cost: Feasibility study: \$25,000

11. Install landscaping along median and street lights at intersections along the Route 2/4 corridor.

Agency: Installation and Maintenance: Department of Public Facilities. Require installation as development occurs: Planning Commission and Department of Planning and Zoning.

Estimated Cost: Demonstration Project: \$10,000

12. Replace existing traffic signal wires and wooden poles with poles the design of which is to be approved by the Planning Commission.

Agency: Department of Planning and Zoning and the State Highway Administration.

Estimated Cost: \$50,000 - \$75,000 per intersection

## B. 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 a transfer tax, special taxing districts and the use of grants. A minimum of \$300,000 in general revenues should be set aside each year to help finance roads and public improvements within the Town Center. General revenue bonds which involve long-term payments on loans should be strongly considered.

Some projects, such as landscaping, could be financed through donations from civic groups and businesses and/or annual assessments based on the cost of landscape maintenance. Both on-site and off -site improvements associated with new developments will continue to be required.

It is reasonable that the expenses for public improvements in the Prince Frederick Town Center be paid for out of general revenue because Prince Frederick is the County Seat. The economic and social benefits to the whole County would compensate for the cost of the improvements. There are other options available to the County. However, they have some disadvantages, which should be carefully considered before using any of them. Options for financing new roads are listed below:

1. For proposed developments that are located within staging areas designated for road construction, enact one or more of the following financing mechanisms:

a. payment of road frontage fees for all *new* development fronting on a portion of the new roadway.

b. a road taxing district for properties fronting on the roadway. This approach would spread the payment over a longer period of time.

c. general revenue bonds. This approach would allow a long term pay back period financed in whole or in part through the increased revenues generated by new businesses that locate in Prince Frederick.

2. For proposed developments that are located within a staging area that is not designated for road construction at the time:

a. Permit the project on the condition that the cost of the roadway segment, defined as the area between intersections, will be borne by the project developer. In this event, road fees will not be required.

b. Require the dedication of a road right-of-way as part of site plan or subdivision approval for properties located within the area of development and require either rough grading of the road bed where appropriate or road construction where needed to serve the development.