

**FOR THE PURPOSE OF ADOPTING AMENDMENTS TO THE CALVERT COUNTY
COMPREHENSIVE PLAN**

WHEREAS, the Board of County Commissioners of Calvert County, Maryland, with the advice, recommendations, and input of the public and the Calvert County Planning Commission, have, heretofore, adopted the *Calvert County Comprehensive Plan*, the Dunkirk Master Plan, the Huntingtown Master Plan, the Lusby Town Center Master Plan, the Owings Town Center Master Plan, the Prince Frederick Master Plan, the Solomons Town Center Master Plan and the St. Leonard Town Center Master Plan "...with the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the local jurisdiction and its environs," Maryland Ann. Code, Land Use Article, §3-301(a)(2), to promote the public safety, health, and general welfare of the citizens;

WHEREAS, the Board of County Commissioners held work sessions in June 2022 with staff to discuss whether amendments to the *Calvert County Comprehensive Plan* might be appropriate to further advance the vision of the *Calvert County Comprehensive Plan*;

WHEREAS, as a result of these work sessions the Board of County Commissioners directed staff to initiate the process to consider amendments to the *Calvert County Comprehensive Plan* that would adjust the boundaries of the Huntingtown, Prince Frederick, Lusby, and Solomons Town Centers;

WHEREAS, the Calvert County Planning Commission held a work session on August 24, 2022 to consider whether amendments to the *Calvert County Comprehensive Plan* might be considered, and did direct staff to perform notification and advertise a public hearing;

WHEREAS, revisions to the *Calvert County Comprehensive Plan* were prepared and input was sought from the public, adjoining jurisdictions, and State units and local jurisdictions responsible for financing or constructing public improvements necessary for implementation before a public hearing was duly advertised and conducted by the Calvert County Planning Commission on November 2, 2022;

WHEREAS, upon consideration of the input of the public and governmental agencies, the Planning Commission forwarded its findings that the proposed amendments are consistent with the *Calvert County Comprehensive Plan*, and recommendation to the Board of County Commissioners by Resolution dated November 2, 2022;

WHEREAS, by Maryland Ann. Code, Land Use Article, §3-204, the Board of County Commissioners "...may adopt, modify, remand, or disapprove: ... (iii) an amendment to the plan..." upon public hearing if adopting or modifying the *Calvert County Comprehensive Plan*;

WHEREAS, after due notice was published, the Board of County Commissioners conducted public hearing on November 29, 2022, at which time public comment was solicited, received, and all persons wishing to be heard expressed their opinions regarding the proposed amendments to the *Calvert County Comprehensive Plan*; and

WHEREAS, upon due consideration of the comments of the public, staff, agency and local jurisdiction comments, comments of adjoining jurisdictions and comments of State units, and the

recommendation of the Planning Commission, and in furtherance of the public health, safety and welfare, the Board of County Commissioners determined it is in the best interest of the citizens of Calvert County to adopt proposed amendments to the *Calvert County Comprehensive Plan* as set forth in Exhibit "A" attached hereto and made part hereof.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Calvert County, Maryland that the *Calvert County Comprehensive Plan* (2019), **BE**, and hereby **IS**, amended by adopting the reductions of Town Center boundaries for the Huntingtown, Lusby, Prince Frederick, and Solomons Town Centers, and accompanying text amendments shown in Exhibit "A" hereto and made a part here (Exhibit B depicts the amendments as they will actually appear in the *Calvert County Comprehensive Plan*) as prescribed at Maryland Ann. Code, Land Use Article, §3-301, et seq.;

BE IT FURTHER ORDAINED by the Board of County Commissioners of Calvert County, Maryland that, in the event any portion of this Ordinance is found to be unconstitutional, illegal, null or void, by a court of competent jurisdiction, it is the intent of the Board of County Commissioners to sever only the invalid portion or provision, and that the remainder of the Ordinance shall be enforceable and valid, unless deletion of the invalid portion would defeat the clear purpose of the Ordinance, or unless deletion of the valid portion would produce a result inconsistent with the purpose and intent of the Board of County Commissioners in enacting this Ordinance; and

BE IT FURTHER ORDAINED by the Board of County Commissioners of Calvert County, Maryland that this Ordinance shall take effect upon recordation and publication of fair summary.

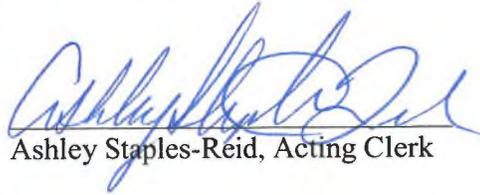
DONE, this 29th of November, 2022, by the Board of County Commissioners of Calvert County, Maryland, sitting in regular session.

Aye:	4	_____
Nay:	0	_____
Absent/Abstain:	1	_____

[SIGNATURES ON FOLLOWING PAGE]

ATTEST:

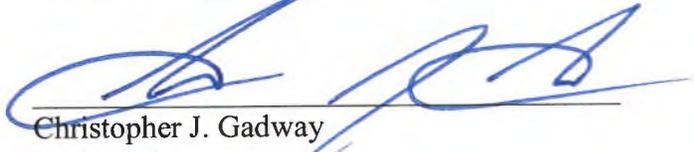
BOARD OF COUNTY COMMISSIONERS OF CALVERT COUNTY, MARYLAND


Ashley Staples-Reid, Acting Clerk

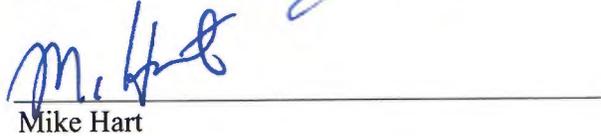

Earl F. Hance, President

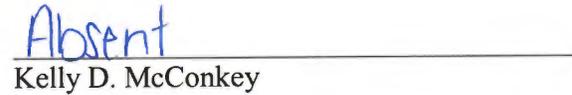

Steven R. Weems, Vice-President

Approved for form and legal sufficiency by:


Christopher J. Gadway


John B. Norris, County Attorney


Mike Hart


Kelly D. McConkey

Received for Record..... 11/30 20.22
at..... 10:55 o'clock..... A M. Same day
recorded in Liber KPS No. 69
Folio..... 340 COUNTY COMMISSIONERS
ORDINANCES AND RESOLUTION.



Exhibit A

Proposed Amendments to the
Calvert County Comprehensive Plan –
Reduction of Town Center Expansions

Black font – existing language

Red font – proposed language

~~Red-Strikethrough~~ – existing language to be removed

Calvert County Comprehensive Plan Proposed Amendments 2022 – Reduction of Town Center Expansions

Sections with Proposed Amendments		
Executive Summary	Map	Future Land Use Map on Page ES-5
Table of Contents	Text	Page i-4
Chapter 3 Land Use	Text and Maps	Page 3-2 and various pages from 3-15 through 3-25
Chapter 7 Transportation	Map	Functional Road Classifications on Page 7-9

EXECUTIVE SUMMARY

Purpose

The Calvert County Comprehensive Plan (Plan) is the official policy document for Calvert County. The Board of County Commissioners, the Planning Commission, and county departments use the Plan as a guide when preparing functional plans and small area plans, evaluating proposed projects or considering changes to legislation, such as the zoning ordinance. State agencies use the Plan to determine whether or not to provide state funding for a local project (e.g. Rural Legacy, Community Legacy, public infrastructure, community development projects, etc.). Bond rating agencies look at the Plan to see if the county government is using resources wisely and in a coordinated fashion. Prospective business owners use the Plan to help them make investment decisions. Residents use the Plan to evaluate how well the county government is responding to the goals and objectives written in the Plan.

The Plan is a snap-shot in time of the dynamic process of managing growth in Calvert County. At the beginning of each chapter is a list of functional and small area plans, several of which are incorporated into the Comprehensive Plan by reference. These more detailed and specific documents both inform the Plan and will need to conform to it in their subsequent updates.

Values

Calvert County has long held the values of preserving the rural landscape and creating vibrant Town Centers. Calvert County has focused on preserving its rural character since its first comprehensive plan, published in 1967. This value has been carried forward in every subsequent comprehensive plan and has continuously influenced Calvert County's land development policies.

These two values work together and mutually sustain each other. Supporting, encouraging, and directing growth away from the rural areas helps preserve the rural landscape and focuses development into Town Centers. Similarly, supporting, encouraging, and directing growth toward the Town Centers limits development within the rural areas and creates more activity and vibrancy within the Town Centers.

In recent years, the county has added an additional value: sustainability. At its core, sustainability is the process of balancing environmental concerns with social equity and economics. The intersection of these "three E's" (equity, economics, and environment) is where the quality of life is best obtained.

Calvert County has been more successful in preserving farm and forest land than in creating vibrant Town Centers. While coming close to meeting the 2010 Comprehensive Plan goal of 35 percent of new households locating inside or within one mile of the Town Centers, Calvert County has not achieved the desired development patterns. One of the 2010 Comprehensive Plan's 10 Visions, a vision included since the adoption of the 1997 Comprehensive Plan, is for the Town Centers to be attractive, convenient, and interesting places to live, work, and shop. The implication of this vision is to focus growth in well-planned Town Centers instead of strip malls and business parks scattered throughout the

county. However, many of Calvert County's Town Centers lack a sense of place and are dominated by commercial strip development. Nearly 85 percent of Calvert County residential development is categorized as low or very low density development. Most of the residential development has occurred outside the Town Centers.

An important focus of this plan update is to address policy actions Calvert County can take to direct development to the Town Centers and to encourage development that creates the vibrancy county residents are seeking. These policy actions include:

1. Continue preserving the rural landscape while promoting a strong economy, and directing commercial, industrial, and residential uses to appropriate locations.
2. Better defining the boundaries of Town Centers and the growth areas adjacent to the Town Centers of Chesapeake Beach and North Beach, Prince Frederick, Lusby, and Solomons; and
3. Using wastewater treatment facilities and other public infrastructure investments to attract and direct growth to appropriate locations within the Town Centers.

Goal and Visions

The goal of the Comprehensive Plan is to maintain and/or improve the overall quality of life for all citizens of Calvert County by:

- Promoting sustainable development,
- Encouraging a stable and enduring economic base,
- Providing for safety, health, and education, and
- Preserving the natural, cultural, and historic assets of Calvert County.

The goal is expressed in a series of 10 visions.

1. Our landscape is dominated by forests and fields.
2. Our Town Centers are attractive, convenient, and interesting places to live, work, and shop.
3. Our wetlands, streams, and forests and the Chesapeake Bay and Patuxent River support thriving plant and animal communities.
4. Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.
5. We waste less, consume fewer natural resources, and properly dispose of waste.
6. Our communities are safe. We care for the well-being of each other.
7. Our children are well prepared for the future. We offer robust and diverse educational opportunities.
8. We are stewards of our cultural heritage.
9. We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.
10. Our government is efficient, open, and responsive to citizen needs and concerns.

Managing Residential Growth

Implementation of previous Comprehensive Plan policies has contributed to reducing the county's growth rate for both population and households, which has continually decreased since its peak in the 1970's. Over time, Calvert County has gone from being the fastest growing county in Maryland to one of the slowest in the metropolitan areas. The population growth rate is projected to continue to slow in the future and translates into a reduced growth of households and demand for additional housing units as shown in Table ES-I.

Table ES-I Projected Households and Growth Rate 2020-2040

Household Projections for Calvert County		
2020	2030	2040
33,900	36,900	37,600
Percent change		
2010-2020	2020-2030	2030-2040
9.9%	9.0%	1.9%

Source: Maryland Department of Planning, August 2017

Future Land Use Plan

The Future Land Use Plan guides future development and forms the basis for updating the zoning ordinance. The plan establishes nine land use categories and their locations are shown on Figure ES-1. The future land use map and the updated zoning ordinance, which implements the map, are the foundation for the successful realization of Calvert County's goals and visions.

The Future Land Use Plan establishes nine land use categories with the following meanings:

Rural Areas

Farm and Forest – Rural areas dominated by existing farms and forest. The use of Transferable Development Rights (TDRs) to allow additional dwelling units in the Farm and Forest areas contradicts the intention of preserving these areas. TDRs may not be used to increase density in these areas.

Rural Residential – Rural areas dominated by existing large-lot residential development, typically three to 10 acres in size, with an average lot size of approximately five acres. This category accommodates existing small-scale neighborhood convenience retail and service uses as well as essential public services. In past Calvert County Comprehensive Plans, rural residential areas have been designated growth areas (receiving areas for TDRs). The 2040 Plan places greater emphasis on directing residential growth to Town Centers and Residential Areas.

Waterfront Communities – Existing, mature residential communities that typically pre-date zoning and subdivision regulations with lot sizes of an acre or less. They are not planned for expansion or additional growth. TDRs may not be used to permit additional dwelling units in these areas.

Wetlands – Large concentrations of tidal wetlands as defined by state and federal regulations. These boundaries are based on current zoning (6/2017). Development is generally prohibited in these areas.

Growth Areas

Town Centers – Town Centers are the county’s primary designated growth areas. Town Centers contain a mixture of residential, commercial, and institutional uses. Town Centers are areas where TDRs can be used to increase density to a maximum consistent with the approved Town Center zoning. Future development is guided by a Town Center master plan.

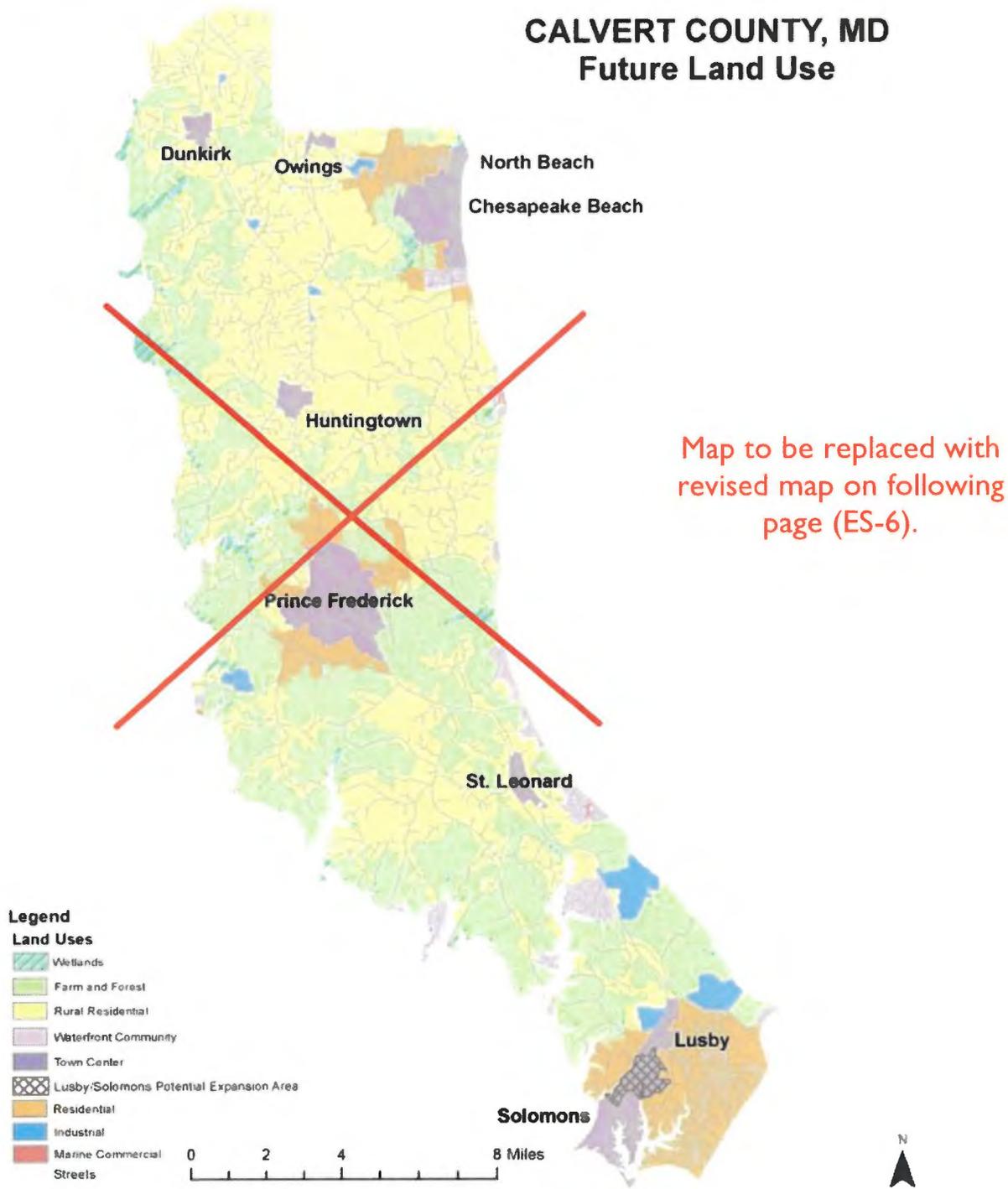
Residential – Mapped areas within approximately one mile of the North Beach, Chesapeake Beach, Prince Frederick, Lusby, and Solomons Town Centers. The density in these areas can be increased through the use of TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre.

Commercial & Industrial Areas

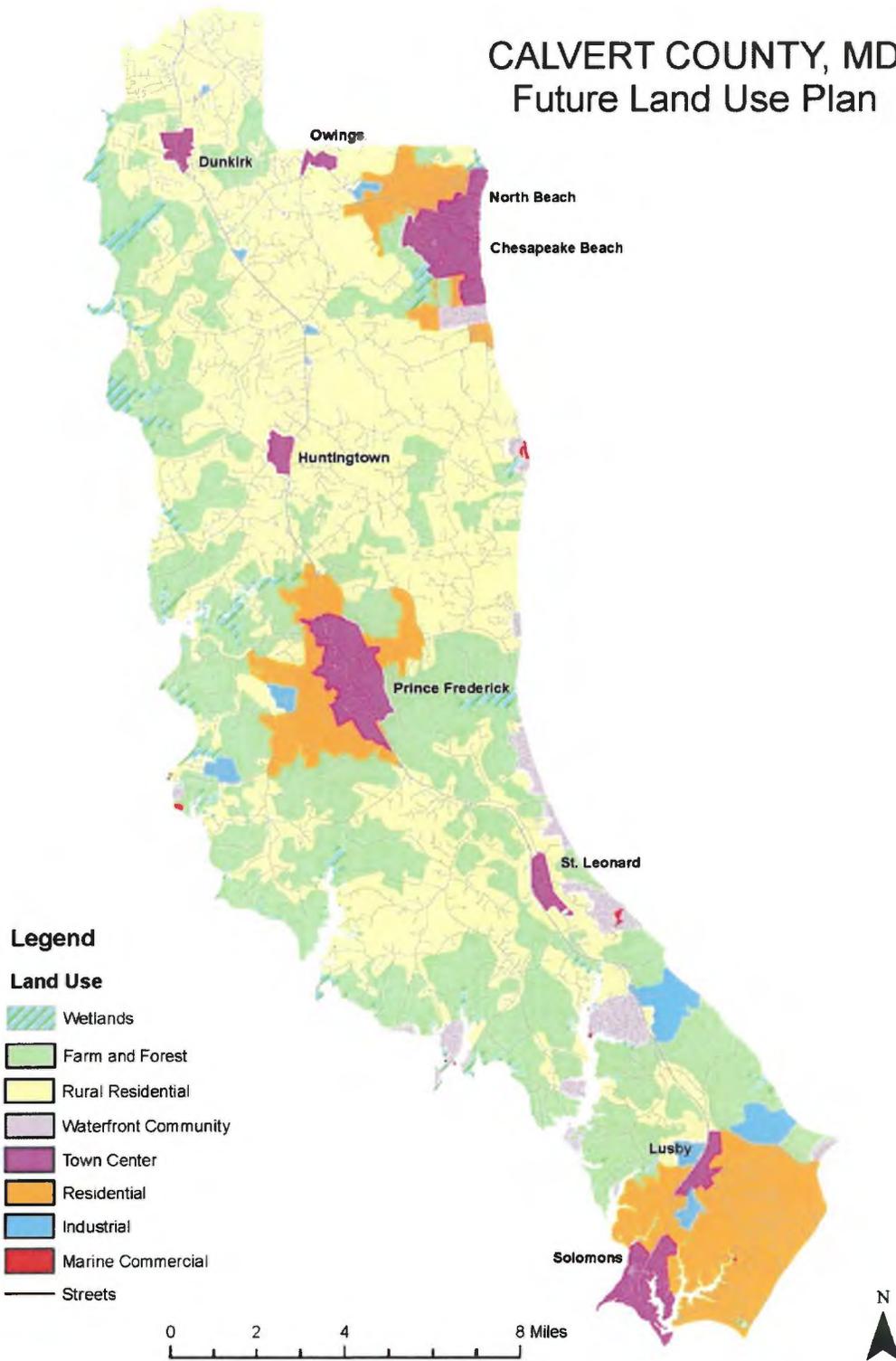
Industrial – Manufacturing and employment centers that may include some larger-scale institutional and services uses.

Marine Commercial – Small-scale, water-dependent uses like marinas and restaurants, providing convenience services to residents and visitors.

Figure 3-4 Future Land Use Plan



CALVERT COUNTY, MD Future Land Use Plan



[Proposed Figure 3-4 map replaced to accurately show the proposed expansion areas on the southwest of the Prince Frederick Town Center, 11/09/2022.]

Supportive Comprehensive Plan Elements

In addition to describing Calvert County's desired future land use, the Comprehensive Plan provides information, objectives, and action items associated with the different components or elements that make for a strong community. They are summarized below.

Environment and Natural Resources

The Environment and Natural Resources chapter covers a wide range of issues related to quality of life, sustainability, environmental protection, and resource conservation. It discusses the county's sensitive areas including wetlands, areas of Critical State Concern, and the Chesapeake Bay Critical Area, and provides information on protection actions for these sensitive areas. Watershed management, forest preservation, air quality, mineral resources, hazard mitigation, and hazardous materials are also discussed. The emphasis of this chapter is to take a comprehensive approach to environmental planning and preservation that encourages the preservation, protection, and conservation of land-based natural resources and to mitigate Calvert County's natural and man-made hazards.

Heritage

Calvert County is home to a broad range of cultural resources chronicling the ways of life of numerous generations and cultures. Major themes of American and world history have been enacted in the county and on the surrounding waters. Evidence and remnants abound across the county from its earliest inhabitants, colonial settlement, the early years of the United States, and the wars and conflicts that shaped modern history. This chapter describes how the county works to preserve and understand this heritage.

Housing

For many people, Calvert County represents achievement of the "American Dream." They own a home in a safe and attractive residential community. Almost half of Calvert County's homes were built in the last 30 years and more than 80 percent of occupied homes are owned by the occupants. However, this is not to say that there are not housing issues that must be addressed. Most of the current housing is unaffordable for low-income families and young adults. In addition, most of the county's housing stock is not designed to allow older residents to remain in their homes when they are no longer able to live independently. Chapter 6 outlines the challenges facing Calvert County and its housing stock and makes recommendations for how to address these challenges moving forward.

Transportation

The transportation network in Calvert County is a function of the county's shape and topography. Because the peninsula is narrow and carved with stream valleys that run east-west, MD 2/4 is the only major highway that extends for the full length of the county and, at the headwaters of St. Leonard Creek, it is the only road linking the area to the south to the rest of the county. The emphasis of the transportation element is to provide a transportation system that moves people and goods to, from, and through the community in a way that is safe, convenient, economical, and consistent with the community's historic, scenic, and natural resources. The Comprehensive Plan focuses on recommendations and actions that address traffic delays, expand pedestrian amenities, improve bicycle facilities, and enhance transit service. To further support this plan, the Board of County Commissioners have and will continue to explicitly argue against having a Chesapeake Bay Bridge crossing located in Calvert County.

Economic Vitality

Calvert County is part of the larger Washington, D.C. metropolitan region and is impacted by the conditions across the region. In addition, Calvert competes with other parts of the greater Washington,

D.C. area, Baltimore and Annapolis, and within Southern Maryland for jobs, workers, and residents. Historically, Calvert County's local economy relied on agriculture, aquaculture and recreation. Today, Calvert County's economy is based primarily upon its location within the Washington, D.C. metropolitan area. This chapter discusses the current economic conditions in Calvert County, identifies opportunities and economic sectors that Calvert County should pursue, and describes specific actions and initiatives needed to strengthen economic opportunity: direct business growth to Town Centers; expand Calvert County's tourism industry; and expand the county's education system to better provide general education, vocational, and technical training and retraining.

Water Resources

The Water Resources chapter focuses on potable water and sewerage service. The land use policies described throughout the Comprehensive Plan direct much of the county's residential and commercial growth to the Town Centers and minimize future residential development in more rural areas. Given these policies, the county must ensure that its water supply and wastewater systems in Town Centers meet current and future needs without jeopardizing the health of local waters, the Patuxent River, and the Chesapeake Bay. The plan recommends that this occur by 1) ensuring sufficient drinking water quality and quantity to accommodate future population growth, 2) ensuring sufficient wastewater treatment capacity to support development in Town Centers served by public sewer systems, 3) protecting public health and water quality in areas outside the Town Centers, and 4) installing or enhancing stormwater management systems to reduce pollution in the Chesapeake Bay and Patuxent River.

Government and Community Facilities

The Government and Community Facilities chapter provides an overview of the public, private, and not-for-profit agencies and institutions that provide public services to county residents. As Calvert County plans for its future, it must assess the current state of the schools, parks, recreational facilities, libraries, emergency services, healthcare facilities, and solid waste disposal service available to residents and plan for future needs. Planning for future needs includes assessing future demand and determining locations for future facilities. Many of the facilities discussed in this chapter have their own long-range plans, and the recommendations contained within them are adopted by reference.

Implementation

The final comprehensive plan element is implementation. This section details the objectives, strategies, and actions needed to achieve the goals, visions, and objectives identified throughout the plan. The actions are categorized into short-term (five years or less), mid-term (five to 10 years), long-term (10 plus years), and ongoing.

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Acronyms

ACRONYM	DEFINITION
ACSC	Area of Critical State Concern
ADA	Americans with Disabilities Act
ALS	Advanced Life Support
APAB	Agricultural Preservation Advisory Board
APD	Agricultural Preservation District
ARC	Architectural Review Committee
BIAC	Bicycle and Pedestrian Infrastructure Advisory Committee
BLS	Basic Life Support
BOCC	Board of County Commissioners
BOE	Board of Education
BRF	Bay Restoration Fund
CA	County Administrator
CAO	County Attorney's Office
CCPS	Calvert County Public Schools
CMM	Calvert Marine Museum
CIP	Capital Improvement Plan
CMR	Department of Communications and Media Relations
CR	Department of Community Resources
CSA	Community-Supported Agriculture
CSM	College of Southern Maryland
C-SMMPO	Calvert-St. Mary's Metropolitan Planning Organization
DNR	Maryland Department of Natural Resources
DOD	Department of Defense
EC	Environmental Commission
ED	Department of Economic Development
EDUs	Equivalent Dwelling Units
EMS	Emergency Medical Services
EM	Emergency Management Division
ENR	Enhanced Nutrient Removal
ESD	Environmentally Sensitive Design
F&B	Department of Finance & Budget
FEMA	Federal Emergency Management Agency
FFD	Farm and Forest District
FSDWA	Federal Safe Drinking Water Act
GS	Department of General Services
H₂S	Hydrogen Sulfide
HD	Health Department
HDC	Historic District Commission
HHW	Hazardous Household Waste
HR	Department of Human Resources
HVAC	Heating, Ventilation, and Air Conditioning
IDAs	Intensely Developed Areas
JLUS	Joint Land Use Study
LAR	Leveraging and Retirement
LDA_s	Limited Development Areas

ACRONYM	DEFINITION
LE	Listed as Endangered
LNG	Liquefied Natural Gas
LPPR Plan	Land Preservation, Parks, and Recreation Plan
L RTP	Long Range Transportation Plan
LT	Listed as Threatened
MALPF	Maryland Agricultural Land Preservation Foundation
MC	Marine Commercial
MCL	Maximum Contaminant Level
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MEMA	Maryland Emergency Management Agency
MET	Maryland Environmental Trust
MGS	Maryland Geological Service
MPO	Metropolitan Planning Organization
MSW	Municipal Solid Waste
MTA	Maryland Transit Administration
MW	Megawatts
MWAQC	Metropolitan Washington Air Quality Committee
NAS PAX	Naval Air Station Patuxent River
NO_x	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
PAR	Purchase and Retirement
PC	Planning Commission
PEARL	Patuxent Environmental & Aquatic Research Laboratory
PFA	Priority Funding Areas
PILOTs	Payments in Lieu of Taxes
PPA	Priority Preservation Area
PPP	Public Participation Plan
PTB	Puritan Tiger Beetle
P&R	Department of Parks & Recreation
PS	Department of Public Safety
PW	Department of Public Works
P&Z	Department of Planning & Zoning
RC	Rural Commercial District
RCAs	Resource Conservation Areas
RIAC	Southern Maryland Regional Infrastructure Advisory Committee
REC	Renewable Energy Credit
RPS	Renewable Energy Portfolio Standard Program
RTCP	Southern Maryland Regional Transportation Coordination Program
SHA	State Highway Administration
SMADC	Southern Maryland Agricultural Development Commission
SMHA	Southern Maryland Heritage Area
SSPRA	Sensitive Species Project Review Areas
STEM	Science, Technology, Engineering, and Mathematics
TCCSMD	Tri-County Council for Southern Maryland
TDP	Transportation Development Plan

ACRONYM	DEFINITION
TDR	Transferable Development Rights
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TN	Total Nitrogen
TS	Department of Technology Resources
TP	Total Phosphorus
UPWP	Unified Planning Work Program
US EPA	United States Environmental Protection Agency
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VOC	Volatile Organic Compounds
WHPA	Wellhead Protection Areas
WIP	Watershed Implementation Plan
WSSC	Washington Suburban Sanitary Commission
WWTP	Wastewater Treatment Plant

CHAPTER 3. LAND USE

Vision

Our landscape is dominated by forests and fields.

