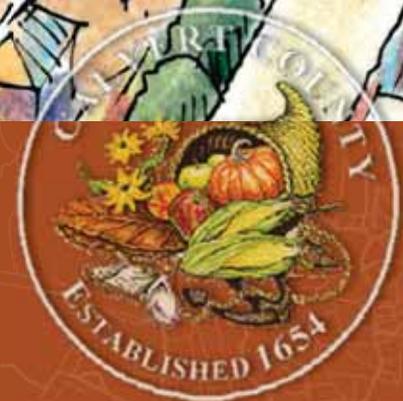
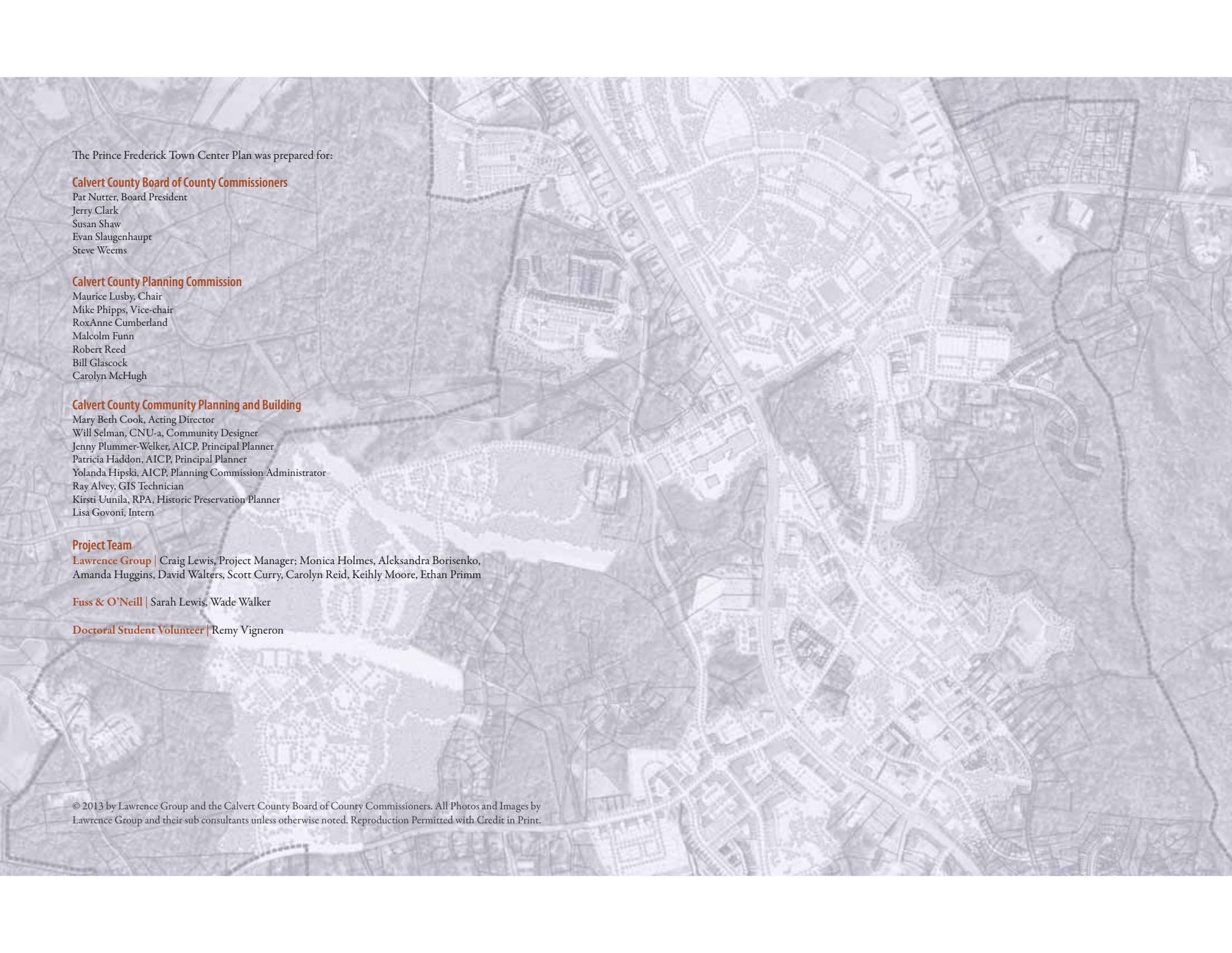




THE PRINCE FREDERICK TOWN CENTER CHARRETTE REPORT
for the Heart of Calvert County

LAWRENCE GROUP | FUSS & O'NEILL | CALVERT COUNTY BOARD OF COUNTY COMMISSIONERS





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1.1 Introduction

Calvert County Times

May, 2049

THE TOWN OF PRINCE FREDERICK CELEBRATES ITS 325TH ANNIVERSARY

The following comments are excerpts from a speech given by the Mayor of Prince Frederick at the Town Day Festival celebrated at Armory Square

I stand before you today in great thanksgiving for the foresight my predecessors had in establish this great town of ours. What began as a humble crossroads 325 years ago has blossomed into a vibrant community of more than 6500 fantastic, community-minded citizens. In addition we are blessed to have more than 5000 employees working in the town every day, bustling shopping and restaurant venues, a dedicated transit system, and one of the most extensive trail systems in all of Maryland, connecting every aspect of our fair town with the Bay to the east, the River to the west and to our sister communities north and south of here. And like everything that we have done in Calvert County for the past 100 hundred years, good planning has been the underpinning of every decision.

Our predecessors understood that careful planning and managed growth ensured excellent schools that weren't overcrowded, stable home values, and excellent water quality in our streams and perhaps most importantly in the Chesapeake Bay. And when

the time was right, they carefully began to turn their sights on directing an increased but still managed level of growth into our town centers, particularly Prince Frederick.

It was a time of dramatic demographic upheaval. The generation known as the "Baby Boomers" began to retire and their children, known as the Millennials, including many of you here today, decided to take a different path to the American dream. Your path was one that desired the closeness and camaraderie that only an authentic place can offer, in spite of how dependent we have become with our technological "sidearms." You sought out places where walkability meant that not only were sidewalks and trails pre-conditions, they were essential connections to those places to meet others, exercise, shop, and work. You also shed the notion that the American Dream requires a house, a lot, and a mortgage in favor of a lifestyle that offered you access to the amenities of our community within a short walk instead of a 3 car garage or an unused 4th bedroom. You understood that true sustainability embraced not only environmentalism, but also economic vibrancy and social infrastructure as critical to each public policy decision. And finally, you embraced the diversity of our American population by adapting our community to our youth, our young adults, our families, and our "55 and better" population.

IN 2040, IN THE TOWN OF PRINCE FREDERICK

- Mixed-use neighborhoods with a wide variety of housing serve as the fundamental building block for the Town
- Route 2/4 is efficient, attractive and crossable
- The Hospital District is flourishing as a center for medical excellence and wellness
- Shopping centers have been regenerated with high quality tenants and new mixed-use infill development
- The Historic Courthouse area is enlivened with activities and a formal public lawn for town activities
- Pedestrians and bicyclists have safe and attractive paths to get anywhere in town on a new system of paths and trails that connects the Town to the rural land and the water's edge
- Outdoor spaces throughout the town host a variety of sporting events, pleasant outdoor eating spaces, places to stroll around and enjoy the outdoors
- Jobs relocate from throughout the region to the town to take advantage of its high quality of life
- The Armory and its Square serve as the centerpiece of a mixed-use village center
- The Town serves as a model of environmental stewardship, livability, and economic stability





Our leaders used a combination of strategic investments in our infrastructure, a change in growth management policy to encourage more development and specifically redevelopment in the town center, and well-crafted pedestrian-oriented districts to guide development using the very highest standards of excellence, to create not only a shopping destination or a place to work, but a truly lovable place.

- They preserved our beloved Armory, transformed it into a unique community amenity and surrounded it with a public space and new development so elegant, that even our neighbors up in Annapolis can occasional be seen strolling our streets on a Saturday morning.
- They encouraged new housing of every variety to be within walking distance of this wonderful Armory Square, our historic downtown, our aquatic center, and our library. They even worked with the hospital to create an award-winning village centered around living healthy lifestyles.
- They preserved our ages-old Wisteria vine, created a dignified park around it, and established a regular program of activities in our historic core that bring every corner of our community together.
- They completed a network of streets that gives us lot of options for moving around and through Prince Frederick and once these essential car projects were complete they spent most of their funds on mobility for people in the form of our network of sidewalks, bicycle facilities, and trails that are the envy of all of southern Maryland.
- And perhaps most importantly they were not content with Route 2/4 being the great dividing line so they implemented their vision of a grand, tree-lined boulevard and those old shopping center parking lots filled in with buildings that rival the grandeur of the Champs Elysees in Paris.

In addition to our town's 325th anniversary, today we also celebrate the 33rd anniversary of the christening of this Armory Square. You may remember that at one time, the ground on which we stand housed a school, or more specifically its parking lot.



Though the creation of this space was not without controversy, our County never saw as large a crowd gathering as they did on that first Christmas after it was completed and the grand lawn was converted for three months to an outdoor skating rink. Thousands of our residents gathered in what could only be regarded as a Norman Rockwell painting of the near perfect community. Over time, as the blocks around the square began to fill in with all of these wonderful apartments and shops, we came to fully realize that great public space can create tremendous economic value.

And finally, my fellow citizens, we know that our job is still not done. Do you remember back when gas was less than \$4 per gallon? Though we were an early adopter of electric vehicles, we knew that our cars alone were still not the complete answer. We continue to fight to extend the rapid transit line from Baltimore and the District of Columbia to our community. This is a fight that we must continue with the same vigor with which we rebuilt our Solomon Island Boulevard that some of you old timers still refer to as Route 2/4. The result of all that hard work is before you today. If you asked your grandparent to cross Route 2/4 on foot back in 2013 they would have seriously and rightfully questioned your sanity. Today, people from all throughout the County know that Prince Frederick is a truly special place and honor both pedestrians and bicyclists up and down the corridor. Not only were lives saved through better roadway design, but we created so much value in the Town, that the County has been able to enjoy one of the most stable property tax rates in the state.

As we cast our eyes forward on the future, I cannot help but think of my great, great, great grandchildren celebrating our 400th anniversary in this same place. Will they finally have the hover cars that television and movies promised back in the 20th century? I do not know. But if our human history is any indication we need only to look to the great international cities and towns which for more than a thousand years have created places of enduring value that play to the most basic of human needs – the need to be together.



WHY THIS PLAN? WHY NOW?

- 24 years since the Town Center Plan was adopted
- Time for reflection, evaluation and new goals:
 - What works?
 - What is not working?
 - What will the next 25 years in Prince Frederick hold?

THINGS ARE DIFFERENT TODAY

- Demographics are changing more rapidly nationally and locally
- More than \$460 million in retail sales leaves the county each year (leakage)
- 60% of the population leaves the county each day to work

DEMOGRAPHIC SHIFTS & TRENDS

- Most dominant – Generation Y (16-30) – 82 million (25% of population)
- Decreasing % of Married Couple Family Households (US Dropped 3.25% Since 2000 – Calvert Dropped 4% to 60.7 in 2010)
- Migration, immigration & diverse cultures
- Global population to increase from 7 to 8 billion by 2020, 9.2 billion by 2050. Average annual growth peaked @ 2.19% in 1963
- Baby Boomers began retiring in 2011 (24% of population)
- Elderly are the fastest growing population segment: (65+) 6.5% to 9% by 2020, 17% by 2050

REAL ESTATE TRENDS

from the National Association of Realtors

- Future Trends:
 - 35% Apartments
 - 25% Large Lot Housing
 - 20% Townhouses
 - 20% Small Cottage
- 54% of Eligible Home Buyers Surveyed Want Walkable Neighborhoods Close to Shopping and Amenities

