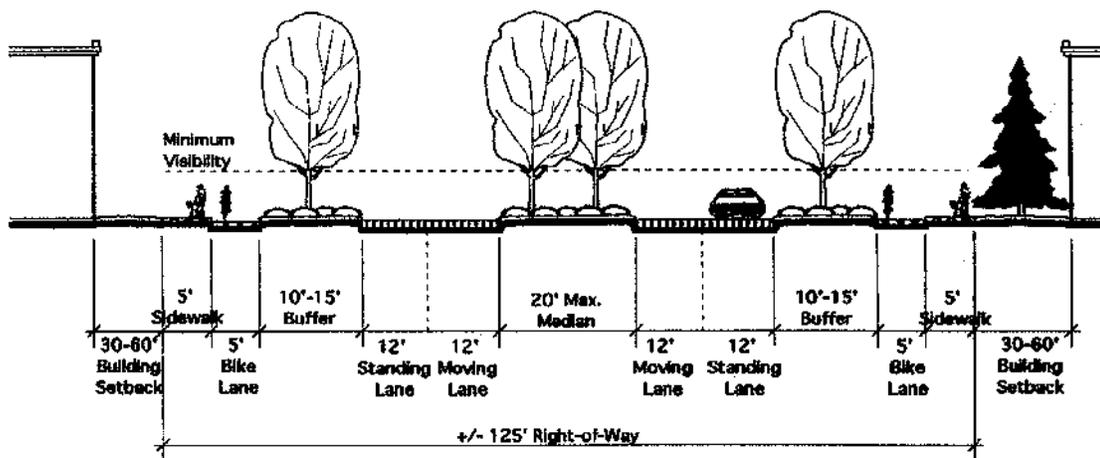


LUSBY TOWN CENTER

MASTER PLAN AND ZONING ORDINANCE



Calvert County, Maryland

Adopted: January 8, 2002

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

RESOLUTION NO. 1 - 02

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

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

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

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

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

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

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

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

Ordinance shall become effective on January 11, 2002.

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

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

ATTEST: 577 COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS
OF CALVERT COUNTY, MARYLAND

George P. Smith

Mary S. Watson
Mary S. Watson, Clerk

David F. Hale
David F. Hale, President

1/11/02

Approved for legal
sufficiency on 1/8/02
by

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

Emanuel Demedis
Emanuel Demedis
County Attorney

John Douglas Parran
John Douglas Parran

Barbara A. Stinnett
Barbara A. Stinnett

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

Robert L. Swann
Robert L. Swann

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

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

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

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

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

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

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

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



John R. Ward
Planning Commission Chairman

Attestation:



Frank Jaklitsch
Planning Commission Secretary

1 - 2 - 02

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

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

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

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

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

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

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

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

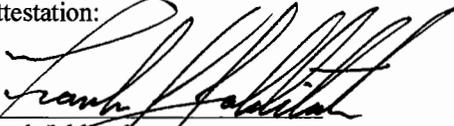
NOW, THEREFORE, BE IT HEREBY RESOLVED, that the Calvert County Planning Commission hereby adopts the Lusby Town Center Master Plan and recommends the plan to the Calvert County Board of County Commissioners for adoption;

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



John R. Ward
Planning Commission Chairman

Attestation:



Frank Jaklitsch
Planning Commission Secretary

1-2-02

LUSBY TOWN CENTER MASTER PLAN



Calvert County, Maryland
Department of Planning and Zoning

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SECTION I: INTRODUCTION

1.1 Purpose

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

1.2 Background

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

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

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

1.3 Report Organization

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

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

SECTION 2: COMMUNITY GOALS AND OBJECTIVES

2.1 Overview

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

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

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

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

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

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

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

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

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

2.2 Community Objectives

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

Exhibit 2-1

Community Objectives and Plan Features

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

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

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

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

SECTION 3: EXISTING AND PROJECTED CONDITIONS

3.1 Introduction

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

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

3.2 Land Use in the Town Center and Surrounding Area

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

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

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

Prominent existing land uses within the Town Center include:

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

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

LUSBY

Town Center &
Surrounding Area

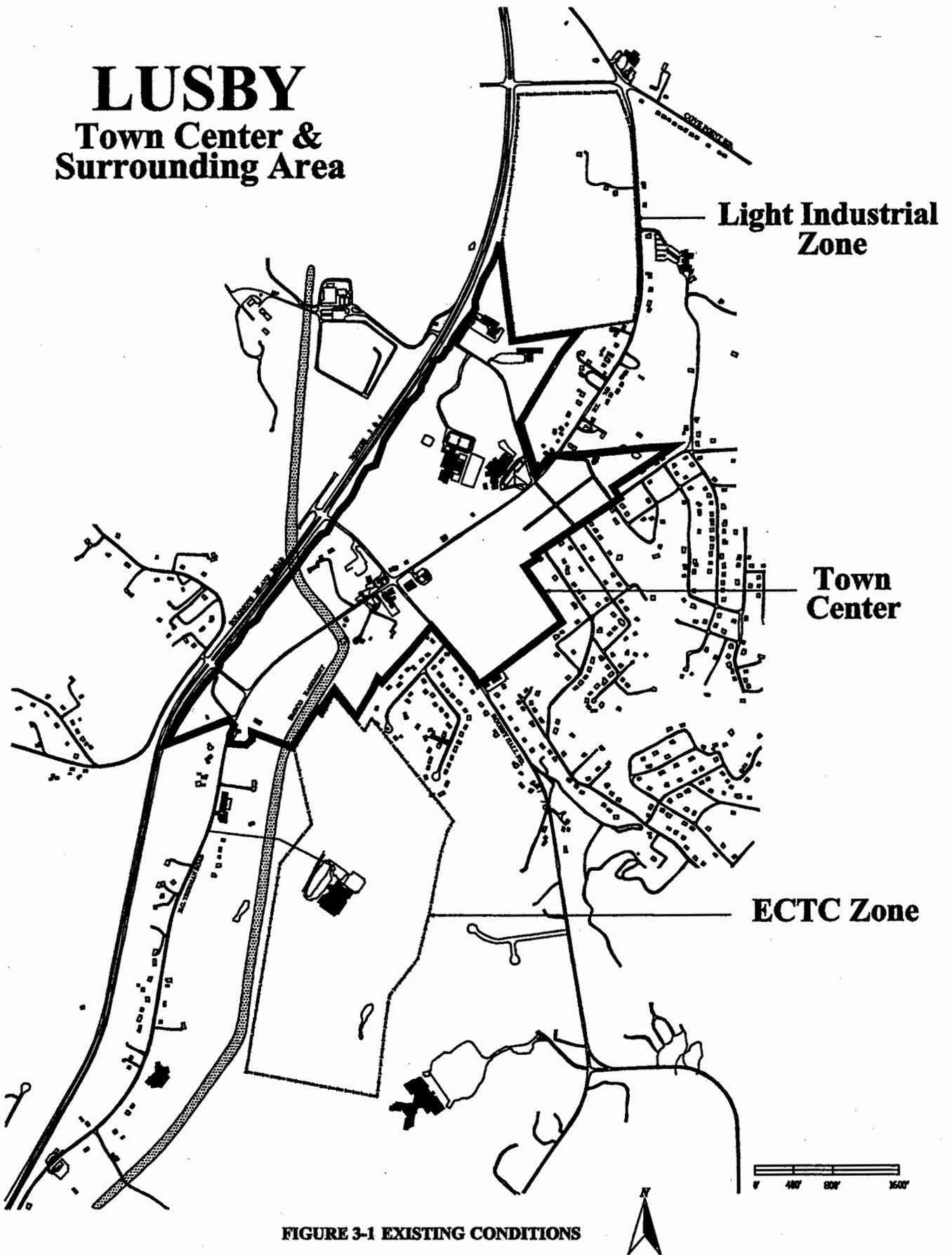


FIGURE 3-1 EXISTING CONDITIONS

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

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

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

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

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

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

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

3.3 Environment

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

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

3.4 Population

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

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

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

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

3.5 Transportation

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

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

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

3.6 Infrastructure

Water and Sewer

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

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

Roads

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

3.7 Conclusion

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

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

SECTION 4: THE MASTER PLAN

4.1 Overview

The basic concepts underlying the plan include:

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

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

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

4.2 Critical Plan Elements

Access Management along MD 2/4

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

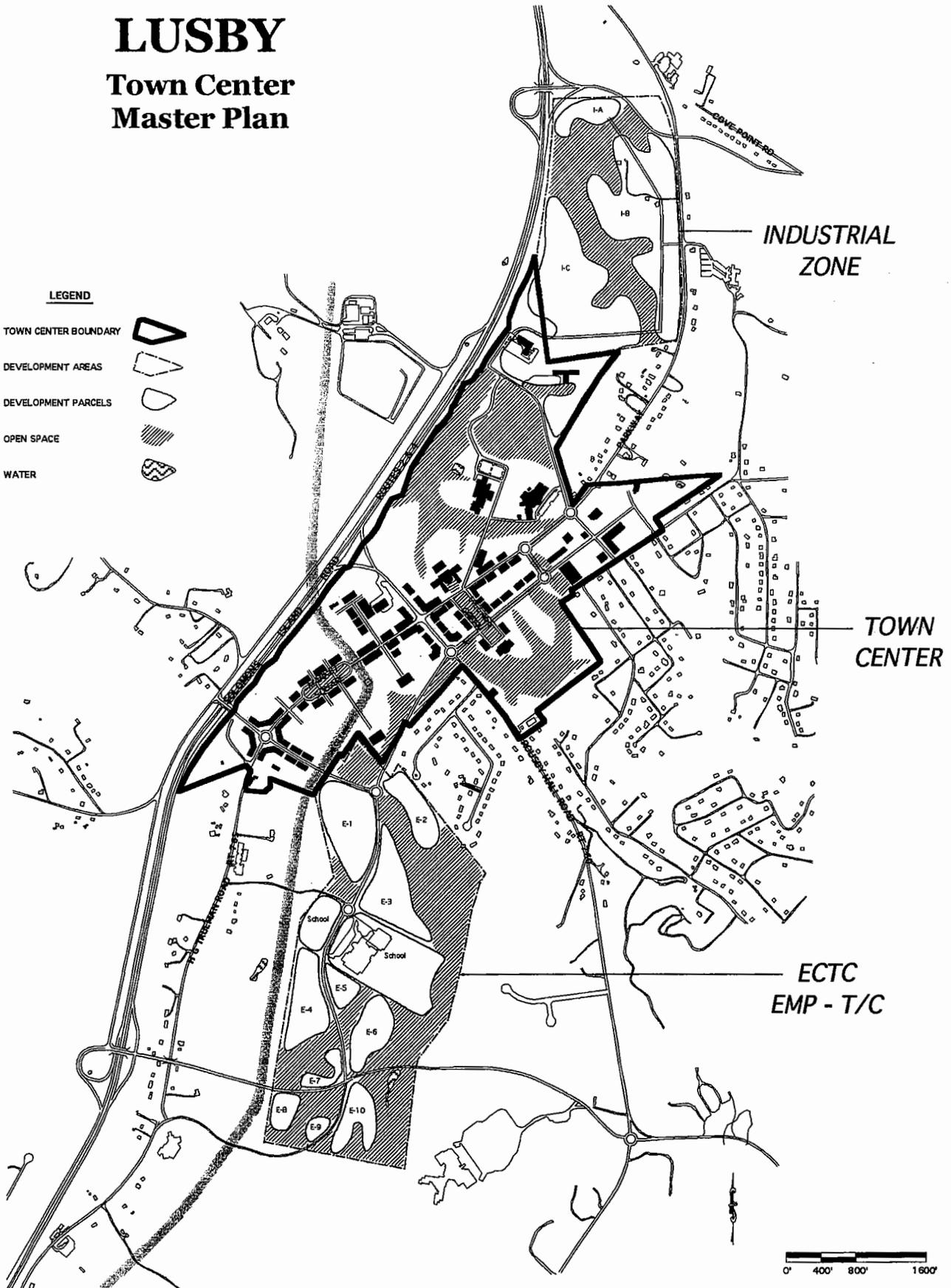
- An interchange at MD 2/4 and Cove Point Road;
- A parallel service road along the west side of MD 2/4 starting at Sweetwater Lane;
- The reconfiguration of Rousby Hall Road / MD 2/4 into a right-in / right-out intersection;
- An overpass at Coster Road; and
- An interchange at MD 2/4 and the proposed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