Our Town Centers are attractive, convenient, and interesting places to live, work and shop.

We are stewards of our cultural heritage.

Goals

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.

Goal 4: Direct commercial and industrial uses to appropriate locations; provide necessary infrastructure.

State Vision

This chapter supports the Maryland State Visions related to:

Growth Areas. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

Community Design. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

Resource Conservation. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.

Stewardship. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

Related County Plans (Incorporated by Reference)

Master Plans – Individual master plans for the Town Centers.

Calvert County Comprehensive Water & Sewerage Plan, 2014 Update – A framework for County water supply and sewerage disposal.

Background

Calvert County enjoys a unique and enviable position in the Washington metropolitan area. The county has rural character and natural amenities with urban offerings available within an hour's travel.

Convenient access to the urban areas, however, works both ways as pressures for new development in Calvert County are expected to continue.

In 1983, the county adopted the Town Center concept to provide locations suitable for residential and commercial development and to avoid extending "strip commercial development" along Calvert County's highways. Strip commercial development contributes to traffic congestion, increases the potential for highway traffic accidents, reduces the drawing power of commercial uses by limiting the opportunity to share customers with other nearby commercial uses, increases the cost of needed infrastructure, and detracts from the visual beauty of the countryside.

The Comprehensive Plan guides the character, location, and pace of development so that the nature and character of the county are preserved for future generations. The plan continues the county's efforts to preserve its rural character through a combination of strategies intended to protect agricultural, forest, sensitive lands and cultural resources, and to direct growth to suitable locations, promoting economic growth and practicing stewardship of the Chesapeake Bay.

Sustainability Approach

The land use chapter promotes creating a sustainable land use pattern by creating a balanced mix of residential, recreational, commercial, and industrial uses and is anti-sprawl. Proposed policies allow mixed uses and higher development intensities that create more efficient/less consumptive buildings and spaces in the Town Centers. A sustainable Calvert can be a place of people living in small, farm-oriented communities with a strong sense of unity surrounded by wide-open spaces. These energy-efficient land use patterns promote economic and social activities that are less dependent on automobiles. With the use of Adequate Public Facility Regulations, continue to support policies that link the amount, location and rate of residential growth to County land use objectives, including highway, school, water quality and aquifer capacities.

Existing Policies

Land Preservation

Beginning with the first Calvert County Comprehensive Plan, adopted in 1967, one of the county's primary goals has been the preservation of its rural character. Calvert County's heritage of family farms, tobacco barns, waterfront communities, and its peace and quiet are elements that define Calvert County's rural landscape and character. "Areas like Calvert County that lie at the outer edges of metropolitan areas should be maintained as natural resource protection areas, farming regions, and vacation/recreation/retirement areas"¹.

¹ 2010 Calvert County Comprehensive Plan, Page 2.

By the late 1970's, Calvert County recognized that while large lot zoning effectively reduced the number of households located within rural areas, it destroyed prime farm and forest land by taking it out of production permanently. Calvert County adopted the first Transferable Development Rights (TDR) program in the state in 1978. In 1978, the Agricultural Preservation Advisory Board set a goal of preserving 20,000 acres. In 1997, Calvert County celebrated the enrollment of 20,000 acres of prime farm and forestland in county and state land preservation programs. A goal to preserve an additional 20,000 acres was adopted that year.

In 2010, the county designated Priority Preservation Areas by amending the 2004 Calvert County Comprehensive Plan. Adopting Priority Preservation Areas was required for the county to remain certified under Maryland's Agricultural Certification Program. The plan included the action to "Reserve the Farm and Forest District (Priority Preservation Area) for farming and natural resource-related uses and direct residential growth away from these areas."²

The Maryland Agricultural Land Preservation Foundation (MALPF) purchases agricultural preservation easements that will restrict development on prime farmland and woodland. As of 2016, Calvert County had acquired 35 easements under the program for a total of 4,715 acres.

Maryland's Rural Legacy Program provides funding to preserve large, contiguous tracts of land and to enhance natural resources, agricultural, forestry and environmental protection while supporting a sustainable land base for natural resource-based industries. Calvert County actively participates in the Maryland Rural Legacy Program.

The Maryland Environmental Trust (MET) works with landowners, local communities, and citizen land trusts to protect landscapes and natural resources as a legacy for future generations. MET provides direct assistance, information and innovative tools to ensure the ongoing stewardship and public concern for the natural, historic, and scenic resources of the state.³

As of 2018, there are three mechanisms for preserving properties in the county's agricultural preservation program: Transferable Development Rights (TDRs), Purchase and Retirement (PAR), and Leveraging and Retirement (LAR). There are additional private programs for the preservation of open space including land trusts such as the American Chestnut Land Trust that also provide long-term protection of undeveloped land.

Almost 30,000 acres of land in Calvert County have been preserved through the combined efforts of state and local governments, land trusts, and property owners, as shown in Table 3-1.

² 2010 Calvert County Comprehensive Plan, Action 1-4, Page 6

³ Maryland Environmental Trust Homepage, <http://dnr.maryland.gov/met/Pages/default.aspx>, accessed 10-11-2017

Table 3-1 Land in Preservation

Land in Preservation	Acres
County Agricultural Preservation Program	20,279
Maryland Agricultural Land Preservation Foundation (MALPF)	4,715
Rural Legacy	1,738
Maryland Environmental Trust (MET)	825
Total	27,602

Source: Calvert County Department of Planning & Zoning, 2017

Transferable Development Rights Program and Forest Conservation TDRs

In 1978 Calvert County adopted the first Transferable Development Rights (TDR) program in the state. The county does not “acquire” easements but requires that covenants be recorded prior to the initial sale of development rights. To begin the TDR process, property owners voluntarily apply for Agricultural Preservation District (APD) designation. The designation remains in effect for a minimum of five years. Once the district is established, the owner may petition for the certification of development rights. Once certified, the TDRs can be sold to another party and transferred to a receiving area to increase the number of residential lots/units or to satisfy forest conservation requirements via a “forest” TDR. Owners of parcels enrolled in districts from which no development options have been conveyed may withdraw their land after five or more years by giving a one-month notice of such intent.

The Calvert County Department of Planning & Zoning estimates that there are approximately 9,500 TDRs currently certified and available for purchase and approximately another 3,000 TDRs that could be certified in APDs. In 2013, the county placed a moratorium on the creation of new APDs.

The market for TDRs has varied over time. Between 1978 and 2013, 14,442 TDRs were sold. In 2013 a Calvert County Planning & Zoning review of the county’s TDR program concluded that TDR sales had averaged between 500 and 600 per year but that the Great Recession had a profound impact on the use of TDRs and “total sales went from 716 in 2003 to 72 in 2012....”⁴ The report recommended that the county purchase and retire about 200 TDRs per year while encouraging developer usage of approximately 300 TDRs per year. By 2015, sales had rebounded, and 647 TDRs were sold for development.

In 2015 newly adopted zoning ordinance amendments modified the TDR requirements for various unit types locating in the Prince Frederick, Lusby, and Solomons Town Centers, which have public water and sewer service. The changes reduced the number of TDRs required to construct additional units above the permitted base density⁵. Five TDRs are needed for each additional residential lot or dwelling unit in most areas of the county. In the Prince Frederick, Lusby, and Solomons Town Centers, three TDRs are required for each additional single-family dwellings on lots that average 10,000 square feet or less, two TDRs for each additional attached dwelling, and one TDR for each additional apartment unit. The changes are intended to encourage residential development within the Town Centers and reinvigorate the market for TDRs.

⁴ *Proposal to Improve the Calvert County Land Preservation Program, 2013*

⁵ Base density (conventional density) is the number of permitted units without use of TDRs.

Purchase and Retirement (PAR) Program

Calvert County created a Purchase and Retirement (PAR) Fund. Its purpose is to purchase and permanently remove (“retire”) development rights from the transferable development rights market. The development rights are retired rather than sold to transfer development elsewhere. Funding for the purchase of development rights has come from the agricultural land transfer tax, the recordation tax, local government funds, and matching funds from the Southern Maryland Agricultural Development Commission and the Tobacco Buyout Fund. Owners may apply through PAR to sell a limited number of development rights from land in an Agricultural Preservation District. Owners of any APD from which no development rights have been sold to others may apply to sell additional development rights. PAR is a cyclical program with offers made each fiscal year based on available funds. With each cycle the program, funding and price are evaluated to assist with maintaining participation and program operations.

Between 1993 and 2016, the county has purchased and retired 2,682 development rights through PAR at a total cost of \$10.8 million. The most recent data available is from 2016 when 303 development rights were purchased at a cost of \$1,136,250.

Leveraging and Retirement (LAR) Program

The county also has a Leveraging and Retirement (LAR) Fund. The Leveraging Program is similar to the PAR Fund in that the Board of County Commissioners buys development rights from APD owners and permanently retires the development rights. The primary differences between the two programs include the amount of development rights that may be sold and the method of payment. The number of development rights that may be sold to the LAR fund is not limited. The owner receives annual tax-free interest payments and a lump sum payment constituting the principal at the end of a 10, 15, or 20-year term. An installment purchase agreement is signed between the county and the seller. LAR, while not currently active, functions on a cyclical basis similar to PAR. With each cycle the program, funding and price are evaluated to assist with maintaining participation and program operations. Since it began in 1999, the county has purchased and retired 2,597 development rights through the LAR Program.

Priority Funding Areas

Maryland’s Priority Funding Areas (PFAs) are targeted existing communities where local governments desire the state to invest and support future growth. Growth-related projects include most state programs that encourage growth and development, such as highways, sewer and water construction; economic development assistance; and state leases or construction of new office facilities. Funding for projects in municipalities, other existing communities, industrial areas and planned growth areas designated by counties as PFAs, receives priority for state funding over projects located outside of PFAs.

Critical Area Protection Program

The State of Maryland enacted the Chesapeake Bay Critical Area Protection Act in 1984 to address the impacts of land development on habitat and aquatic resources. The Critical Area includes all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands connected to the Chesapeake Bay and Patuxent River. The intent of the Act is to achieve the following goals:

- Minimize adverse impacts on water quality that result from pollutants that are discharged from structures or conveyances or that have run off from surrounding lands;
- Conserve fish, wildlife, and plant habitat in the Critical Area; and
- Establish land use policies for development in the Critical Area which accommodate growth and address the fact that, even if pollution is controlled, the number, movement, and activities of persons in the Critical Area can create adverse environmental impacts.

The Critical Area Program involves cooperative implementation efforts between the state and local governments. Calvert County has adopted a specific chapter of the zoning ordinance related to Critical Area implementation. The Critical Area law requires local governments to review their Critical Area programs comprehensively every six years.

Agricultural Preservation and Sustainable Growth Act of 2012: Growth Tier Map

In 2012, the State of Maryland adopted the Sustainable Growth and Agricultural Preservation Act (the "Act") to limit creation of new residential subdivisions served by on-site sewage disposal systems. The Act, also known as the "Septics Law," was adopted to meet U.S. Environmental Protection Agency limits on Chesapeake Bay nutrient and sediment pollution. The Act establishes four tiers to identify the type and intensity of residential subdivision that may occur (minor or major) and the type of sewage disposal system to serve them.

Tier I: Areas already served by public sewerage systems and mapped as a locally designated growth area or in a municipality that is a Priority Funding Area served by public sewerage systems. In Tier I, a residential subdivision plat may not be approved unless all lots are to be served by public sewer.

Tier II: Areas proposed to be served by public sewerage systems or mapped as locally designated growth areas.

Tier III: Areas planned and zoned for large lot or rural development. They are not planned for sewerage service and are not dominated by agricultural or forest land. They are also not planned or zoned for land, agricultural, or resource protection, preservation, or conservation.

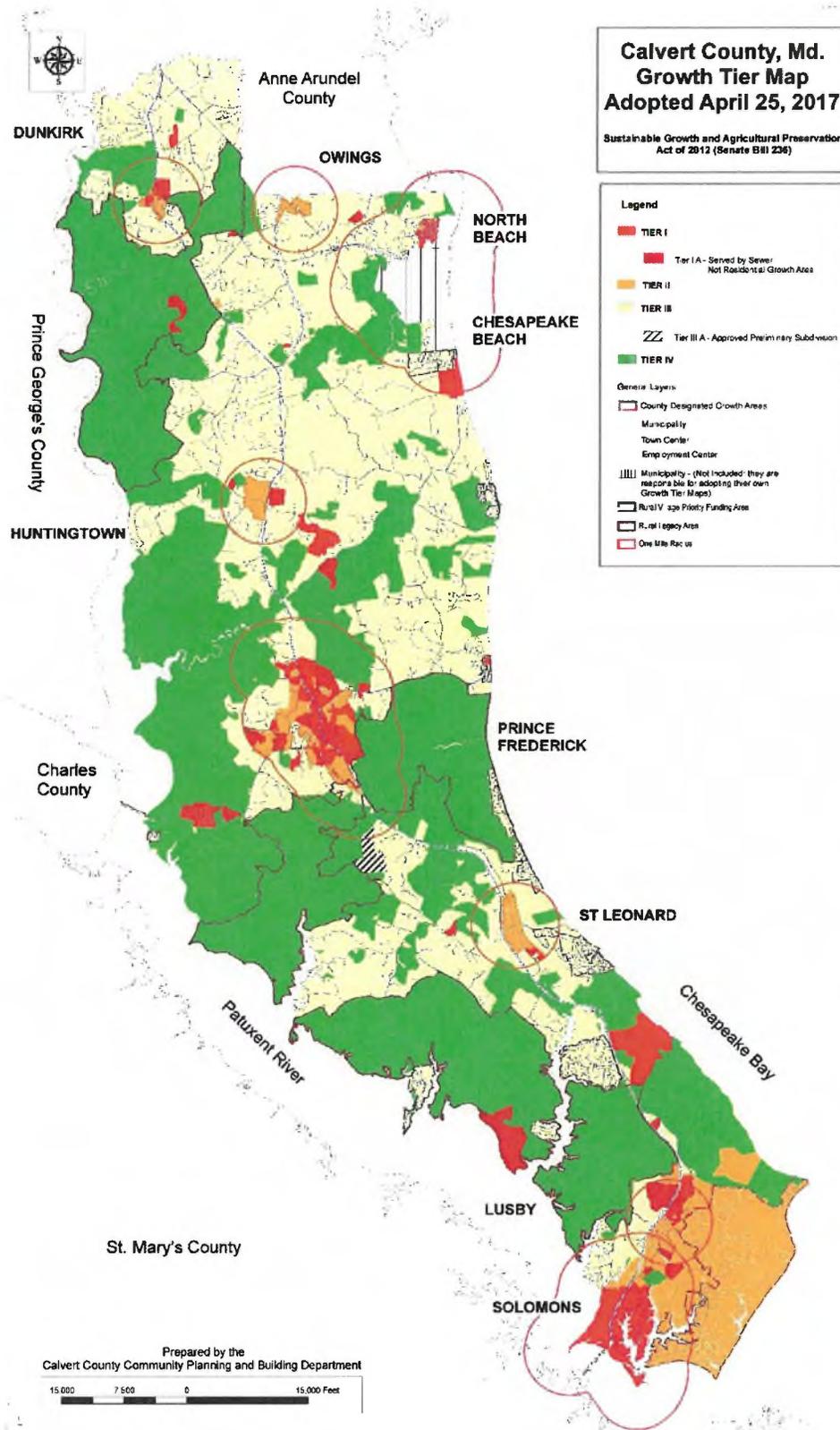
Tier IV: Areas not planned for sewerage service and which are planned or zoned for land, agricultural, or resource protection, preservation or conservation; areas dominated by agricultural lands, forest lands or other natural areas; Rural Legacy Areas, Priority Preservation Areas or areas subject to covenants, restrictions, conditions or conservation easements for the benefit of, or held by a state agency or a local jurisdiction for the purpose of conserving natural resources or agricultural land.

In April 2017, the Calvert County Board of Commissioners approved a Sustainable Growth and Agricultural Preservation Act Growth Tier Map consistent with the 2010 Comprehensive Plan and the existing and planned sewer service areas, zoning, Priority Preservation Areas, Rural Legacy Areas, and permanently preserved Agricultural Preservation Districts. (See Figure 3-1). In December 2017, the County Commissioners amended the 2010 Comprehensive Plan to include the Growth Tier Map that the Commissioners approved earlier that year. The Growth Tier Map adopted in 2017 is incorporated in this updated Calvert County Comprehensive Plan. The Growth Tier Map will be periodically reviewed and revised to reflect changes in the county's Comprehensive Water and Sewerage Plan, zoning map

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changes adopted through the Comprehensive Rezoning process, and other changes, such as additional land becoming protected.

Figure 3-1 Growth Tier Map

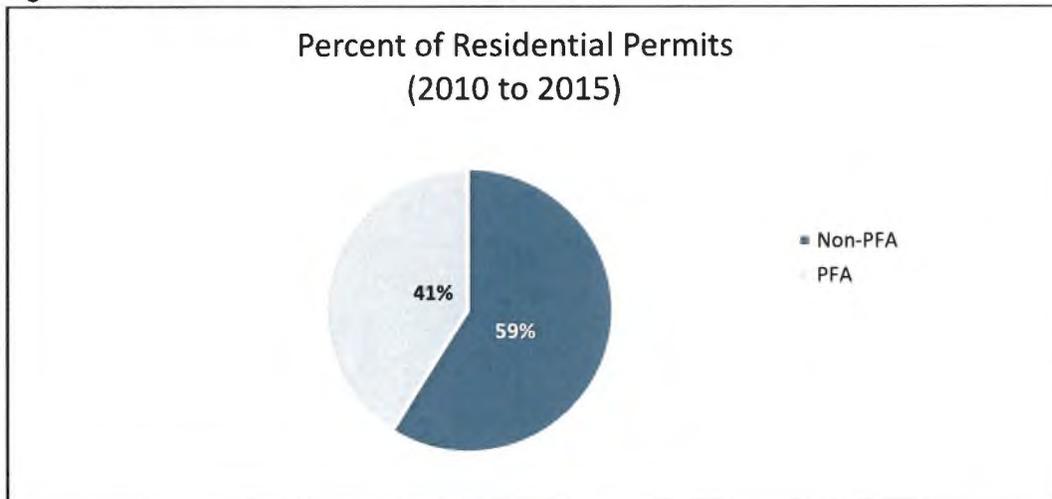


Existing Land Use

In general, residential development occurs along the major roads and corridors rather than clustered in and around Town Centers. Much of Calvert County's residential development is located north of Prince Frederick, and approximately 20 percent of existing residential land uses are concentrated within one mile of the Town Centers. Residential development in the south is more concentrated whereas residential development in the north is more dispersed. In addition, 85 percent of residential development is categorized as low or very low density with lot sizes at least half an acre or larger.

The 2010 Comprehensive Plans sets a benchmark that 35 percent of new households locate in Town Centers or immediately around Town Centers, and the county is achieving this goal. While not exactly comparable, Figure 3-2 shows over the last five years, 41 percent of permits for new residential units have gone to areas inside Priority Funding Areas.

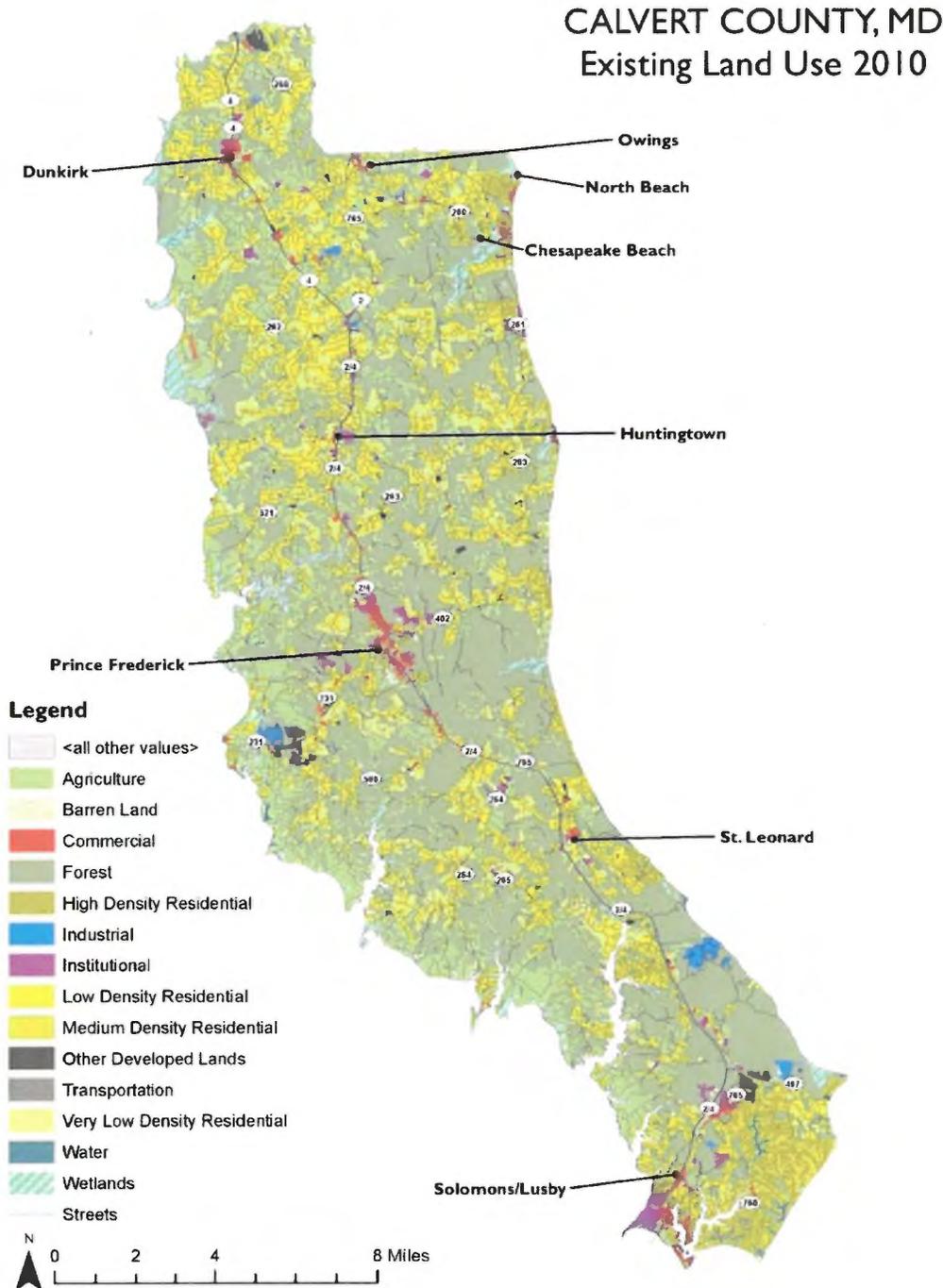
Figure 3-2 Percent of Residential Permits inside PFAs



Source: Calvert County Planning Commission Annual Reports

While this distribution of new households is consistent with the 2010 objective, it has not produced the development patterns envisioned in the Comprehensive Plan or by the Town Center master plans. Figure 3.3 shows existing land uses in 2010. There are options for creating a strong physical line by directing development and establishing clear boundaries between the rural landscape and the growth areas. These strategies could encourage development in the designated areas, restrict development in rural areas, and buffer growth areas from rural areas to limit sprawl.

Figure 3-3: Existing Land Use Map



Source: Maryland Department of Planning

Managing Residential Growth

Implementation of the previous Comprehensive Plan's policies has contributed to the county's reduced growth rate for both population and households, which has continually decreased since its peak in the 1970s. Over time, Calvert County has gone from being the fastest growing county in Maryland to one of the slowest in the metropolitan areas. The population growth rate is projected to continue to slow in the future (Table 3-2 and Table 3-3).

Table 3-2 Population Increase and Growth Rate by Decade, 1930-2010

Total Population in Calvert County								
1930	1940	1950	1960	1970	1980	1990	2000	2010
9,528	10,484	12,100	15,826	20,682	34,638	51,372	74,563	88,737
Percent Change (By Decade)								
1930's	1940's	1950's	1960's	1970's	1980's	1990's	2000's	2010's
10.0%	15.4%	30.8%	30.7%	67.5%	48.3%	45.1%	19.0%	6.6% *

Source: Maryland Department of Planning, August 2017

* Projected

Table 3-3 Projected Population and Rate, 2015-2040

Population Projections for Calvert County					
2015	2020	2025	2030	2035	2040
90,650	94,600	97,350	99,200	100,050	100,450
Projected Population Change					
2010-2015	2015-2020	2020-2030		2030-2040	
1,193	3,950	4,600		1,250	
2.2%*	4.4%	4.9%		1.2%	

Source: Maryland Department of Planning, August 2017. Numbers are rounded to nearest 100.

The slower growth in population translates into a reduced growth of households and demand for additional housing units (Table 3-4).

Table 3-4 Projected Households and Growth Rate 2020-2040

Household Projections for Calvert County		
2020	2030	2040
33,900	36,900	37,600
Percent change		
2010-2020	2020-2030	2030-2040
9.9%	9.0%	1.9%

Source: Maryland Department of Planning, August 2017. Numbers are rounded to nearest 100.

Development Capacity Analysis

The goal of a development capacity analysis is to consider the future and show a realistic image of the development that has the potential to occur given the set of conditions existing in the county. Actual growth may never occur in the exact condition illustrated but the analysis gives residents and administrators a vision to guide policy discussions about future development.

In 2016, the Maryland Department of Planning (MDP) prepared a preliminary analysis of the development capacity for the current zoning regulations in Calvert County coupled with recent provisions in state law. The analysis projected that the current zoning can accommodate approximately 9,000 additional housing units without the use of TDRs and approximately 15,000 additional housing units with the use of TDRs.⁶

The MDP ran six scenarios for Calvert County⁷. The scenarios focus on the use and application of the county's TDRs, potential implementation of the Sustainable Growth and Agricultural Preservation Act of 2012 (Growth Tier Act/"Septic Law"), and site level constraints. The scenarios are illustrative of a potential range of possibilities for development capacity in Calvert County. These data points represent the "bookends" of what could potentially occur. Future development patterns based upon the 2016 zoning would likely be "somewhere in the middle". This analysis allows for more informed decision-making about future changes to land use policy.

The two scenarios that come closest to bracketing the county's realistic development potential, Scenarios 4 and 6, are described below.

Table 3-5 shows the results for these two scenarios.

Scenario 4: No use of TDRs and "Septic Law" scenario - assumes that current programs do not change over time. This scenario illustrates the potential impacts of the septic law, using the county's draft Growth Tier Map (May 2016). It also assumes that there is no use of TDRs. In other words, zoned densities reflect the minimum densities allowed in each zoning district without the use of TDRs.

Scenario 6: Full Site Constraints and "Septic Law" Scenario - assumes that current programs do not change over time. This scenario illustrates the potential impacts of the septic law, using the county's draft Growth Tier Map (May 2016). It assumes that all constrained lands identified in the county's ordinance that are mapped are subtracted from the developable acres of each parcel greater than five acres.

⁶ Material in this section is based upon a memorandum from the Maryland Department of Planning to the Calvert County Planning Commission Administrator, dated August 9, 2017, Re: Calvert County Capacity Analysis

⁷ The MDP development capacity analysis does not include the municipalities of Chesapeake Beach and North Beach since they have their own planning and zoning authority.

Table 3-5 Calvert County New Household Capacity by Generalized Zoning District

Generalized Zoning	Scenario 4 - NHC No TDR with Septic Law	Scenario 6 - NHC Full TDR with Septic Law and Full Constraints
Town Centers	1,200	5,400
Inside 1-Mile Radius	2,900	4,200
Outside 1-Mile Radius	4,600	5,400
Total	8,700	15,000

Source: Maryland Department of Planning, August 2017. Source numbers rounded to nearest 100.

Comparing the projected growth with the projected capacity in the county shows that while the county's policies indicate a preference for new development to locate within Town Centers, there is greater capacity to absorb new growth in the areas outside the Town Centers.

Future Land Use Plan

The Future Land Use Plan establishes nine land use categories shown in Figure 3-4 with the following meanings:

Rural Areas

Farm and Forest – Rural areas dominated by existing farms and forest. The use of TDRs to allow additional dwelling units in the Farm and Forest areas contradicts the intention of preserving these areas. TDRs may not be used to increase density in these areas.

Rural Residential – Rural areas dominated by existing large-lot residential development, typically three to 10 acres in size, with an average lot size of approximately five acres. This category accommodates existing small-scale neighborhood convenience retail and service uses as well as essential public services. In past Calvert County Comprehensive Plans, rural residential areas have been designated growth areas (receiving areas for TDRs). The 2040 Plan places greater emphasis on directing residential growth to Town Centers and Residential Areas.