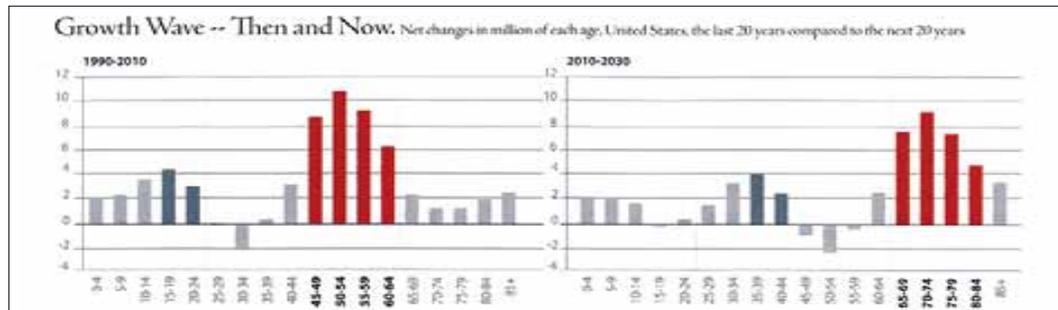
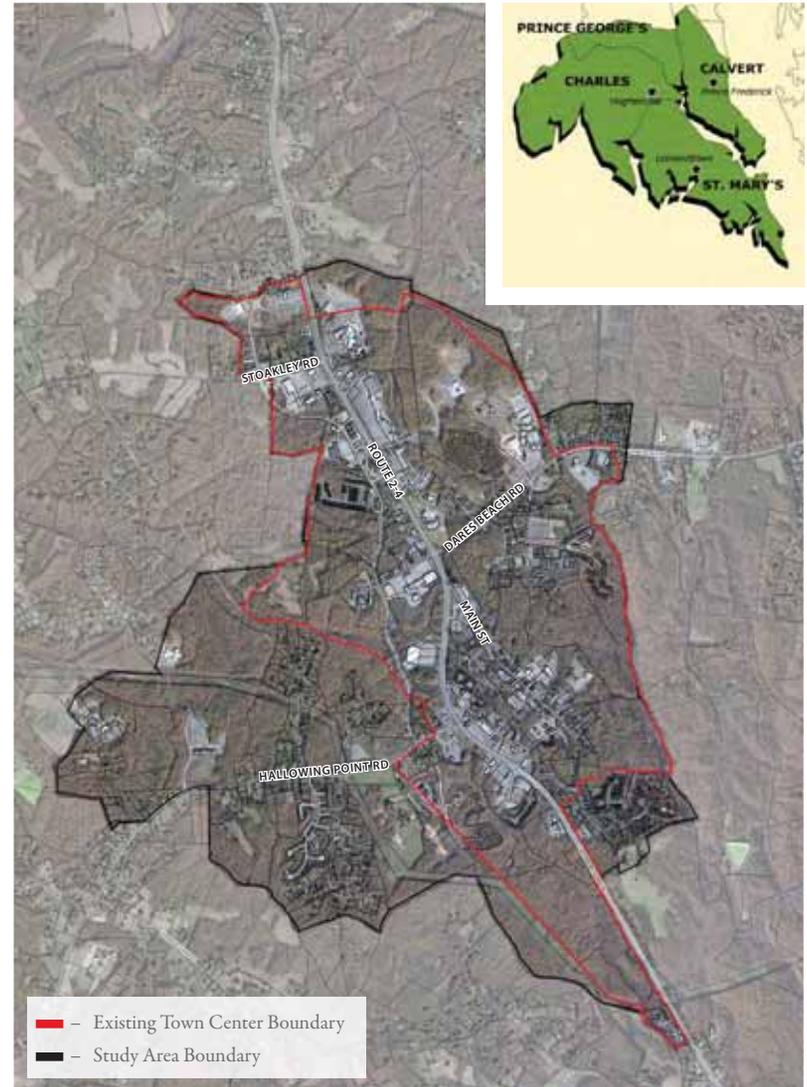
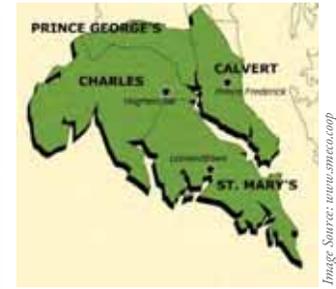


Image Source: <http://www.planning.org/planning/2013/mar/diversityandaging.html>

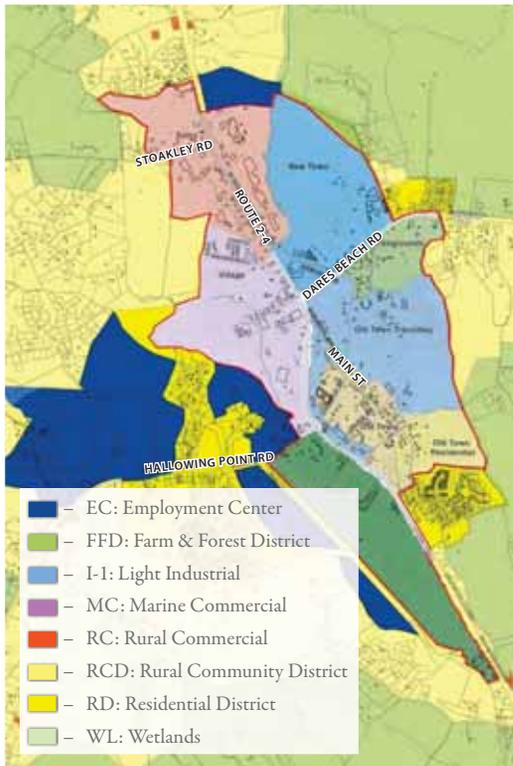


▲ STUDY AREA

1.2 Existing Conditions

ZONING

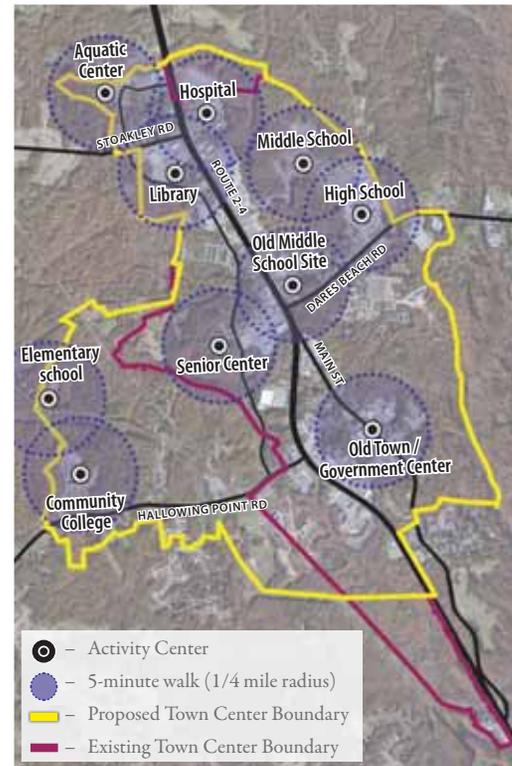
The existing zoning is regulated by The Prince Frederick Master Plan & Zoning Ordinance (prepared by the Calvert County Department of Planning & Zoning) that was originally adopted in July 1989, and amended through March 2008. The zoning ordinance is broken into chapters covering Natural Features, Travelways, Site Design, Building Design & Height Requirements, Sign Design, Development Districts, and Architectural Review Procedures and is illustrated throughout by supporting graphics.



▲ EXISTING ZONING

CURRENT ACTIVITY CENTERS OR NODES

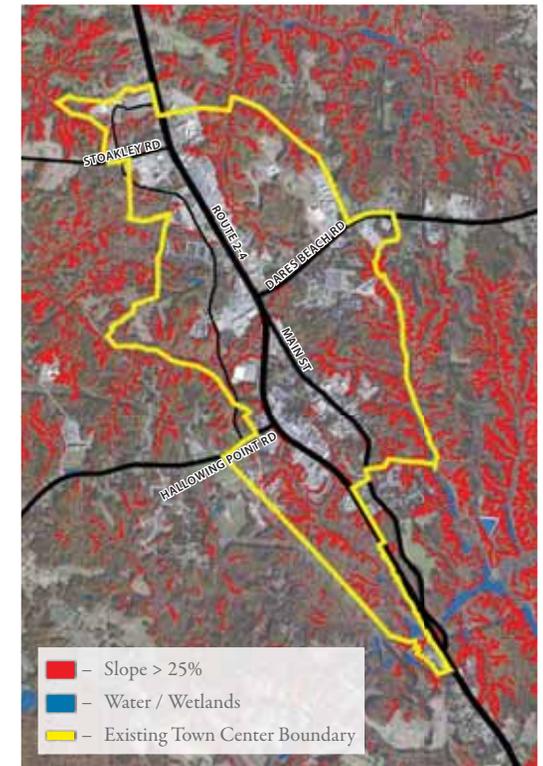
The Town Center is actually composed of a number of nodes of activity including commercial areas, the hospital district, the old downtown and government district as well as some emerging civic nodes around schools, libraries, and community centers.



▲ ACTIVITY CENTERS

ENVIRONMENTAL CONSTRAINTS

Calvert County benefits from an abundance of natural features. In many ways the waterways and old growth forests are an amenity, however these elements can provide numerous challenges to new development. By mapping the environmental constraints early in the study process, the potential growth of the Town Center can incorporate these areas as features rather than encumbrances making the proposed solutions more realistic and sustainable.



▲ ENVIRONMENTAL CONSTRAINTS WITH CURRENT TOWN CENTER BOUNDARY



▲ IMAGES OF EXISTING CONDITIONS

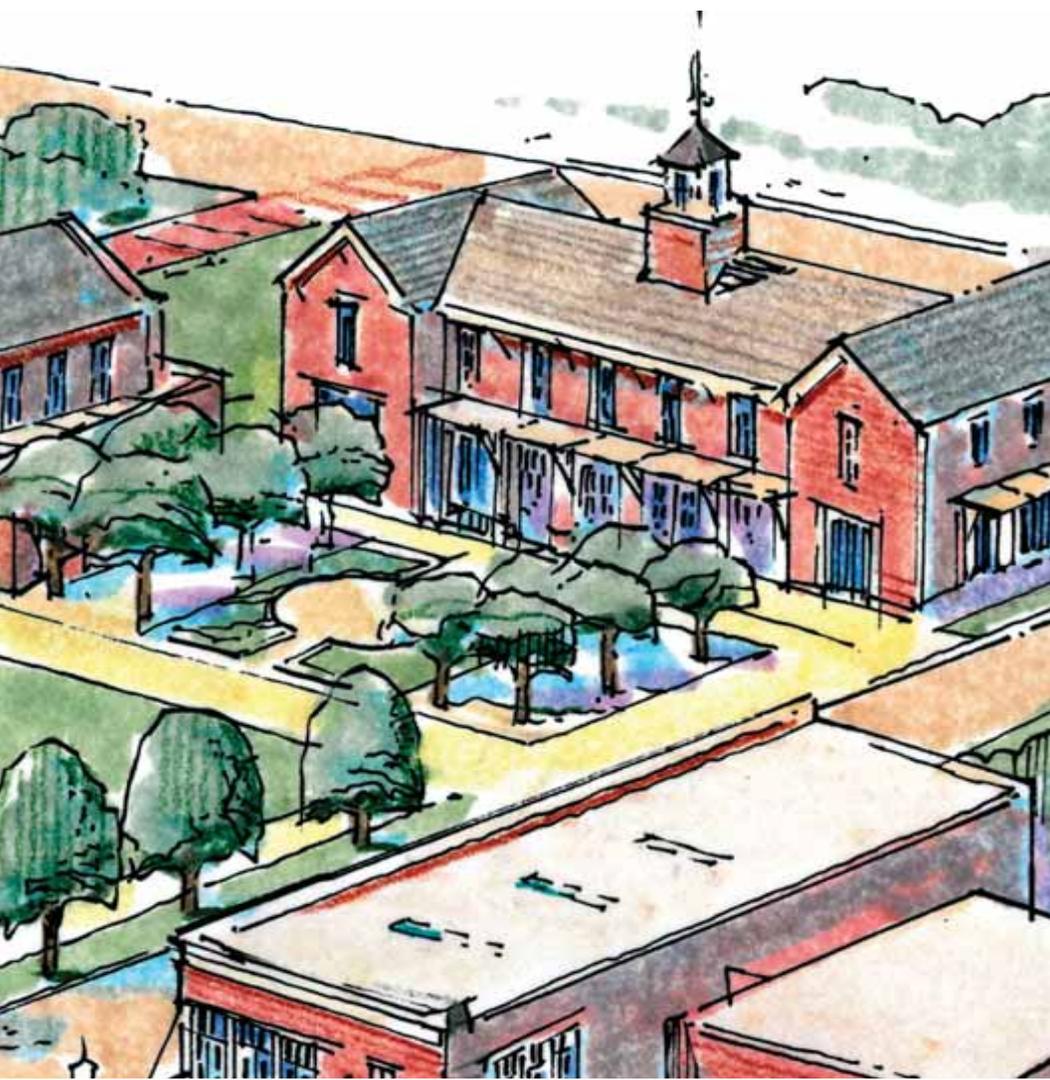
1.3 Design Charrette



◀ **VISION DRIVEN CHARRETTE PROCESS**
Charrette is "little cart" in French. In 19th century Paris, design professors circulated carts to collect final drawings from students. Students jumped on the carts to finish their work as they were pulled through the streets in public view. The term charrette has evolved to mean an open public design process.







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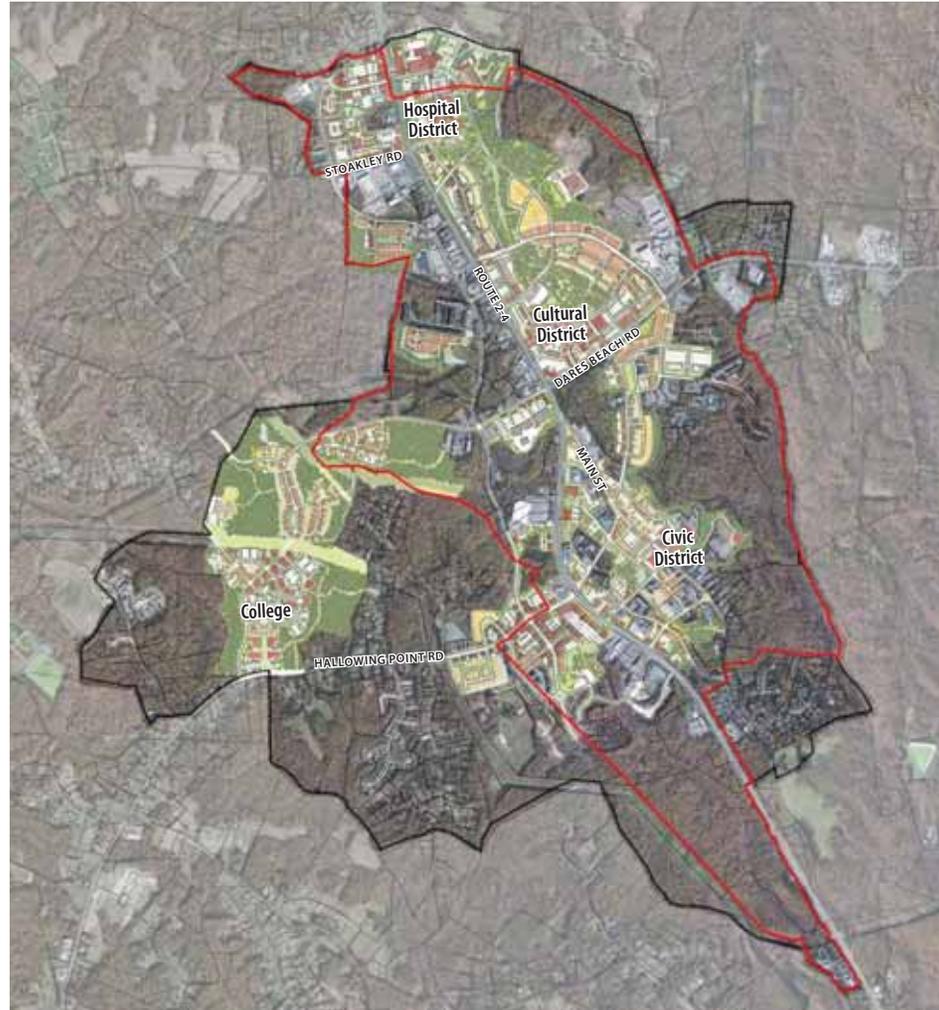


2.1 Redevelopment Opportunities

A master plan looks far into the future and shows a realistic image of the growth that could occur given an ideal set of conditions. This “perfect world” may never occur in the exact condition illustrated but gives residents and administrators alike a vision to guide decisions about future development. It is difficult to determine what the future economic situation may bring so a number of options are considered.