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

Figure 4-1

LUSBY

Town Center Master Plan



The access recommendations:

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

A Parkway and A Main Street

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

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

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

The parkway and Main Street recommendations:

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

Village Green

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

The village green recommendations:

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

4.3 Development Recommendations

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

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

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

4.4 Roads

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

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

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

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

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

Figure 4-2

LUSBY

Infrastructure Concept

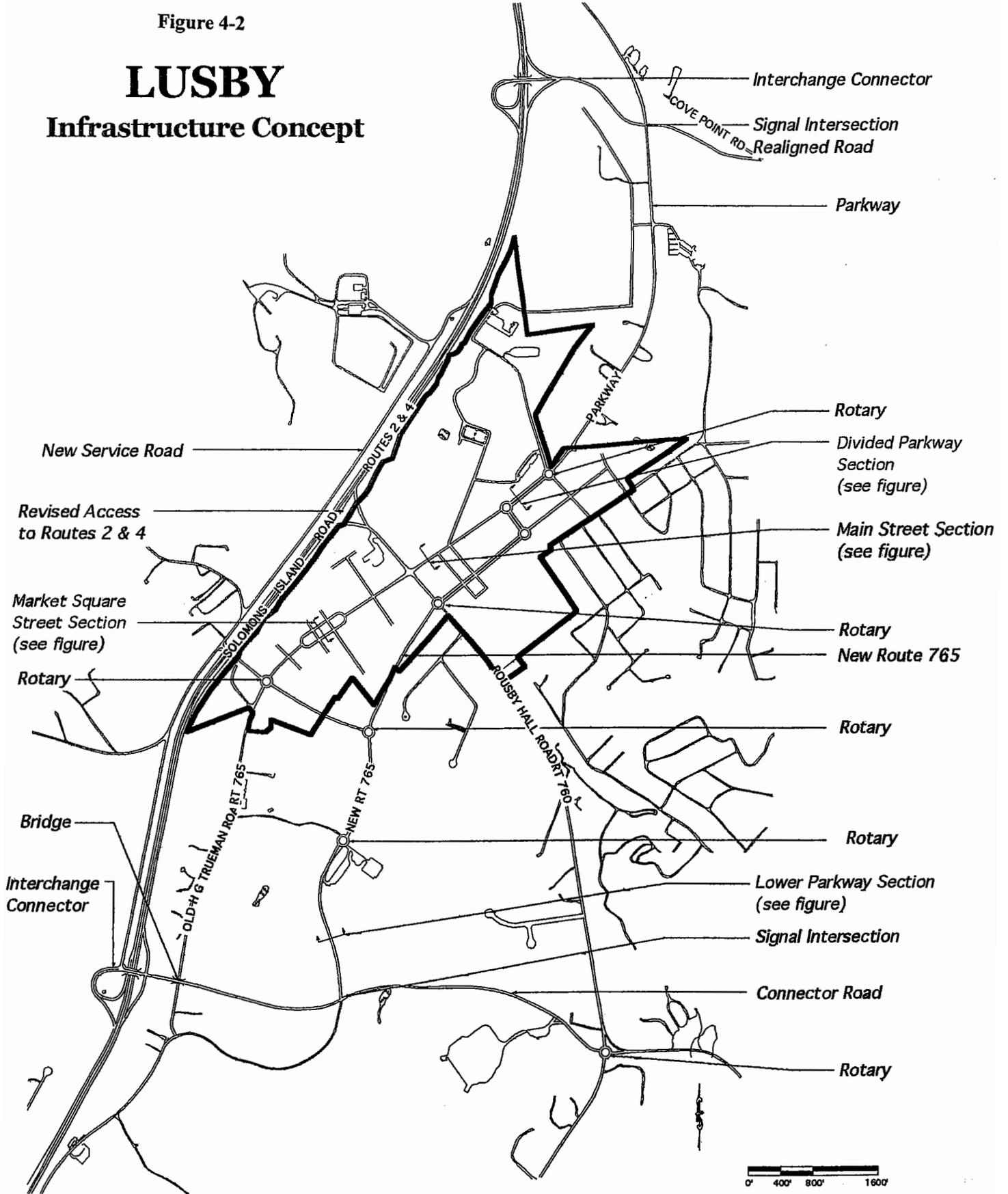
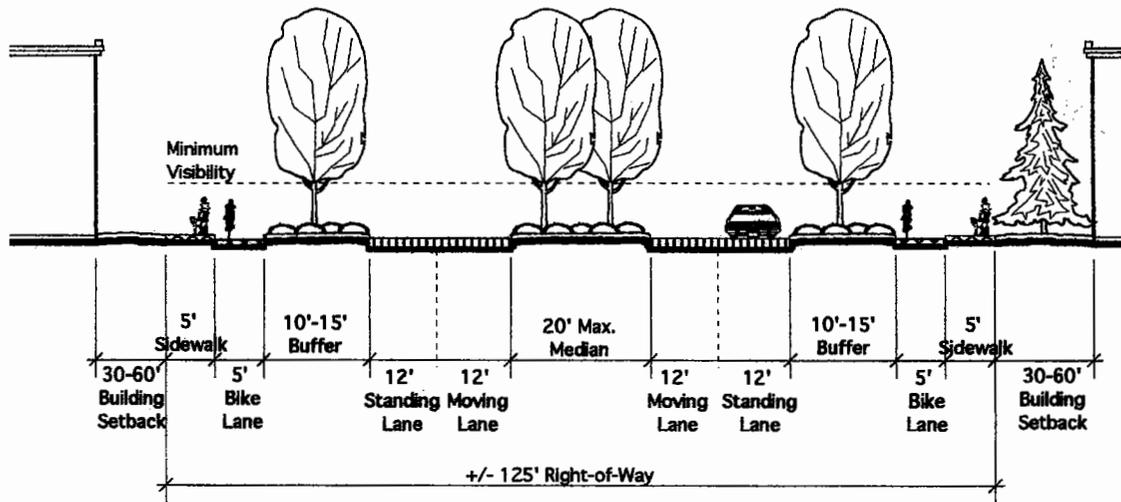