Waterfront Communities – Existing, mature residential communities that typically pre-date zoning and subdivision regulations with lot sizes of an acre or less. They are not planned for expansion or additional growth. TDRs may not be used to permit additional dwelling units in these areas.

Wetlands – Large concentrations of tidal wetlands as defined by state and federal regulations. These boundaries are based on current zoning (6/2017). Development is generally prohibited in these areas.

Growth Areas

Town Centers – Town Centers are the county's primary designated growth areas. Town Centers contain a mixture of residential, commercial, and institutional uses. Town Centers are areas where TDRs can be

used to increase density to a maximum consistent with the approved Town Center zoning. Future development is guided by a Town Center master plan.

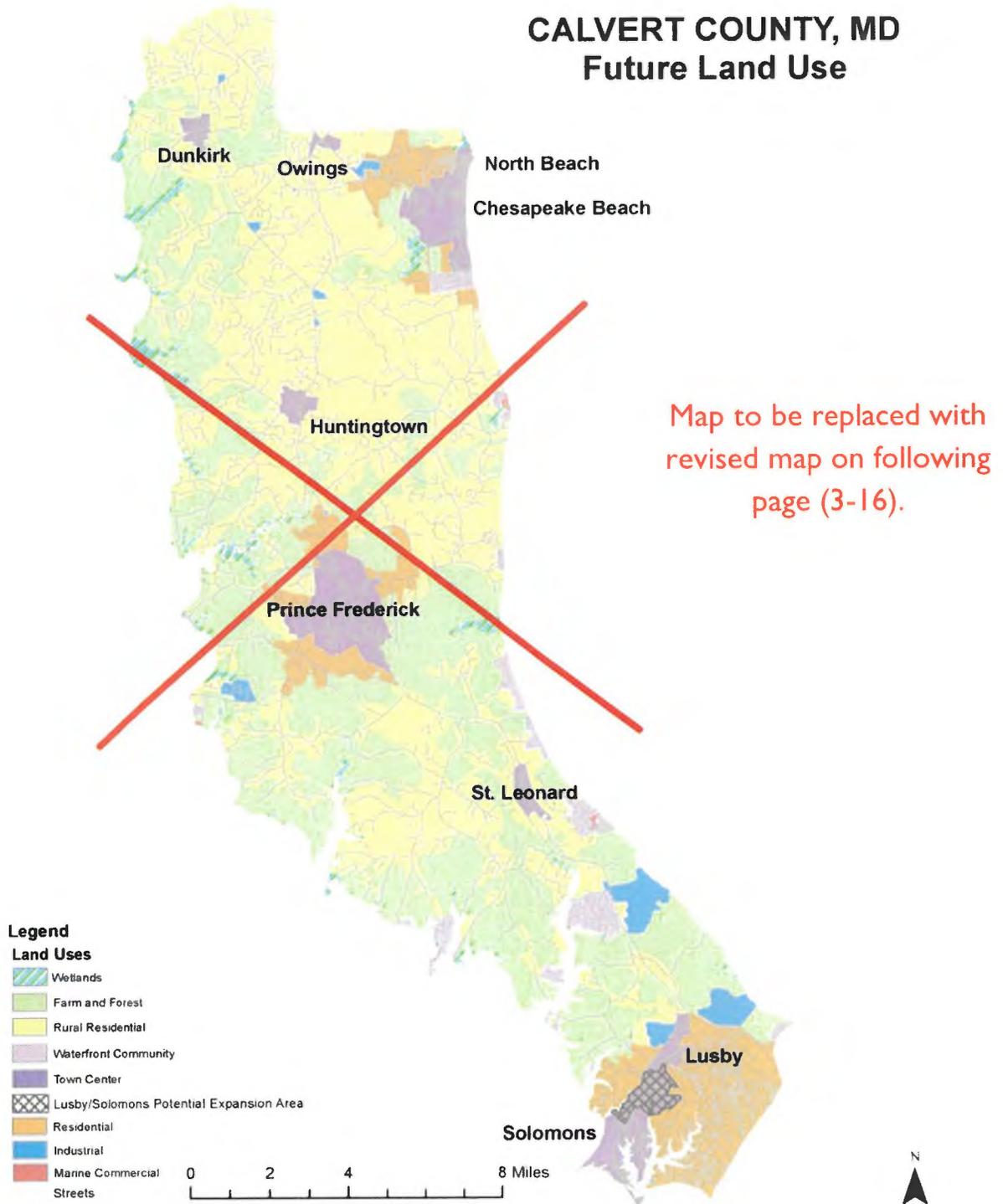
Residential – Mapped areas within approximately one mile of the North Beach, Chesapeake Beach, Prince Frederick, Lusby, and Solomons Town Centers. The density in these areas can be increased through the use of TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre.

Commercial & Industrial Areas

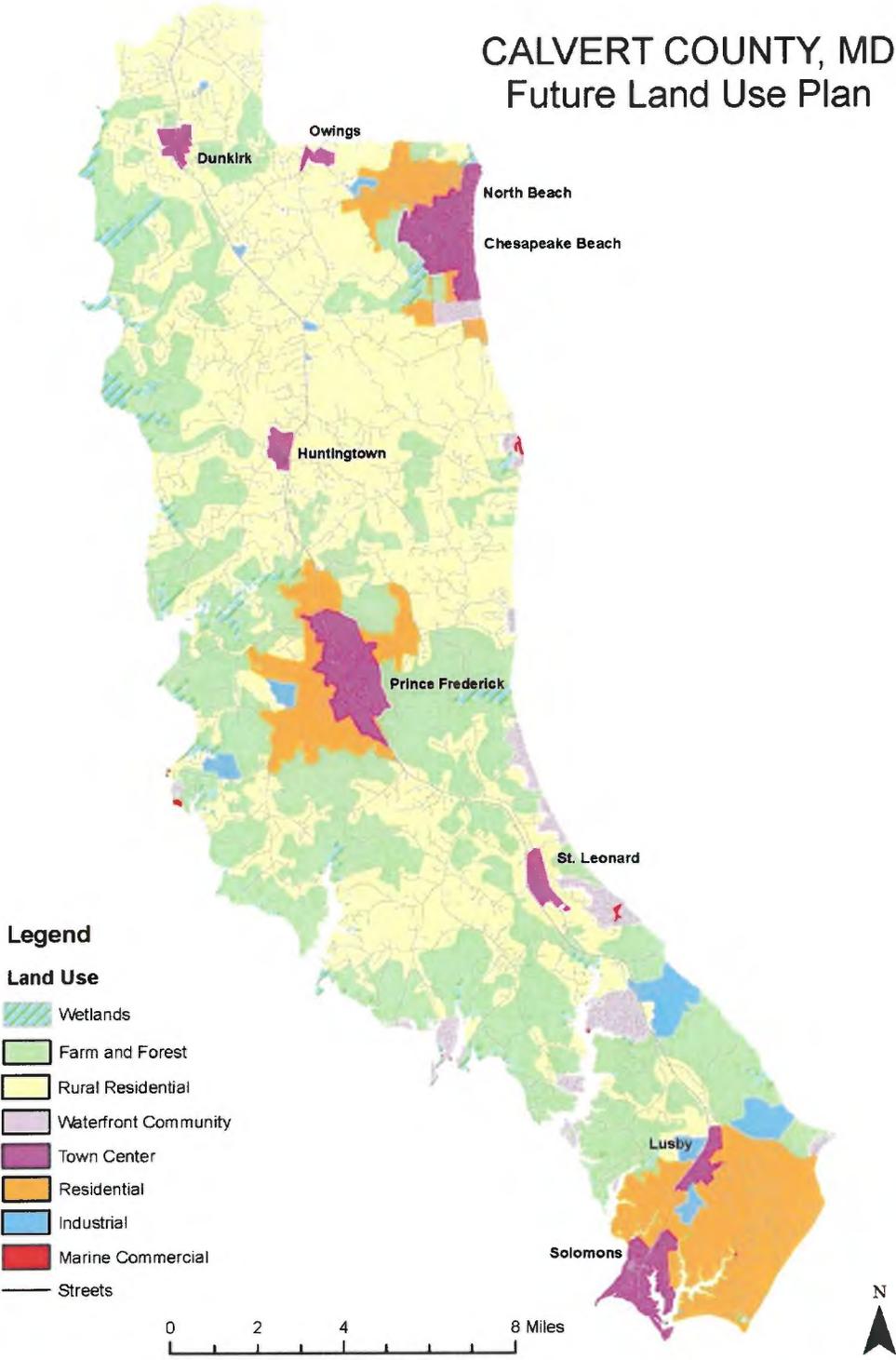
Industrial – Manufacturing and employment centers that may include some larger-scale institutional and services uses.

Marine Commercial – Small-scale, water-dependent uses like marinas and restaurants, providing convenience services to residents and visitors.

Figure 3-4 Future Land Use Plan



CALVERT COUNTY, MD Future Land Use Plan



[Proposed Figure 3-4 map replaced to accurately show the proposed expansion areas on the southwest of the Prince Frederick Town Center, 11/09/2022.]

Rural Areas

Over the years, the county has adopted several programs to try to minimize both the number and the impact of residential subdivisions in the Farm and Forest District and Rural Residential area while still trying to protect landowner equity. These programs include large lot zoning, critical area regulations, clustering, the TDR program, and several state and county land preservation programs.

Farm and Forest

The Farm and Forest area allows limited development and encompasses existing agriculture and forested areas. The area has been reserved for future farming and preservation of natural resources. It is predominantly in Tier IV of the Growth Tiers and should provide the lasting agricultural and forested character to Calvert County. The boundary has been reconfigured to reduce the existing residential development within the Farm and Forest District. Density may not be increased through the use of TDRs.

Rural Residential

The Rural Residential area is a combination of existing small-lot clusters far outside of the PFAs and large-lot subdivisions spread throughout the county. The Rural Residential border with the Farm and Forest area is designed to distinguish large farmland parcels from these smaller residential lots. Rural Residential is predominantly in Tier III of the Growth Tiers. The current average parcel size is 2.68 acres.

Rural Commercial

Numerous commercial uses exist in scattered locations along roadways, in many cases in locations that have been commercial for decades. These uses are currently zoned as Rural Commercial. Many of them are owned and managed by local business people who provide valuable services to the community. At the same time, many of these sites have substantial redevelopment and expansion potential, which can attract commercial uses away from the Town Centers.

As a general policy, nonagricultural commercial uses in the Farm and Forest areas and Rural Community areas should be limited to uses that support, complement, and promote farming, forestry, heritage, and ecotourism. Commercial uses in the Farm and Forest areas and Rural Residential areas should be strictly limited to help avoid drawing traffic onto rural roads and creating conflicts with existing residential communities.

Waterfront Communities

Waterfront Communities are unincorporated, clustered, small population centers located along Calvert County's waterfront. These small-lot communities are located in rural

locations and were developed before many of the health, safety, and environmental regulations that govern the layout and design of newer communities. Their waterfront location leads to increased risks of flooding or cliff erosion and their small lot sizes served by wells and septic systems may contribute to public health and environmental threats. Waterfront communities are recognized as unique places within the county; future development within these areas is limited.

Waterfront Communities are recognized as unique places within the county but future development within these population areas is limited.

Areas proposed as Waterfront Communities include:

- Plum Point
- Dares Beach
- Cove Point
- Randle Cliff Beach
- Summer City
- Scientists Cliffs
- Calvert Beach and Long Beach
- Broomes Island

Waterfront Communities may contain marine commercial uses that are typical of other waterfront communities along the county's Chesapeake Bay shoreline. The street grid system typically runs parallel to the coast line. Rural commercial uses, if they exist, are oriented along a corridor and mixed with small-scale civic uses. The waterfront is primarily in private ownership and includes commercial marinas, restaurants, and private residences. Open space, if provided, is in the form of small pocket parks. The mix of uses serves a multi-generational community. There are water-dependent uses, such as enhanced docking facilities, boat ramps, and kayak launches.

Wetlands

Natural areas such as wetlands, wildlife habitat, beaches, and steep slopes are important from an environmental perspective, but they also help create the special character of rural areas. The protected wetlands in the Land Use Plan could serve as a starting point for a system of greenways that provide tangible benefits to the local economy by bringing tourism to the county while still supporting the environment, working farmlands, forests, and fisheries.

Growth Areas

Town Centers and Residential areas adjacent to Town Centers are designated growth areas. Town Centers are the county's primary designated growth areas. There are nine designated Town Centers: seven Town Centers are under the purview of the Board of County Commissioners of Calvert County, and two are under the purview of the municipalities, Chesapeake Beach and North Beach, which have their own planning and zoning authority.

Town Centers

Town Centers are intended to include a mix of commercial, office, residential, public, and quasi-public development as a means of promoting economic development, creating more local jobs, expanding cultural opportunities, reducing traffic congestion, preventing strip commercial development, providing a range of housing opportunities, and providing convenient access to goods and services for county residents.

Town Centers promote business growth by providing infrastructure and enabling businesses to benefit from proximity to each other. They also promote business growth by providing attractive, mixed-use settings where offices, stores, restaurants, and homes are within proximity to each other.

Town Center master plans are individually adopted and continue to provide a broad mix of commercial, office, residential, public, and quasi-public development as a means of promoting economic development, creating local jobs, expanding cultural opportunities, reducing traffic congestion, preventing strip commercial development, providing a range of housing opportunities, and providing convenient access to goods and services for county residents. Town Centers are the primary locations for most commercial uses. The strategy of directing commercial growth to Town Centers has been in effect since the adoption of the Town Center concept in the 1983 Comprehensive Plan.

The provision of adequate roads, water, wastewater systems, public transportation, and high-quality internet communication systems, together with public amenities such as parks, town squares, trails, sidewalks, bikeways, indoor recreational, and cultural facilities, should remain a top priority, in accordance with master plans for Town Centers. Emphasis is placed on creating a more compact pattern of development that will reduce dependence upon automobiles and enable people to live within convenient proximity to stores, offices, and services.

This updated Comprehensive Plan retains the policy of permitting a higher residential density with the use of TDRs within a one-mile radius of a defined central point for the Town Centers of Dunkirk, Owings, Huntingtown, and St. Leonard. The policy will be reviewed during the update of the zoning ordinance regulations.

Dunkirk

Dunkirk is the gateway to Calvert County from the Washington, D.C. metropolitan area, is bisected by MD 4, and is the only Town Center served by private community sewer systems. These characteristics require a unique set of land use policies specific to this area of approximately 200 acres at the northern end of the county. The Town Center is dominated by commercial uses oriented to MD 4. Surrounding the Town Center are large areas of single-family homes served by individual, private septic systems.

The Future Land Use Plan envisions the Dunkirk Town Center expanding to the northwest to include the county's Dunkirk District Park and to the northeast to include the state's Park and Ride lot property. Expansion of the Dunkirk Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. The Dunkirk Town Center master plan should also be updated to reflect current demographic, land use, market conditions, and the expanded area of the Town Center, as well as the policies of this Comprehensive Plan.

Owings

Owings is located along Chesapeake Beach Road and MD 2, near the northern county boundary with Anne Arundel County. The adopted Master Plan for Owings envisions a mix of uses including small-scale, retail shops, the creation of a "Main Street" quality to Thomas Street, and safe pedestrian connections. The expanded boundary shown on the Future Land Use Map encompasses the adjoining Employment Center, Rural Commercial, and the residentially zoned Residential District and Rural Community District areas along MD 260. Expansion of the Owings Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. The Owings Town Center master plan should also be updated to address the policies contained in this Comprehensive Plan.

The Owings Town Center Master Plan, adopted in 2000, depends in large part upon the provision of public water and sewer. Since the county does not have a near-term plan to provide this service and the market demand has not supported extension of service by a private entity, the master plan should be updated to more closely conform to the policies of this Comprehensive Plan.

Huntingtown

Huntingtown is in central Calvert County, north of Prince Frederick, and centered on the crossroads of Old Town Road (MD 524) and Hunting Creek Road (MD 521). The small commercial center includes restaurants, retail shops, and offices. Huntingtown High School provides a gathering place for the community as well as educational and recreation facilities. Churches, a fire station, and the post office round out the public and institutional uses located in this quiet community.

~~The extension of the Town Center designation across MD 2/4 incorporates the Huntingtown High School property, plus the parcels south of the high school property that front MD 2/4, to include the parcel at the southeast quadrant of the MD 2/4 and Cox Road intersection and several parcels on the north side of Cox Road.~~

~~Expansion of the Huntingtown Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. It is the county's policy that the Huntingtown Town Center is to retain its current boundary; no expansion is planned.~~

The Huntingtown Master Plan should also be updated to address the policies contained in this Comprehensive Plan.

Prince Frederick

Prince Frederick is the largest Town Center in the county, both in land area and commercial square footage, is served by a public water and sewer system, and contains a mix of residential, commercial, and institutional uses. This Comprehensive Plan expands the boundaries of the Prince Frederick Town Center (PFTC) in two phases. Phase I is the existing Town Center expanded to include the Employment Centers (EC) which currently share a border with the Town Center and the residential area southeast of the Town Center that is zoned Residential, which includes Calvert Towne and Symphony Woods.⁸ The Comprehensive Plan adopted in 2019 included two proposed expansions. The amendments proposed in 2022 scale back the expansion to the area that was proposed as Phase I plus approximately an acre on the east side of Prince Frederick Boulevard.

~~The proposed Phase II expansion will be considered through the updating of various other plans including the Calvert County Transportation Plan, Prince Frederick Town Center Master Plan, and other infrastructure plans, as may be appropriate. The boundaries of the two phases are shown in Figure 3-5. The Prince Frederick Phase II expansion should occur only after these plans are updated, as well as meeting future Adequate Public Facilities regulations considerations, including meeting established water, sewer, and public safety criteria. Expansion of the Prince Frederick Town Center will require amending~~

⁸ The Phase I expansion will include adding any portions of parcels that are currently split zoned, provided a majority of the parcel is zoned either Employment Center or Residential District.

the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. The Prince Frederick Town Center Master Plan should also be updated to address the policies contained in this Comprehensive Plan.

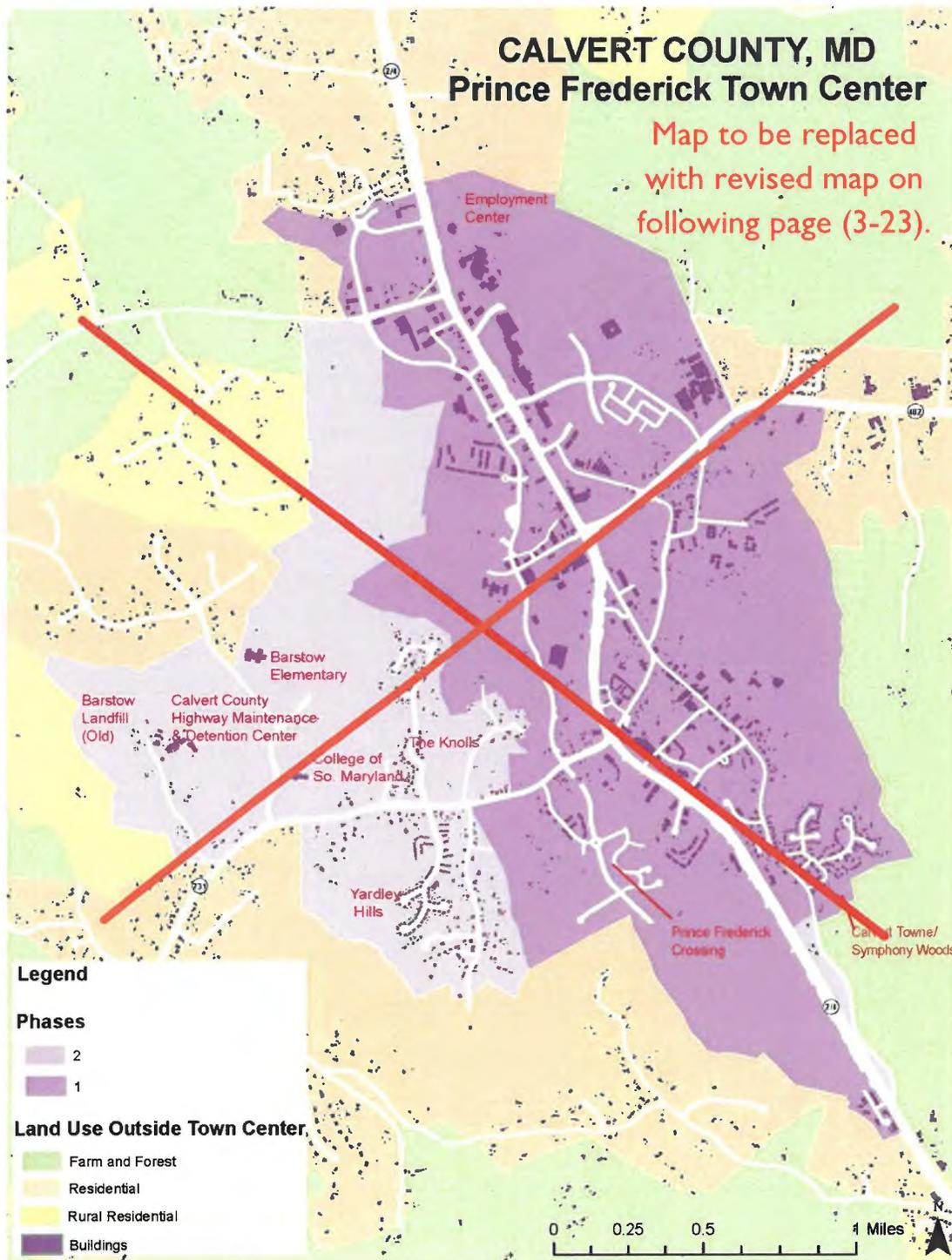
The Prince Frederick Town Center contains a central business area oriented along a commercial corridor, which provides a relatively high concentration of employment and civic uses. Most of Prince Frederick is auto-dependent and not easily accessible by walking or bicycling. There are provisions for multiple travel modes, including transit options; however, a stronger multi-modal network could be provided through future redevelopment to improve pedestrian and bicycle access for a range of ages, abilities, and income groups. A mixed-use center is envisioned with a focus on multi-family housing and more public open space.

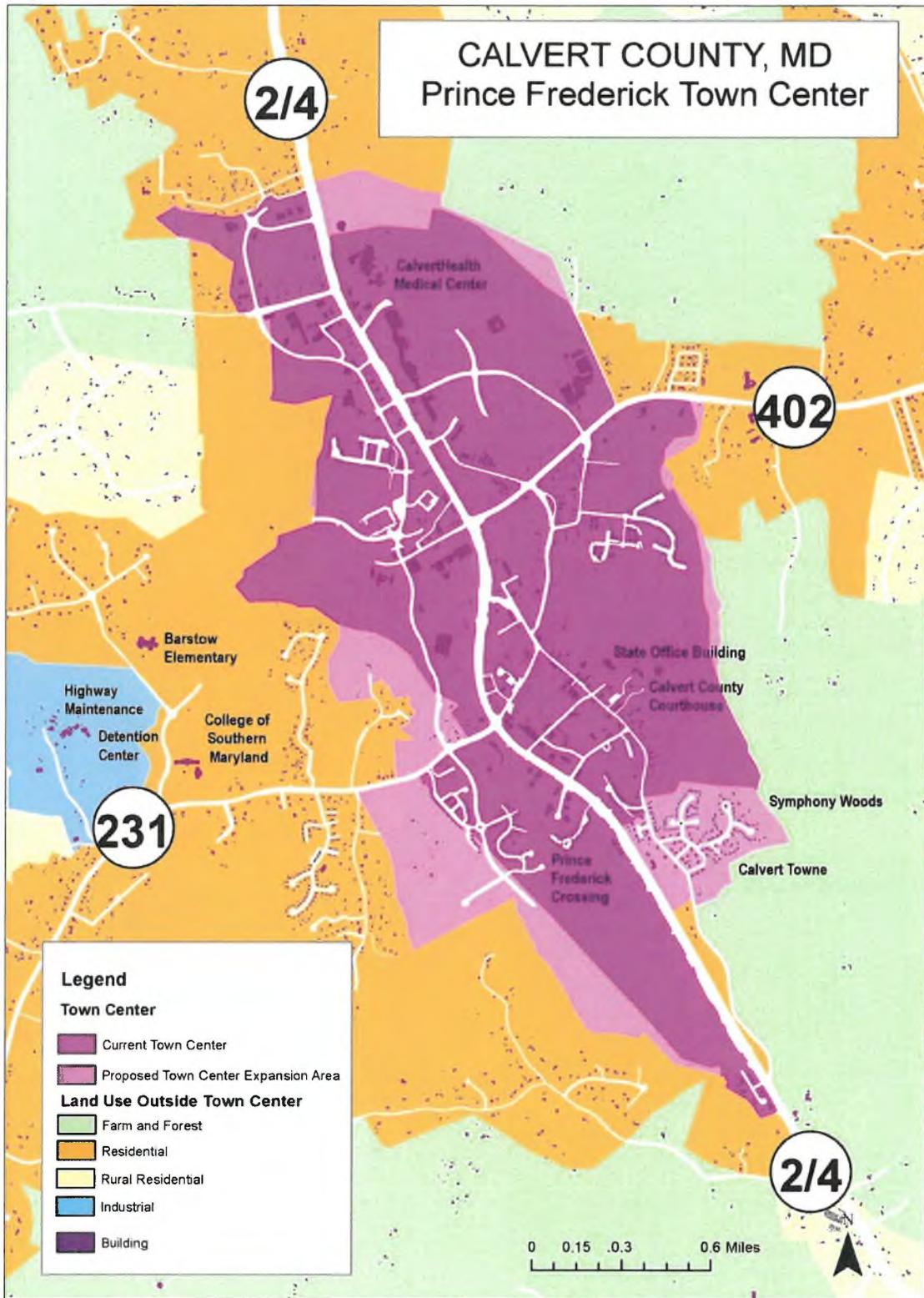
There is a small historic downtown area with pedestrian connections through parks and public squares and mid-block pedestrian passageways. The sidewalk network is limited to a few blocks before it becomes intermittent or nonexistent. The Prince Frederick to the Bay (PF2B) Trail connects the Prince Frederick Town Center to the Parkers Creek natural area. The western trailhead is located on the grounds of the Catholic Church in the downtown area and extends approximately six miles to an overlook with wintertime views of the Chesapeake Bay. Much of the trail traverses land owned or managed by the American Chestnut Land Trust.

The greatest challenge in Prince Frederick is the modification of the current street network to foster compact, mixed-use development. The planned loop road system, consisting of Prince Frederick Boulevard and Chesapeake Boulevard, creates parallel local roads, is intended to draw local travelers off MD 2/4, the major highway, and has the potential to assist in development of a more robust grid pattern of streets.

Prince Frederick could support the highest level intensity of development for a Town Center. At a charrette for Prince Frederick, citizens and county staff worked together to develop future growth scenarios that proposed expanded boundaries, improvements to the transportation network, and options for future land use. *The Prince Frederick Charrette Report for the Heart of Calvert County (2013)* sets forth several key policy recommendations for updating the Prince Frederick Master Plan.

Figure 3-5 Prince Frederick Town Center **Phasing-Expansion**





[Proposed Figure 3-5 map replaced to accurately show the proposed expansion areas on the southwest and southeast of the Prince Frederick Town Center, 10/13/2022.]

St. Leonard

St. Leonard is located in central Calvert County, south of Prince Frederick. The commercial core of St. Leonard is located along St. Leonard Road (MD 765) and Calvert Beach Road radiating out from the roundabout and extending one or two blocks in each direction.

The St. Leonard Town Center Master Plan was updated in 2013 and includes important goals to improve road circulation and traffic safety, preserve the image of the community, maintain environmental quality, and encourage compatible economic development. The updated Master Plan included the recommendation to expand the Town Center boundary to include the St. Leonard Elementary School property and refine the northern Town Center boundary to follow property boundaries and a site plan boundary. Expansion of the St. Leonard Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. This Master Plan should be updated to address the policies contained in this Comprehensive Plan.

Lusby

Lusby is located in southern Calvert County along MD 2/4. The Comprehensive Plan's Future Land Use Map proposes the expansion of the area of the Town Center to the north ~~and south~~ to encompass commercial and employment areas and to provide additional opportunities for mixed-use development and integration of the public and institutional activities along Appeal Lane. Much of Lusby is served by an existing public sewer system, which should be extended to allow for additional development in the Town Center and to address public health issues that may arise in the surrounding residential areas.

The Lusby Town Center is a commercial and public service center oriented to the needs of residents in southern Calvert County. Public and institutional uses near the commercial core include two elementary schools, a community center, and a residential senior citizen center. Future plans for the Town Center should strengthen the road, bicycle and pedestrian connections between the core area, these institutional uses, and the surrounding residential areas of Chesapeake Ranch Estates and Drum Point.

The current Town Center master plan guides development within the ~~previous-current~~ Town Center boundaries and should be updated to reflect current demographic, land use and market conditions as well as the policies of this Comprehensive Plan. ~~During the process to update the Lusby Town Center Master Plan, public input will be sought regarding whether/how the Lusby Town Center area could be expanded to the south. There should be a distinct boundary to separate Lusby Town Center from the Solomons Town Center to support the separate identities of the two communities. Lusby should expand no further south than the existing southern boundary of the currently established Employment Center zone.~~ Expansion of the Lusby Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide ~~additional~~ opportunities for public input.