The physical potential for the Town Center to grow and infill with new development is great. These graphics show two possible full-build scenarios that assume the market conditions and regulations are favorable. The potential program of each of these scenarios is also shown below to demonstrate the possible balance of uses, both public and private, and the variety of housing types that could be included. More details and additional options of the specific areas are shown on the following pages.

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Detached Housing	210-230
Townhomes	380-440
Mansion Apartments	330-360
Apartments (Garden and Loft)	1,200
Apartments over Retail	200
Live-Work	40-60
Retirement Village	620
Office	730,000 - 1,134,000 sf
Medical Office	54,000 - 354,000 sf
Hospital	394,000 sf
Retail	700,000 - 825,000 sf
Hotel	100 rooms
Civic Buildings	66,000 - 140,000 sf
Public Space and Athletic Fields	11-15 acres of public space + 10-25 acres of ballfields
Trails	3-6 miles



▲ REDEVELOPMENT OPPORTUNITIES

2.2 Hospital Area

LONG RANGE PLAN - PHASE 1

Calvert Memorial Hospital is an important part of Prince Frederick Town Center, not only by providing the necessary medical care but also being a large employer and cooperative neighbor. The hospital is committed to the community and is already considering expansion plans to accommodate additional service requirements. As the needs of the community changes, so does the size and operation of the hospital.

Demographic trends and predictions indicate the Millennials and the Baby Boomers are critical population groups that require an emphasis, although different focuses, on health and wellness. The Medical District has a number of design scenarios that can support these large segments of the population and is located to take advantage of existing and proposed facilities. Campuses of offices and clinics can provide medical support beyond the in-patient hospital services, and the natural features of the area provide plenty of walking/biking.

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Apartments (Gardens & Loft)	98
Mansion Apartments	56
Retail	30,000 sf
New Medical Office	354,000 sf
New Hospital	394,000 sf
Retirement Village	115
Off-Street Parking Spaces	1,510 spaces



Image Source: Calvert County

▲ EXISTING CONDITIONS



▲ CONCEPTUAL LONG RANGE PLAN FOR THE HOSPITAL AREA - PHASE 1

Potential hospital expansion and supporting buildings for medical offices and clinics



▲ CONCEPTUAL LONG RANGE PLAN - EXISTING HOSPITAL AS A RETIREMENT VILLAGE

LONG-RANGE PLAN - PHASE 2

As medical technology changes and improves, the existing hospital building will eventually become obsolete. Removing the existing building provides additional redevelopment potential in the Medical District. The adjacency to the hospital to share staff and facilities could be an ideal location for a Retirement Village – a continuing care community that includes independent living, assisted living, and a nursing home.

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Medical Office	12,000 sf
Retirement Village	500 units
Off-Street Parking Spaces	294 spaces

HOUSING ALONG THE CHESAPEAKE BOULEVARD OPTION

Instead of the medical office campus shown in other plans, this illustration shows the potential for a quiet residential enclave nestled amongst trees but within easy walking distance to the hospital and other areas within the town center. Whether developed privately or as part of the hospital, a varied mix of housing types could be sold at market rate or provide affordable homes for staff and nurses to live close to work.

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Detached Housing	16
Apartments (Gardens & Loft)	36
Townhomes	25
Mansion Apartments	16
Off-Street Parking Spaces	84



▲ **EXAMPLES OF RETIREMENT LIVING HOUSING TYPES**
Clockwise: Bungalow Court, Urban Mansion, Town Homes, Apartments



▲ **CONCEPTUAL LONG RANGE PLAN - HOUSING ALONG THE CHESAPEAKE BOULEVARD**

2.3 Residential Infill Neighborhoods

COSTLEY PARK

This proposed new housing development takes advantage of land across Prince Frederick Boulevard with terrific proximity to the library and Market Square. While the market demands will have a large influence on the ultimate program, a mix of town houses and small apartment buildings would provide a good density and the possibility for small office uses.



▲ ILLUSTRATIVE PLAN OF COSTLEY PARK INFILL DEVELOPMENT

CHAPLINE

The existing Chapline community is comprised of town homes and apartment buildings. The adjacent parcel to the south lends itself to a second phase of this successful neighborhood. A greater mix of unit types (apartments, townhouses, and cottages) with a few small commercial uses to create a complete community in a good location.



▲ ILLUSTRATIVE PLAN OF CHAPLINE INFILL DEVELOPMENT



▲ ILLUSTRATION OF AN INTIMATE STREET WITH TOWNHOMES

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS	
	COSTLEY PARK NUMBER OF UNITS / SF	CHAPLINE NUMBER OF UNITS / SF
Detached Housing	-	8
Townhomes	92	62
Mansion Apartments	12	8
Apartments (Garden and Loft)	-	28
Office	34,000 sf	-
Retail	-	4,000 sf
Civic Buildings	-	1,000 sf
Public Space and Athletic Fields	65,500 sf	98,000 sf
Off-Street Parking Spaces	83 spaces	25 spaces

2.4 College Area



▲ EXISTING CONDITIONS

CONCEPTUAL PLAN WITH NEIGHBORHOOD EMPHASIS OPTION

The College of Southern Maryland's (CSM) Prince Frederick Campus is a new facility, built in 2005, featuring state-of-the-art classrooms and network systems at Hallowing Point Road (Rt. 231) and J.W. Williams Road. As the existing building has already reached capacity and the student body continues to grow, the institution will become an even more important part of the Town Center community.

While CSM functions as a commuter school rather than a residential college, there is adjacent land available that could serve the student body, as well as Prince Frederick at-large, for housing needs. Connecting West Dares Beach Road to J.W. Williams Road gives access.



▲ CONCEPTUAL PLAN FOR THE COLLEGE AREA - NEIGHBORHOOD (OPTION A)

CONCEPTUAL PLAN FOR AN EMPLOYMENT CENTER OPTION

The Strategic Plan states “CSM effectively addresses the life-long educational, workforce development, cultural, and community needs of a changing Southern Maryland.” As the college continues to grow, the mission will continue to evolve as the employment needs within Calvert County, and the rest of southern Maryland, adapt to changing markets and technologies. This could be an opportunity for an employment center adjacent to the campus with a symbiotic relationship between students and employers.



▲ CONCEPTUAL PLAN FOR THE COLLEGE AREA - EMPLOYMENT CENTER (OPTION B)

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS	
	NEIGHBORHOOD EMPHASIS OPTION	EMPLOYMENT CENTER EMPHASIS OPTION
	NUMBER OF UNITS / SF	NUMBER OF UNITS / SF
Detached Housing	22	-
Mansion Apartments	53	-
Apartments (Garden and Loft)	588	-
Office	-	348,400 sf
Retail	27,000 sf	27,000 sf
Civic Buildings	29,000 sf	29,000 sf
Off-Street Parking Spaces	1,114 spaces	1,352 spaces

2.5 Conceptual Redevelopment of the Fox Run Shopping Center

PHASE 1

As buildings come to the end of their useful life, it is often financially beneficial for owners to replace rather than repair. This series of studies investigates how the different sections of the Fox Run Shopping Center can be replaced over time in phases to limit the loss of income and considerable construction cost a full redevelopment would require.

Phase 1 suggests removing only the northernmost portion that currently houses the Big Kmart. The redevelopment shown includes single-family homes facing Steeplechase Drive and the woods beyond along with live/work units and some small footprint commercial uses.



▲ PHASE 1

PHASE 2

The next section of redevelopment could be further south to the Giant Food store. Shown here are more detached houses and apartment-type dwellings with surface parking provided behind the buildings.

PHASE 3

The final phase would remove the current buildings to Fox Run Boulevard, add additional housing, and create a new retail or restaurant use on the corner of Route 2/4 and Fox Run Boulevard.



▲ PHASE 2

DEVELOPMENT TYPES	DEVELOPMENT NUMBERS		
	PHASE 1	PHASE 2	PHASE 3
Detached Housing	14	8	7
Live-Work	40	20	24
Office	24,000 sf	18,000 sf	-
Retail	38,000 sf	18,000 sf	14,500 sf
Off-Street Parking Spaces	189 spaces	156 spaces	160 spaces



▲ PHASE 3



▲ EXISTING CONDITIONS

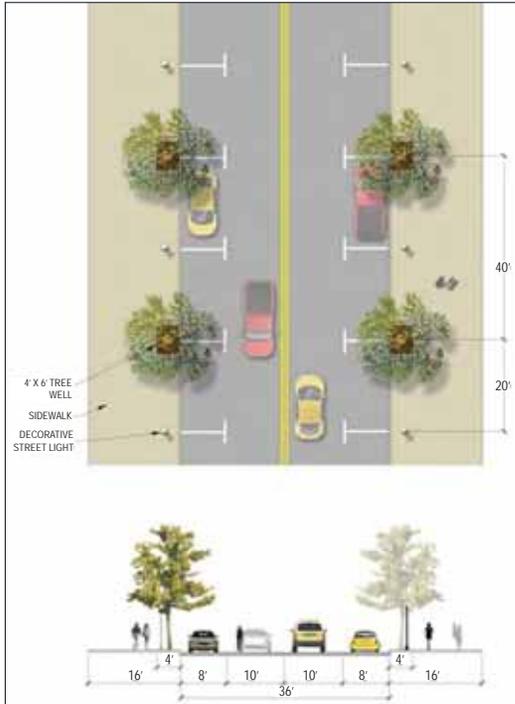


▲ LOCATION OF THE "MAIN STREET"

Existing driveway directly in front of the Fox Run shops converted into a formalized street with on-street parking, street trees, and wide sidewalks

CREATION OF A "MAIN STREET"

The existing driveway directly in front of the Fox Run shops is frequently used as part of the street network instead of simply an access to the shopping center. This proposal is to formalize that traffic pattern into a real street with two-way traffic, on-street parking, and wide sidewalks with shade trees and street lights. This street will be an extension of Armory Road and therefore be connected directly to the new town green, and even to historic Main Street.



▲ PROPOSED SECTION FOR THE "MAIN STREET"



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - EXISTING CONDITIONS



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - PHASE 1



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - PHASE 2



▲ ILLUSTRATION FOR FOX RUN REDEVELOPMENT - PHASE 3



▲ EXAMPLES OF MIXED-USE MAIN STREETS
From top to bottom: Baxter Village (Fort Mill, SC), Legacy Village (Lyndhurst, OH), Crocket Park (Westlake, OH)

2.6 Conceptual Infill Developments



▲ EXISTING CONDITIONS

CALVERT VILLAGE SHOPPING CENTER STRATEGIC INFILL

Adding pad sites along West Dares Beach Road in front of existing Safeway can provide increased revenues to the property owner while the existing businesses remain. The corner of this property is directly opposite the former Middle School site so the corner location at West Dares Beach Road and Route 2/4 is visually prominent for the new town center.



▲ CONCEPTUAL PLAN FOR CALVERT VILLAGE SHOPPING CENTER INFILL

INFILL HOUSING - FOX RUN BOULEVARD EXTENSION

The master plan proposes that Fox Run Boulevard connect the extended Fairground Road at the High School. The alignment is feasible based on the topography and provides a logical connection to access Chesapeake Boulevard while also allowing new housing development in a location for children to walk to the Middle and High Schools.



▲ CONCEPTUAL PLAN FOR INFILL HOUSING ALONG THE FOX RUN BOULEVARD EXTENSION

INFILL HOUSING - ARMORY ROAD

While there is significant residential development off Fairground Road, the area between Fairground Road to

Dares Beach Road (Route 402), on Armory Road, and Main Street (Route 765) holds untapped potential for additional residential. A variety of housing types are recommended due to the short walking distance to both Main Street and the new town center.