Figure 4-3 Typical Cross-Section Divided Parkway



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

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

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

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

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

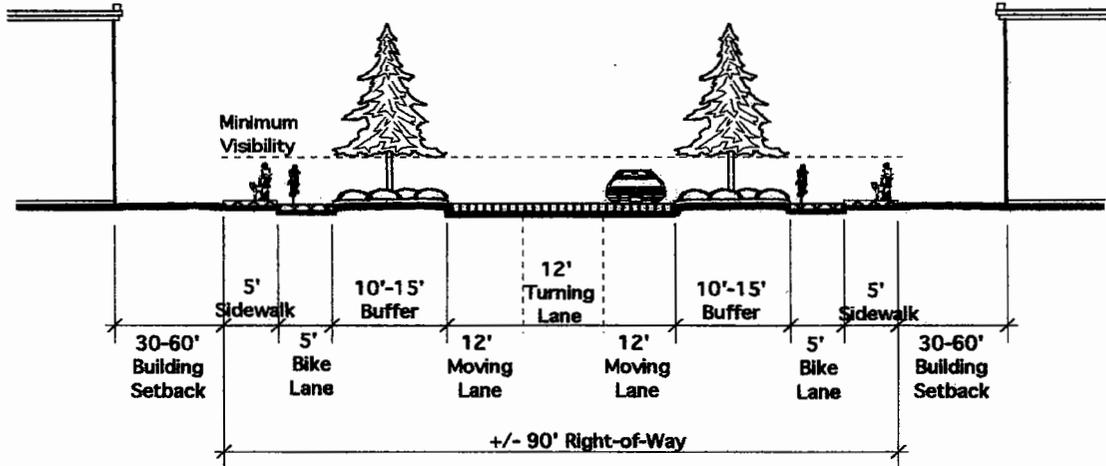
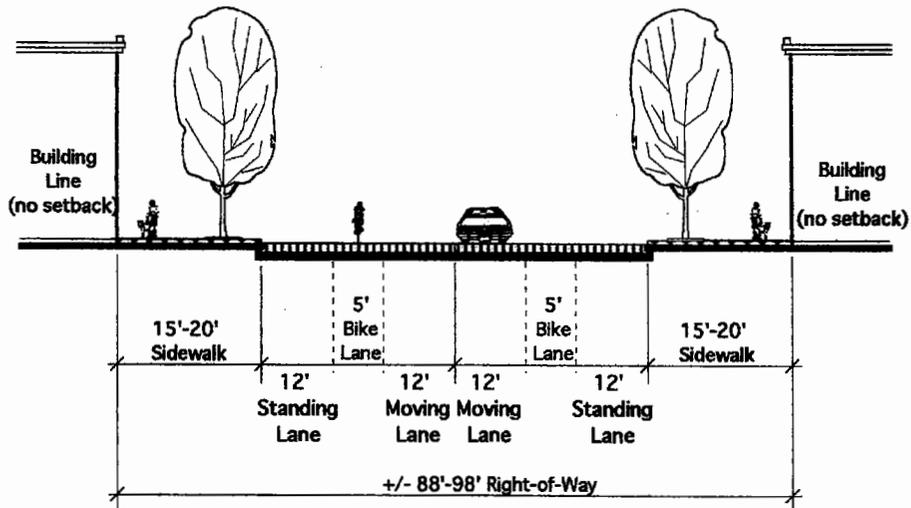


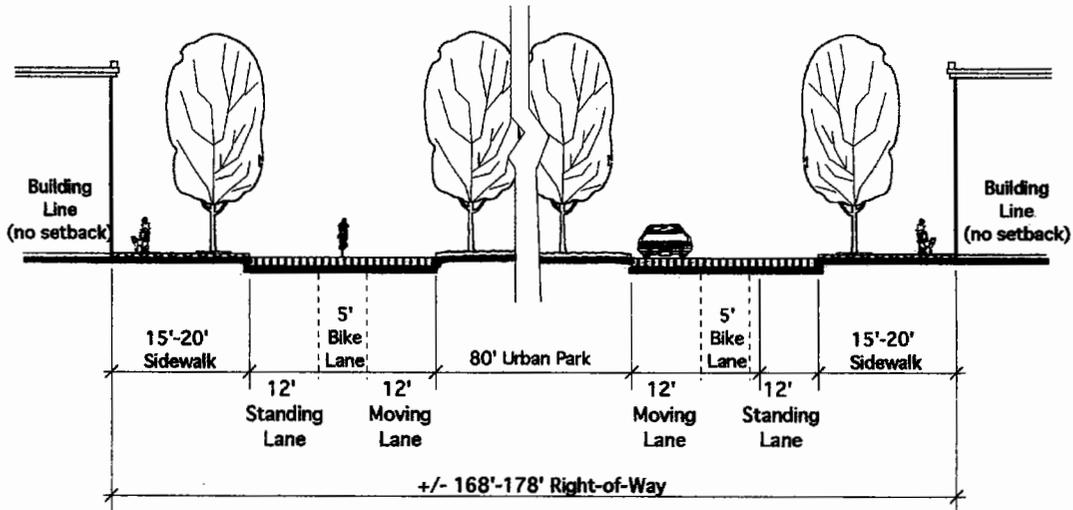
Figure 4-5 shows the cross-section of a typical segment of the new Main Street, with two moving and two standing lanes, bike lanes and sidewalks of 15-20 feet in width.