Solomons

The Solomons Town Center is located in southern Calvert County, near the mouth of the Patuxent River. The Town Center is home to the Solomons Annex of the Naval Air Station Patuxent River (NAS Pax River). Access to the Solomons Town Center is provided from the north by MD 2/4 and MD 765, and from the south by MD 4 which connects Solomons to St. Mary's County via the Thomas Johnson Memorial Bridge. ~~The Future Land Use Map expands the Solomons Town Center north to meet the~~

~~expanded Lusby Town Center boundary. The expanded Solomons Town Center area includes the land along MD 2/4 and MD 765 to the expanded Lusby Town Center boundary and the entire Dowell Peninsula.~~

Solomons takes its character from a 200-year association with a great natural harbor. In the 19th century, Solomons Island was home to an active oyster harvesting and packing industry supporting the picturesque Avondale residential community on the mainland. The U.S. Navy has had a presence at Point Patience since World War II. In addition, the U.S. Naval Amphibious Training Base was established on the Dowell peninsula. Following that war, marina development expanded in the Solomons area providing boat slips for transient and long-term dockage and attracting tourists served by restaurants, bars and lodging businesses, large and small.

Solomons has expanded its role as a tourist center, adding and expanding attractions such as the Annmarie Sculpture Garden and Arts Center, the Calvert Marine Museum, the Waterman's Memorial Park, and the Riverwalk and Pavilion. Protection of the architectural and historic resources are key to retaining and expanding tourism.

Outside the historic areas of the Town Center, expanding opportunities for employment, business and residential growth should seek to reflect the community's historic character while attracting new residents and jobs.

The current Town Center Master Plan guides development within the ~~previous~~ Town Center boundaries and should be updated to reflect current demographic, land use and market conditions as well as the policies of this Comprehensive Plan. ~~During the process to update the Solomons Town Center Master Plan, public input will be sought regarding whether/how the Solomons Town Center area could be expanded to the north. There should be a distinct boundary to separate Solomons from the Lusby Town Center to support the separate identities of the two communities. Expansion of the Solomons Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input.~~

Residential

The 1983 Comprehensive Plan also recommended that towns be established around Town Centers and that single-family residential development be directed to the towns. Areas within a one-mile radius of each Town Center were designated to permit higher density with the purchase of Transferable Development Rights. The 2010 Comprehensive Plan continued to define a one-mile radius around each Town Center as a location for additional growth, limited primarily to single-family detached homes on private well and septic systems.

The Residential areas are mapped on the Future Land Use Map, are more clearly defined than in previous plans, and are associated with the municipalities of Chesapeake Beach and North Beach, Prince Frederick, Lusby, and Solomons. These Residential areas provide a transition from higher density Town Centers outward to rural areas. Residential areas are connected to their adjoining Town Centers through the local roadway, bicycle and pedestrian networks. Community amenities help to establish an identity and provide a sense of place for those living in the area. In general, these areas consist of detached single-family houses. This new land use category makes future development in these locations more predictable and better identified with their associated Town Center.

Commercial and Industrial Areas

Commercial development is mainly focused inside Town Centers with some additional commercial development located in Rural Commercial zoning districts, most of which are located along the main roadways. Calvert County promotes a broad mix of commercial, office, residential, public, and quasi-public development within Town Centers.

Industrial

Industrial areas are to provide space specifically for targeted industries such as high-technology firms and research industries. The intent is to allow limited retail and service uses in these districts and to reserve adequate and flexible space for high-revenue-generating uses that provide high-quality jobs for County residents.

Industrial areas give preference to industries, offices, commercial services, wholesale, and marine-related businesses. Providing appropriate locations for these uses will not only help ensure that they have the infrastructure they need but will also help to reduce the potential for conflicts and negative impacts that can be associated with some commercial and industrial uses. Design standards can further help minimize these conflicts and negative impacts, allowing for more mixed-use development that can enhance quality of life as well as economic opportunity.

Marine Commercial

Marine Commercial areas provide locations adjoining waterways for businesses which supply and cater to marine activities and needs. These include services and facilities such as boat service and repair facilities, boat docks, marine equipment stores, wholesale and retail fish and shellfish sales, hotels, motels, restaurants, and cocktail lounges. Calvert's commercial waterfront is one of the county's main tourism attractions. The County government needs to be proactive in facilitating its proper and effective use.

Goals and Objectives

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Objective 1: Reserve the Farm and Forest District for farming and natural resource-related uses.

- 3.1.1.1 Review and evaluate the Purchase and Retirement (PAR) and Leveraging and Retirement (LAR) Programs to assess future implementation strategies and consider modifications to improve program operations. [BOCC, P&Z]
- 3.1.1.2 Establish a procedure for collecting voluntary contributions to the PAR fund with payment of property tax. [P&Z, F&B]
- 3.1.1.3 Provide local support to the Maryland Agricultural Land Preservation Program and other state and federal agricultural preservation programs. [P&Z]
- 3.1.1.4 Continue to support the goal of permanently preserving a minimum of 40,000 acres of prime farm and forestland through county, state, and federal land preservation programs and land trusts. [BOCC, Agricultural Preservation Advisory Board (APAB), P&Z]

- 3.1.1.5 Continue to limit the types of public and quasi-public uses in the Farm and Forest District based upon their purpose and intensity. [BOCC, P&Z]
- 3.1.1.6 Periodically review and update the Calvert County Growth Tier Map. [BOCC, PC, and P&Z]
- 3.1.1.7 Do not increase highway capacity within the Farm and Forest District. [PW]

Objective 2: Promote on-farm processing and provide appropriate locations for the processing of local agricultural products.

- 3.1.2.1 Permit and market value-added opportunities for farm product sales. [P&Z, ED]
- 3.1.2.2 Facilitate the development of an animal processing facility and regional grain depot. [P&Z, ED]

Objective 3: Protect the scenic quality of existing rural landscapes and vistas.

- 3.1.3.1 Explore opportunities for developing heritage sites and ecotourism. [P&Z, ED, PR, CMM]
- 3.1.3.2 Look at the potential for linking agricultural and heritage tourism with other economic development activities such as the marketing of locally-grown foods. [P&Z, ED]
- 3.1.3.3 Reduce negative environmental impacts of subdivision roads and make them visually compatible with the rural character of the surrounding area while maintaining road safety. [P&Z, PW]
- 3.1.3.4 Strengthen regulations and incentives governing the preservation of older structures. [P&Z, HDC]
- 3.1.3.5 Look for opportunities to connect designated wetlands with other protected natural areas and preserved agricultural lands to create a network of green spaces (green infrastructure). Where appropriate, this network could include hiking trails to create recreation opportunities for residents and visitors. [P&Z, P&R]

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.

Objective 1: Make provisions for water and sewer service in Growth Areas consistent with the planned land uses and intensity.

- 3.2.1.1 Consider options for public financial support for provision of public water and sewer facilities in the Prince Frederick, Lusby, and Solomons Town Centers to promote economic development, encourage multi-family housing opportunities, and protect public health. [BOCC, P&Z, PW, F&B]
- 3.2.1.2 Allow privately-funded community sewage treatment facilities to serve commercial, industrial and employment uses located outside Town Centers, consistent with economic development goals. [BOCC, PW, P&Z]

Objective 2: Limit public water and sewer service in Rural Areas.

- 3.2.2.1 Do not locate public facilities such as sewer or water service areas, schools, and fire and rescue stations within the Farm and Forest areas and Wetlands areas. [BOCC, GS, PW, PS, F&B, BOE]

- 3.2.2.2 Limit public sewer systems to locations where public health is compromised by existing water supply and sewage disposal technologies. [BOCC, PW]
- 3.2.2.3 Allow public water and sewer facilities in locations within a designated Waterfront Communities only when necessary to address public health and safety. [BOCC, PW]

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.

Objective 1: Continue to promote a broad mix of commercial, office, residential, public, and quasi-public development within Town Centers.

- 3.3.1.1 Promote Town Centers as community cultural and activity centers by locating schools, colleges, recreational, and cultural facilities there. [BOCC, GS, P&R, BOE]
- 3.3.1.2 Facilitate the creation of farmers markets in all Town Centers. [ED, P&Z]
- 3.3.1.3 Consider ways to strengthen regulations regarding derelict buildings. [P&Z, County Attorney's Office (CAO), BOCC]
- 3.3.1.4 Allow the use of TDRs to increase the density and range of housing types provided in Town Centers. [BOCC, P&Z]
- 3.3.1.5 Allow uses that serve both local residents and employees to locate in employment areas. [BOCC, P&Z]

Objective 2: Review the Transfer of Development Rights Program so that it directs the majority of growth to Growth Areas.

- 3.3.2.1 Evaluate the use of TDRs within the Farm and Forest areas and the Rural Residential areas. [P&Z, APAB]
- 3.3.2.2 Explore the use of TDRs to increase commercial intensity in Town Centers. [BOCC, P&Z, ED, APAB]
- 3.3.2.3 Evaluate the funding and administration of the Purchase and Retirement Program for development rights. [P&Z, APAB, F&B]
- 3.3.2.4 Evaluate the policy of using TDRs in the one-mile radius of the Town Centers (Dunkirk, Owings, Huntingtown, and St. Leonard). [P&Z, PC, BOCC]

Objective 3: Ensure that Town Center Master Plans are updated on a periodic basis.

- 3.3.3.1 Review and update the Town Center Master Plans to reflect the policies of the Calvert 2040 Plan. [BOCC, PC, P&Z]
- 3.3.3.2 Maintain a schedule to review and update Town Center Master Plan. [BOCC, PC, P&Z]
- 3.3.3.3 Use the Prince Frederick Charrette Report as a basis for updating the Prince Frederick Town Center Master Plan. [BOCC, PC, P&Z]
- 3.3.3.4 Review Town Center Master Plans to look for additional ways to reduce dependence upon automobiles by promoting "pedestrian-friendly" site design and increasing pedestrian and bicycle circulation within and between residential, commercial, and office uses. [P&Z, PW]
- 3.3.3.5 Continue to improve the appearance of Town Centers by emphasizing Town Center Master Plan Capital Improvements Projects and Architectural Review. [BOCC, PC, P&Z, Architectural Review Committees (ARCs), GS, PW]

- 3.3.3.6 As Master Plans are updated, look for ways to preserve and enhance the unique character of each Town Center. [PC, P&Z, ARCs, HDC]

Goal 4: Direct commercial and industrial uses to appropriate locations; provide necessary infrastructure.

Objective 1: Locate Commercial Uses and Employment Areas appropriately in Town Centers.

- 3.4.1.1 Continue to direct commercial and employment growth to Town Centers. [BOCC, P&Z, ED]
- 3.4.1.2 Identify and implement ways to improve commercial business and employment growth in Town Centers. [ED]
- 3.4.1.3 Interconnect roadways, transit routes, bike routes and pedestrian networks to make the employment area part of the adjacent community. [P&Z, CR, PW]

Objective 2: Support development in the Industrial and Marine Commercial areas.

- 3.4.2.1 Develop a long-range infrastructure plan for the Industrial areas. [ED, PW, P&Z]
- 3.4.2.2 Maintain an inventory of Industrial land. [P&Z, ED]
- 3.4.2.3 Allow office and business uses in Industrial areas. [BOCC, P&Z]
- 3.4.2.4 Monitor the amount of marine commercial zoning needed and the best locations in terms of the following factors: water depths, erosion potential, water quality, and critical navigation areas. [P&Z, ED]
- 3.4.2.5 Allow maximum utilization of areas zoned Marine Commercial (MC) without causing significant adverse effects on aquatic resources, visual aesthetics, or neighboring residential uses (e.g., outdoor lighting projecting onto residential property). [P&Z]

Objective 3: Avoid the potential for strip commercial development along highways.

- 3.4.3.1 Do not permit additional commercial and retail development along highways outside Town Centers. [BOCC, P&Z]
- 3.4.3.2 Do not allow commercial and retail uses to have direct access onto MD 2/4 in Huntingtown, St. Leonard, or Lusby. [BOCC, P&Z, SHA]
- 3.4.3.3 Require that rural commercial properties meet the same site design and architectural design standards that are required for businesses that locate within the nearest town centers. [BOCC, P&Z]

Objective 4: Phase out rural commercial properties.

- 3.4.4.1 Develop a plan for phasing out Rural Commercial districts that are vacant or under-utilized. [P&Z, ED]
- 3.4.4.2 Restrict the expansion of rural commercial uses and maintain a small-scale rural character. [BOCC, P&Z]

Objective 5: Commercial Uses in the Farm and Forest and Rural Residential.

- 3.4.5.1 Limit commercial uses in the Farm and Forest and Rural Residential areas to help avoid traffic congestion and conflicts with existing residential communities. [BOCC, P&Z, PW]

- 3.4.5.2 Permit low-impact supplemental income opportunities within the Farm and Forest and Rural Residential areas that support, complement, and promote farming and heritage/ecotourism. [BOCC, P&Z]

CHAPTER 7. TRANSPORTATION

Vision

Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.

Goals

Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.

Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Goal 4: Improve and expand existing public transit services.

Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.

State Vision

This chapter supports the Maryland State Visions related to:

Transportation. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

Related County Plans

Calvert County Public Transportation Transit Development Plan 2016 – This plan guides public transportation improvements for the short, mid, and long-term and addresses routes.

A Transportation Plan for Calvert County 2010 – This plan was adopted in 1997. It identifies priorities and recommendations on specific improvements.

Background

The transportation network in Calvert County is a function of the county's shape and topography. Because the peninsula is narrow and carved with stream valleys that run east-west, there is limited space for multiple north-south routes.

Historically, Calvert County did not need a complex network of roads given its agricultural nature and reliance on water transportation from its founding through the 19th century.¹ Many of the roads in rural areas of Calvert County developed as farm to market or farm to wharf routes. These roads did not carry heavy traffic volumes.

MD 2/4 is the only major highway that extends for the full length of the county, and at the headwaters of St. Leonard Creek, it is the only road linking the southern end of the county to the rest of the county. Whether commuting out of the county or traveling within the county to Prince Frederick and other locations, many residents travel by car on MD 4 and MD 2/4 at some point. The county's dependence on travel along the MD 4 and MD 2/4 corridor is at the center of the concerns related to transportation.

Calvert County's geography and development patterns have created an automobile-dependent community. The county is situated within the southeastern portion of the larger Washington, D.C. metropolitan area. According to the U.S. Census Bureau, approximately 60% of residents commute out of the county for work. This large percentage of county residents who commute out of the county for work and the long duration of their commutes creates a situation where the residents spend considerable time on the roads. Integrating land use activities that complement daily life - parks, shopping, social and institutional centers - into the pattern of residential living can result in shorter and fewer local automobile trips. The creation of more jobs in the county would reduce the number of people commuting out of the county.

Calvert County's geography limits accessibility and presents challenges to the creation of a robust internal transportation network. There is only one highway crossing to the west into Charles County, MD 231 Benedict Bridge, and one to the south into St. Mary's County, MD 4, Thomas Johnson Bridge, which the Maryland State Highway Administration (SHA) is studying for replacement and widening. There are no highway connections to the east across the Chesapeake Bay.

To provide a transportation system that moves people and goods to, from, and through the community in a way that is safe, convenient, economical, and consistent with the community's historic, scenic, and natural resources, the emphasis is on addressing traffic delays, safety, pedestrian amenities, bicycle facilities, and transit service. The success of

A multi-modal transportation system includes various modes (walking, cycling, automobile, public transit, etc.) and connections among modes.

¹ Calvert County Historic Roads Survey, Environmental Resources Management, 2009, Page 6.

Calvert County's future transportation system depends upon a land use pattern that supports a multi-modal system.

Sustainability Approach

The sustainability of a transportation system depends upon the settlement pattern it serves. Land use patterns determine the spatial distribution of travel as well as the ability of various modes of travel to effectively serve travel demand. The Comprehensive Plan promotes creating a sustainable transportation system that allows for shorter and fewer automobile trips by integrating land use activities that complement daily life into the pattern of residential living. The Plan includes policies and actions that promote alternatives to the single-occupant vehicle, such as walking, bicycling, and public transit, and promote mixed-use development and pedestrian-oriented design.

Trends in Transportation

Beyond vehicular automobile traffic, increasing numbers of travelers are opting to walk and to bicycle for short daily trips. Communities which provide safe and attractive facilities attract residents and businesses interested in healthier and more affordable travel options. The county's residents need to travel throughout the county and within their communities, using a variety of modes, with greater ease. Improving conditions for bicyclists and pedestrians and expanding transit services are becoming more important.

In the long term, the advent of connected and autonomous vehicles is generally anticipated to affect driving patterns in several ways. Commuters may choose to send their cars home or to satellite parking locations rather than paying for daily parking in center cities, like Washington, D.C. This practice would double the number of daily work trips for some cars. Also, these vehicles with their enhanced safety features may encourage individuals who are not drivers or who do not drive frequently to travel more often and further distances than they might in less-sophisticated cars.

Traffic Congestion in Calvert County

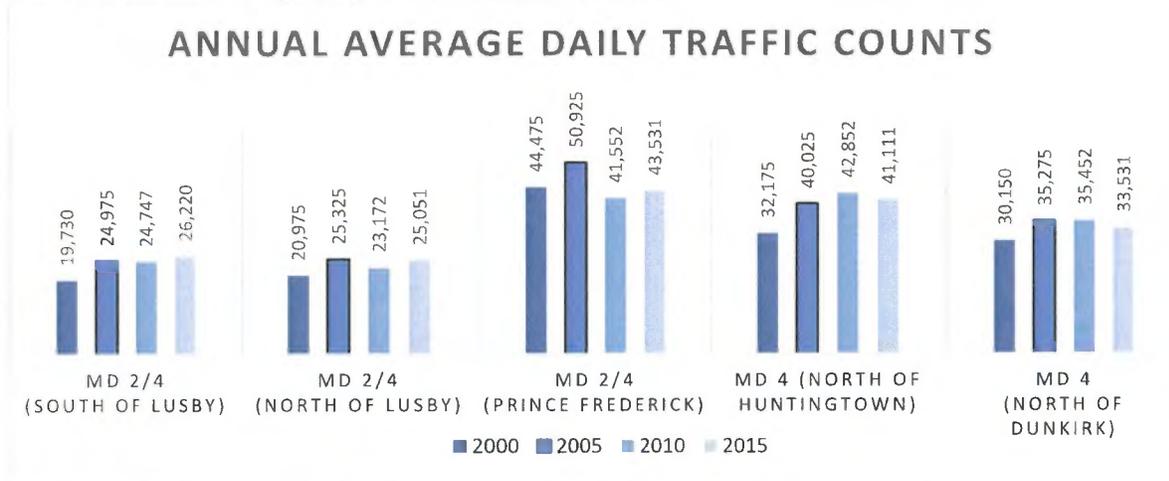
Congestion caused by commuters typically occurs during weekday peak travel periods and is known as recurring congestion. SHA's Traffic Volume Maps by county show that the highest traffic volumes in Calvert County are carried on MD 4-MD 2/4, particularly through Prince Frederick. In general, the highways in Calvert County are operating at a level of service acceptable to the SHA (which is a Level of Service D or better); however, citizens experience peak period congestion at the traffic lights located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick, and in Dunkirk and Solomons at the Thomas Johnson Bridge.

The increases in traffic volume during the years of rapid growth still affect the perception of traffic volume changes that Calvert County residents report today. The county has not seen increasing levels of traffic along the primary county arterial road in recent years.

Table 7-1 and Figure 7-1 show annual average daily traffic (AADT) at five points along MD 4 and 2/4 from 2000-2015. The higher counts are in the middle of the county and moving to the north; the south has significantly lower traffic volumes than the rest of the county but has seen the most consistent growth in volumes over time. While some delay at signalized intersections in Prince Frederick is experienced during the peak travel periods, all arterial and collector roads are operating at acceptable levels of service.

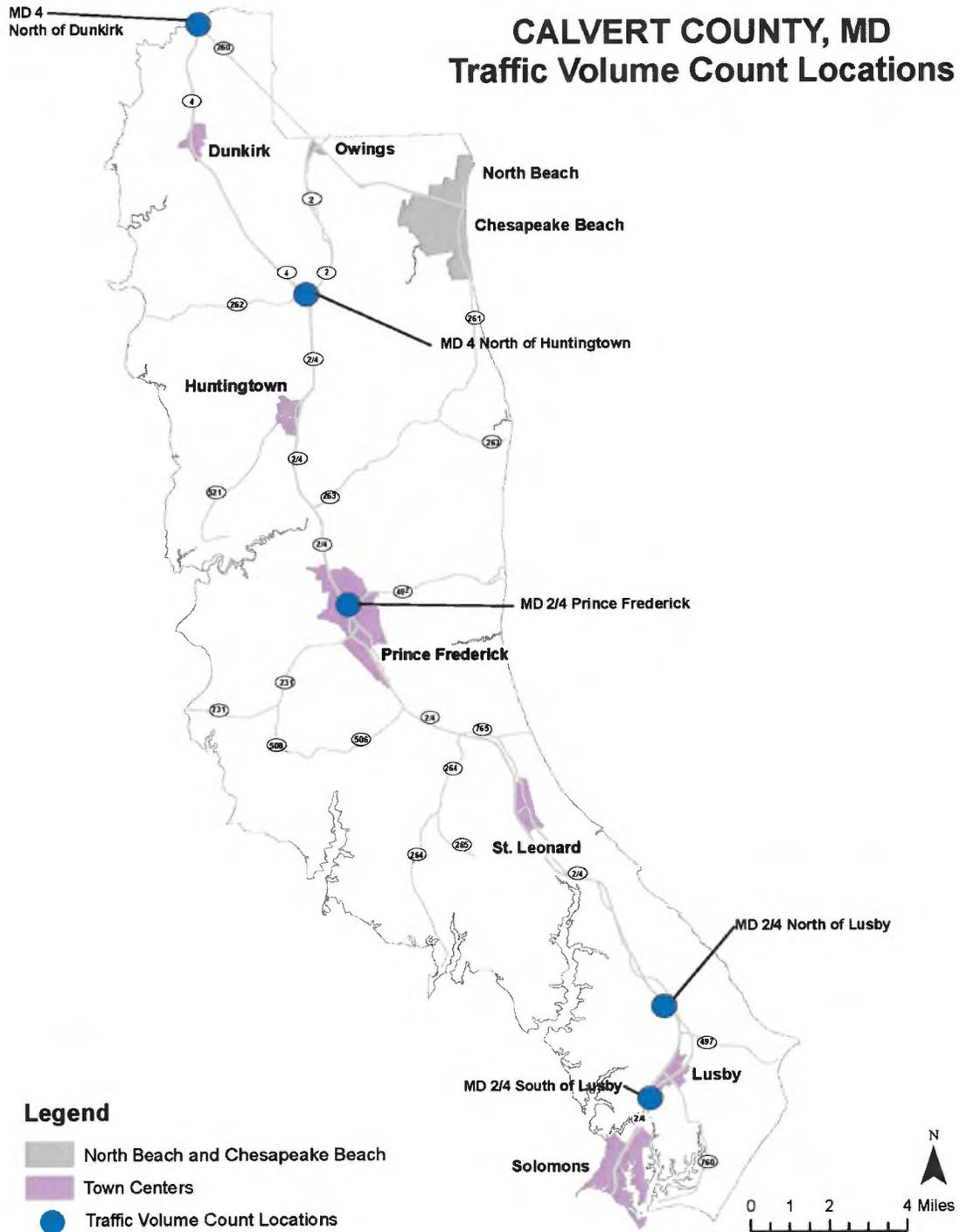
In each case, there was a significant increase in traffic volumes along MD 2/4 or MD 4 from 2000 to 2005. After 2005 the rate of growth in traffic decreased and in several locations overall traffic volume dropped between 2005 and 2010. By 2015 traffic returned to 2005 levels only in the vicinity of Lusby. The sharp traffic volume increase in 2005 at MD 2/4 in Prince Frederick was followed by a significant decrease in 2010 followed by a small increase in 2015. The steep decrease in traffic volumes at the MD 2/4 intersection can be attributed to the completion of Prince Frederick Boulevard from Stoakley Road to MD 231 in 2006. Prince Frederick Boulevard is part of the Prince Frederick loop road, an interconnected roadway system designed to relieve pressure on MD 2/4. Prince Frederick Boulevard along with its counterpart, Chesapeake Boulevard, are examples of the county's efforts to reduce congestion on MD 2/4.

Table 7-1 Annual Average Daily Traffic Count, 2000-2015



Source: State Highway Administration, Traffic Volume Maps by County, 2000-2015

Figure 7-1 Annual Average Traffic Count Locations



Highway System

Functional Classification

Functional classification is an important principle underlying transportation planning as well as land use planning in the county. It defines the type of service which any road should provide. The county currently recognizes three functional classes of roads: arterial, collector, and land access (local roads). All roads provide some mixture of mobility and accessibility. Mobility, the movement of through traffic, is primarily needed for the arterial roads and larger collector roads. Accessibility, the connection to immediate property, is needed for smaller collector roads and local roads.

- Arterial highways function primarily to convey heavy volumes of traffic within and through an area, providing a high degree of mobility and limited land access. Arterials should form an integrated system and serve area-wide travel patterns. Direct access onto arterials should be restricted.
- Collector highways function to collect traffic from local roads and to convey that traffic to arterial highways. Direct access onto collectors must be balanced against the role of collectors in providing mobility.
- Land access roads, also known as local roads, function to provide access directly to abutting property. These serve residential subdivisions as well as the least densely populated areas of the county.

The functional classification of highways in Calvert County, shown in Figure 7-2, is created through a comparative evaluation of four major factors: traffic, physical characteristics, system integration, and land use services.

MD 4 and MD 2/4

MD 4 and MD 2/4 carry the heaviest volumes of traffic and serve inter-county travel. The county considers the gradual conversion of MD 4 and MD 2/4 into a controlled through access expressway as key to resolving future traffic congestion. Making that conversion requires primarily five efforts:

- New driveway access points to MD 4 and MD 2/4 are not preferred by the county and the Maryland State Highway Administration.
- New roadway access is coordinated and the rights-of-way of future service roads and overpasses are reserved.
- Rights-of-way are purchased for new overpasses along MD 4 and MD 2/4.
- New traffic signals are minimized through intelligent transportation systems (ITS) and land use planning solutions, and existing traffic signals are better coordinated and synchronized.
- Appropriate highway construction is completed including intersection improvements, the upgrade of the older sections of MD 4 and MD 2/4 that were retained when the highway was dualized, and the addition of acceleration and deceleration lanes and shoulders, where needed.

The Maryland State Highway Administration is working on a phased project to widen MD 2/4 through Prince Frederick. The project has six phases and will add a third through lane and an auxiliary lane on both the northbound and southbound sides. Phase 1 was completed in 2009. The construction of Phase 2 commenced in 2018.

Arterial

Arterial highways such as MD 2, MD 231 and MD 260 serve fast and heavy traffic between subdivisions and urban centers. These arterial highways are connecting Calvert County to neighboring counties. Direct access to property along arterial highways should be managed so that overall highway capacity can be preserved for through traffic.

Arterials should be designed and located to provide fast and convenient travel, to support necessary economic development, and to provide a framework for planned land use development. To ensure that the arterial system functions properly, its physical and operational characteristics must be understood.

The county should continue working diligently with Tri-County Council and MDOT-SHA to make safety improvements to MD 231 and MD 2 top priorities.

Collector

Collector roads are highways and roads serving trips of shorter length, linking residential and agricultural areas to the arterial network. These roads, which are generally county-owned and maintained, collect traffic from local roads and convey it to the arterial highways. In town centers, collector and local roads provide for local circulation and access to businesses.

In rural areas, it is important to provide safe roads; however, conventional roadway design can alter the character of the community and promote higher speeds.

Over-designing rural roads is costly and often makes rural lands more accessible to residential development. Roads that serve rural and natural areas generally have lower traffic volumes and do not warrant the same design improvements required of those serving growth areas. Preserving the look and limiting the capacity of rural roads helps to maintain the rural character of Calvert County and avoids the higher costs that result when roads are over-designed. By coordinating road improvements with land development goals, the county can keep its road construction costs lower and support new growth where it is expected.