▲ CONCEPTUAL PLAN FOR INFILL HOUSING ALONG ARMORY ROAD AND FAIRGROUND ROAD

DEVELOPMENT NUMBERS			
	CALVERT VILLAGE SHOPPING CENTER	FOX RUN INFILL HOUSING	ARMORY ROAD & FAIRGROUND ROAD INFILL HOUSING
DEVELOPMENT TYPES	NUMBER OF UNITS / SF	NUMBER OF UNITS / SF	NUMBER OF UNITS / SF
Detached Housing	-	21	40
Townhomes	-	49	50
Mansion Apartments	-	6	4
Apartments (Garden and Loft)	-	-	124
Office	40,000 sf	-	40,000 sf
Retail	6,500 sf	-	6,500 sf
Public Space and Athletic Fields	-	180,000 sf	196,000 sf
Off-Street Parking Spaces	existing surface lot	8 spaces	773 spaces

2.7 Historic Downtown

HISTORIC DOWNTOWN - OPTION A

The proposal for the historic downtown is to preserve and enhance. By adding a richer grid of streets, access can be provided to underutilized parcel and the downtown area can infill with new development appropriate to the character of the historic district. A new street parallel to Main Street and an extension of Merrimac Court (two-way traffic with on-street parking) could provide more north-south linkages while Duke, Church, Old Field Lane are upgraded and remain the east-west.



▲ CONCEPTUAL PLAN THE HISTORIC DOWNTOWN (OPTION A)

HISTORIC DOWNTOWN - OPTION B

This option shows an additional intersection with Route 2/4 for better access to the historic downtown area. Gateway buildings and good signage could invite visitors who may not know about the original downtown Prince Frederick.



▲ OPTION B

DEVELOPMENT NUMBERS		
	OPTION A	OPTION B
DEVELOPMENT TYPES	NUMBER OF UNITS /SF	NUMBER OF UNITS /SF
Detached Housing	16	-
Townhomes	27	-
Mansion Apartments	116	-
Apartments (Garden and Loft)	60	-
Apartments over retail	88	-
Office	125,000 sf	62,000 sf
Retail	116,000 sf	156,000 sf
Civic Buildings	15,000 sf	-
Public Space and Athletic Fields	14.5 acres +2 acres of ballfields	-
Trails	2 miles	-
Off-Street Parking Spaces	1,316 spaces	1,440 spaces

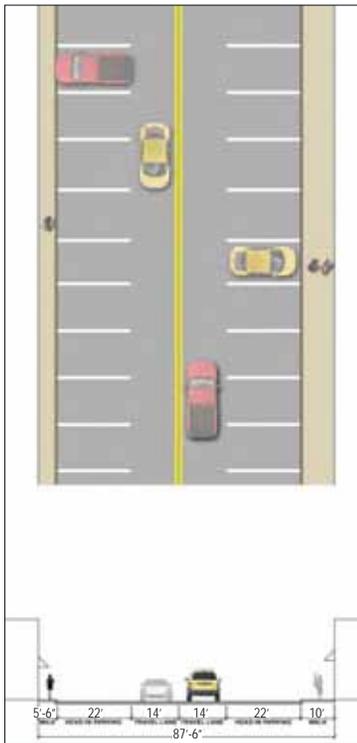


▲ EXISTING CONDITIONS

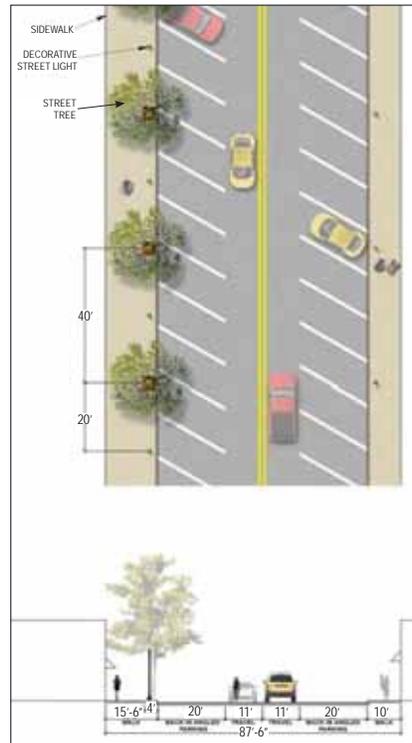
PEDESTRIAN FRIENDLY MAIN STREET

If the current parking along Main Street is changed from the perpendicular configuration to angled parking, the asphalt dimension can be narrower and the additional width added to the sidewalks on both sides. Reverse in diagonal parking also allows safer vehicle movements by increasing visibility for drivers as they maneuver.

Wisteria Green celebrates a locally well-known flowering trellis by making it the focal point of a new green space. Trinity Circle is a solution to a difficult intersection as Main Street, Armory Road, and Church Street all combine. While oval in shape the new civic space will function as a traffic circle and provide an opportunity for art or statuary as a visual terminus to Church Street and a gateway feature for the historic downtown area.



▲ MAIN STREET - EXISTING CONDITION



▲ MAIN STREET - PROPOSED IMPROVEMENTS



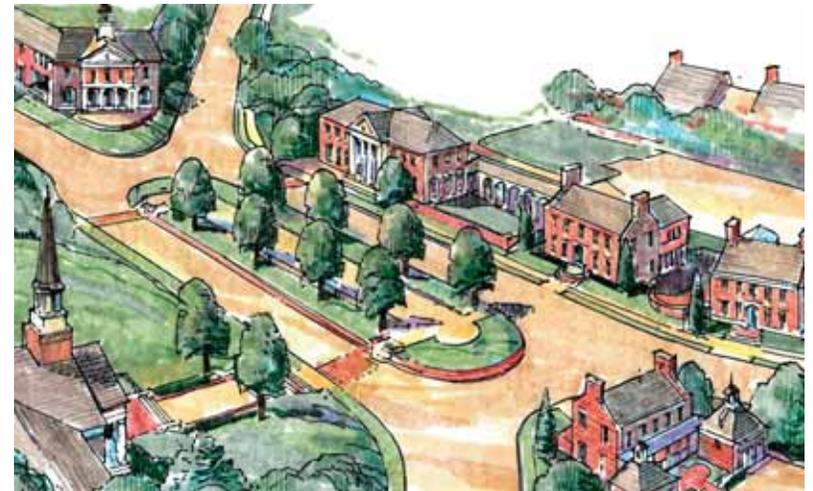
▲ WISTERIA GREEN



▲ TRINITY CIRCLE



▲ ILLUSTRATION OF THE WISTERIA GREEN



▲ ILLUSTRATION OF THE TRINITY CIRCLE

2.8 Hallowing Point Road

CONCEPTUAL REDEVELOPMENT FOR HALLOWING POINT ROAD

Hallowing Point Road (Route 231) is an entry point to Prince Frederick from counties to the west across the Patuxent River. New development of residential and office uses could fill programmatic needs for Calvert County and become an important gateway for visitors by setting an architectural character appropriate to the Town Center before arriving at the Route 2/4 intersection. It should also be noted that Hallowing Point Road connects directly to Church Street and then Armory Road leading directly to the new town center.



▲ CONCEPTUAL REDEVELOPMENT OF HALLOWING POINT RD

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Detached Housing	46
Townhomes	35
Mansion Apartments	68
Apartments (Garden and Loft)	279
Office	461,000
Retail	193,000
Off-Street Parking Spaces	1,768



▲ EXAMPLES OF CONTEXTUALLY SENSITIVE ROUNDABOUTS

Image Source: inhabitat.com

2.9 Armory Square Town Center

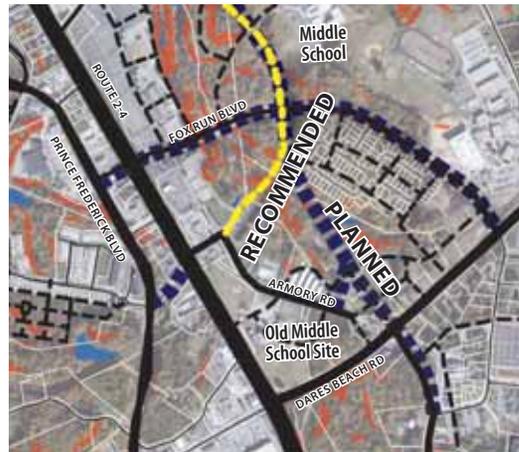


▲ EXISTING CONDITIONS

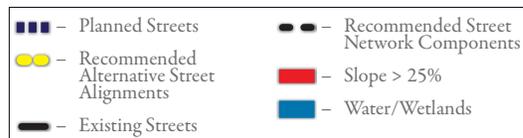
A NEW TOWN CENTER

The former Middle School site, at the intersection of Route 2/4 and Dares Beach Road, and the iconic National Guard Armory give the county an opportunity to create a centrally located focal point for the town center – a heart to the community. A realignment of Chesapeake Boulevard to avoid wetlands crossing and connecting with Steeplechase Drive and Armory Road would bring local traffic from the loop road to the north directly into the new town center.

The former middle school site could become a new town center for Prince Frederick. Restoring and re-using the Armory provides an iconic building to frame a town formal green. This would be an active civic space with lawn and paved areas, farmer’s market pavilions, a playground space and more. The paving on the streets would be similar to the decorative paving of the plaza areas. This will slow through-traffic and provide opportunity to close side streets if a larger space is necessary for large gatherings and events.



▲ PROPOSED STREET NETWORK - ARMORY AREA



▲ ARMORY SQUARE



▲ TOWN CENTER AT THE ARMORY SQUARE (FORMER MIDDLE SCHOOL SITE)

ARMORY SQUARE - KEY DEVELOPMENT PROGRAM

- Walkable network of streets
- A wide variety of housing within a 5 minute walk
- A range of retailing options – from specialty retailer to medium box and possibly one large box
- Retention and adaptive reuse of the Armory building (e.g., community center, black box theater, offices, retail market)
- Highly detailed central public space (1-1.5 acres)
- Entertainment/hospitality (e.g., restaurants, theater, hotel)
- Extensive landscaping

DEVELOPMENT NUMBERS	
DEVELOPMENT TYPES	NUMBER OF UNITS / SF
Townhomes	42
Mansion Apartments	64
Live-Work	16
Apartments over Retail	117
Office (Corporate)	48,000 sf
Retail	207,000 sf
Hotel	100 rooms + 4,500 sf of conference/meeting space
CIVIC SPACE	
Market Stalls	10
Pavilion	1,000 sf
Performance Theater	9,000 sf
Art Studio Space	4,400 sf
Playground	2,000 s
Formal Green	54,500 sf
Ice Rink*	9,000
Civic Buildings	21,000 sf
Off-Street Parking Spaces	1,130 spaces

**portion of the Formal Green would transform to accommodate an ice skating rink in the winter season*



▲ EXAMPLES OF BUILDING TYPES AND PUBLIC SPACES APPROPRIATE FOR THE ARMORY SQUARE SITE



▲ ILLUSTRATION OF RESTORED ARMORY BUILDING & MIXED-USE DEVELOPMENT AROUND THE TOWN CENTER GREEN

ACCESS AND LINKAGES



- KEYS TO SUCCESSFUL PLACEMAKING**
- Housing
 - Connectivity + Circulation
 - Jobs (Daytime Population)
 - Public Space
 - Things to go Do
 - Things to go Buy

USES AND ACTIVITIES



COMFORT AND IMAGE



2.10 Armory Square Neighborhood



▲ ARMORY SQUARE - OPTION A

Commercial uses lining Dares Beach Road with parking for possible large footprint retail use and multi-family housing on Fox Run Boulevard



▲ ARMORY SQUARE NEIGHBORHOOD - OPTION B

Large footprint retail uses along Dares Beach Road to the east of Armory Road and along Fox Run Boulevard with parking located behind the buildings

DEVELOPMENT NUMBERS			
	OPTION A & B	OPTION C	OPTION D
DEVELOPMENT TYPES	NUMBER OF UNITS / SF	NUMBER OF UNITS / SF	NUMBER OF UNITS / SF
Detached Housing	28	64	28
Townhomes	-	85	
Apartments (Garden and Loft)	236	162	236
Office	115,000 sf	45,000 sf	45,000 sf
Retail	193,000 - 220,000 sf	44,000 sf	224,000 sf
Off-Street Parking Spaces	1,054 spaces	322 spaces	1,100 spaces



▲ ARMORY SQUARE NEIGHBORHOOD - OPTION C

Townhouse form buildings that could be single-family attached or stacked apartments with a potential school site at the corner of Dares Beach Road and Fox Run Boulevard next to the High School



▲ ARMORY SQUARE NEIGHBORHOOD - OPTION D

Medium sized retail footprints and a multi-family (rentals and condominiums) at Dares Beach Road and Fox Run Boulevard



▲ ILLUSTRATION OF A WALKABLE APARTMENT STREET

2.11 Streetscape Improvements at Route 2-4 and Dares Beach Road Intersection



▲ EXISTING CONDITIONS - ROUTE 2-4 AND DARES BEACH ROAD INTERSECTION



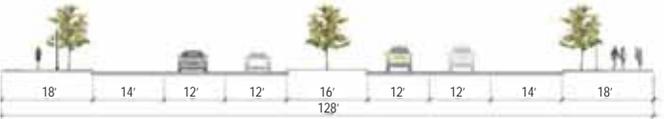
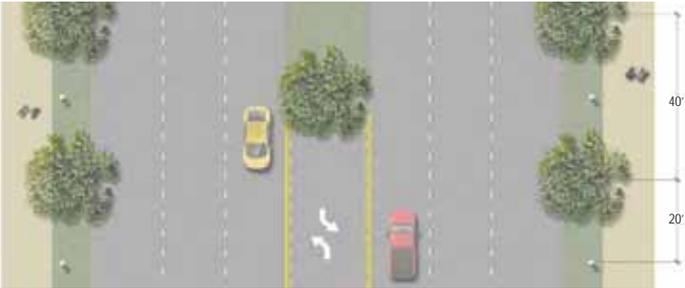
▲ ILLUSTRATION OF INTERSECTION IMPROVEMENTS - PHASE 1

ROUTE 2-4 AND DARES BEACH ROAD INTERSECTION IMPROVEMENTS

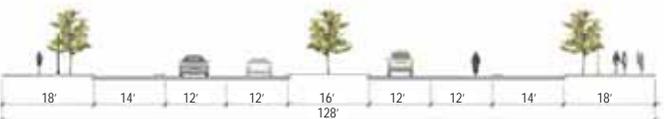
This is an important intersection in Prince Frederick and will become more critical as the former middle school site is redeveloped. As Route 2/4 is a state road and an evacuation route, the traffic pattern is expected to remain much the same. However, a change in the streetscape design by adding street trees and sidewalks along both sides and a planted median in the center would improve the driving experience and adding “sharrows” (travel lanes shared by bicycles and motor vehicles) will make the thoroughfare more multi-modal. Increased development in the town center will bring more residents and likely a larger demand for public transportation so a dedicated bus rapid transit lane could be included as the use of single occupancy vehicles decreases.