Figure 4-5
 Typical Cross-section Main Street



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

Figure 4-6
Typical Cross-section Market Square



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

4.5 Recommendations Concerning Zoning

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

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

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

Figure 4-7

Lusby

Town Center Zoning Districts

(Updated 7/26/17)

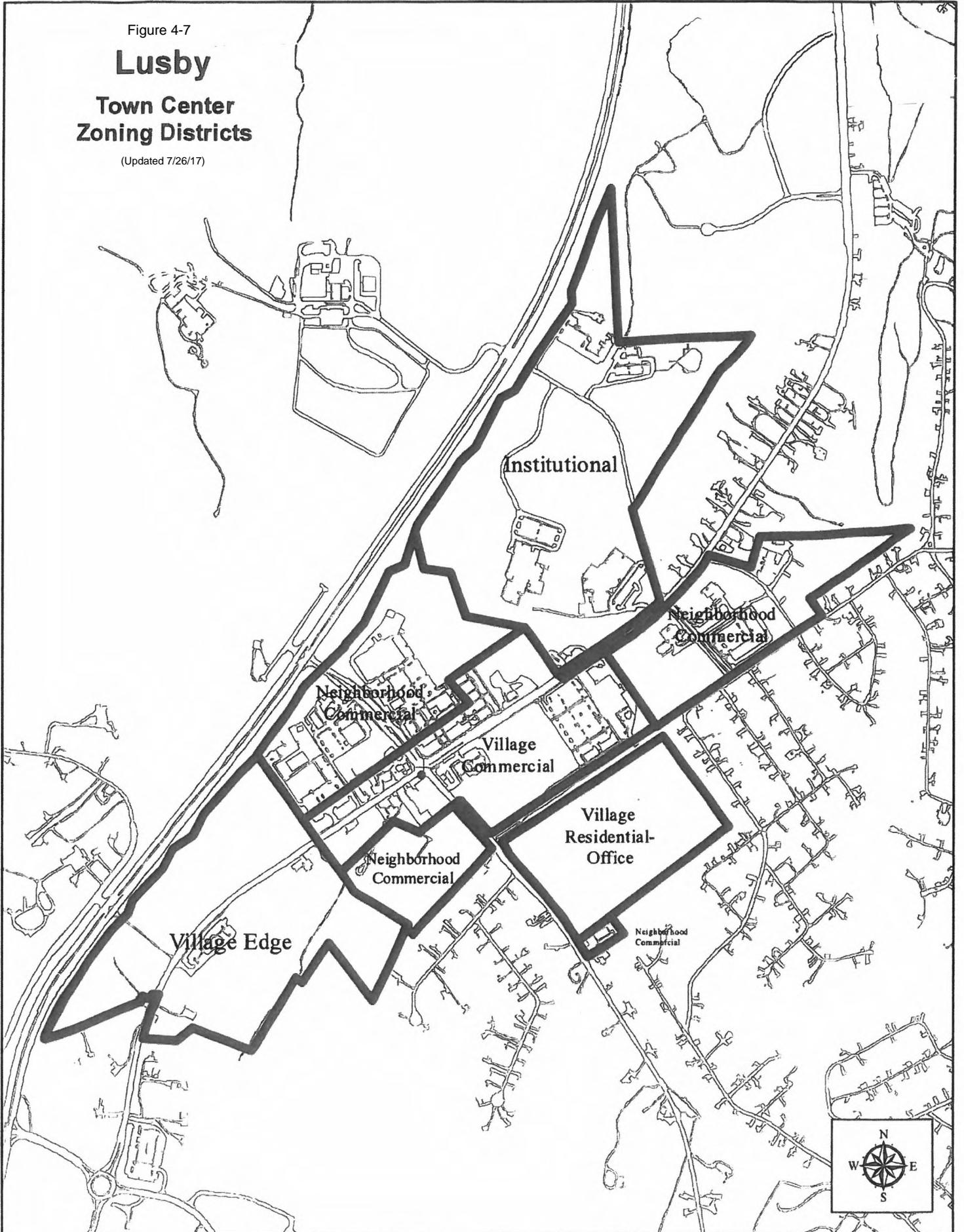


Exhibit 4-1

Lusby Town Center Zoning Districts

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

4.6 Summary

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

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

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

SECTION 5: IMPLEMENTATION STRATEGY

5.1 Introduction

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

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

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

5.2 Programming Infrastructure Improvements

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

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

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

Exhibit 5-1

Infrastructure Implementation Schedule: FY 2001 - 2010

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

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

It is important to note the following:

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

Public Water and Sanitary Sewer Service

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

Village Green

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

Lusby Streetscape Improvements

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

Southern Connector Highway

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

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

Lusby Parkway

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

Coster Road Extended

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

5.3 Programming Organizational Improvements

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

Exhibit 5-2

Organizational Implementation Schedule: Year 2001 - 2005

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

Development Coordination

Activity: Adopt a Master Plan

Mission: Make the Plan the official guide to development

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

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

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

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

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

Local Advocacy for Plan Implementation

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

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

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

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

Infrastructure Development

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

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

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

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

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

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

5.4 Zoning

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

5.5 Current and Ongoing Plan Maintenance

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

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

5.6 Short-Term Plan

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

5.7 Conclusion

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

APPENDICES

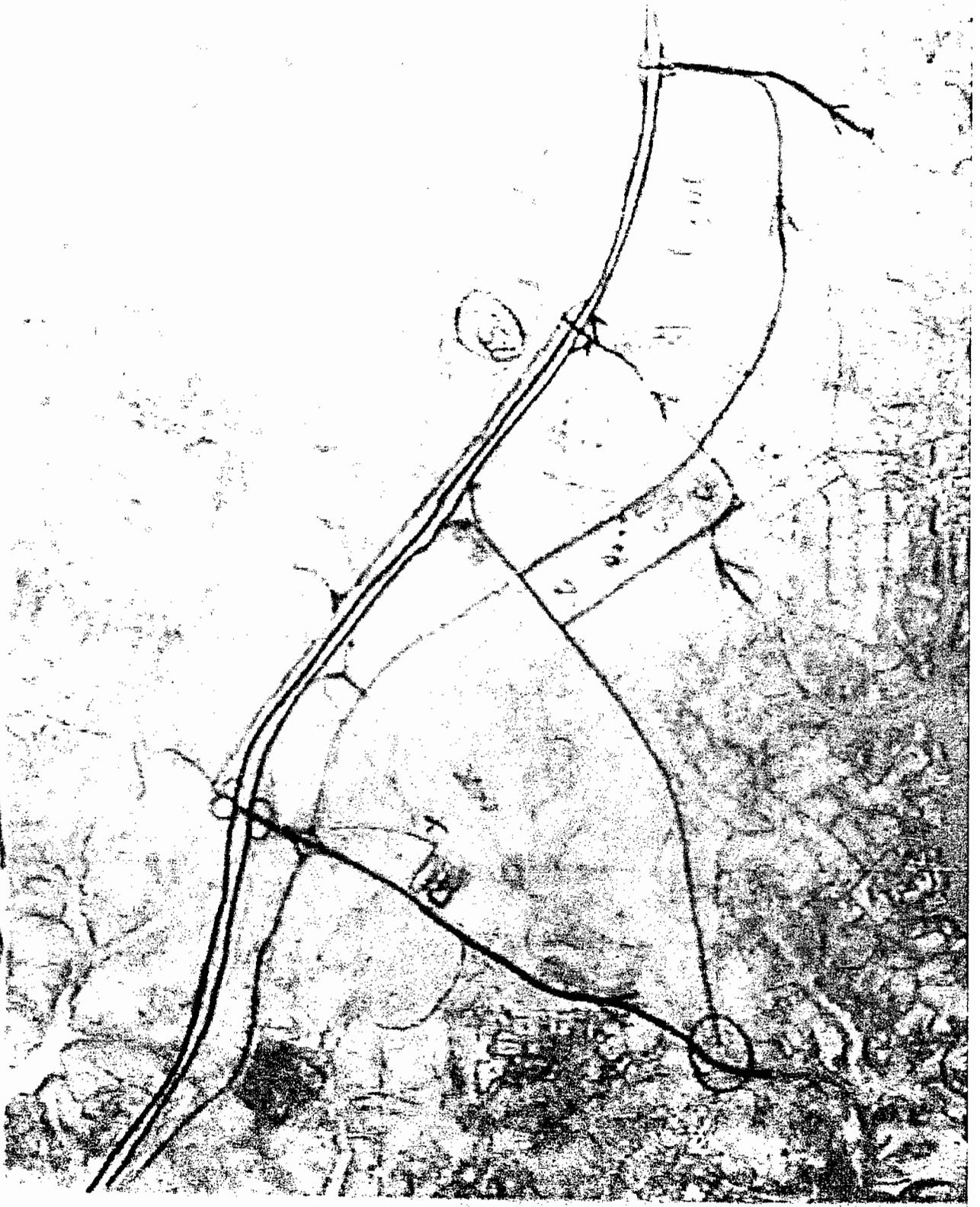
- Appendix A: Citizen Plans
- Appendix B: Phasing of Master Plan
- Appendix C: Road Cost Data for Infrastructure Strategy
- Appendix D: Authorized Infrastructure Funding Tools