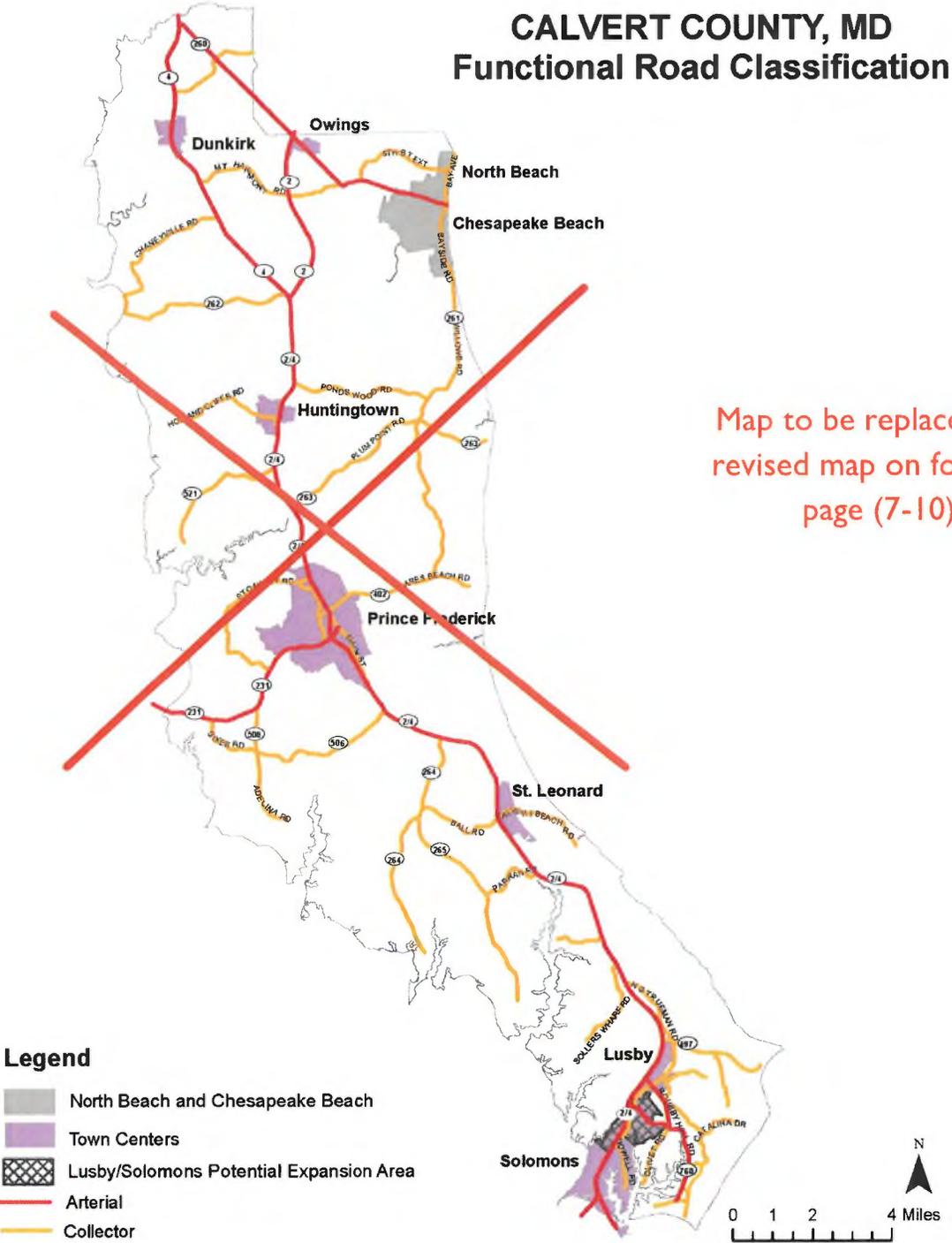
Governor Thomas Johnson Bridge

The Governor Thomas Johnson Bridge is located in the southern end of Calvert County in Solomons. It serves as a major transportation artery providing commuters access to Washington, D.C. and the Patuxent River Naval Station. The bridge connects Calvert County and St. Mary's County via MD 4 and is a key transportation corridor in the Southern Maryland area. The Thomas Johnson Bridge is an essential element in the Southern Maryland tri-county transportation system. Calvert County has been working with Maryland Department of Transportation State Highway Administration (MDOTSHA) for a replacement of this bridge to increase the number of travel lanes from two to four. This project will increase capacity across the Patuxent River.

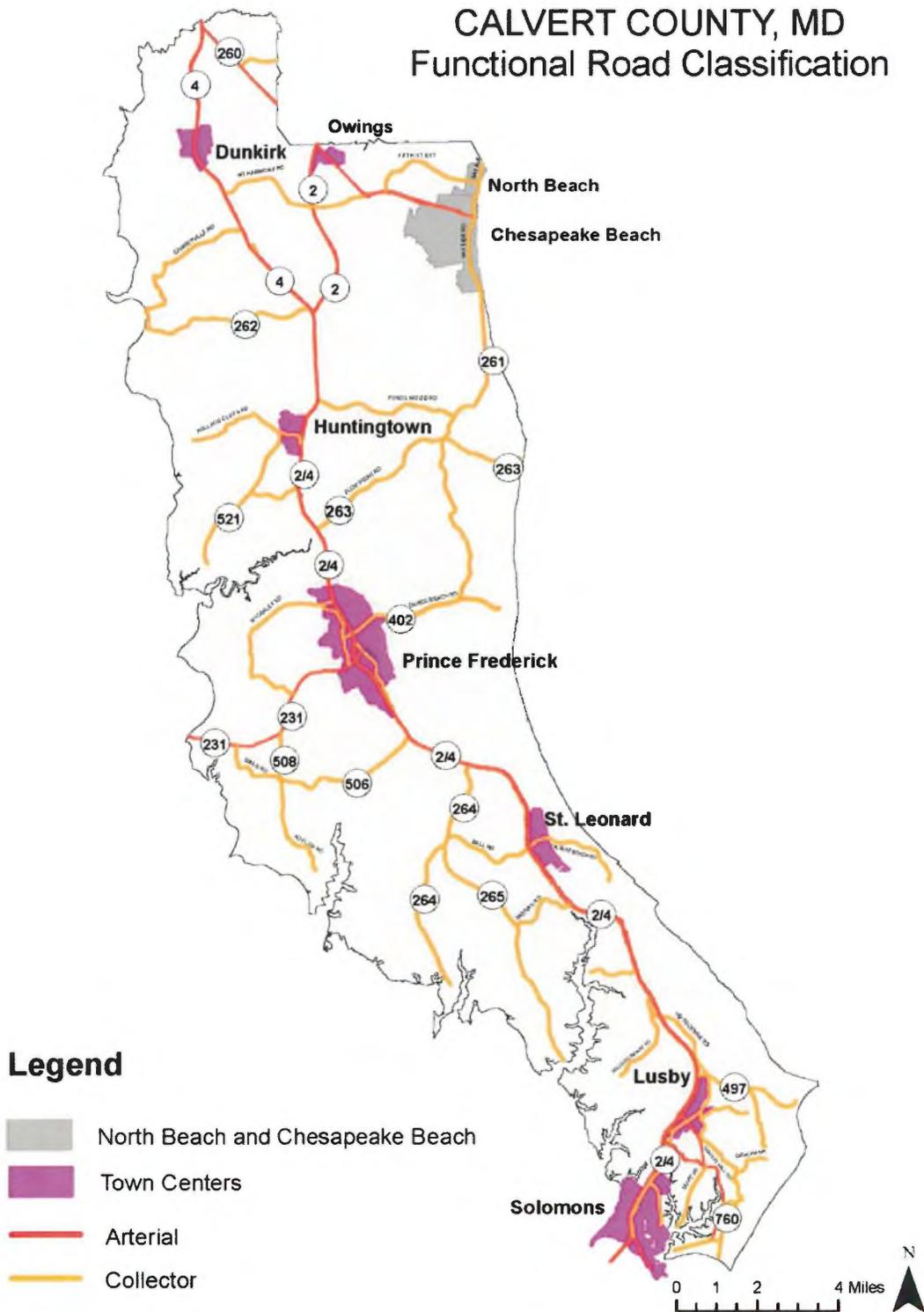
This project is critical to national homeland security and the Department of Defense and is essential from a Department of Homeland Security/Federal Emergency Management Agency/Maryland Emergency Management Agency capability as a hurricane evacuation asset. The Thomas Johnson Bridge serves as an evacuation route for the large nuclear power generating facility and a regional liquid natural gas facility. The replacement of the bridge will relieve commuter congestion and is also essential to the safety, security and efficient transportation of Southern Maryland. The bridge serves more than 31,100 vehicles per day, with an estimated increase to 38,275 vehicles per day by 2030, far in excess of its two lane bridge capacity.

The replacement of the Thomas Johnson Bridge will continue to remain a top regional transportation priority for the tri-county area.

Figure 7-2 Functional Road Classification



CALVERT COUNTY, MD Functional Road Classification



[Proposed Figure 7-2 map replaced to accurately show the proposed expansion areas on the southwest of the Prince Frederick Town Center, 11/09/2022.]

Chesapeake Bay Crossing Study

As of 2018, the State of Maryland is conducting a Chesapeake Bay Crossing Study, led by the Maryland Transportation Authority (MDTA) of the Maryland Department of Transportation (MDOT). The study “will result in the identification of a preferred corridor alternate to address congestion at the Chesapeake Bay Bridge and evaluation of its financial feasibility. The Bay Crossing Study will evaluate current and future traffic demand across the Chesapeake Bay.”² Locating a bay crossing in Calvert County would result in a tremendous amount of pass-through traffic to MD 4. Constructing a bay crossing in Calvert would likely have a significant impact on the county’s rural character. If Calvert were to be chosen as the location for the next Chesapeake Bay bridge crossing, then the county’s long-range plans – the Comprehensive Plan and Transportation Plan – would need to be redone to address the significant potential impacts.

Transit

Good transportation planning requires that highway and transit facilities be planned together. Highway capacity can be optimized when a highly accessible and efficient transit system is in place. The county operates two levels of local transit service. A fixed route service serves Town Centers. The fixed route system addresses two types of movements: within Town Centers and between Town Centers.

Commuter transit is provided by the Maryland Transit Administration (MTA) over four bus routes that serve Washington, D.C. While transit riders represent only a small proportion of total county commuters, the commuter buses are typically filled to capacity. Depending on the route, there are between five and 13 trips a day. The bus routes originate in St. Leonard, North Beach, Dunkirk, Huntingtown, and Prince Frederick. The southern part of the county is not served by the commuter bus routes.

Calvert County recently implemented regular route service to the Charlotte Hall area including direct service to the Charlotte Hall Veterans home. This route allows for direct connections with both Charles County transportation and St. Mary’s County transportation. Calvert County continues to have a direct transfer with St. Mary’s County, in the southern end of Calvert County, allowing residents access to Lexington Park, MD.

Possible Future Transit

An overall framework for public transit service should continue to be implemented by Calvert County. This framework calls for the creation of local transit service areas in the Town Centers and for express bus service between those centers. In addition to providing access to jobs, increasing access to healthcare services needs to be considered for the county’s large senior population. Reliable alternative transportation options are needed for people with disabilities and seniors in the county. Calvert County has just completed its five-year Transportation Development Plan and identified numerous service

² Maryland Transportation Authority website, <https://www.baycrossingstudy.com/>, accessed May 7, 2018.

enhancements. The county is working with the MTA to secure funding to implement these service changes.

Ferry service is a form of transit with potential for Calvert County, especially as the southern part of the county becomes more economically integrated with Lexington Park. Calvert and St. Mary's counties have been connected by ferry services in the past. One ferry service operated continuously for almost 60 years, until December 16, 1977. The Thomas Johnson Bridge opened the next day. Prior to then, "Miss Solomons" carried passengers from Solomons to the Patuxent Naval Air Test Center. Vehicle ferry service operated in the 1920s and 1930s.³ The potential for ferry service must be kept viable. Any ferry service should be properly planned and integrated into the overall transportation system and land use pattern.

Rapid transit is intended to facilitate fast movement along heavily traveled corridors. Rapid transit can be provided by commuter rail, light rail, and buses operating in exclusive rights-of way. This condition is not likely in Calvert County. The rail options require high urban population densities to justify their costs and to operate successfully.

Pedestrian and Bicycle Network

Currently there are few connected trails for bicyclists or pedestrians to use, either for recreation or for transportation between developed areas. Providing these connections is challenging because of east-west stream valleys cutting through the county on either side of the ridgeline that MD 2/4 follows. The volume and speed of vehicles, and in some instances, the lack of shoulders are impediments to pedestrian and bicycle travel. In addition, where the highways bisect developed areas, the lack of signalized pedestrian crossings discourages people from walking. While there are sidewalks, they are limited and not fully connected even in developed areas. The lack of pedestrian and bicycle facilities fosters reliance on automobiles and does not provide alternatives to auto travel.

By 2040, the county intends to create safe and attractive paths that allow people to travel within the Town Centers, connecting residential, commercial, recreation, institutional, and employment areas. In addition, paths would connect the Town Centers to the rural and natural areas and the water, whether to the Chesapeake Bay, Patuxent River, or one of the county's creeks. New roads and retrofits of existing roads should accommodate pedestrians and bicyclists. Such infrastructure could include wide sidewalks and median crossing islands for pedestrians and protected or dedicated bicycle lanes for bicyclists, or shared-use paths for both.

Complete Streets and Streetscape Improvements

Complete streets are defined as those that offer balanced use to all modes of transportation. Complete streets enable safe access for all users including pedestrians and bicyclists as well as motorists and transit riders of all ages and abilities. Complete streets consider the needs of motorists but do not exclude the

³ *Bugeye Times*. Calvert Marine Museum, Spring 1978, Vol. 3 - No. 1. Pages 1-2.
<https://www.calvertmarinemuseum.com/DocumentCenter/View/1249/Bugeye-Times-Spring-1978>. Accessed May 19, 2018.

needs of pedestrians, transit users, bicyclists, and commercial and emergency vehicles. The typical cross-sections for each road classification should address the manner in which various modes of transportation are accommodated based upon the road classification and the surrounding land use.

Streetscape features should be used to establish the character of Town Centers and Residential Areas. Adding street trees, street furniture, and sidewalks along roadways and a planted median in the center improves the driving and pedestrian experiences.

Traffic calming measures such as roadway narrowing, raised and colored intersections, street chokers (also called neckdowns), and traffic circles would improve pedestrian conditions within Town Centers. These features reduce the speed of cars and increase alertness of motorists to enhance the environment for non-motorists.

In 2016, Calvert County adopted a Neighborhood Traffic Management Program for unincorporated areas of the county. The intent of the program is to enhance the safety and livability of residential neighborhoods within Calvert County. The program is available to any homeowner associations or organized group of citizens who wish to reduce vehicle speeding in their neighborhood. If a public street qualifies for the program, it may be necessary for the community residents to fund any traffic calming measures by way of a Special Taxing District if county funds are not available.

Residential Area and Town Center Transportation Networks

Most shopping, medical, and personal business trips in the county will be destined for Town Centers, while most households, even in the future, will be located beyond the borders of Town Centers in a low-density pattern.

Each Town Center master plan proposes road construction projects. In most cases, implementation of these projects would help manage access onto MD 4 and MD 2/4 and provide a framework for higher density residential commercial development. In some cases, these improvements are needed to resolve existing traffic congestion. Because most subdivisions in Calvert County do not interconnect, even short trips require the use of major arterials, contributing to the overload of MD 2/4. Connecting the current roads parallel to MD 2/4 into a complete roadway network that extends the length of MD 2/4 through each of the Town Centers would allow circulation between parcels without the need for additional access points on the through highway.

Additional improvements are needed to limit the increased reliance on cars and to develop a more balanced transportation system. Future road construction in the Town Centers should maximize connectivity within each and with surrounding residential areas. Increasing connectivity promotes activity within the Town Centers and reduces the need to drive for those residents closest to Town Centers. Town Centers need to facilitate walking, bicycling, and transit use. Community design guidelines with these and similar aims should be developed in the revised Town Center master plans.

New land development should be designed to minimize the number of automobile trips. The county should establish road and sidewalk/path connectivity requirements based on block length in designated

areas and for residential and commercial subdivisions above a certain size to help reduce traffic congestion and improve walkability, especially in Town Centers.

Transportation System Management

Financing road improvements is a challenge. The county studied options for raising revenue for new road construction and has opted to use a combination of excise tax revenues from new development, the sale of bonds, and general fund revenues. Road maintenance is also costly. The county relies on the general fund supplemented by a small amount of gasoline tax revenues, which are transferred from the state to the county.

A Transportation System Management (TSM) program is aimed at making the most efficient use of existing roads, highways, and transit services without constructing additional highway capacity. Several measures fall under the TSM heading, including access control and management, intelligent transportation systems, traffic management, and travel demand management. Each has the potential to improve traffic flow and safety, reduce fuel consumption and air pollution, and reduce cost on new construction.

TSM measures with potential in Calvert County include:

- Intelligent transportation systems features such as smart traffic signals and transit system priority that take advantage of the emerging capabilities of connected vehicles.
- Traffic engineering techniques such as traffic signal synchronization, the proper placement of driveways, and exclusive turning lanes and roundabouts at intersections.
- The promotion and marketing of area-wide transit, carpools, and vanpools including expanded carpool lots.
- Town Center and community land use planning and site design aimed at minimizing the need for travel by car.

The MPO

Based on the 2010 Census, the U.S. Department of Transportation, Federal Highway Administration has determined that the combination of the Lexington Park area in St. Mary's County with the Solomons/ Lusby/ Chesapeake Ranch Estates/Drum Point area in Calvert County meets the population criteria for a Metropolitan Planning Organization (MPO). The Calvert-St. Mary's MPO is a federally-mandated and funded organization tasked with planning an integrated regional transportation system between the two counties.

The MPO prepares and maintains several documents.

- The Long-Range Transportation Plan (LRTP) develops and updates the long-range transportation goals for the region.
- The Unified Planning Work Program (UPWP) lists planning studies and evaluations underway in a given year.

- A Transportation Improvement Program (TIP) includes a short-range program of transportation improvements based on the long-range transportation plan. The TIP is designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.
- The Public Participation Plan (PPP) is designed to involve all appropriate parties of the community in the transportation planning process and to ensure that the public has adequate opportunity to provide input on the transportation issues affecting the region.

Goals and Objectives

Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.

Objective 1: Develop a transportation system that effectively serves the future land use pattern and helps to implement adopted land use and growth management objectives.

- 7.1.1.1 Achieve a high level of accessibility between residential areas and Town Centers. [P&Z, PW, CR]
- 7.1.1.2 Give priority to the construction and upgrading of roads that serve Town Centers. Continue to advocate for the Thomas Johnson Bridge replacement as a top priority for state road construction. [BOCC, PW, P&Z]
- 7.1.1.3 Adopt an access management policy. [BOCC, PW, P&Z]
- 7.1.1.4 Identify and protect right-of-ways and easements for the long term [PW, P&Z]
- 7.1.1.5 Continue efforts to secure funding to upgrade the Thomas Johnson Bridge. [BOCC, PW, P&Z]

Objective 2: Establish a road connectivity requirement for new developments.

- 7.1.2.1 Establish road and sidewalk/path connectivity requirement based on block length in designated areas and for residential and commercial subdivisions above a certain size to help reduce traffic congestion and improve walkability, especially in Town Centers. [P&Z, PW]
- 7.1.2.2 Promote cross-access between properties and interconnected parking lots to preserve the capacity of the adjacent road. [P&Z, PW]

Objective 3: Continue to update and adopt the county transportation plan.

- 7.1.3.1 Construct new roads as called for in the Calvert County Transportation Plan and as identified in the adopted Town Center master plans. [PW]
- 7.1.3.2 Continue to update the Calvert County Transportation Plan, including a Transportation System Management element. [P&Z]

Objective 4: Prepare traffic circulation studies and transportation plans as needed for Town Centers.

- 7.1.4.1 Continue to monitor traffic conditions and assess the potential for technological solutions to traffic problems. [P&Z, PW, SHA]

Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

Objective 1: Improve traffic flow on the county's main transportation corridors.

- 7.2.1.1 Reduce existing and discourage future direct property access, especially to MD 2, MD 4, MD 2/4, and MD 231. [P&Z, SHA]
- 7.2.1.2 Require parallel connecting roads along MD 4 and 2/4 during the development and subdivision process, where feasible, with the long-term goal of having driveways served by connecting roads. [P&Z]
- 7.2.1.3 Continue to develop north-south roadway systems, parallel to MD 2/4 in the Town Centers. [P&Z, PW]

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Objective 1: Maintain the program to renovate road sections and intersections. This includes widening roads, adding shoulders, improving stormwater conveyance, removing dangerous curves, replacing bridges, correcting poor sight distance, and adding turning lanes and roundabouts. Prioritize improvements based on traffic counts, existing conditions, and proximity and service to Town Centers.

- 7.3.1.1 Address peak-hour congestion on MD 2/4. [SHA]
- 7.3.1.2 Pursue with SHA the implementation of active traffic management technology to reduce congestion during peak hours. [P&Z, PW, SHA]
- 7.3.1.3 Pursue as a priority, continued efforts to work with Tri-County Council and MDOT-SHA to improve MD 231 and MD 2 to address safety and reduce congestion. [BOCC, PW, P&Z, SHA, TCC]
- 7.3.1.4 Continue the program for resurfacing existing roads. Prioritize resurfacing based on traffic counts, structural condition of paving and subsurface conditions, and skid resistance of existing surfaces. [PW]

Objective 2: Complete the network of roads parallel to MD 2/4 in Prince Frederick.

- 7.3.2.1 Include continuous bike and pedestrian pathways along these roadways. [P&Z, PW]
- 7.3.2.2 Encourage businesses locating along these roads to have a public entrance facing them. [P&Z]

Goal 4: Improve and expand existing transit services.

Objective 1: Increase the frequency of local transit service between Town Centers, including employment areas and health centers.

- 7.4.1.1 Explore the demand among local employers and workers for buses commuting to take employees to and from work places. Develop routes likely to encourage transit access for employees, patients, and students from throughout the county. [CR]
- 7.4.1.2 Review the routes serving Town Centers to include stops at employment centers. Consider extending transit hours to serve employees within the Town Centers and adjacent areas. [CR]

- 7.4.1.3 Review and increase the number of routes connecting major subdivisions to Town Centers. [CR]

Objective 2: Designate new park and ride locations and key commuter transit routes, when needed.

- 7.4.2.1 Provide adequate commuter parking lots at key locations throughout the county. [MDOT/MTA]
- 7.4.2.2 Encourage the shared use of parking lots, especially in Town Centers, as part of coordinated land development plans. [P&Z]
- 7.4.2.3 Continue to encourage the state to provide expanded commuter bus service. [CR, P&Z]

Objective 3: Expand and improve demand-responsive transit services.

- 7.4.2.1 Increase availability of demand-response public transportation. [CR]

Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

Objective 1: Develop a countywide policy for building and maintaining sidewalks and bicycle ways at the time of new road construction.

- 7.5.1.1 As state and county roads are improved or upgraded, ensure the roads include sidewalks and bikeways; where feasible, construct a bikeway, which is to be a shared-use path, separate from the roadway. [P&Z, PW]
- 7.5.1.2 Continue to retrofit existing roads with sidewalks connecting communities within the residential areas of Town Centers by an internal network of sidewalks and roads. [PW]
- 7.5.1.3 Provide safe pedestrian and bicycle routes to all public schools, where practical. [P&Z, PW, SHA]
- 7.5.1.4 Provide designated crosswalks at all intersections except where the designation would create a safety hazard. [SHA, PW]
- 7.5.1.5 Review site plans for commercial, business and employment uses to ensure safe pedestrian movements. [P&Z]

Objective 2: Establish bicycle routes to connect residential, commercial, employment, educational, and open space areas.

- 7.5.2.1 Develop a local bicycle system plan for each Town Center. [P&Z, PW]
- 7.5.2.2 Designate key bike routes connecting Town Centers, where practical. [P&Z, PW]
- 7.5.2.3 Establish priorities for the creation of designated bikeways along the state highways operating from east to west or connecting to Town Centers, including MD 2, MD 4, MD 2/4, MD 231, MD 261, MD 262, MD 263, MD 264, MD 265, MD 402, MD 497, and MD 760. [P&Z, PW, SHA]
- 7.5.2.4 Provide wayfinding on designated bike routes. [PW, SHA]
- 7.5.2.5 Look for ways to encourage the use of bicycles, including providing bicycle parking and/or storage facilities at public buildings, encouraging it in shopping and employment areas, and providing information on bikeways, such as online maps, to the public. [P&Z, GS, TS]
- 7.5.2.6 Improve bicycle safety and accommodations, especially in Town Centers. [P&Z, PW, SHA]

- 7.5.2.7 Encourage the construction of the bikeway/shared-used path as properties develop. [P&Z]
- 7.5.2.8 Address bicycle and pedestrian accommodations in each Town Center master plan. [P&Z, PW]

Objective 3: Develop a complete streets policy applicable within Town Centers.

- 7.5.3.1 Install traffic calming measures in select locations in Town Centers. [PW, SHA]
- 7.5.3.2 Promote multiple modes of transportation to reduce dependence on automobiles within Town Centers and connect Town Centers with adjacent communities through the provision of walking and biking routes. [P&Z, PW]
- 7.5.3.3 Establish bicycle parking requirements for commercial, employment, and institutional uses in Town Centers and Employment areas. [P&Z]
- 7.5.3.4 Pursue pedestrian safety and traffic capacity improvements within Town Centers. [PW]
- 7.5.3.5 Encourage the installation of sidewalks along both sides of all streets in Town Centers. [P&Z, PW, SHA]
- 7.5.3.6 Install pedestrian crossing signals connected to safe pedestrian networks at signalized intersections within Town Centers. [PW, SHA]
- 7.5.3.7 Map and implement continuous, ADA compliant sidewalks, and pedestrian facilities in each Town Center. Update small area master plans to include these networks. [P&Z, PW, SHA, TS]
- 7.5.3.8 Pursue Complete Streets grant opportunities. [PW, P&Z]

Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.

Objective 1: Develop a sustainable program for financing transportation construction and improvement.

- 7.6.1.1 Explore potential funding strategies to expedite the planning and construction of needed projects on the State highway system in Calvert County and for county roads. [P&Z, PW, F&B]
- 7.6.1.2 If amendments are made in federal and/or state standards, amend the county road design requirements. [P&Z, PW]
- 7.6.1.3 Encourage developer participation in adjacent roadway improvements that become necessary as development progresses. [PW, P&Z]
- 7.6.1.4 Review Calvert County's adequate public facilities regulations for roads and consider potential changes to ensure the cumulative impacts of development are addressed. [PW, BOCC]

Objective 2: Participate in state and regional transportation planning efforts.

- 7.6.2.1 Promote regular updates to the regional, MPO, and county transportation plans based upon and designed to serve the land use development goals of Calvert County and the other units of government in the Southern Maryland region. [P&Z, PW, CR]

Exhibit B

Proposed Amendments to the
Calvert County Comprehensive Plan –
Reduction of Town Center Expansions

EXECUTIVE SUMMARY

Purpose

The Calvert County Comprehensive Plan (Plan) is the official policy document for Calvert County. The Board of County Commissioners, the Planning Commission, and county departments use the Plan as a guide when preparing functional plans and small area plans, evaluating proposed projects or considering changes to legislation, such as the zoning ordinance. State agencies use the Plan to determine whether or not to provide state funding for a local project (e.g. Rural Legacy, Community Legacy, public infrastructure, community development projects, etc.). Bond rating agencies look at the Plan to see if the county government is using resources wisely and in a coordinated fashion. Prospective business owners use the Plan to help them make investment decisions. Residents use the Plan to evaluate how well the county government is responding to the goals and objectives written in the Plan.

The Plan is a snap-shot in time of the dynamic process of managing growth in Calvert County. At the beginning of each chapter is a list of functional and small area plans, several of which are incorporated into the Comprehensive Plan by reference. These more detailed and specific documents both inform the Plan and will need to conform to it in their subsequent updates.

Values

Calvert County has long held the values of preserving the rural landscape and creating vibrant Town Centers. Calvert County has focused on preserving its rural character since its first comprehensive plan, published in 1967. This value has been carried forward in every subsequent comprehensive plan and has continuously influenced Calvert County's land development policies.

These two values work together and mutually sustain each other. Supporting, encouraging, and directing growth away from the rural areas helps preserve the rural landscape and focuses development into Town Centers. Similarly, supporting, encouraging, and directing growth toward the Town Centers limits development within the rural areas and creates more activity and vibrancy within the Town Centers.

In recent years, the county has added an additional value: sustainability. At its core, sustainability is the process of balancing environmental concerns with social equity and economics. The intersection of these "three E's" (equity, economics, and environment) is where the quality of life is best obtained.

Calvert County has been more successful in preserving farm and forest land than in creating vibrant Town Centers. While coming close to meeting the 2010 Comprehensive Plan goal of 35 percent of new households locating inside or within one mile of the Town Centers, Calvert County has not achieved the desired development patterns. One of the 2010 Comprehensive Plan's 10 Visions, a vision included since the adoption of the 1997 Comprehensive Plan, is for the Town Centers to be attractive, convenient, and interesting places to live, work, and shop. The implication of this vision is to focus growth in well-planned Town Centers instead of strip malls and business parks scattered throughout the

county. However, many of Calvert County's Town Centers lack a sense of place and are dominated by commercial strip development. Nearly 85 percent of Calvert County residential development is categorized as low or very low density development. Most of the residential development has occurred outside the Town Centers.

An important focus of this plan update is to address policy actions Calvert County can take to direct development to the Town Centers and to encourage development that creates the vibrancy county residents are seeking. These policy actions include:

1. Continue preserving the rural landscape while promoting a strong economy, and directing commercial, industrial, and residential uses to appropriate locations.
2. Better defining the boundaries of Town Centers and the growth areas adjacent to the Town Centers of Chesapeake Beach and North Beach, Prince Frederick, Lusby, and Solomons; and
3. Using wastewater treatment facilities and other public infrastructure investments to attract and direct growth to appropriate locations within the Town Centers.

Goal and Visions

The goal of the Comprehensive Plan is to maintain and/or improve the overall quality of life for all citizens of Calvert County by:

- Promoting sustainable development,
- Encouraging a stable and enduring economic base,
- Providing for safety, health, and education, and
- Preserving the natural, cultural, and historic assets of Calvert County.

The goal is expressed in a series of 10 visions.