▲ ILLUSTRATION OF INTERSECTION IMPROVEMENTS - PHASE 2



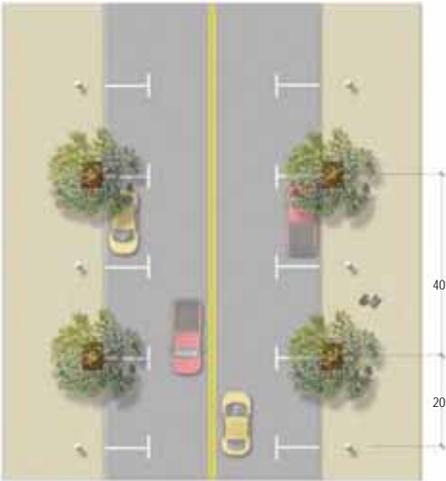
▲ ROUTE 2-4 WITH PROPOSED STREETScape IMPROVEMENTS - PHASE 1
 Phase 1 of the Route 2/4 enhancement allows for an elevated level of streetscape as shown in the recommended cross section



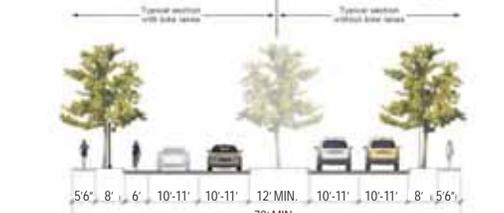
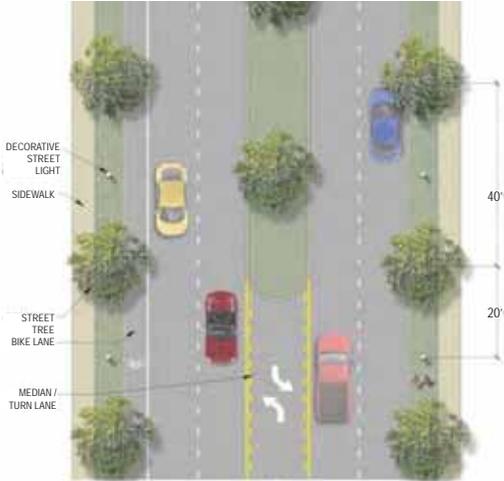
▲ ROUTE 2-4 WITH RAPID BUS TRANSIT - PHASE 2
 Phase 2 of the Route 2/4 enhancement allows for the implementation of a dedicated bus rapid transit (BRT) lane as shown in the recommended cross section



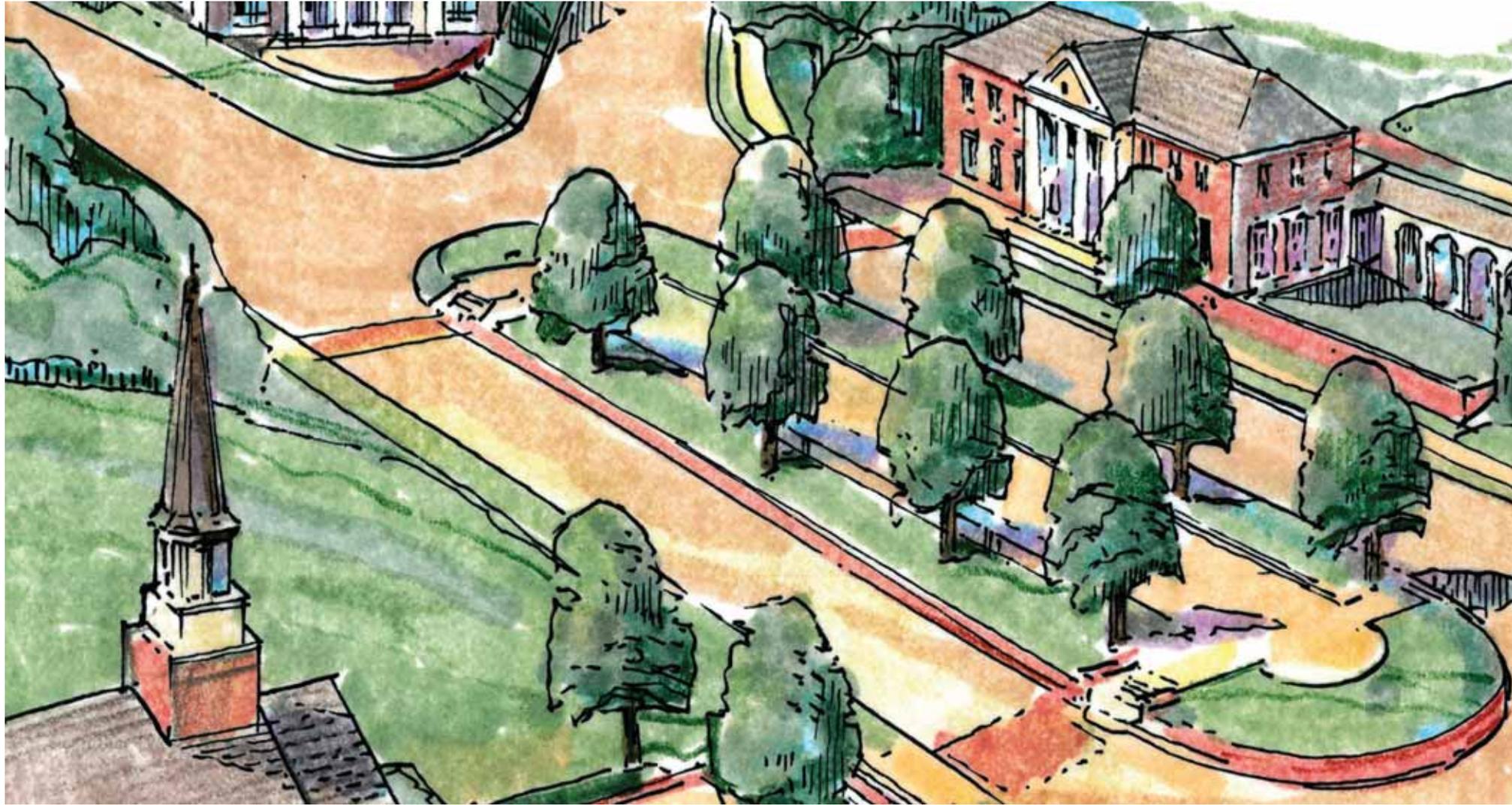
▲ EXISTING CONDITIONS - ROUTE 2-4



▲ PROPOSED ARMORY ROAD IMPROVEMENTS



▲ PROPOSED DARES BEACH ROAD IMPROVEMENTS FROM HIGH SCHOOL TO ROUTE 2-4





SECTION 3: IMPLEMENTATION

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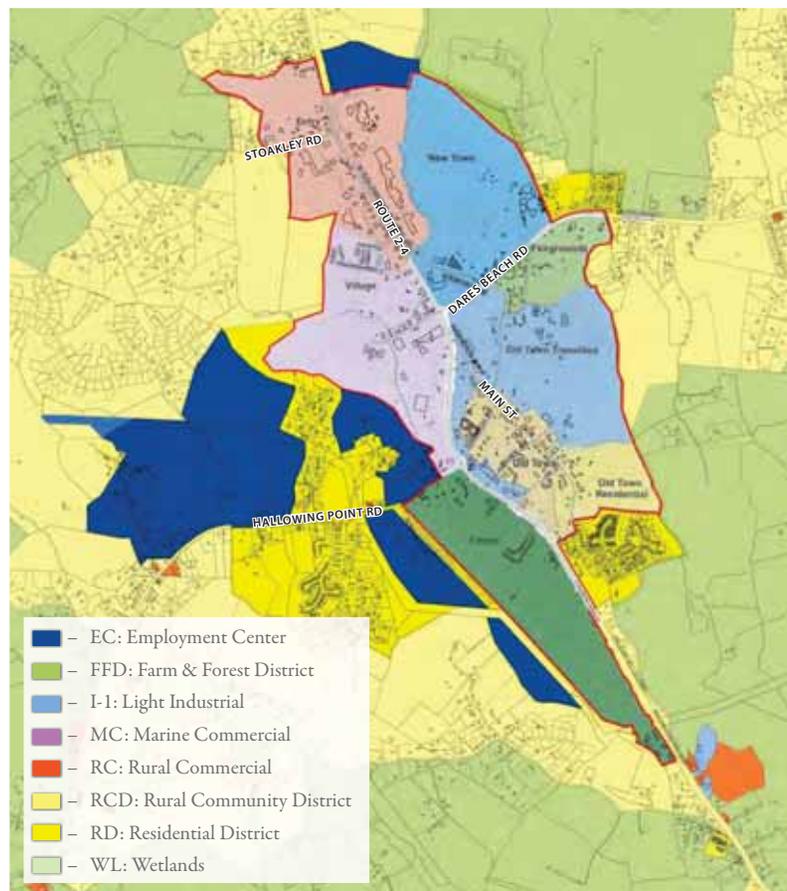


3.1 Prince Frederick Town Center Zoning

EXISTING ZONING ORDINANCE

The Prince Frederick Master Plan & Zoning Ordinance (prepared by the Calvert County Department of Planning & Zoning, adopted July 11, 1989, and amended through May 4, 2012) needs to be completely rewritten for the Prince Frederick Town Center to grow and redevelop with the vision set by the citizens at the design charrette. While many of the goals are similar in concept to the original master plan, care needs to be taken with the language as the physical and market conditions are very different in 2013 than in 1989.

The master plan portion should be revisited by the Planning Board/Commission and updated/amended, if required, every five (5) years and rewritten every ten (10) years at a minimum. As communities grow and change due to varying influences, the vision of the residents will adapt so the master plan should be as current with those needs as possible. Significant events, such as economic recessions or natural disasters, may force an update more frequently but the wants of one particular individual, whether land owner or public official, should not be the sole cause of an amendment and all amendments should include a public process.

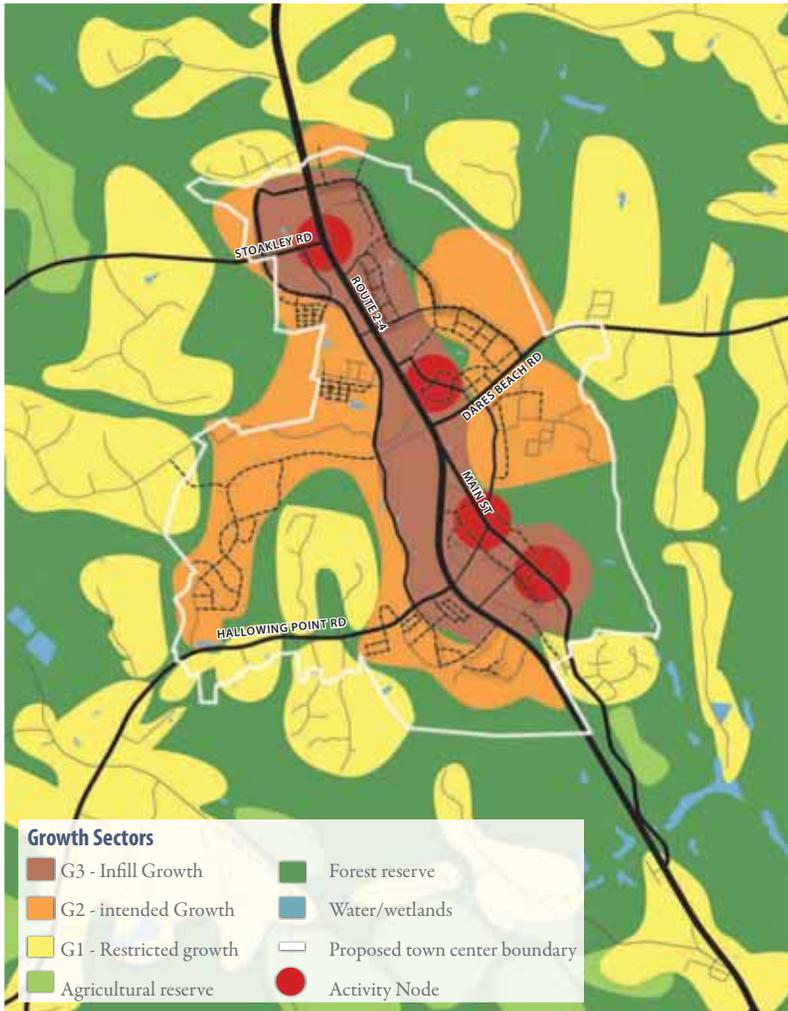


▲ EXISTING ZONING

KEY POLICY RECOMMENDATIONS

- Expand Town Center boundary and create new zoning sub districts based on frontage conditions
- Update the Zoning Ordinance to utilize pedestrian-oriented districts standards and concentrate growth in Town Center
- Complete the Loop Road System with the proposed simplified connections
- Reform the TDR Program to consider exemptions or reductions for mixed-use in Town Center
- Consider requiring TDRs for single story or strip/big box retail and development in the one-mile zone
- Release the Armory Square for development with the requirement for key public amenities