APPENDIX A

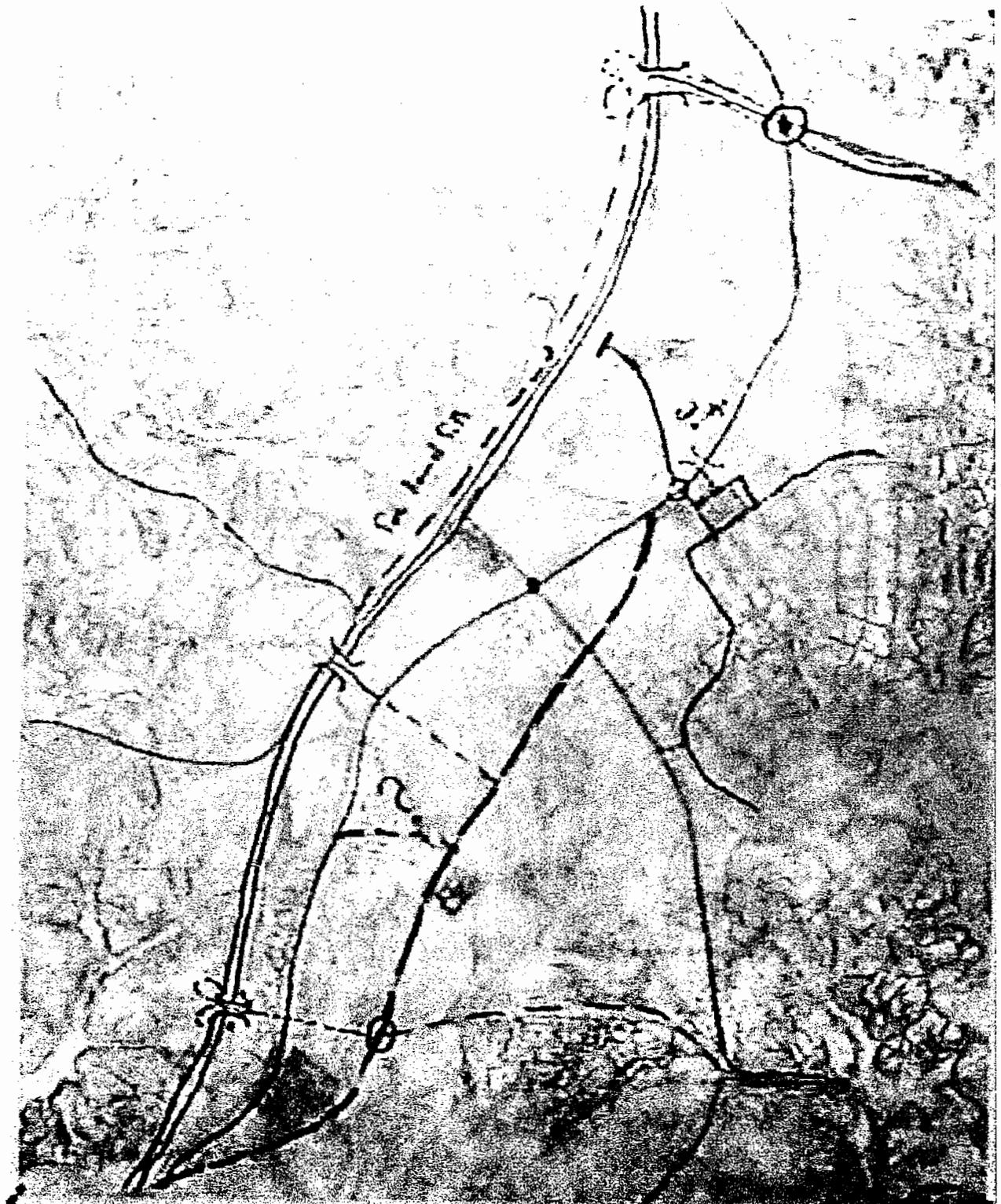
Citizen Plans

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

① APPEAL



②



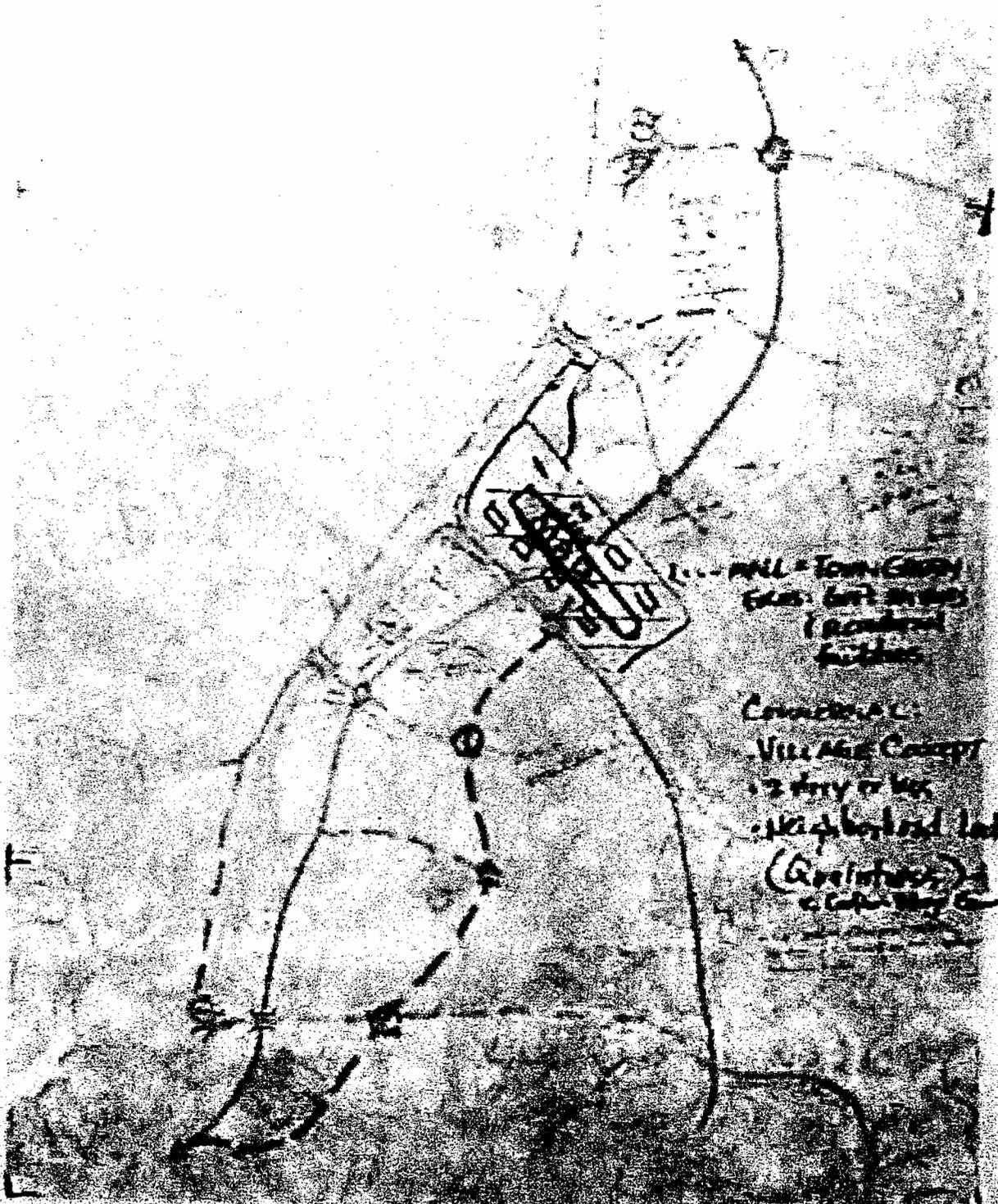
Scale
1/2" = 1" (1:2)
1/4" = 1" (1:4)