1. Our landscape is dominated by forests and fields.
2. Our Town Centers are attractive, convenient, and interesting places to live, work, and shop.
3. Our wetlands, streams, and forests and the Chesapeake Bay and Patuxent River support thriving plant and animal communities.
4. Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.
5. We waste less, consume fewer natural resources, and properly dispose of waste.
6. Our communities are safe. We care for the well-being of each other.
7. Our children are well prepared for the future. We offer robust and diverse educational opportunities.
8. We are stewards of our cultural heritage.
9. We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.
10. Our government is efficient, open, and responsive to citizen needs and concerns.

Managing Residential Growth

Implementation of previous Comprehensive Plan policies has contributed to reducing the county's growth rate for both population and households, which has continually decreased since its peak in the 1970's. Over time, Calvert County has gone from being the fastest growing county in Maryland to one of the slowest in the metropolitan areas. The population growth rate is projected to continue to slow in the future and translates into a reduced growth of households and demand for additional housing units as shown in Table ES-1.

Table ES-1 Projected Households and Growth Rate 2020-2040

Household Projections for Calvert County		
2020	2030	2040
33,900	36,900	37,600
Percent change		
2010-2020	2020-2030	2030-2040
9.9%	9.0%	1.9%

Source: Maryland Department of Planning, August 2017

Future Land Use Plan

The Future Land Use Plan guides future development and forms the basis for updating the zoning ordinance. The plan establishes nine land use categories and their locations are shown on Figure ES-1. The future land use map and the updated zoning ordinance, which implements the map, are the foundation for the successful realization of Calvert County's goals and visions. The Future Land Use Plan establishes nine land use categories with the following meanings:

Rural Areas

Farm and Forest – Rural areas dominated by existing farms and forest. The use of Transferable Development Rights (TDRs) to allow additional dwelling units in the Farm and Forest areas contradicts the intention of preserving these areas. TDRs may not be used to increase density in these areas.

Rural Residential – Rural areas dominated by existing large-lot residential development, typically three to 10 acres in size, with an average lot size of approximately five acres. This category accommodates existing small-scale neighborhood convenience retail and service uses as well as essential public services. In past Calvert County Comprehensive Plans, rural residential areas have been designated growth areas (receiving areas for TDRs). The 2040 Plan places greater emphasis on directing residential growth to Town Centers and Residential Areas.

Waterfront Communities – Existing, mature residential communities that typically pre-date zoning and subdivision regulations with lot sizes of an acre or less. They are not planned for expansion or additional growth. TDRs may not be used to permit additional dwelling units in these areas.

Wetlands – Large concentrations of tidal wetlands as defined by state and federal regulations. These boundaries are based on current zoning (6/2017). Development is generally prohibited in these areas.

Growth Areas

Town Centers – Town Centers are the county’s primary designated growth areas. Town Centers contain a mixture of residential, commercial, and institutional uses. Town Centers are areas where TDRs can be used to increase density to a maximum consistent with the approved Town Center zoning. Future development is guided by a Town Center master plan.

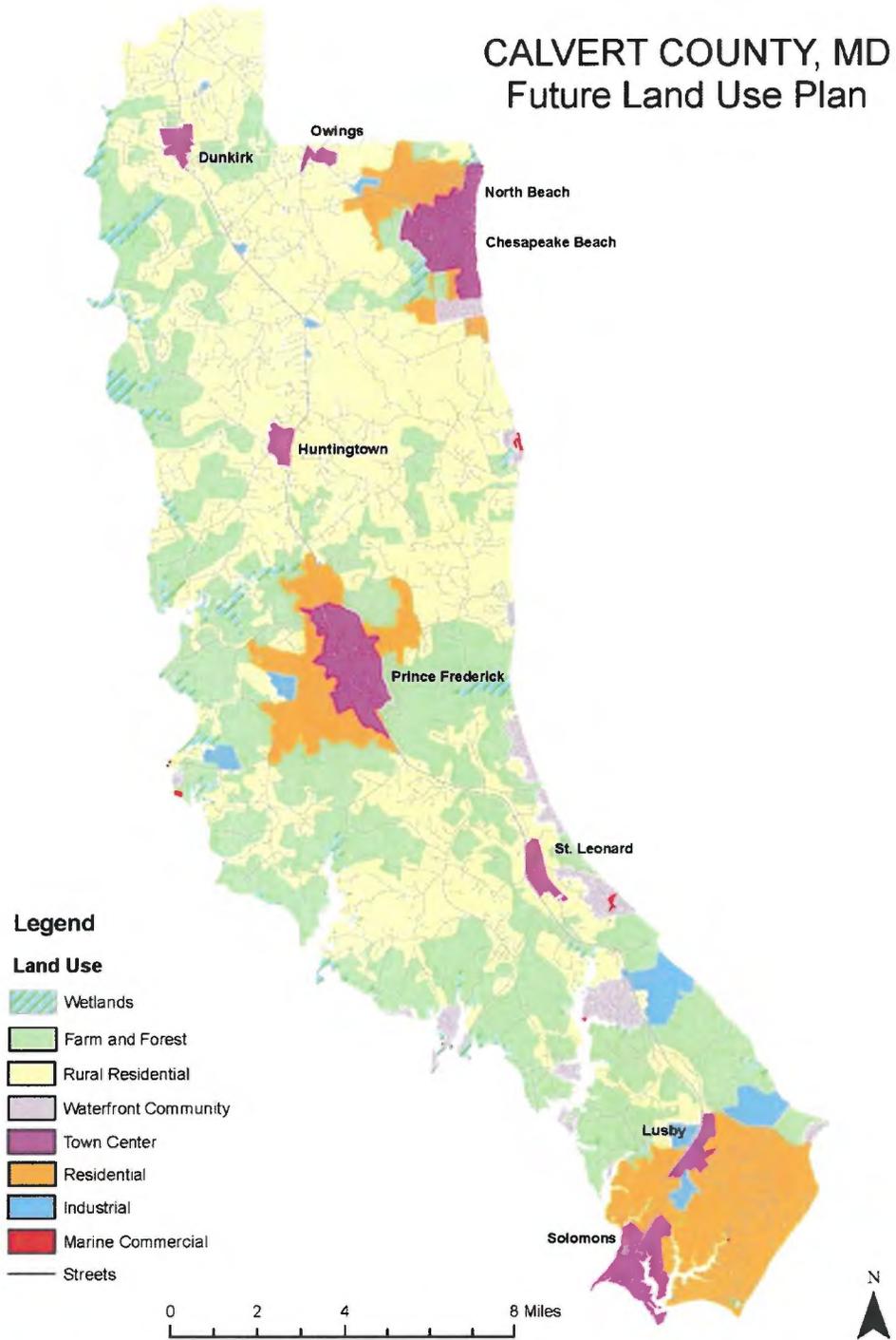
Residential – Mapped areas within approximately one mile of the North Beach, Chesapeake Beach, Prince Frederick, Lusby, and Solomons Town Centers. The density in these areas can be increased through the use of TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre.

Commercial & Industrial Areas

Industrial – Manufacturing and employment centers that may include some larger-scale institutional and services uses.

Marine Commercial – Small-scale, water-dependent uses like marinas and restaurants, providing convenience services to residents and visitors.

Figure ES-I Future Land Use Plan



Supportive Comprehensive Plan Elements

In addition to describing Calvert County's desired future land use, the Comprehensive Plan provides information, objectives, and action items associated with the different components or elements that make for a strong community. They are summarized below.

Environment and Natural Resources

The Environment and Natural Resources chapter covers a wide range of issues related to quality of life, sustainability, environmental protection, and resource conservation. It discusses the county's sensitive areas including wetlands, areas of Critical State Concern, and the Chesapeake Bay Critical Area, and provides information on protection actions for these sensitive areas. Watershed management, forest preservation, air quality, mineral resources, hazard mitigation, and hazardous materials are also discussed. The emphasis of this chapter is to take a comprehensive approach to environmental planning and preservation that encourages the preservation, protection, and conservation of land-based natural resources and to mitigate Calvert County's natural and man-made hazards.

Heritage

Calvert County is home to a broad range of cultural resources chronicling the ways of life of numerous generations and cultures. Major themes of American and world history have been enacted in the county and on the surrounding waters. Evidence and remnants abound across the county from its earliest inhabitants, colonial settlement, the early years of the United States, and the wars and conflicts that shaped modern history. This chapter describes how the county works to preserve and understand this heritage.

Housing

For many people, Calvert County represents achievement of the "American Dream." They own a home in a safe and attractive residential community. Almost half of Calvert County's homes were built in the last 30 years and more than 80 percent of occupied homes are owned by the occupants. However, this is not to say that there are not housing issues that must be addressed. Most of the current housing is unaffordable for low-income families and young adults. In addition, most of the county's housing stock is not designed to allow older residents to remain in their homes when they are no longer able to live independently. Chapter 6 outlines the challenges facing Calvert County and its housing stock and makes recommendations for how to address these challenges moving forward.

Transportation

The transportation network in Calvert County is a function of the county's shape and topography. Because the peninsula is narrow and carved with stream valleys that run east-west, MD 2/4 is the only major highway that extends for the full length of the county and, at the headwaters of St. Leonard Creek, it is the only road linking the area to the south to the rest of the county. The emphasis of the transportation element is to provide a transportation system that moves people and goods to, from, and through the community in a way that is safe, convenient, economical, and consistent with the community's historic, scenic, and natural resources. The Comprehensive Plan focuses on recommendations and actions that address traffic delays, expand pedestrian amenities, improve bicycle facilities, and enhance transit service. To further support this plan, the Board of County Commissioners have and will continue to explicitly argue against having a Chesapeake Bay Bridge crossing located in Calvert County.

Economic Vitality

Calvert County is part of the larger Washington, D.C. metropolitan region and is impacted by the conditions across the region. In addition, Calvert competes with other parts of the greater Washington,

D.C. area, Baltimore and Annapolis, and within Southern Maryland for jobs, workers, and residents. Historically, Calvert County's local economy relied on agriculture, aquaculture and recreation. Today, Calvert County's economy is based primarily upon its location within the Washington, D.C. metropolitan area. This chapter discusses the current economic conditions in Calvert County, identifies opportunities and economic sectors that Calvert County should pursue, and describes specific actions and initiatives needed to strengthen economic opportunity: direct business growth to Town Centers; expand Calvert County's tourism industry; and expand the county's education system to better provide general education, vocational, and technical training and retraining.

Water Resources

The Water Resources chapter focuses on potable water and sewerage service. The land use policies described throughout the Comprehensive Plan direct much of the county's residential and commercial growth to the Town Centers and minimize future residential development in more rural areas. Given these policies, the county must ensure that its water supply and wastewater systems in Town Centers meet current and future needs without jeopardizing the health of local waters, the Patuxent River, and the Chesapeake Bay. The plan recommends that this occur by 1) ensuring sufficient drinking water quality and quantity to accommodate future population growth, 2) ensuring sufficient wastewater treatment capacity to support development in Town Centers served by public sewer systems, 3) protecting public health and water quality in areas outside the Town Centers, and 4) installing or enhancing stormwater management systems to reduce pollution in the Chesapeake Bay and Patuxent River.

Government and Community Facilities

The Government and Community Facilities chapter provides an overview of the public, private, and not-for-profit agencies and institutions that provide public services to county residents. As Calvert County plans for its future, it must assess the current state of the schools, parks, recreational facilities, libraries, emergency services, healthcare facilities, and solid waste disposal service available to residents and plan for future needs. Planning for future needs includes assessing future demand and determining locations for future facilities. Many of the facilities discussed in this chapter have their own long-range plans, and the recommendations contained within them are adopted by reference.

Implementation

The final comprehensive plan element is implementation. This section details the objectives, strategies, and actions needed to achieve the goals, visions, and objectives identified throughout the plan. The actions are categorized into short-term (five years or less), mid-term (five to 10 years), long-term (10 plus years), and ongoing.

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Acronyms

ACRONYM	DEFINITION
ACSC	Area of Critical State Concern
ADA	Americans with Disabilities Act
ALS	Advanced Life Support
APAB	Agricultural Preservation Advisory Board
APD	Agricultural Preservation District
ARC	Architectural Review Committee
BIAC	Bicycle and Pedestrian Infrastructure Advisory Committee
BLS	Basic Life Support
BOCC	Board of County Commissioners
BOE	Board of Education
BRF	Bay Restoration Fund
CA	County Administrator
CAO	County Attorney's Office
CCPS	Calvert County Public Schools
CMM	Calvert Marine Museum
CIP	Capital Improvement Plan
CMR	Department of Communications and Media Relations
CR	Department of Community Resources
CSA	Community-Supported Agriculture
CSM	College of Southern Maryland
C-SMMPO	Calvert-St. Mary's Metropolitan Planning Organization
DNR	Maryland Department of Natural Resources
DOD	Department of Defense
EC	Environmental Commission
ED	Department of Economic Development
EDUs	Equivalent Dwelling Units
EMS	Emergency Medical Services
EM	Emergency Management Division
ENR	Enhanced Nutrient Removal
ESD	Environmentally Sensitive Design
F&B	Department of Finance & Budget
FEMA	Federal Emergency Management Agency
FFD	Farm and Forest District
FSDWA	Federal Safe Drinking Water Act
GS	Department of General Services
H₂S	Hydrogen Sulfide
HD	Health Department
HDC	Historic District Commission
HHW	Hazardous Household Waste
HR	Department of Human Resources
HVAC	Heating, Ventilation, and Air Conditioning
IDAs	Intensely Developed Areas
JLUS	Joint Land Use Study
LAR	Leveraging and Retirement
LDA_s	Limited Development Areas

ACRONYM	DEFINITION
LE	Listed as Endangered
LNG	Liquefied Natural Gas
LPPR Plan	Land Preservation, Parks, and Recreation Plan
L RTP	Long Range Transportation Plan
LT	Listed as Threatened
MALPF	Maryland Agricultural Land Preservation Foundation
MC	Marine Commercial
MCL	Maximum Contaminant Level
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MEMA	Maryland Emergency Management Agency
MET	Maryland Environmental Trust
MGS	Maryland Geological Service
MPO	Metropolitan Planning Organization
MSW	Municipal Solid Waste
MTA	Maryland Transit Administration
MW	Megawatts
MWAQC	Metropolitan Washington Air Quality Committee
NAS PAX	Naval Air Station Patuxent River
NO_x	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
PAR	Purchase and Retirement
PC	Planning Commission
PEARL	Patuxent Environmental & Aquatic Research Laboratory
PFA	Priority Funding Areas
PILOTs	Payments in Lieu of Taxes
PPA	Priority Preservation Area
PPP	Public Participation Plan
PTB	Puritan Tiger Beetle
P&R	Department of Parks & Recreation
PS	Department of Public Safety
PW	Department of Public Works
P&Z	Department of Planning & Zoning
RC	Rural Commercial District
RCAs	Resource Conservation Areas
RIAC	Southern Maryland Regional Infrastructure Advisory Committee
REC	Renewable Energy Credit
RPS	Renewable Energy Portfolio Standard Program
RTCP	Southern Maryland Regional Transportation Coordination Program
SHA	State Highway Administration
SMADC	Southern Maryland Agricultural Development Commission
SMHA	Southern Maryland Heritage Area
SSPRA	Sensitive Species Project Review Areas
STEM	Science, Technology, Engineering, and Mathematics
TCCSMD	Tri-County Council for Southern Maryland
TDP	Transportation Development Plan

ACRONYM	DEFINITION
TDR	Transferable Development Rights
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TN	Total Nitrogen
TS	Department of Technology Resources
TP	Total Phosphorus
UPWP	Unified Planning Work Program
US EPA	United States Environmental Protection Agency
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VOC	Volatile Organic Compounds
WHPA	Wellhead Protection Areas
WIP	Watershed Implementation Plan
WSSC	Washington Suburban Sanitary Commission
WWTP	Wastewater Treatment Plant

CHAPTER 3. LAND USE

Vision

Our landscape is dominated by forests and fields.

Our Town Centers are attractive, convenient, and interesting places to live, work and shop.

We are stewards of our cultural heritage.

Goals

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.

Goal 4: Direct commercial and industrial uses to appropriate locations; provide necessary infrastructure.

State Vision

This chapter supports the Maryland State Visions related to:

Growth Areas. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

Community Design. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

Resource Conservation. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.

Stewardship. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

Related County Plans (Incorporated by Reference)

Master Plans – Individual master plans for the Town Centers.

Calvert County Comprehensive Water & Sewerage Plan, 2014 Update – A framework for County water supply and sewerage disposal.

Background

Calvert County enjoys a unique and enviable position in the Washington metropolitan area. The county has rural character and natural amenities with urban offerings available within an hour's travel.

Convenient access to the urban areas, however, works both ways as pressures for new development in Calvert County are expected to continue.

In 1983, the county adopted the Town Center concept to provide locations suitable for residential and commercial development and to avoid extending "strip commercial development" along Calvert County's highways. Strip commercial development contributes to traffic congestion, increases the potential for highway traffic accidents, reduces the drawing power of commercial uses by limiting the opportunity to share customers with other nearby commercial uses, increases the cost of needed infrastructure, and detracts from the visual beauty of the countryside.

The Comprehensive Plan guides the character, location, and pace of development so that the nature and character of the county are preserved for future generations. The plan continues the county's efforts to preserve its rural character through a combination of strategies intended to protect agricultural, forest, sensitive lands and cultural resources, and to direct growth to suitable locations, promoting economic growth and practicing stewardship of the Chesapeake Bay.

Sustainability Approach

The land use chapter promotes creating a sustainable land use pattern by creating a balanced mix of residential, recreational, commercial, and industrial uses and is anti-sprawl. Proposed policies allow mixed uses and higher development intensities that create more efficient/less consumptive buildings and spaces in the Town Centers. A sustainable Calvert can be a place of people living in small, farm-oriented communities with a strong sense of unity surrounded by wide-open spaces. These energy-efficient land use patterns promote economic and social activities that are less dependent on automobiles. With the use of Adequate Public Facility Regulations, continue to support policies that link the amount, location and rate of residential growth to County land use objectives, including highway, school, water quality and aquifer capacities.

Existing Policies

Land Preservation

Beginning with the first Calvert County Comprehensive Plan, adopted in 1967, one of the county's primary goals has been the preservation of its rural character. Calvert County's heritage of family farms, tobacco barns, waterfront communities, and its peace and quiet are elements that define Calvert County's rural landscape and character. "Areas like Calvert County that lie at the outer edges of metropolitan areas should be maintained as natural resource protection areas, farming regions, and vacation/recreation/retirement areas"¹.

¹ 2010 Calvert County Comprehensive Plan, Page 2.

By the late 1970's, Calvert County recognized that while large lot zoning effectively reduced the number of households located within rural areas, it destroyed prime farm and forest land by taking it out of production permanently. Calvert County adopted the first Transferable Development Rights (TDR) program in the state in 1978. In 1978, the Agricultural Preservation Advisory Board set a goal of preserving 20,000 acres. In 1997, Calvert County celebrated the enrollment of 20,000 acres of prime farm and forestland in county and state land preservation programs. A goal to preserve an additional 20,000 acres was adopted that year.

In 2010, the county designated Priority Preservation Areas by amending the 2004 Calvert County Comprehensive Plan. Adopting Priority Preservation Areas was required for the county to remain certified under Maryland's Agricultural Certification Program. The plan included the action to "Reserve the Farm and Forest District (Priority Preservation Area) for farming and natural resource-related uses and direct residential growth away from these areas."²

The Maryland Agricultural Land Preservation Foundation (MALPF) purchases agricultural preservation easements that will restrict development on prime farmland and woodland. As of 2016, Calvert County had acquired 35 easements under the program for a total of 4,715 acres.

Maryland's Rural Legacy Program provides funding to preserve large, contiguous tracts of land and to enhance natural resources, agricultural, forestry and environmental protection while supporting a sustainable land base for natural resource-based industries. Calvert County actively participates in the Maryland Rural Legacy Program.

The Maryland Environmental Trust (MET) works with landowners, local communities, and citizen land trusts to protect landscapes and natural resources as a legacy for future generations. MET provides direct assistance, information and innovative tools to ensure the ongoing stewardship and public concern for the natural, historic, and scenic resources of the state.³

As of 2018, there are three mechanisms for preserving properties in the county's agricultural preservation program: Transferable Development Rights (TDRs), Purchase and Retirement (PAR), and Leveraging and Retirement (LAR). There are additional private programs for the preservation of open space including land trusts such as the American Chestnut Land Trust that also provide long-term protection of undeveloped land.

Almost 30,000 acres of land in Calvert County have been preserved through the combined efforts of state and local governments, land trusts, and property owners, as shown in Table 3-1.

² 2010 Calvert County Comprehensive Plan, Action 1-4, Page 6

³ Maryland Environmental Trust Homepage, <http://dnr.maryland.gov/met/Pages/default.aspx>, accessed 10-11-2017

Table 3-1 Land in Preservation

Land in Preservation	Acres
County Agricultural Preservation Program	20,279
Maryland Agricultural Land Preservation Foundation (MALPF)	4,715
Rural Legacy	1,738
Maryland Environmental Trust (MET)	825
Total	27,602

Source: Calvert County Department of Planning & Zoning, 2017

Transferable Development Rights Program and Forest Conservation TDRs

In 1978 Calvert County adopted the first Transferable Development Rights (TDR) program in the state. The county does not “acquire” easements but requires that covenants be recorded prior to the initial sale of development rights. To begin the TDR process, property owners voluntarily apply for Agricultural Preservation District (APD) designation. The designation remains in effect for a minimum of five years. Once the district is established, the owner may petition for the certification of development rights. Once certified, the TDRs can be sold to another party and transferred to a receiving area to increase the number of residential lots/units or to satisfy forest conservation requirements via a “forest” TDR. Owners of parcels enrolled in districts from which no development options have been conveyed may withdraw their land after five or more years by giving a one-month notice of such intent.

The Calvert County Department of Planning & Zoning estimates that there are approximately 9,500 TDRs currently certified and available for purchase and approximately another 3,000 TDRs that could be certified in APDs. In 2013, the county placed a moratorium on the creation of new APDs.

The market for TDRs has varied over time. Between 1978 and 2013, 14,442 TDRs were sold. In 2013 a Calvert County Planning & Zoning review of the county’s TDR program concluded that TDR sales had averaged between 500 and 600 per year but that the Great Recession had a profound impact on the use of TDRs and “total sales went from 716 in 2003 to 72 in 2012....”⁴ The report recommended that the county purchase and retire about 200 TDRs per year while encouraging developer usage of approximately 300 TDRs per year. By 2015, sales had rebounded, and 647 TDRs were sold for development.

In 2015 newly adopted zoning ordinance amendments modified the TDR requirements for various unit types locating in the Prince Frederick, Lusby, and Solomons Town Centers, which have public water and sewer service. The changes reduced the number of TDRs required to construct additional units above the permitted base density⁵. Five TDRs are needed for each additional residential lot or dwelling unit in most areas of the county. In the Prince Frederick, Lusby, and Solomons Town Centers, three TDRs are required for each additional single-family dwellings on lots that average 10,000 square feet or less, two TDRs for each additional attached dwelling, and one TDR for each additional apartment unit. The changes are intended to encourage residential development within the Town Centers and reinvigorate the market for TDRs.

⁴ *Proposal to Improve the Calvert County Land Preservation Program, 2013*

⁵ Base density (conventional density) is the number of permitted units without use of TDRs.

Purchase and Retirement (PAR) Program

Calvert County created a Purchase and Retirement (PAR) Fund. Its purpose is to purchase and permanently remove (“retire”) development rights from the transferable development rights market. The development rights are retired rather than sold to transfer development elsewhere. Funding for the purchase of development rights has come from the agricultural land transfer tax, the recordation tax, local government funds, and matching funds from the Southern Maryland Agricultural Development Commission and the Tobacco Buyout Fund. Owners may apply through PAR to sell a limited number of development rights from land in an Agricultural Preservation District. Owners of any APD from which no development rights have been sold to others may apply to sell additional development rights. PAR is a cyclical program with offers made each fiscal year based on available funds. With each cycle the program, funding and price are evaluated to assist with maintaining participation and program operations.

Between 1993 and 2016, the county has purchased and retired 2,682 development rights through PAR at a total cost of \$10.8 million. The most recent data available is from 2016 when 303 development rights were purchased at a cost of \$1,136,250.

Leveraging and Retirement (LAR) Program

The county also has a Leveraging and Retirement (LAR) Fund. The Leveraging Program is similar to the PAR Fund in that the Board of County Commissioners buys development rights from APD owners and permanently retires the development rights. The primary differences between the two programs include the amount of development rights that may be sold and the method of payment. The number of development rights that may be sold to the LAR fund is not limited. The owner receives annual tax-free interest payments and a lump sum payment constituting the principal at the end of a 10, 15, or 20-year term. An installment purchase agreement is signed between the county and the seller. LAR, while not currently active, functions on a cyclical basis similar to PAR. With each cycle the program, funding and price are evaluated to assist with maintaining participation and program operations. Since it began in 1999, the county has purchased and retired 2,597 development rights through the LAR Program.

Priority Funding Areas

Maryland’s Priority Funding Areas (PFAs) are targeted existing communities where local governments desire the state to invest and support future growth. Growth-related projects include most state programs that encourage growth and development, such as highways, sewer and water construction; economic development assistance; and state leases or construction of new office facilities. Funding for projects in municipalities, other existing communities, industrial areas and planned growth areas designated by counties as PFAs, receives priority for state funding over projects located outside of PFAs.

Critical Area Protection Program

The State of Maryland enacted the Chesapeake Bay Critical Area Protection Act in 1984 to address the impacts of land development on habitat and aquatic resources. The Critical Area includes all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands connected to the Chesapeake Bay and Patuxent River. The intent of the Act is to achieve the following goals:

- Minimize adverse impacts on water quality that result from pollutants that are discharged from structures or conveyances or that have run off from surrounding lands;
- Conserve fish, wildlife, and plant habitat in the Critical Area; and
- Establish land use policies for development in the Critical Area which accommodate growth and address the fact that, even if pollution is controlled, the number, movement, and activities of persons in the Critical Area can create adverse environmental impacts.

The Critical Area Program involves cooperative implementation efforts between the state and local governments. Calvert County has adopted a specific chapter of the zoning ordinance related to Critical Area implementation. The Critical Area law requires local governments to review their Critical Area programs comprehensively every six years.

Agricultural Preservation and Sustainable Growth Act of 2012: Growth Tier Map

In 2012, the State of Maryland adopted the Sustainable Growth and Agricultural Preservation Act (the "Act") to limit creation of new residential subdivisions served by on-site sewage disposal systems. The Act, also known as the "Septics Law," was adopted to meet U.S. Environmental Protection Agency limits on Chesapeake Bay nutrient and sediment pollution. The Act establishes four tiers to identify the type and intensity of residential subdivision that may occur (minor or major) and the type of sewage disposal system to serve them.

Tier I: Areas already served by public sewerage systems and mapped as a locally designated growth area or in a municipality that is a Priority Funding Area served by public sewerage systems. In Tier I, a residential subdivision plat may not be approved unless all lots are to be served by public sewer.

Tier II: Areas proposed to be served by public sewerage systems or mapped as locally designated growth areas.

Tier III: Areas planned and zoned for large lot or rural development. They are not planned for sewerage service and are not dominated by agricultural or forest land. They are also not planned or zoned for land, agricultural, or resource protection, preservation, or conservation.

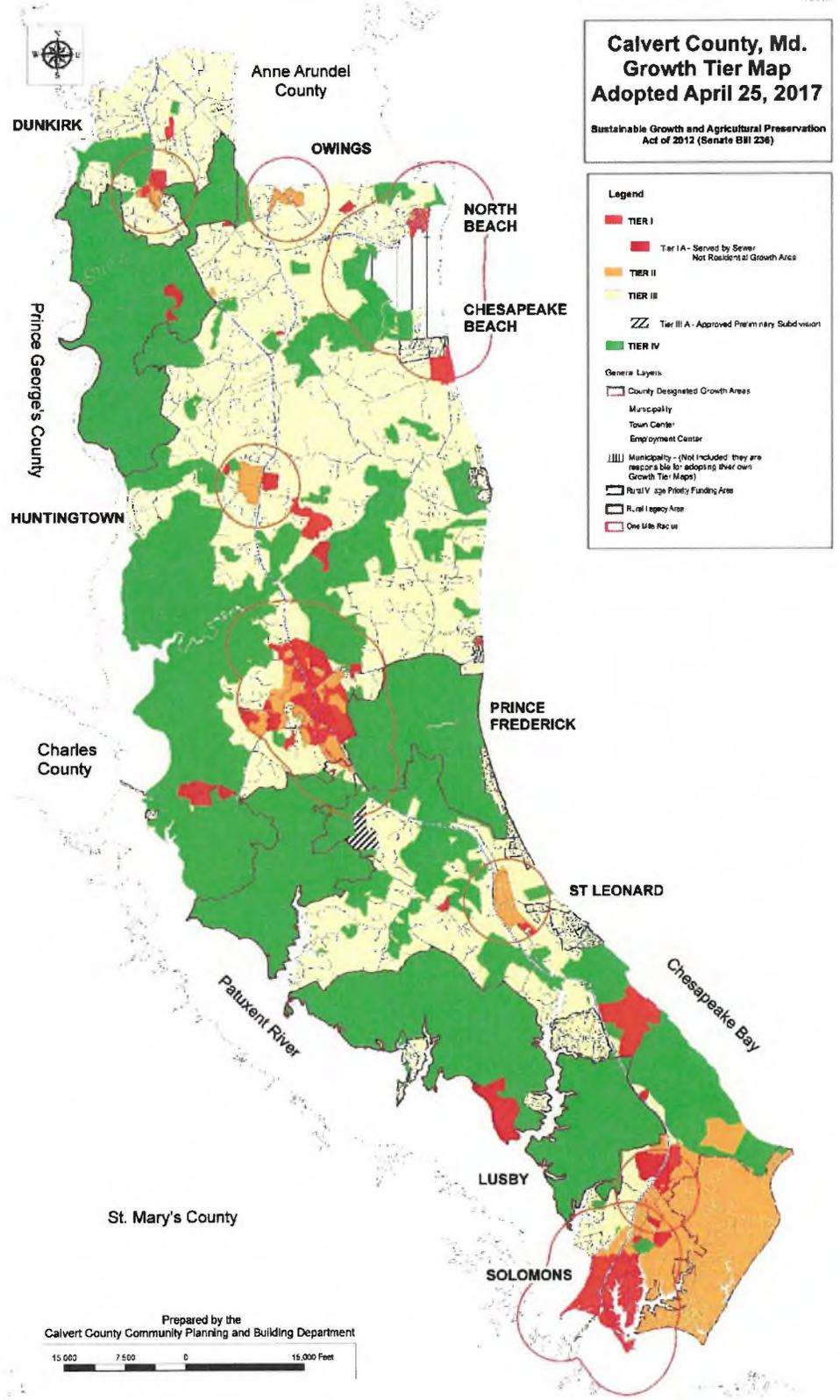
Tier IV: Areas not planned for sewerage service and which are planned or zoned for land, agricultural, or resource protection, preservation or conservation; areas dominated by agricultural lands, forest lands or other natural areas; Rural Legacy Areas, Priority Preservation Areas or areas subject to covenants, restrictions, conditions or conservation easements for the benefit of, or held by a state agency or a local jurisdiction for the purpose of conserving natural resources or agricultural land.