3.2 Regulatory Improvements Recommendations



▲ REGIONAL GROWTH DIAGRAM

EXPAND EXISTING TOWN CENTER BOUNDARY

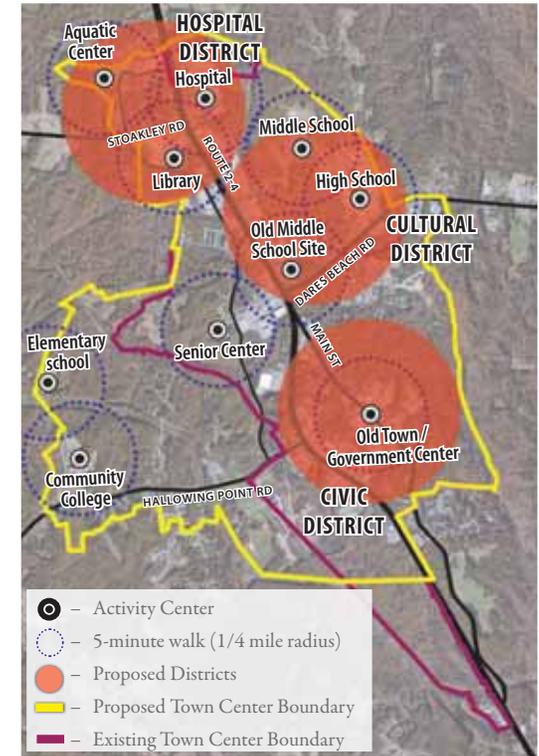
The recommended expansion to the Town Center boundary is based on the study of activity centers, existing and proposed, and five-minute walk circles around those nodes (see also page 6). The centers at Barstow Elementary School and the College of Southern Maryland, both education centers that are important to the Town Center, have already spurred nearby development so should logically be included within the boundary. In addition, the area to the south that is presently zoned for forest preservation should be removed so as to not suggest that it is appropriate for development.



▲ PROPOSED TOWN CENTER BOUNDARY

PROPOSED DISTRICTS

The Prince Frederick Town Center map should be changed to match new recommended development district designations. The primary areas will be the Hospital District to the north, the Cultural District around the rehabilitated Armory and the proposed Armory Square Town Center, and the Civic District including the Courthouse and the historic downtown. It should also be noted no setbacks or buffers should be required between districts within the town center.



▲ PROPOSED DISTRICTS

PEDESTRIAN-ORIENTED DISTRICTS

As the zoning regulations for the Prince Frederick Town Center are separate than the Calvert County Zoning Ordinance (<http://www.co.cal.md.us/index.aspx?NID=568>), it is recommended that pedestrian-oriented districts be written for the town center to replace the current zoning portion of the 1989 document. Emphasizing form more would give the county a number of benefits:

- state what the community wants, a communally agreed-upon vision and legal framework, which can achieve a more predictable physical result.
- encourage independent development by multiple property owners rather than requiring large land assemblies.
- require less discretionary review, allowing huge savings in time and money for land owners and developers.
- eliminate the need for design guidelines, which allow too much room for subjective interpretation.
- are much easier to use than conventional zoning documents because they are more concise and include graphics for simple readability.

It is important to understand the difference between standards and guidelines when considering implementation strategies. Overlay districts and zoning rewrites are regulatory; they specify what must be done. Whereas pattern books and guidelines are advisory only, they suggest what may be done. A good approach is to make sure that the regulations have a primary emphasis on physical form and place-making, with a secondary focus on land uses. Design district overlays are proven for producing results with a specific physical end result in mind, and are both more predictable (less open to interpretation/litigation) and more flexible for promoting good design, both in the short and long term. These regulations address building mass, building placement on lots, the form and creation of streets and other public spaces, heights, fenestration, entrances/doorways—details that directly affect the way a building and street function—to encourage (or discourage) pedestrian activity and mixed-use (where desired).

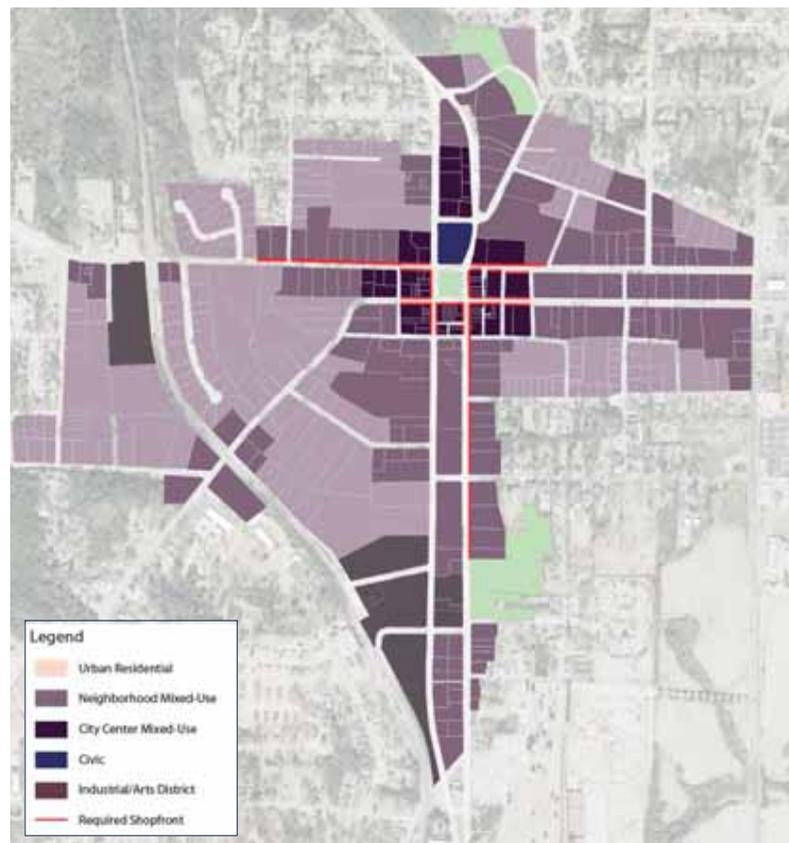
ORGANIZATION OF A PEDESTRIAN-ORIENTED DISTRICT

THE REGULATING PLAN is the equivalent of a zoning map and provides specific information for permitted development on each parcel within the district as well as the public spaces shown in the master plan. It shows how each lot relates to the street-space (streets, civic squares, pathways, etc.) and the surrounding neighborhood along with any lots that may have additional requirements based upon the specific location.

THE BUILDING STANDARDS are the basic parameters governing building form. This includes the buildable envelope in three dimensions, certain permitted or required elements, and the boundaries within which things may or must be done.

THE URBAN SPACE STANDARDS ensure coherent street-space and assist property owners with understanding the relationship between the public space of the community and their own building. These standards illustrate typical street configurations and specify the placement of street trees and other amenities (e.g. benches, signs, lighting.)

THE ARCHITECTURAL STANDARDS are to define a quality and character of buildings standards and materials that are



▲ EXAMPLE OF A REGULATING PLAN FOR A PEDESTRIAN-ORIENTED DISTRICT



▲ EXAMPLES OF DESIGN BASED REGULATIONS

RIGHT-SIZE THE PARKING STANDARDS

- Actual parking needs are much less than a decade ago
- Parking is one of the single largest generators of stormwater pollution and velocity
- Regulate the location of parking, not the amount
- Consider maximum parking areas (impervious surface)
- Implement on street parking where it is contextually consistent



▲ PARKING BUILT TO OUTDATED STANDARDS
FOX RUN SHOPPING CENTER

complementary to the best traditions of the local region. They govern a building's exterior elements and set parameters for allowable configurations and techniques, they do not address architectural style or aesthetics.

PARKING

While the current parking standards maybe acceptable for most areas within the County, the requirements are too high for the town center. Providing too much parking is detrimental to the community's vision of mixed-use and walkable development. Within Prince Frederick Town Center these recommendations are made for reduced parking requirements:

- On-street parallel parking spaces should measure 7 feet by 22 feet and include the gutter pan.
- Providing more spaces than required should not be permitted.
- Parking categories should be eliminated.
- Number of required parking spaces should be tied to General Use categories:
 - Office – 3 spaces per 1,000 gross square feet
 - Retail – 4 spaces per 1,000 gross square feet (including theaters, concert venues, etc.)
 - Food Service – 1 space per seat and 1 space per employee per shift
 - Residential – 1 space per dwelling unit plus 1 additional space if two or more bedrooms (2 maximum)
 - Civic – 1 space per employee and 1 space per 4 persons legal occupancy (not-for-profit uses e.g. schools or churches)
 - Temporary/Seasonal – no permanent spaces required, off-street spaces commensurate with use (e.g. grass field parking for carnival, fair, or circus at retail ratio)
 - Overflow Parking – Where tenants and developers believe that additional parking is required for seasonal overflow, it is appropriate that such parking areas are pervious in nature
- Visitor parking maybe provided to a maximum of 0.25 spaces per dwelling unit of a residential development with Planning Commission approval at Site Plan Review.
- Sites abutting one another shall physically connect their surface parking areas (joint parking) at the lot line to create connecting drive aisles where such surface parking areas lie within 50 feet of one another, provided a mutual access easement has been executed.
- On-street parking spaces located in a public right-of-way may be included in the calculation of parking requirements if more

than 50% of the space is adjacent to the property. Each on-street parking space may only be counted for one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project.

- Any off-site parking must be located within a walking distance of 800 feet from the site served by the off-site parking. The off-site parking must be the subject of a lease approved by the County Attorney.
- Tandem parking is allowed for single-family, multi-family, and the residential component of mixed-use projects. Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 34 feet in length. Up to 75 percent of the total off-street parking spaces provided for residential projects may incorporate tandem parking. For residential projects, both tandem spaces shall be assigned to the same dwelling unit.
- Shadow parking

DENSITY

Within Prince Frederick Town Center, additional dwelling units and therefore increased density will not be achieved under the current regulations. The policies for Transfer of Development Rights (TDR) must be revisited and coordinated with revisions to the bulk regulations in the Zoning Ordinance. The Agricultural Preservation Advisory Board and the Planning Department need to work closely to encourage residential in the town centers and discourage sprawl development in the one mile radius areas while still protecting the farmer's interests and land.

It is recommended that only one (1) TDR per dwelling unit, or a gradient scale depending on the type of unit being proposed, be required in the Town Center. The program could work as an incentive to developers to consider denser product types in the town center. As more units will be encouraged in the town center, the lower number per unit will be covered by the increased number of total units. To discourage further development in the one-mile radius, it is recommended that five (5) TDRs be required per unit.

HEIGHT

Within Prince Frederick Town Center, building heights will be increased to improve density. While height is a sensitive topic to many residents, it should not be singled out from other aspects of building design. The building heights are determined by the facing street and are shown on the Building Height Map in the zoning ordinance or as specified in the Pedestrian-Oriented Districts.

However, unless specified by Building Height Map in the zoning

ordinance or as specified by Pedestrian-Oriented Districts, no building or structure shall exceed 40 feet, including the roof. The maximum height of a building or structure shall be measured from the average elevation of the finished grade at the front of the building facing the street to the highest point of the roof.

DESIGN STANDARDS

Natural Features

All of this language needs to be verified with new Environmental Protection Agency and Army Corps of Engineers standards, along with State of Maryland regulations and requirements.

Travelways

The Prince Frederick Town Center map should be changed to match the new recommended mobility network, including modifications to loop road alignments.

A detailed examination of the referenced Calvert County Road Ordinance and the Department of Engineering specifications should be conducted to determine if the standards are appropriate in a denser urban setting such as the town center. The conventional rural or suburban standards should not be applied to Prince Frederick Town Center.

Site Design

Setbacks should be eliminated along frontages and replaced with build-to lines to ensure consistency of a street wall for improved walkability and pedestrian comfort. If setbacks are to be used, clarification needs to be made as to whether the setback is from the curb or right-of-way line and maximum setback distances should also be specified.

Additional surface parking should be discouraged. Any changes (increase in size or number of spaces) to existing parking lots should include pedestrian pathways and landscaping. See also Parking recommendations above.

Building Design & Height Requirements

It is important to separate guideline elements from zoning – “consider” and “avoid” are not regulatory. Many of the elements included in this chapter, such as building materials and design elements, can be folded into a hybrid zoning or pedestrian-oriented districts. If this format is to remain, it is recommended that other aspects of building forms should be incorporated in this section also, like siting and setbacks, to make the rules easier to follow.

Sign Design

- No signs taller than 10 feet, regardless of facing street
- No freestanding or monument signs, except along Route 2/4
- Blade signs (not more than 2 feet by 3 feet, vertical or horizontal with a minimum 9 feet clear height above the sidewalk) may be mounted to buildings
- Portable signs permitted only as sandwich boards on sidewalks and taken in nightly.
- Any sidewalk overhangs shall have a minimum of 10 feet clear height above the sidewalk and be a minimum of 5 feet deep from the building façade. Materials may be canvas or equivalent (no shiny or reflective fabric/material), metal, or glass and internal illumination is not permitted.

Development Districts

The Prince Frederick Town Center map should be changed to match new recommended development district designations. The existing language regarding boundary definitions is fairly clear but a note should be added that there are no buffers required between districts within the town center. It would be beneficial to have this chapter closer to the front of the document, if this format remains, as these rules set the basic explanation and character of each district.