RESTRICTION
HAS 2 WAY VALVE

LINE USE

PERKIN

3



ALL - Town Green
Eas. 60' x 100'
(Academic
Building)

CONCEPT:

Village Concept

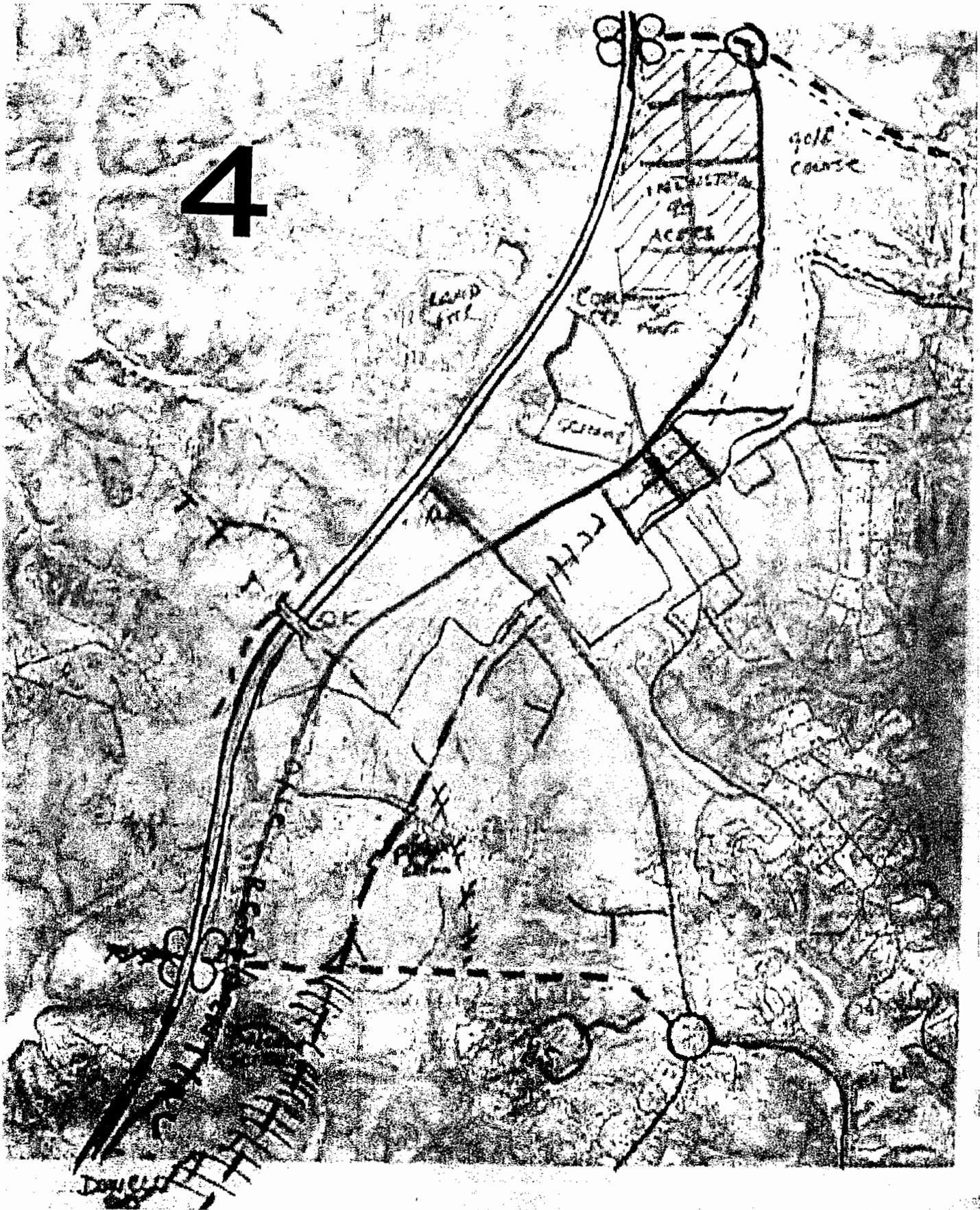
1/2 story or less

Neighborhood Unit

(Greenhouse) &
a later stage

APPEAL (OLD: LUSBY)
TOWN GREEN PLAN

4



APPENDIX B

Phasing of Master Plan

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

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

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

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

During this first phase the following should be undertaken:

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

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

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

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

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

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

During this phase the following should be undertaken:

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

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

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

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

During this phase the following should be undertaken:

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

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

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

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

APPENDIX C

EVALUATION OF ROAD DEVELOPMENT COSTS

LUSBY TOWN CENTER MASTER PLAN - IMPLEMENTATION STRATEGY

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

APPENDIX D

Authorized Infrastructure Funding Tools

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

General Fund

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

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

Appropriateness: Low

Bonding / Debt Financing

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

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

Appropriateness: High

New Impact Fees

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

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

Appropriateness: Medium

Excise Tax

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

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

Appropriateness: High

Enterprise Fund

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

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

Appropriateness: High

Development Agreements

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

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

Appropriateness: High

Special Taxing District

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

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

Appropriateness: High

Developer Contribution

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

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

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

Other Current Tools

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

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

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

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

LUSBY TOWN CENTER MASTER PLAN AND ZONING ORDINANCE

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