In April 2017, the Calvert County Board of Commissioners approved a Sustainable Growth and Agricultural Preservation Act Growth Tier Map consistent with the 2010 Comprehensive Plan and the existing and planned sewer service areas, zoning, Priority Preservation Areas, Rural Legacy Areas, and permanently preserved Agricultural Preservation Districts. (See Figure 3-1). In December 2017, the County Commissioners amended the 2010 Comprehensive Plan to include the Growth Tier Map that the Commissioners approved earlier that year. The Growth Tier Map adopted in 2017 is incorporated in this updated Calvert County Comprehensive Plan. The Growth Tier Map will be periodically reviewed and revised to reflect changes in the county's Comprehensive Water and Sewerage Plan, zoning map

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changes adopted through the Comprehensive Rezoning process, and other changes, such as additional land becoming protected.

Figure 3-1 Growth Tier Map

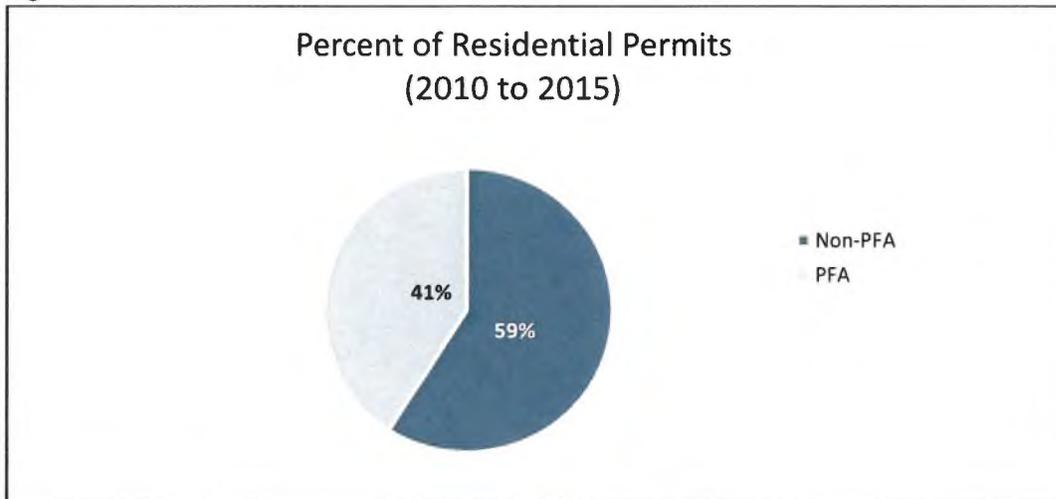


Existing Land Use

In general, residential development occurs along the major roads and corridors rather than clustered in and around Town Centers. Much of Calvert County's residential development is located north of Prince Frederick, and approximately 20 percent of existing residential land uses are concentrated within one mile of the Town Centers. Residential development in the south is more concentrated whereas residential development in the north is more dispersed. In addition, 85 percent of residential development is categorized as low or very low density with lot sizes at least half an acre or larger.

The 2010 Comprehensive Plans sets a benchmark that 35 percent of new households locate in Town Centers or immediately around Town Centers, and the county is achieving this goal. While not exactly comparable, Figure 3-2 shows over the last five years, 41 percent of permits for new residential units have gone to areas inside Priority Funding Areas.

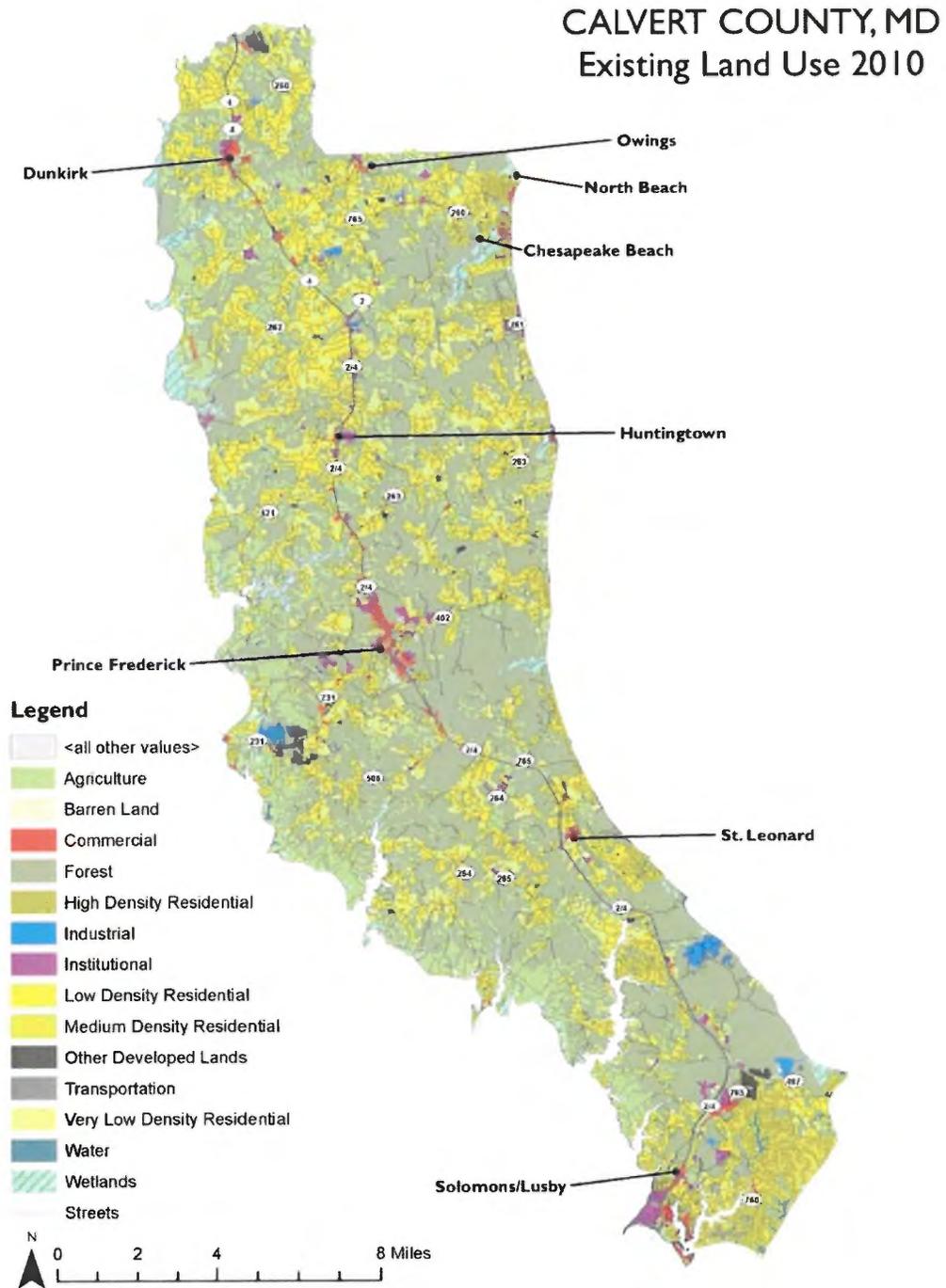
Figure 3-2 Percent of Residential Permits inside PFAs



Source: Calvert County Planning Commission Annual Reports

While this distribution of new households is consistent with the 2010 objective, it has not produced the development patterns envisioned in the Comprehensive Plan or by the Town Center master plans. Figure 3.3 shows existing land uses in 2010. There are options for creating a strong physical line by directing development and establishing clear boundaries between the rural landscape and the growth areas. These strategies could encourage development in the designated areas, restrict development in rural areas, and buffer growth areas from rural areas to limit sprawl.

Figure 3-3: Existing Land Use Map



Source: Maryland Department of Planning

Managing Residential Growth

Implementation of the previous Comprehensive Plan's policies has contributed to the county's reduced growth rate for both population and households, which has continually decreased since its peak in the 1970s. Over time, Calvert County has gone from being the fastest growing county in Maryland to one of the slowest in the metropolitan areas. The population growth rate is projected to continue to slow in the future (Table 3-2 and Table 3-3).

Table 3-2 Population Increase and Growth Rate by Decade, 1930-2010

Total Population in Calvert County								
1930	1940	1950	1960	1970	1980	1990	2000	2010
9,528	10,484	12,100	15,826	20,682	34,638	51,372	74,563	88,737
Percent Change (By Decade)								
1930's	1940's	1950's	1960's	1970's	1980's	1990's	2000's	2010's
10.0%	15.4%	30.8%	30.7%	67.5%	48.3%	45.1%	19.0%	6.6% *

Source: Maryland Department of Planning, August 2017

* Projected

Table 3-3 Projected Population and Rate, 2015-2040

Population Projections for Calvert County					
2015	2020	2025	2030	2035	2040
90,650	94,600	97,350	99,200	100,050	100,450
Projected Population Change					
2010-2015	2015-2020	2020-2030		2030-2040	
1,193	3,950	4,600		1,250	
2.2%*	4.4%	4.9%		1.2%	

Source: Maryland Department of Planning, August 2017. Numbers are rounded to nearest 100.

The slower growth in population translates into a reduced growth of households and demand for additional housing units (Table 3-4).

Table 3-4 Projected Households and Growth Rate 2020-2040

Household Projections for Calvert County		
2020	2030	2040
33,900	36,900	37,600
Percent change		
2010-2020	2020-2030	2030-2040
9.9%	9.0%	1.9%

Source: Maryland Department of Planning, August 2017. Numbers are rounded to nearest 100.

Development Capacity Analysis

The goal of a development capacity analysis is to consider the future and show a realistic image of the development that has the potential to occur given the set of conditions existing in the county. Actual growth may never occur in the exact condition illustrated but the analysis gives residents and administrators a vision to guide policy discussions about future development.

In 2016, the Maryland Department of Planning (MDP) prepared a preliminary analysis of the development capacity for the current zoning regulations in Calvert County coupled with recent provisions in state law. The analysis projected that the current zoning can accommodate approximately 9,000 additional housing units without the use of TDRs and approximately 15,000 additional housing units with the use of TDRs.⁶

The MDP ran six scenarios for Calvert County⁷. The scenarios focus on the use and application of the county's TDRs, potential implementation of the Sustainable Growth and Agricultural Preservation Act of 2012 (Growth Tier Act/"Septic Law"), and site level constraints. The scenarios are illustrative of a potential range of possibilities for development capacity in Calvert County. These data points represent the "bookends" of what could potentially occur. Future development patterns based upon the 2016 zoning would likely be "somewhere in the middle". This analysis allows for more informed decision-making about future changes to land use policy.

The two scenarios that come closest to bracketing the county's realistic development potential, Scenarios 4 and 6, are described below.

Table 3-5 shows the results for these two scenarios.

Scenario 4: No use of TDRs and "Septic Law" scenario - assumes that current programs do not change over time. This scenario illustrates the potential impacts of the septic law, using the county's draft Growth Tier Map (May 2016). It also assumes that there is no use of TDRs. In other words, zoned densities reflect the minimum densities allowed in each zoning district without the use of TDRs.

Scenario 6: Full Site Constraints and "Septic Law" Scenario - assumes that current programs do not change over time. This scenario illustrates the potential impacts of the septic law, using the county's draft Growth Tier Map (May 2016). It assumes that all constrained lands identified in the county's ordinance that are mapped are subtracted from the developable acres of each parcel greater than five acres.

⁶ Material in this section is based upon a memorandum from the Maryland Department of Planning to the Calvert County Planning Commission Administrator, dated August 9, 2017, Re: Calvert County Capacity Analysis

⁷ The MDP development capacity analysis does not include the municipalities of Chesapeake Beach and North Beach since they have their own planning and zoning authority.

Table 3-5 Calvert County New Household Capacity by Generalized Zoning District

Generalized Zoning	Scenario 4 - NHC No TDR with Septic Law	Scenario 6 - NHC Full TDR with Septic Law and Full Constraints
Town Centers	1,200	5,400
Inside 1-Mile Radius	2,900	4,200
Outside 1-Mile Radius	4,600	5,400
Total	8,700	15,000

Source: Maryland Department of Planning, August 2017. Source numbers rounded to nearest 100.

Comparing the projected growth with the projected capacity in the county shows that while the county's policies indicate a preference for new development to locate within Town Centers, there is greater capacity to absorb new growth in the areas outside the Town Centers.

Future Land Use Plan

The Future Land Use Plan establishes nine land use categories shown in Figure 3-4 with the following meanings:

Rural Areas

Farm and Forest – Rural areas dominated by existing farms and forest. The use of TDRs to allow additional dwelling units in the Farm and Forest areas contradicts the intention of preserving these areas. TDRs may not be used to increase density in these areas.

Rural Residential – Rural areas dominated by existing large-lot residential development, typically three to 10 acres in size, with an average lot size of approximately five acres. This category accommodates existing small-scale neighborhood convenience retail and service uses as well as essential public services. In past Calvert County Comprehensive Plans, rural residential areas have been designated growth areas (receiving areas for TDRs). The 2040 Plan places greater emphasis on directing residential growth to Town Centers and Residential Areas.

Waterfront Communities – Existing, mature residential communities that typically pre-date zoning and subdivision regulations with lot sizes of an acre or less. They are not planned for expansion or additional growth. TDRs may not be used to permit additional dwelling units in these areas.

Wetlands – Large concentrations of tidal wetlands as defined by state and federal regulations. These boundaries are based on current zoning (6/2017). Development is generally prohibited in these areas.

Growth Areas

Town Centers – Town Centers are the county's primary designated growth areas. Town Centers contain a mixture of residential, commercial, and institutional uses. Town Centers are areas where TDRs can be

used to increase density to a maximum consistent with the approved Town Center zoning. Future development is guided by a Town Center master plan.

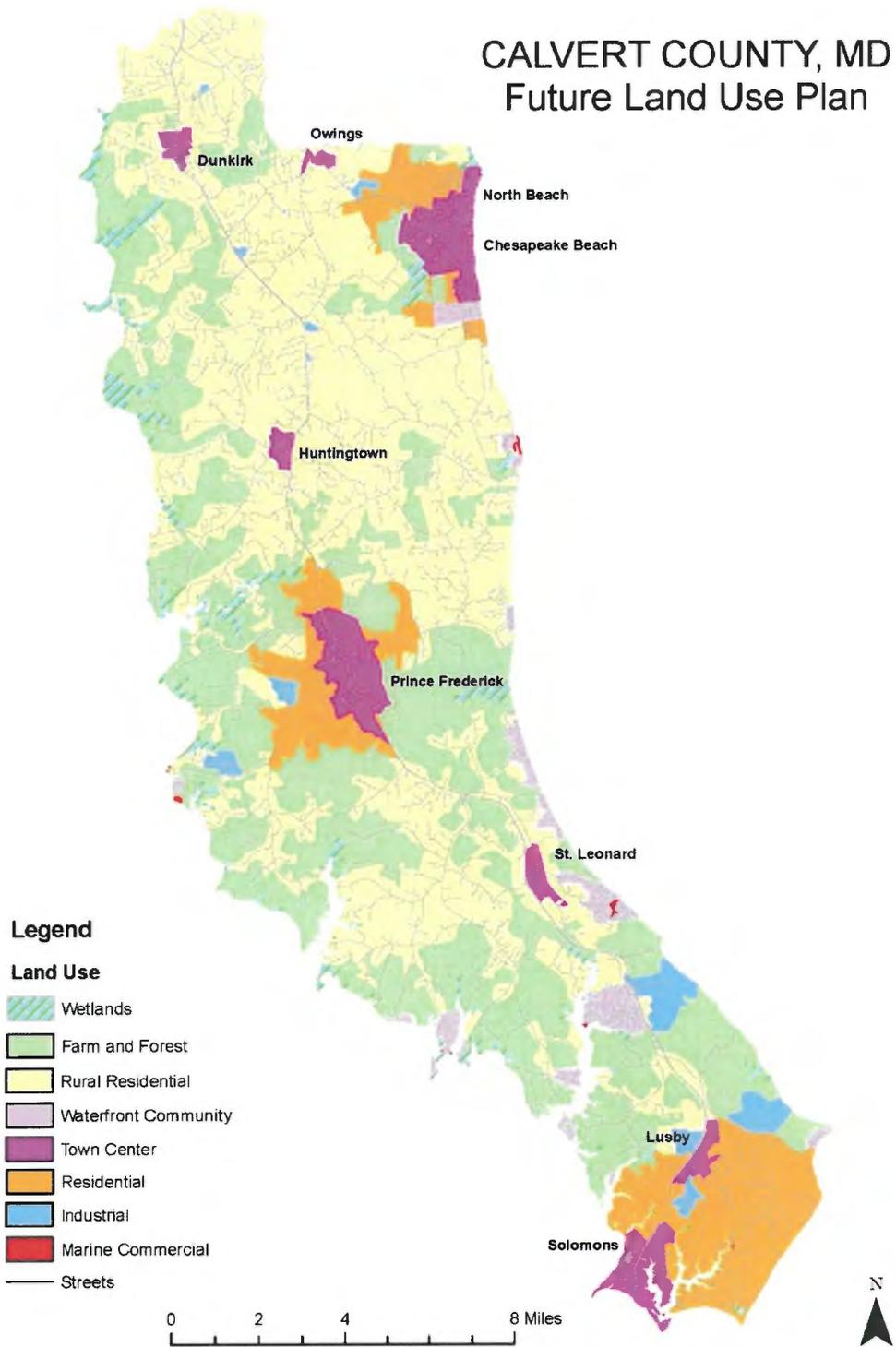
Residential – Mapped areas within approximately one mile of the North Beach, Chesapeake Beach, Prince Frederick, Lusby, and Solomons Town Centers. The density in these areas can be increased through the use of TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre.

Commercial & Industrial Areas

Industrial – Manufacturing and employment centers that may include some larger-scale institutional and services uses.

Marine Commercial – Small-scale, water-dependent uses like marinas and restaurants, providing convenience services to residents and visitors.

Figure 3-4 Future Land Use Plan



Rural Areas

Over the years, the county has adopted several programs to try to minimize both the number and the impact of residential subdivisions in the Farm and Forest District and Rural Residential area while still trying to protect landowner equity. These programs include large lot zoning, critical area regulations, clustering, the TDR program, and several state and county land preservation programs.

Farm and Forest

The Farm and Forest area allows limited development and encompasses existing agriculture and forested areas. The area has been reserved for future farming and preservation of natural resources. It is predominantly in Tier IV of the Growth Tiers and should provide the lasting agricultural and forested character to Calvert County. The boundary has been reconfigured to reduce the existing residential development within the Farm and Forest District. Density may not be increased through the use of TDRs.

Rural Residential

The Rural Residential area is a combination of existing small-lot clusters far outside of the PFAs and large-lot subdivisions spread throughout the county. The Rural Residential border with the Farm and Forest area is designed to distinguish large farmland parcels from these smaller residential lots. Rural Residential is predominantly in Tier III of the Growth Tiers. The current average parcel size is 2.68 acres.

Rural Commercial

Numerous commercial uses exist in scattered locations along roadways, in many cases in locations that have been commercial for decades. These uses are currently zoned as Rural Commercial. Many of them are owned and managed by local business people who provide valuable services to the community. At the same time, many of these sites have substantial redevelopment and expansion potential, which can attract commercial uses away from the Town Centers.

As a general policy, nonagricultural commercial uses in the Farm and Forest areas and Rural Community areas should be limited to uses that support, complement, and promote farming, forestry, heritage, and ecotourism. Commercial uses in the Farm and Forest areas and Rural Residential areas should be strictly limited to help avoid drawing traffic onto rural roads and creating conflicts with existing residential communities.

Waterfront Communities

Waterfront Communities are unincorporated, clustered, small population centers located along Calvert County's waterfront. These small-lot communities are located in rural

locations and were developed before many of the health, safety, and environmental regulations that govern the layout and design of newer communities. Their waterfront location leads to increased risks of flooding or cliff erosion and their small lot sizes served by wells and septic systems may contribute to public health and environmental threats. Waterfront communities are recognized as unique places within the county; future development within these areas is limited.

Waterfront Communities are recognized as unique places within the county but future development within these population areas is limited.

Areas proposed as Waterfront Communities include:

- Plum Point
- Dares Beach
- Cove Point
- Randle Cliff Beach
- Summer City
- Scientists Cliffs
- Calvert Beach and Long Beach
- Broomes Island

Waterfront Communities may contain marine commercial uses that are typical of other waterfront communities along the county's Chesapeake Bay shoreline. The street grid system typically runs parallel to the coast line. Rural commercial uses, if they exist, are oriented along a corridor and mixed with small-scale civic uses. The waterfront is primarily in private ownership and includes commercial marinas, restaurants, and private residences. Open space, if provided, is in the form of small pocket parks. The mix of uses serves a multi-generational community. There are water-dependent uses, such as enhanced docking facilities, boat ramps, and kayak launches.

Wetlands

Natural areas such as wetlands, wildlife habitat, beaches, and steep slopes are important from an environmental perspective, but they also help create the special character of rural areas. The protected wetlands in the Land Use Plan could serve as a starting point for a system of greenways that provide tangible benefits to the local economy by bringing tourism to the county while still supporting the environment, working farmlands, forests, and fisheries.

Growth Areas

Town Centers and Residential areas adjacent to Town Centers are designated growth areas. Town Centers are the county's primary designated growth areas. There are nine designated Town Centers: seven Town Centers are under the purview of the Board of County Commissioners of Calvert County, and two are under the purview of the municipalities, Chesapeake Beach and North Beach, which have their own planning and zoning authority.

Town Centers

Town Centers are intended to include a mix of commercial, office, residential, public, and quasi-public development as a means of promoting economic development, creating more local jobs, expanding cultural opportunities, reducing traffic congestion, preventing strip commercial development, providing a range of housing opportunities, and providing convenient access to goods and services for county residents.

Town Centers promote business growth by providing infrastructure and enabling businesses to benefit from proximity to each other. They also promote business growth by providing attractive, mixed-use settings where offices, stores, restaurants, and homes are within proximity to each other.

Town Center master plans are individually adopted and continue to provide a broad mix of commercial, office, residential, public, and quasi-public development as a means of promoting economic development, creating local jobs, expanding cultural opportunities, reducing traffic congestion, preventing strip commercial development, providing a range of housing opportunities, and providing convenient access to goods and services for county residents. Town Centers are the primary locations for most commercial uses. The strategy of directing commercial growth to Town Centers has been in effect since the adoption of the Town Center concept in the 1983 Comprehensive Plan.

The provision of adequate roads, water, wastewater systems, public transportation, and high-quality internet communication systems, together with public amenities such as parks, town squares, trails, sidewalks, bikeways, indoor recreational, and cultural facilities, should remain a top priority, in accordance with master plans for Town Centers. Emphasis is placed on creating a more compact pattern of development that will reduce dependence upon automobiles and enable people to live within convenient proximity to stores, offices, and services.

This updated Comprehensive Plan retains the policy of permitting a higher residential density with the use of TDRs within a one-mile radius of a defined central point for the Town Centers of Dunkirk, Owings, Huntingtown, and St. Leonard. The policy will be reviewed during the update of the zoning ordinance regulations.

Dunkirk

Dunkirk is the gateway to Calvert County from the Washington, D.C. metropolitan area, is bisected by MD 4, and is the only Town Center served by private community sewer systems. These characteristics require a unique set of land use policies specific to this area of approximately 200 acres at the northern end of the county. The Town Center is dominated by commercial uses oriented to MD 4. Surrounding the Town Center are large areas of single-family homes served by individual, private septic systems.

The Future Land Use Plan envisions the Dunkirk Town Center expanding to the northwest to include the county's Dunkirk District Park and to the northeast to include the state's Park and Ride lot property. Expansion of the Dunkirk Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. The Dunkirk Town Center master plan should also be updated to reflect current demographic, land use, market conditions, and the expanded area of the Town Center, as well as the policies of this Comprehensive Plan.

Owings

Owings is located along Chesapeake Beach Road and MD 2, near the northern county boundary with Anne Arundel County. The adopted Master Plan for Owings envisions a mix of uses including small-scale, retail shops, the creation of a "Main Street" quality to Thomas Street, and safe pedestrian connections. The expanded boundary shown on the Future Land Use Map encompasses the adjoining Employment Center, Rural Commercial, and the residentially zoned Residential District and Rural Community District areas along MD 260. Expansion of the Owings Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. The Owings Town Center master plan should also be updated to address the policies contained in this Comprehensive Plan.

The Owings Town Center Master Plan, adopted in 2000, depends in large part upon the provision of public water and sewer. Since the county does not have a near-term plan to provide this service and the market demand has not supported extension of service by a private entity, the master plan should be updated to more closely conform to the policies of this Comprehensive Plan.

[Huntingtown](#)

Huntingtown is in central Calvert County, north of Prince Frederick, and centered on the crossroads of Old Town Road (MD 524) and Hunting Creek Road (MD 521). The small commercial center includes restaurants, retail shops, and offices. Huntingtown High School provides a gathering place for the community as well as educational and recreation facilities. Churches, a fire station, and the post office round out the public and institutional uses located in this quiet community.

It is the county's policy that the Huntingtown Town Center is to retain its current boundary: no expansion is planned.

The Huntingtown Master Plan should be updated to address the policies contained in this Comprehensive Plan.

[Prince Frederick](#)

Prince Frederick is the largest Town Center in the county, both in land area and commercial square footage, is served by a public water and sewer system, and contains a mix of residential, commercial, and institutional uses. This Comprehensive Plan expands the boundaries of the Prince Frederick Town Center (PFTC) to include the Employment Centers (EC) which currently share a border with the Town Center and the residential area southeast of the Town Center that is zoned Residential, which includes Calvert Towne and Symphony Woods.⁸ The Comprehensive Plan adopted in 2019 included two proposed expansions. The amendments proposed in 2022 scale back the expansion to the area that was proposed as Phase I plus approximately an acre on the east side of Prince Frederick Boulevard.

Expansion of the Prince Frederick Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide opportunities for public input. The Prince Frederick Town Center Master Plan should be updated to address the policies contained in this Comprehensive Plan.

The Prince Frederick Town Center contains a central business area oriented along a commercial corridor, which provides a relatively high concentration of employment and civic uses. Most of Prince Frederick is auto-dependent and not easily accessible by walking or bicycling. There are provisions for multiple travel modes, including transit options; however, a stronger multi-modal network could be provided through future redevelopment to improve pedestrian and bicycle access for a range of ages, abilities, and income groups. A mixed-use center is envisioned with a focus on multi-family housing and more public open space.