This document should be as stand-alone as possible as the vision for the town center is extremely different than other parts of the county and should be treated as a completely separate ordinance. Therefore, the land use charts should be greatly simplified to show only uses that are permitted in the town center, agricultural uses are not appropriate for urban settings.



▲ EXAMPLES OF BUILDING TYPES APPROPRIATE FOR THE PRINCE FREDERICK TOWN CENTER

3.3 Sustainability Recommendations



SUSTAINABLE BUILDING AND INFRASTRUCTURE PRACTICES

Sustainable design is an approach to designing new projects (roads, drainage, parking, buildings, and so on) and programs in a manner that both reduces project life-cycle costs and minimizes the project's footprint on the environment. The elements such as multi-modal mobility, mix of land uses, drainage and parking, offer tremendous opportunities to incorporate sustainable design practices. The recommendations are divided into general categories for easier reference.

ENERGY CONSERVATION

- Launch a public education campaign explaining the benefits of transit use and ride sharing.
- Allow rain water harvesting, composting, recycling, and outdoor clotheslines in setbacks and required open space on lots.
- Continue dark-sky provisions for street lighting.
- Encourage "cool" roofs – green or highly reflective – on new and renovated flat roofed commercial buildings.
- Include green building standards in urban elements and architecture
 - United States Green Building Council's Leadership in Energy and Environmental Design, Green Building Initiative's Green Globes system, International Initiative for a Sustainable Built Environment's SBTool, National Association of Home Builders' National Green Building Standard, Build-It Green's Green Point Rated products, or Energy Star Rating System.
- Add bicycle parking requirements to the Zoning Ordinance and permit bicycle racks to be located in public space, including the public right-of-way.

ALTERNATIVE ENERGY

- Encourage, incentivize, and permit small-scale solar energy equipment as an accessory use in all use categories.
- Encourage and incentivize geothermal heating and cooling systems, and allow equipment to be located in setbacks and required open space on lots.
- Study the possibilities for district energy generation and distribution in areas of consolidated redevelopment or at

complexes of public use buildings (such as Courthouse and the County Office Building).

LOCAL FOOD SYSTEM

- Ensure that downtown residents have access to a full-service grocery store for fresh foods and produce within walkable distance via transit.
- Coordinate with local farmers and support local agriculture by encouraging participation in a permanent Farmer's Market.
- Allow home and community gardens to include on-site home-grown sales as a permitted use.

COMPACT AND MIXED-USE

- Create policies supportive of increased transit use and alternate modal choices besides automobile travel.
- Infill development in existing residential neighborhoods with context appropriate building forms instead of creating new subdivisions. Modify the Zoning Ordinance to allow infill homes on non-conforming lots.
- Redevelop functioning but underused shopping centers into higher density mixed-use places following suburban retrofit examples.
- Create new standards for additional street connections - match existing residential-scale streets and do not use larger suburban standards for moving vehicles.
- Constrain automobile-oriented uses (e.g., drive-thrus, car dealerships – new or used, auto service shops, gas stations) to frontages directly facing Route 2/4.

HOUSING AND AFFORDABILITY

- Encourage an improved mix of housing types throughout the downtown. Allow single family attached units in existing residential zones.
- Permit residential type conversions within the downtown area, such as single-family detached being converted to multi-family units and apartments in single-family attached building forms with only staff approval needed.
- Allow village type small lot single-family detached homes, live/work units, and accessory dwellings by-right.
- Incorporate inclusionary zoning - mandatory affordability requirements.
- Provide density or height incentives, parking reductions, and/or expedited approvals for affordable dwelling units.

- The Washington Area Housing Partnership’s Toolkit for Affordable Housing Development is a compilation of policies and planning tools that local governments can use to preserve and promote affordable housing development in their respective jurisdictions. This can be found at <http://www.mwccog.org/uploads/pub-documents/9VpbXg20060217144716.pdf>

INFRASTRUCTURE PRACTICES

Given the farming and fishing heritage of Calvert County, nature should be respected and celebrated. Prince Frederick Town Center should go beyond Smart Growth to incorporate sustainability concepts throughout and begin to address climate change by both adapting to it and mitigating it. The master plan improves the ability to identify areas prone to greater risk from climate change and restrict development in those areas.

The infrastructure, just as the land uses, of a community, should be compact, connected and complete. Greater development intensity can be achieved, within much of the existing infrastructure, to create a community that reduces energy consumption, generates fewer vehicle miles traveled, and cuts greenhouse gases. The County may be able to provide developer incentives for new sustainably-designed construction within the town center, including tax credits and regulatory reforms, to encourage development that reduces energy consumption and lowers greenhouse gas emissions.

True environmental sustainability can be partly or mostly achieved through the use of green infrastructure techniques. Green, or Natural, infrastructure relies on infiltration as a way to mimic conditions of undeveloped land and abate flooding that sometimes results from intensive development. Green stormwater infrastructure presents a number of useful advantages:

- Green infrastructure is typically more cost effective than constructing conventional drainage infrastructure as it avoids more/larger pipes.
- By imitating natural hydrology, green infrastructure improves base flow and eliminates potential for increased downstream flooding.
- Infiltration provides stormwater treatment and mitigates stormwater pollution problems, which might otherwise require control via expensive treatment practices.
- Unlike conventional infrastructure retrofits, green

infrastructure improvements can be installed incrementally, as opportunity presents across the watershed. Sustainable design is really much more than a buzzword, it is an approach to designing in a manner that both reduces project life-cycle costs but also minimizes the project’s footprint on the environment and our lives. For example, developing designs to minimize runoff and storm water discharges both reduces hydraulic loadings to already stressed culverts and drainage systems but also reduces capital and operation and maintenance required for conventional and closed systems.



Image Source: Sarah Lewis



Image Source: Sarah Lewis



Image Source: Sarah Lewis

▲ EXAMPLES OF SUSTAINABLE STORM WATER MANAGEMENT TECHNIQUES

3.4 Green Space Recommendations

PROPOSED GREEN SPACE

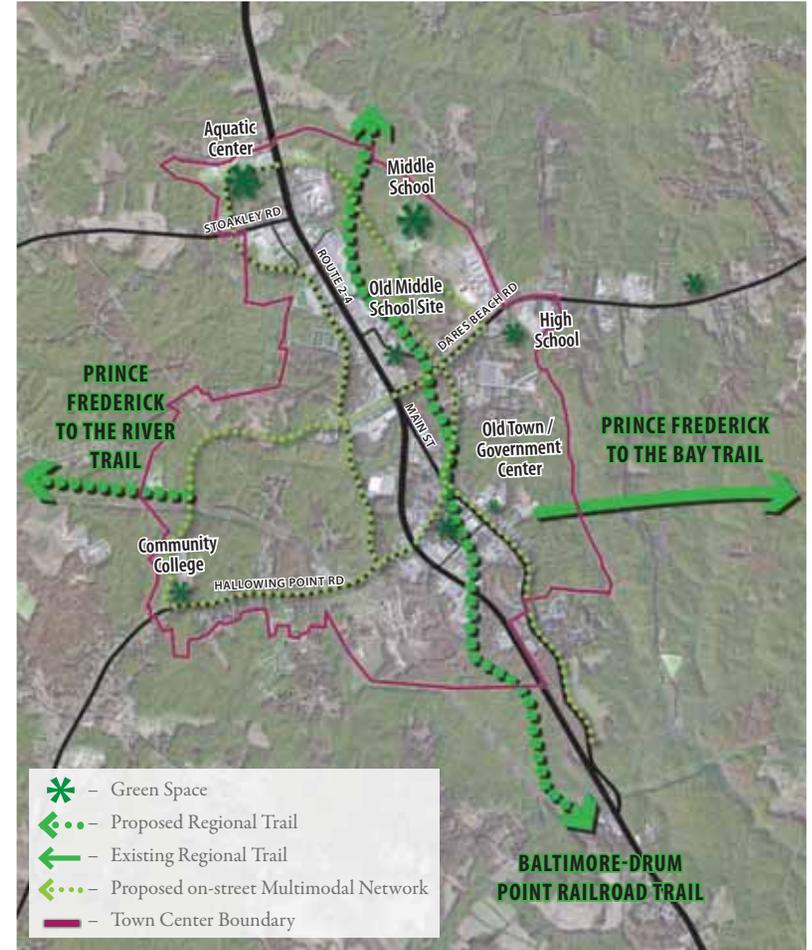
Calvert County is home an incredibly rich selection of natural amenities from the river to the bay, from creeks to marsh land, and even beaches. Prince Frederick Town Center is ideally located to take maximum advantage of these features by being central for a trail east to the Chesapeake Bay through the American Chestnut Land Trust property and a trail to the west and the Patuxent River. The Baltimore-Drum Point Railroad bed also runs north south through the town center to make a great trail. With sidewalks and either dedicated lanes or sharrows on all streets and localized trails and paths, hikers and bikers can connect easily to a series of networked open spaces. The open spaces and parks are also proposed to increase as part of this master plan and will range from tot lots or pocket parks, to urban greens (like Armory Square and Wisteria Green), to active parks and athletic fields.



SQUARES AND CIVIC GREENS

Squares and civic greens are typically be designed, planted and maintained according to the following general requirements:

- They have at least 60 percent of their perimeter fronting rights-of-way and are almost always surrounded by street trees.
- They should be designed in a manner appropriate to their pedestrian traffic level. In many cases in higher traffic areas, it is appropriate that they have a higher percentage of paved surface area.
- There should be a clear view through the square or civic green (from two to eight feet in height), both for safety and urban design purposes.
- Squares and civic greens typically don't have large active recreation structures such as ball fields and courts but often contain playground equipment, interactive fountains, and other similar features.



▲ PROPOSED GREEN SPACE & TRAIL NETWORK



▲ EXAMPLES OF GREEN SPACES APPROPRIATE FOR THE PRINCE FREDERICK TOWN CENTER

3.5 Mobility Recommendations



▲ EXAMPLES OF TRAFFIC-CALMING TECHNIQUES

From top to bottom: separated lanes for automobiles and bicycles, bollards, intersection treatment, pedestrian refuge island

LOOP ROADS

- Complete the Loop Road System with the following modifications
- Prince Frederick and Chesapeake Boulevards should be built as two-lane facilities incorporating Complete Streets and multimodal principles in accordance with the recommended cross sections
- The northern intersection of Chesapeake Boulevard and Route 2/4 should connect with an at-grade intersection due to the uncertainty and cost implications of the currently-planned grade separation. The proposed location meets SHA's signal spacing criteria and allows the completion of the loop road system to not "be held hostage" by one cost-prohibitive element.

OTHER ROADS

- The existing drive aisle in front of Fox Run Shopping Center should be converted into an actual street, serving as the Main Street for this area of the Town Center consistent with the recommended cross section
- The current dogleg intersection at Main Street and Armory/Church Streets should be reconfigured into the "Trinity Square" turbine square concept to resolve vehicular conflicts and create a gateway to Downtown
- Current 90-degree head-in parking on Main Street should be converted to angle parking as shown in the recommended cross section to allow space for widened sidewalks and street trees
- The "missing link" on Fox Run Boulevard should be completed to connect the Middle School and High Schools and to provide another connection between Route 2/4 and Dares Beach Road
- Dares Beach Road should be widened to four lanes between Route 2/4 and Armory Road to accommodate planned development in the corridor. A roundabout at Dares Beach and Armory would allow for a transition back to two lanes east of that intersection

BICYCLE AND PEDESTRIAN

- Build out recommended trail system to facilitate day to day movement options, not just as a recreational system
- New streets and retrofits of existing streets should incorporate bicycle facilities (bike lanes or sharrows) and generous pedestrian facilities consistent with the recommended cross section

PROPOSED STREET NETWORK - PHASE 1

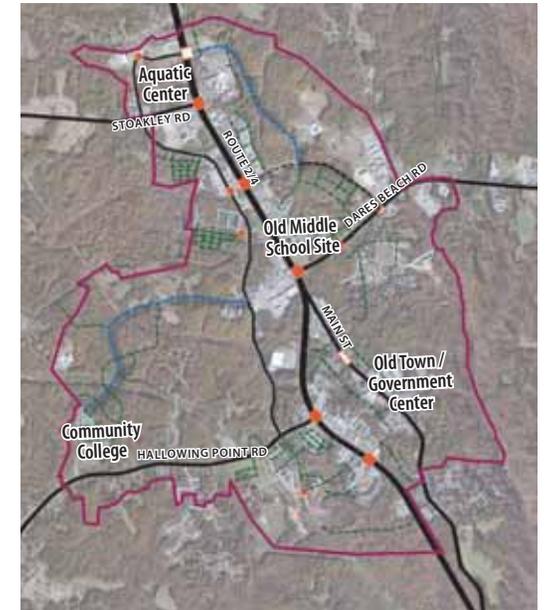
Many of the Phase 1 recommendations regarding the street network can be implemented, depending on funding, in a short-term timeline. These include Trinity Circle to solve the conflicts at the confluence of Main Street, Church Street, and Armory Road and a possible traffic circle at the High School entrance. For new road construction, an emphasis should be placed on completing the connection of the Fairground Road extension at the High School to Fox Run Boulevard to alleviate the traffic problems associated with circuitous school bus routes.



Streets	Traffic Signals	Roundabouts
Existing	Existing	Existing
Phase 1	Proposed	Proposed
Phase 2		
Phase 3		

PROPOSED STREET NETWORK - FULL BUILD-OUT

The full network includes Chesapeake Boulevard being completed to the north of Fox Run Boulevard to connect with Route 2/4 and Auto Drive at a traffic circle. A circle at this location would not impede traffic flow and provides an opportunity for a gateway feature at the northern entrance to the Town Center. Chesapeake Boulevard will also be completed to the southwest and become the intersection at Route 2/4 currently named Steeple Chase Drive. To improve connectivity on the west side of Route 2/4 and provide improved east/west traffic movement, West Dares Beach Road should be extended and connected to J. W. Williams Road near the elementary school and college.



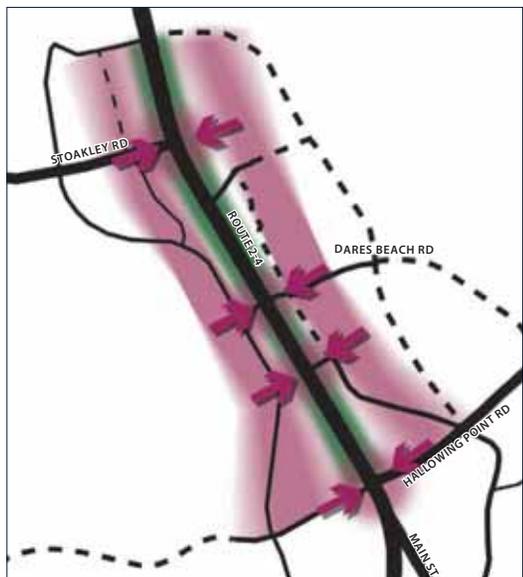
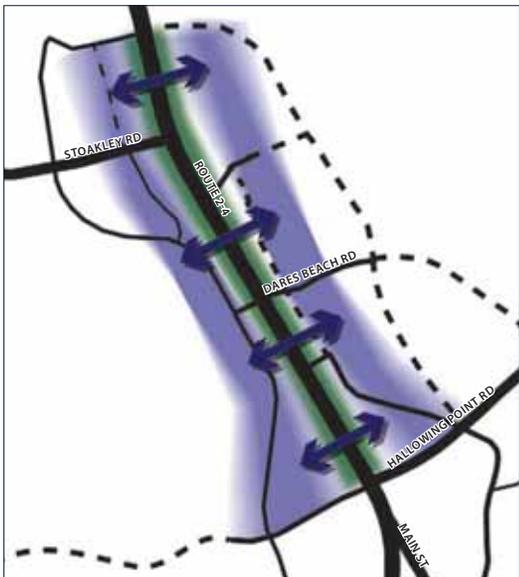
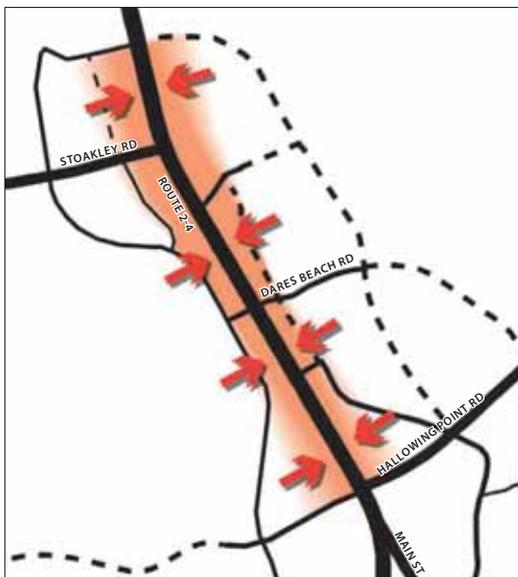
CONCEPTUAL ALTERNATIVES FOR HOW TO TREAT ROUTE 2/4

There are three basic approaches on how to begin to organize a corridor like Route 2/4 - Continuous Frontage, Parkway, and Parkway and Node. Even though the County has managed to constrain commercial activity in this area of the county to only within the Town Center boundary, it still represents an unsustainable length of commercial activity for the population that it is projected to serve. In addition, the current frontage configuration is not conducive to a “park once and walk” that would encourage pedestrian activity and discourage the use of Route 2/4 as a local circulation route. This plan ascribes to the ideal that an organization of a series of walkable nodes at key intersections with greater access management and landscaping in between is the preferred framework for growth.

- ROUTE 2/4 OPTION A - CONTINUOUS FRONTAGE**
- Route 2/4 services vehicles and walkers/cyclists
 - Buildings face route 2/4

- ROUTE 2/4 OPTION B - PARKWAY**
- Route 2/4 favors vehicle traffic
 - Buildings face loop roads

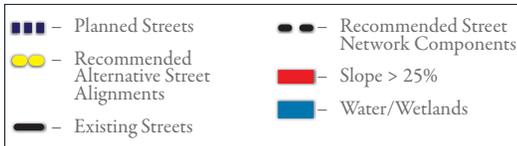
- ROUTE 2/4 OPTION C - NODE AND PARKWAY HYBRID**
- Route 2/4 services vehicles between intersections
 - Route 2/4 engages pedestrians at intersections
 - Buildings face loop roads and intersections



▲ EXISTING CONDITIONS



▲ PROPOSED STREET NETWORK
HOSPITAL AREA & ARMORY AREA



CHESAPEAKE BOULEVARD OPTIONS

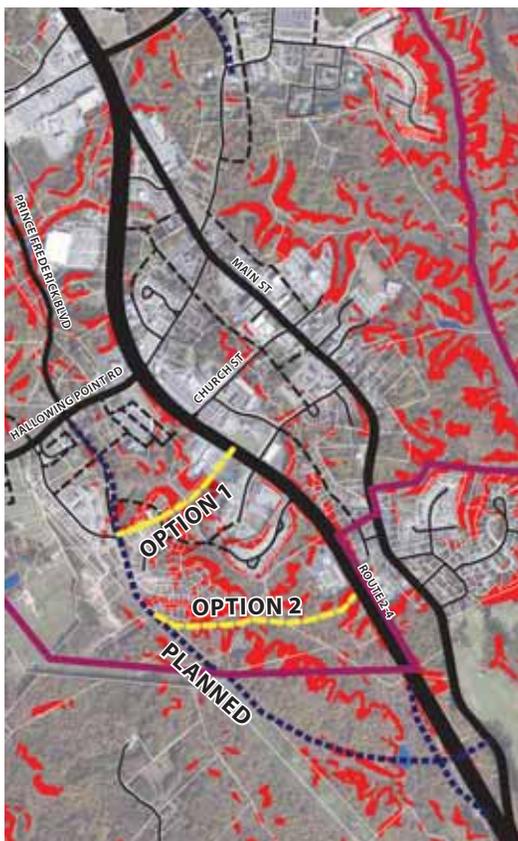
These recommendations include realignment for the proposed loop road involving less distance and fewer wetland crossings. As this critical piece of the network is constructed over time, it is also recommended that the cross section be adjusted as appropriate to the environmental constraints and necessity for on-street parking. Each of the sections shown below are equal or less in dimension than the existing construction and all support sidewalks, planting strips, and dedicated bike lanes.



▲ ENVIRONMENTALLY
CONSTRAINED OPTION

▲ NO PARKING OPTION

▲ PREFERRED SECTION (IF RIGHT-OF-WAY IS
AVAILABLE)

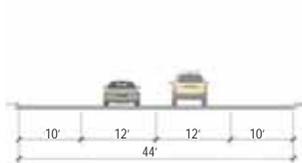
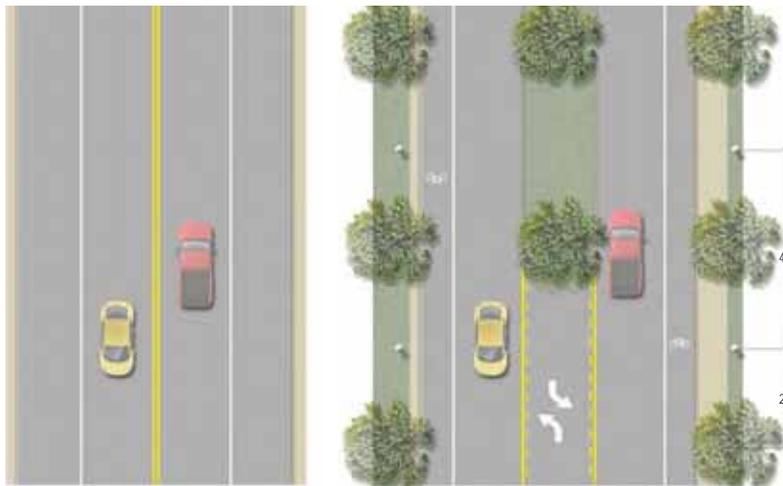


▲ PROPOSED STREET NETWORK
PRINCE FREDERICK BOULEVARD

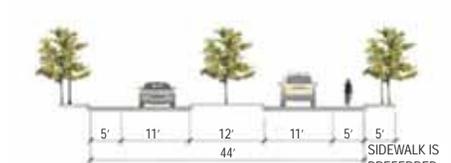
	Planned Streets		Recommended Street Network Components
	Recommended Alternative Street Alignments		Slope > 25%
	Existing Streets		Water/Wetlands

PRINCE FREDERICK BOULEVARD OPTIONS

For the completed sections of Prince Frederick Boulevard, the recommendation involves improvements within the existing right-of-way. The curb to curb dimension is ample enough to add a median and/or center turn lane along with dedicated bike lanes on both sides while maintaining to two-way traffic movement. The proposed section also suggests pedestrian-scaled street lights and shade trees along the outer edge of the existing sidewalk.



▲ EXISTING CONDITIONS



▲ PROPOSED



▲ EXAMPLES OF BOULEVARDS

3.6 Implementation of Armory Square

As owner of the former Middle School site along Route 2/4, Calvert County has a significant opportunity to contribute to the economic growth, vibrancy, and managed development of the area with the creation of a new town center for Prince Frederick. The County should seek a private partner to develop the site and to restore the old National Guard Armory building as anchor for a formal town green.

Selection for a developer of a project of this complexity and prominence typically is best handled through a Request-of-Qualifications (RFQ) or a Request-for-Proposals (RFP) process. An RFQ submittal package typically includes a development team's experience, examples of previous similar projects, and a general description of the type of interest and vision for the project. An RFP is a much more involved submittal that, in addition to qualifications, may include a detailed proposal for the project, site and perspective renderings, a purchase price and deal structure, and financials.

Many communities utilize the RFP process. Yet, this process, which often focuses mainly on quantitative issues, such as purchase price, may not address the best partner to meet the vision. Additionally, since RFPs often require upfront costs in the development of a design concept, potential private sector partners may shy away from such submittals. Selecting a private developer based on qualifications first, and then negotiating a deal, can be the most beneficial to the community. The Request-for-Qualifications allows for a transparent process, opportunity to find the best qualified partner, and the ability to collaborate on design and implementation of the project.

KEY ACTION ITEMS

- Complete some initial due diligence on the site, including performing a survey, of the property, a real estate appraisal, and a Phase I environmental study.
- Draft a Request-for-Qualifications.
- Solicit Request-for-Qualifications through a variety of venues, including the County's website, public procurement advertisements, professional organizations, and direct e-mail. Cast a wide net to attract regional and national groups, and to provide all interested parties the opportunity to participate.

- Review submittals and select a short list of developers for interview.
- Interview short list of developers and select best qualified team.
- Negotiate and enter into a Memorandum of Understanding (MOU) outlining the intention to enter into a Public-Private Partnership and benchmarks to achieve a formal Public-Private Partnership (PPP). These items may include developing a shared vision for project design through a public input process, creating a deal structure, and identifying implementation responsibilities.
- Negotiate specifics of a PPP agreement, in conjunction with a sale, lease and/or management agreement, with specific responsibilities and benchmarks. The deal structure should benefit both parties, yet, maximize the leveraging of public funds. Public leveraging on the project may include the realignment of Chesapeake Boulevard, construction and maintenance of civic spaces, and value of the land.

The level of transparency may be tailored to the political environment, as long as the process respects proprietary information and business sensitivity. The process most likely to attract quality private partners will be one that maintains confidentiality through negotiations, vetting the deal publicly through the Board of County Commissioners' review and approval of the MOU and PPP agreements.

3.7 Transfer of Development Rights

Within Prince Frederick Town Center, additional dwelling units and therefore increased density will not be achieved under the current regulations. The policies for the Transfer of Development Rights (TDR) must be revisited and coordinated with revisions to the bulk regulations in the Zoning Ordinance. The Agricultural Preservation Advisory Board and the Planning Department need to work closely to encourage residential in the town centers and discourage sprawl development in the one mile radius areas while still protecting the farmer's interests and land.

It is recommended that only one (1) TDR per dwelling unit, or a gradient scale depending on the type of residential unit being proposed, be required in the Town Center. For example; one per multi-family, two per attached single-family unit, and three for detached single-family units with footprints less than 1500 square feet. To discourage further development in the one-mile radius, it is recommended that five (5) TDRs be required per unit with possible additional requirements for larger houses and no reduction to the minimum lot size. Tailored this way, the program could work as an incentive to developers considering denser product types in the town center. As more units will be permitted in the town center, the lower TDR requirement per unit will be covered by the increased total number that will be required.

Other techniques to consider include TDR/APF exemptions, or requirement reductions, for development in the Town Center such as mixed-use development with housing over retail. A vertically stacked combination of uses is the preferred method of new development and should be as simple a process as possible. Also, worth considering is the requirement of TDRs for new strip shopping centers, big box retail, and/or single story development. These building forms may be perceived as positive for growth but do not contribute to the vision the community has set for Prince Frederick.

REGIONAL GROWTH

All new regional growth should be encouraged and concentrated in the Town Center. New construction in other areas should be highly discouraged or restricted. The rewrite of the regulations, zoning ordinance and TDR program, should reinforce this approach.





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GROUP