There is a small historic downtown area with pedestrian connections through parks and public squares and mid-block pedestrian passageways. The sidewalk network is limited to a few blocks before it

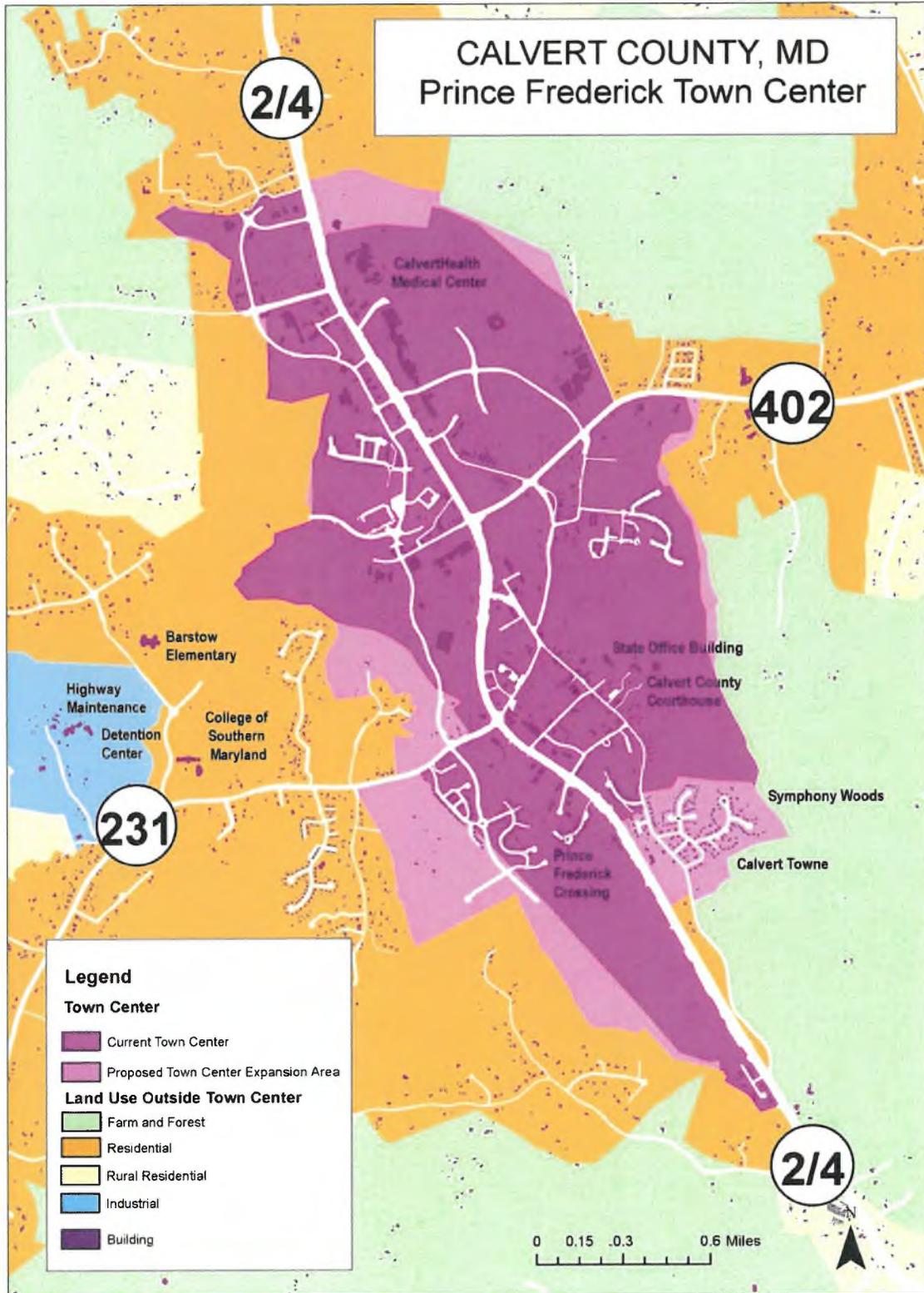
⁸ The expansion will include adding any portions of parcels that are currently split zoned, provided a majority of the parcel is zoned either Employment Center or Residential District.

becomes intermittent or nonexistent. The Prince Frederick to the Bay (PF2B) Trail connects the Prince Frederick Town Center to the Parkers Creek natural area. The western trailhead is located on the grounds of the Catholic Church in the downtown area and extends approximately six miles to an overlook with wintertime views of the Chesapeake Bay. Much of the trail traverses land owned or managed by the American Chestnut Land Trust.

The greatest challenge in Prince Frederick is the modification of the current street network to foster compact, mixed-use development. The planned loop road system, consisting of Prince Frederick Boulevard and Chesapeake Boulevard, creates parallel local roads, is intended to draw local travelers off MD 2/4, the major highway, and has the potential to assist in development of a more robust grid pattern of streets.

Prince Frederick could support the highest level intensity of development for a Town Center. At a charrette for Prince Frederick, citizens and county staff worked together to develop future growth scenarios that proposed expanded boundaries, improvements to the transportation network, and options for future land use. *The Prince Frederick Charrette Report for the Heart of Calvert County (2013)* sets forth several key policy recommendations for updating the Prince Frederick Master Plan.

Figure 3-5 Prince Frederick Town Center Expansion



St. Leonard

St. Leonard is located in central Calvert County, south of Prince Frederick. The commercial core of St. Leonard is located along St. Leonard Road (MD 765) and Calvert Beach Road radiating out from the roundabout and extending one or two blocks in each direction.

The St. Leonard Town Center Master Plan was updated in 2013 and includes important goals to improve road circulation and traffic safety, preserve the image of the community, maintain environmental quality, and encourage compatible economic development. The updated Master Plan included the recommendation to expand the Town Center boundary to include the St. Leonard Elementary School property and refine the northern Town Center boundary to follow property boundaries and a site plan boundary. Expansion of the St. Leonard Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide additional opportunities for public input. This Master Plan should be updated to address the policies contained in this Comprehensive Plan.

Lusby

Lusby is located in southern Calvert County along MD 2/4. The Comprehensive Plan's Future Land Use Map proposes the expansion of the area of the Town Center to the north to encompass commercial and employment areas and to provide additional opportunities for mixed-use development and integration of the public and institutional activities along Appeal Lane. Much of Lusby is served by an existing public sewer system, which should be extended to allow for additional development in the Town Center and to address public health issues that may arise in the surrounding residential areas.

The Lusby Town Center is a commercial and public service center oriented to the needs of residents in southern Calvert County. Public and institutional uses near the commercial core include two elementary schools, a community center, and a residential senior citizen center. Future plans for the Town Center should strengthen the road, bicycle and pedestrian connections between the core area, these institutional uses, and the surrounding residential areas of Chesapeake Ranch Estates and Drum Point.

The current Town Center master plan guides development within the current Town Center boundaries and should be updated to reflect current demographic, land use and market conditions as well as the policies of this Comprehensive Plan. Expansion of the Lusby Town Center will require amending the Town Center master plan and the zoning for the Town Center. These processes provide opportunities for public input.

Solomons

The Solomons Town Center is located in southern Calvert County, near the mouth of the Patuxent River. The Town Center is home to the Solomons Annex of the Naval Air Station Patuxent River (NAS Pax River). Access to the Solomons Town Center is provided from the north by MD 2/4 and MD 765, and from the south by MD 4 which connects Solomons to St. Mary's County via the Thomas Johnson Memorial Bridge.

Solomons takes its character from a 200-year association with a great natural harbor. In the 19th century, Solomons Island was home to an active oyster harvesting and packing industry supporting the picturesque Avondale residential community on the mainland. The U.S. Navy has had a presence at Point Patience since World War II. In addition, the U.S. Naval Amphibious Training Base was established on

the Dowell peninsula. Following that war, marina development expanded in the Solomons area providing boat slips for transient and long-term dockage and attracting tourists served by restaurants, bars and lodging businesses, large and small.

Solomons has expanded its role as a tourist center, adding and expanding attractions such as the Annmarie Sculpture Garden and Arts Center, the Calvert Marine Museum, the Waterman's Memorial Park, and the Riverwalk and Pavilion. Protection of the architectural and historic resources are key to retaining and expanding tourism.

Outside the historic areas of the Town Center, expanding opportunities for employment, business and residential growth should seek to reflect the community's historic character while attracting new residents and jobs.

The current Town Center Master Plan guides development within the Town Center boundaries and should be updated to reflect current demographic, land use and market conditions as well as the policies of this Comprehensive Plan

Residential

The 1983 Comprehensive Plan also recommended that towns be established around Town Centers and that single-family residential development be directed to the towns. Areas within a one-mile radius of each Town Center were designated to permit higher density with the purchase of Transferable Development Rights. The 2010 Comprehensive Plan continued to define a one-mile radius around each Town Center as a location for additional growth, limited primarily to single-family detached homes on private well and septic systems.

The Residential areas are mapped on the Future Land Use Map, are more clearly defined than in previous plans, and are associated with the municipalities of Chesapeake Beach and North Beach, Prince Frederick, Lusby, and Solomons. These Residential areas provide a transition from higher density Town Centers outward to rural areas. Residential areas are connected to their adjoining Town Centers through the local roadway, bicycle and pedestrian networks. Community amenities help to establish an identity and provide a sense of place for those living in the area. In general, these areas consist of detached single-family houses. This new land use category makes future development in these locations more predictable and better identified with their associated Town Center.

Commercial and Industrial Areas

Commercial development is mainly focused inside Town Centers with some additional commercial development located in Rural Commercial zoning districts, most of which are located along the main roadways. Calvert County promotes a broad mix of commercial, office, residential, public, and quasi-public development within Town Centers.

Industrial

Industrial areas are to provide space specifically for targeted industries such as high-technology firms and research industries. The intent is to allow limited retail and service uses in these districts and to reserve adequate and flexible space for high-revenue-generating uses that provide high-quality jobs for County residents.

Industrial areas give preference to industries, offices, commercial services, wholesale, and marine-related businesses. Providing appropriate locations for these uses will not only help ensure that they have the infrastructure they need but will also help to reduce the potential for conflicts and negative impacts that can be associated with some commercial and industrial uses. Design standards can further help minimize these conflicts and negative impacts, allowing for more mixed-use development that can enhance quality of life as well as economic opportunity.

Marine Commercial

Marine Commercial areas provide locations adjoining waterways for businesses which supply and cater to marine activities and needs. These include services and facilities such as boat service and repair facilities, boat docks, marine equipment stores, wholesale and retail fish and shellfish sales, hotels, motels, restaurants, and cocktail lounges. Calvert's commercial waterfront is one of the county's main tourism attractions. The County government needs to be proactive in facilitating its proper and effective use.

Goals and Objectives

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Objective 1: Reserve the Farm and Forest District for farming and natural resource-related uses.

- 3.1.1.1 Review and evaluate the Purchase and Retirement (PAR) and Leveraging and Retirement (LAR) Programs to assess future implementation strategies and consider modifications to improve program operations. [BOCC, P&Z]
- 3.1.1.2 Establish a procedure for collecting voluntary contributions to the PAR fund with payment of property tax. [P&Z, F&B]
- 3.1.1.3 Provide local support to the Maryland Agricultural Land Preservation Program and other state and federal agricultural preservation programs. [P&Z]
- 3.1.1.4 Continue to support the goal of permanently preserving a minimum of 40,000 acres of prime farm and forestland through county, state, and federal land preservation programs and land trusts. [BOCC, Agricultural Preservation Advisory Board (APAB), P&Z]
- 3.1.1.5 Continue to limit the types of public and quasi-public uses in the Farm and Forest District based upon their purpose and intensity. [BOCC, P&Z]
- 3.1.1.6 Periodically review and update the Calvert County Growth Tier Map. [BOCC, PC, and P&Z]
- 3.1.1.7 Do not increase highway capacity within the Farm and Forest District. [PW]

Objective 2: Promote on-farm processing and provide appropriate locations for the processing of local agricultural products.

- 3.1.2.1 Permit and market value-added opportunities for farm product sales. [P&Z, ED]
- 3.1.2.2 Facilitate the development of an animal processing facility and regional grain depot. [P&Z, ED]

Objective 3: Protect the scenic quality of existing rural landscapes and vistas.

- 3.1.3.1 Explore opportunities for developing heritage sites and ecotourism. [P&Z, ED, PR, CMM]
- 3.1.3.2 Look at the potential for linking agricultural and heritage tourism with other economic development activities such as the marketing of locally-grown foods. [P&Z, ED]
- 3.1.3.3 Reduce negative environmental impacts of subdivision roads and make them visually compatible with the rural character of the surrounding area while maintaining road safety. [P&Z, PW]
- 3.1.3.4 Strengthen regulations and incentives governing the preservation of older structures. [P&Z, HDC]
- 3.1.3.5 Look for opportunities to connect designated wetlands with other protected natural areas and preserved agricultural lands to create a network of green spaces (green infrastructure). Where appropriate, this network could include hiking trails to create recreation opportunities for residents and visitors. [P&Z, P&R]

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.**Objective 1: Make provisions for water and sewer service in Growth Areas consistent with the planned land uses and intensity.**

- 3.2.1.1 Consider options for public financial support for provision of public water and sewer facilities in the Prince Frederick, Lusby, and Solomons Town Centers to promote economic development, encourage multi-family housing opportunities, and protect public health. [BOCC, P&Z, PW, F&B]
- 3.2.1.2 Allow privately-funded community sewage treatment facilities to serve commercial, industrial and employment uses located outside Town Centers, consistent with economic development goals. [BOCC, PW, P&Z]

Objective 2: Limit public water and sewer service in Rural Areas.

- 3.2.2.1 Do not locate public facilities such as sewer or water service areas, schools, and fire and rescue stations within the Farm and Forest areas and Wetlands areas. [BOCC, GS, PW, PS, F&B, BOE]
- 3.2.2.2 Limit public sewer systems to locations where public health is compromised by existing water supply and sewage disposal technologies. [BOCC, PW]
- 3.2.2.3 Allow public water and sewer facilities in locations within a designated Waterfront Communities only when necessary to address public health and safety. [BOCC, PW]

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.**Objective 1: Continue to promote a broad mix of commercial, office, residential, public, and quasi-public development within Town Centers.**

- 3.3.1.1 Promote Town Centers as community cultural and activity centers by locating schools, colleges, recreational, and cultural facilities there. [BOCC, GS, P&R, BOE]
- 3.3.1.2 Facilitate the creation of farmers markets in all Town Centers. [ED, P&Z]

- 3.3.1.3 Consider ways to strengthen regulations regarding derelict buildings. [P&Z, County Attorney's Office (CAO), BOCC]
- 3.3.1.4 Allow the use of TDRs to increase the density and range of housing types provided in Town Centers. [BOCC, P&Z]
- 3.3.1.5 Allow uses that serve both local residents and employees to locate in employment areas. [BOCC, P&Z]

Objective 2: Review the Transfer of Development Rights Program so that it directs the majority of growth to Growth Areas.

- 3.3.2.1 Evaluate the use of TDRs within the Farm and Forest areas and the Rural Residential areas. [P&Z, APAB]
- 3.3.2.2 Explore the use of TDRs to increase commercial intensity in Town Centers. [BOCC, P&Z, ED, APAB]
- 3.3.2.3 Evaluate the funding and administration of the Purchase and Retirement Program for development rights. [P&Z, APAB, F&B]
- 3.3.2.4 Evaluate the policy of using TDRs in the one-mile radius of the Town Centers (Dunkirk, Owings, Huntingtown, and St. Leonard). [P&Z, PC, BOCC]

Objective 3: Ensure that Town Center Master Plans are updated on a periodic basis.

- 3.3.3.1 Review and update the Town Center Master Plans to reflect the policies of the Calvert 2040 Plan. [BOCC, PC, P&Z]
- 3.3.3.2 Maintain a schedule to review and update Town Center Master Plan. [BOCC, PC, P&Z]
- 3.3.3.3 Use the Prince Frederick Charrette Report as a basis for updating the Prince Frederick Town Center Master Plan. [BOCC, PC, P&Z]
- 3.3.3.4 Review Town Center Master Plans to look for additional ways to reduce dependence upon automobiles by promoting "pedestrian-friendly" site design and increasing pedestrian and bicycle circulation within and between residential, commercial, and office uses. [P&Z, PW]
- 3.3.3.5 Continue to improve the appearance of Town Centers by emphasizing Town Center Master Plan Capital Improvements Projects and Architectural Review. [BOCC, PC, P&Z, Architectural Review Committees (ARCs), GS, PW]
- 3.3.3.6 As Master Plans are updated, look for ways to preserve and enhance the unique character of each Town Center. [PC, P&Z, ARCs, HDC]

Goal 4: Direct commercial and industrial uses to appropriate locations; provide necessary infrastructure.

Objective 1: Locate Commercial Uses and Employment Areas appropriately in Town Centers.

- 3.4.1.1 Continue to direct commercial and employment growth to Town Centers. [BOCC, P&Z, ED]
- 3.4.1.2 Identify and implement ways to improve commercial business and employment growth in Town Centers. [ED]
- 3.4.1.3 Interconnect roadways, transit routes, bike routes and pedestrian networks to make the employment area part of the adjacent community. [P&Z, CR, PW]

Objective 2: Support development in the Industrial and Marine Commercial areas.

- 3.4.2.1 Develop a long-range infrastructure plan for the Industrial areas. [ED, PW, P&Z]
- 3.4.2.2 Maintain an inventory of Industrial land. [P&Z, ED]
- 3.4.2.3 Allow office and business uses in Industrial areas. [BOCC, P&Z]
- 3.4.2.4 Monitor the amount of marine commercial zoning needed and the best locations in terms of the following factors: water depths, erosion potential, water quality, and critical navigation areas. [P&Z, ED]
- 3.4.2.5 Allow maximum utilization of areas zoned Marine Commercial (MC) without causing significant adverse effects on aquatic resources, visual aesthetics, or neighboring residential uses (e.g., outdoor lighting projecting onto residential property). [P&Z]

Objective 3: Avoid the potential for strip commercial development along highways.

- 3.4.3.1 Do not permit additional commercial and retail development along highways outside Town Centers. [BOCC, P&Z]
- 3.4.3.2 Do not allow commercial and retail uses to have direct access onto MD 2/4 in Huntingtown, St. Leonard, or Lusby. [BOCC, P&Z, SHA]
- 3.4.3.3 Require that rural commercial properties meet the same site design and architectural design standards that are required for businesses that locate within the nearest town centers. [BOCC, P&Z]

Objective 4: Phase out rural commercial properties.

- 3.4.4.1 Develop a plan for phasing out Rural Commercial districts that are vacant or under-utilized. [P&Z, ED]
- 3.4.4.2 Restrict the expansion of rural commercial uses and maintain a small-scale rural character. [BOCC, P&Z]

Objective 5: Commercial Uses in the Farm and Forest and Rural Residential.

- 3.4.5.1 Limit commercial uses in the Farm and Forest and Rural Residential areas to help avoid traffic congestion and conflicts with existing residential communities. [BOCC, P&Z, PW]
- 3.4.5.2 Permit low-impact supplemental income opportunities within the Farm and Forest and Rural Residential areas that support, complement, and promote farming and heritage/ecotourism. [BOCC, P&Z]

CHAPTER 7. TRANSPORTATION

Vision

Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.

Goals

Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.

Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Goal 4: Improve and expand existing public transit services.

Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.

State Vision

This chapter supports the Maryland State Visions related to:

Transportation. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

Related County Plans

Calvert County Public Transportation Transit Development Plan 2016 – This plan guides public transportation improvements for the short, mid, and long-term and addresses routes.

A Transportation Plan for Calvert County 2010 – This plan was adopted in 1997. It identifies priorities and recommendations on specific improvements.

Background

The transportation network in Calvert County is a function of the county's shape and topography. Because the peninsula is narrow and carved with stream valleys that run east-west, there is limited space for multiple north-south routes.

Historically, Calvert County did not need a complex network of roads given its agricultural nature and reliance on water transportation from its founding through the 19th century.¹ Many of the roads in rural areas of Calvert County developed as farm to market or farm to wharf routes. These roads did not carry heavy traffic volumes.

MD 2/4 is the only major highway that extends for the full length of the county, and at the headwaters of St. Leonard Creek, it is the only road linking the southern end of the county to the rest of the county. Whether commuting out of the county or traveling within the county to Prince Frederick and other locations, many residents travel by car on MD 4 and MD 2/4 at some point. The county's dependence on travel along the MD 4 and MD 2/4 corridor is at the center of the concerns related to transportation.

Calvert County's geography and development patterns have created an automobile-dependent community. The county is situated within the southeastern portion of the larger Washington, D.C. metropolitan area. According to the U.S. Census Bureau, approximately 60% of residents commute out of the county for work. This large percentage of county residents who commute out of the county for work and the long duration of their commutes creates a situation where the residents spend considerable time on the roads. Integrating land use activities that complement daily life - parks, shopping, social and institutional centers - into the pattern of residential living can result in shorter and fewer local automobile trips. The creation of more jobs in the county would reduce the number of people commuting out of the county.

Calvert County's geography limits accessibility and presents challenges to the creation of a robust internal transportation network. There is only one highway crossing to the west into Charles County, MD 231 Benedict Bridge, and one to the south into St. Mary's County, MD 4, Thomas Johnson Bridge, which the Maryland State Highway Administration (SHA) is studying for replacement and widening. There are no highway connections to the east across the Chesapeake Bay.

To provide a transportation system that moves people and goods to, from, and through the community in a way that is safe, convenient, economical, and consistent with the community's historic, scenic, and natural resources, the emphasis is on addressing traffic delays, safety, pedestrian amenities, bicycle facilities, and transit service. The success of

A multi-modal transportation system includes various modes (walking, cycling, automobile, public transit, etc.) and connections among modes.

¹ Calvert County Historic Roads Survey, Environmental Resources Management, 2009, Page 6.

Calvert County's future transportation system depends upon a land use pattern that supports a multi-modal system.

Sustainability Approach

The sustainability of a transportation system depends upon the settlement pattern it serves. Land use patterns determine the spatial distribution of travel as well as the ability of various modes of travel to effectively serve travel demand. The Comprehensive Plan promotes creating a sustainable transportation system that allows for shorter and fewer automobile trips by integrating land use activities that complement daily life into the pattern of residential living. The Plan includes policies and actions that promote alternatives to the single-occupant vehicle, such as walking, bicycling, and public transit, and promote mixed-use development and pedestrian-oriented design.

Trends in Transportation

Beyond vehicular automobile traffic, increasing numbers of travelers are opting to walk and to bicycle for short daily trips. Communities which provide safe and attractive facilities attract residents and businesses interested in healthier and more affordable travel options. The county's residents need to travel throughout the county and within their communities, using a variety of modes, with greater ease. Improving conditions for bicyclists and pedestrians and expanding transit services are becoming more important.

In the long term, the advent of connected and autonomous vehicles is generally anticipated to affect driving patterns in several ways. Commuters may choose to send their cars home or to satellite parking locations rather than paying for daily parking in center cities, like Washington, D.C. This practice would double the number of daily work trips for some cars. Also, these vehicles with their enhanced safety features may encourage individuals who are not drivers or who do not drive frequently to travel more often and further distances than they might in less-sophisticated cars.

Traffic Congestion in Calvert County

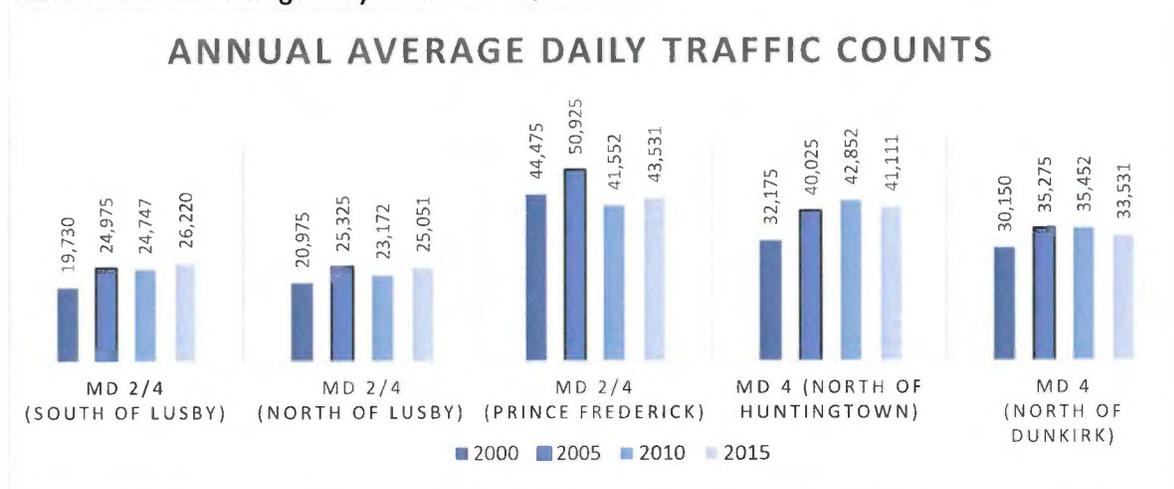
Congestion caused by commuters typically occurs during weekday peak travel periods and is known as recurring congestion. SHA's Traffic Volume Maps by county show that the highest traffic volumes in Calvert County are carried on MD 4-MD 2/4, particularly through Prince Frederick. In general, the highways in Calvert County are operating at a level of service acceptable to the SHA (which is a Level of Service D or better); however, citizens experience peak period congestion at the traffic lights located at some key intersections along MD 2/4, especially those in Huntingtown and at the north end of Prince Frederick, and in Dunkirk and Solomons at the Thomas Johnson Bridge.

The increases in traffic volume during the years of rapid growth still affect the perception of traffic volume changes that Calvert County residents report today. The county has not seen increasing levels of traffic along the primary county arterial road in recent years.

Table 7-1 and Figure 7-1 show annual average daily traffic (AADT) at five points along MD 4 and 2/4 from 2000-2015. The higher counts are in the middle of the county and moving to the north; the south has significantly lower traffic volumes than the rest of the county but has seen the most consistent growth in volumes over time. While some delay at signalized intersections in Prince Frederick is experienced during the peak travel periods, all arterial and collector roads are operating at acceptable levels of service.

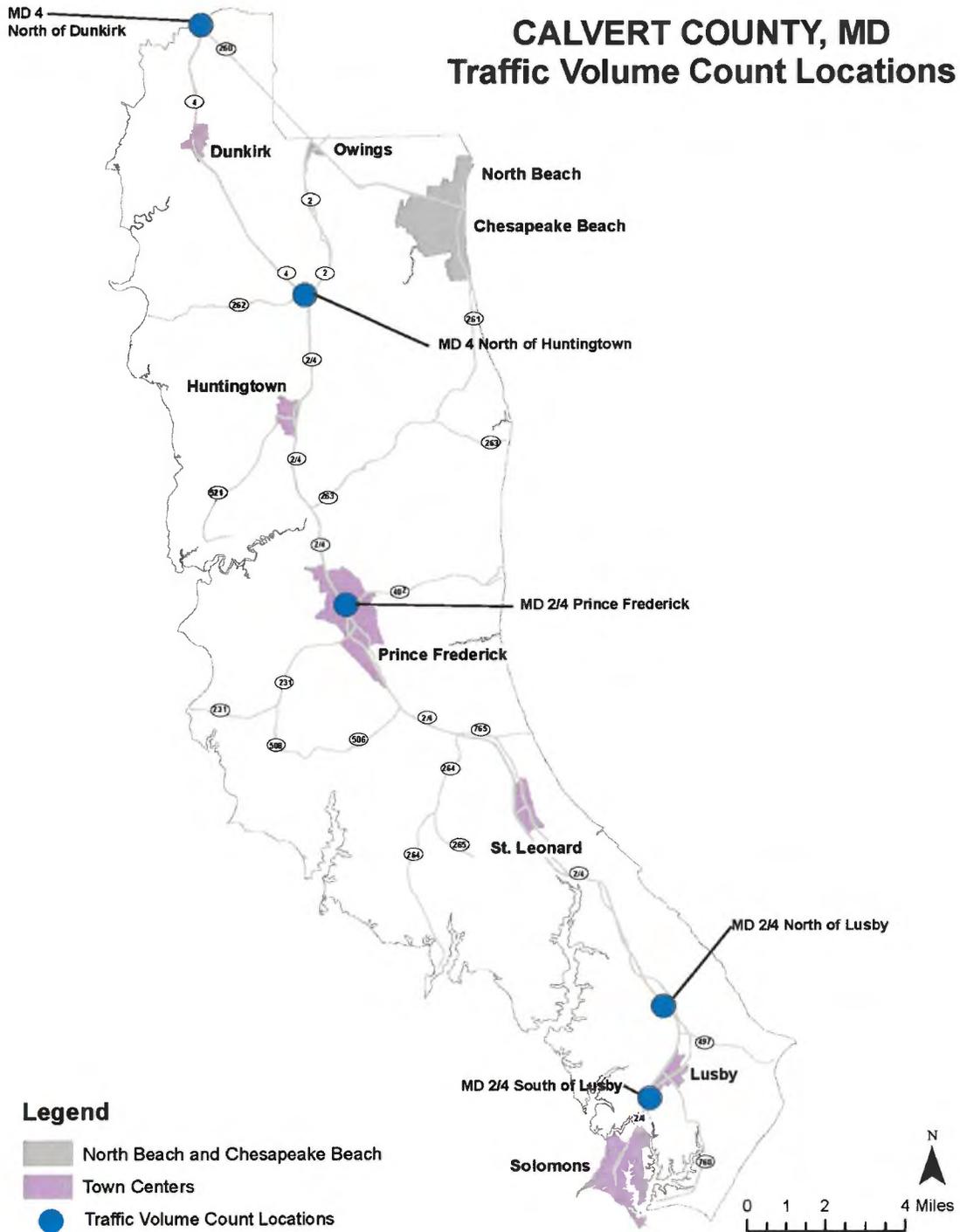
In each case, there was a significant increase in traffic volumes along MD 2/4 or MD 4 from 2000 to 2005. After 2005 the rate of growth in traffic decreased and in several locations overall traffic volume dropped between 2005 and 2010. By 2015 traffic returned to 2005 levels only in the vicinity of Lusby. The sharp traffic volume increase in 2005 at MD 2/4 in Prince Frederick was followed by a significant decrease in 2010 followed by a small increase in 2015. The steep decrease in traffic volumes at the MD 2/4 intersection can be attributed to the completion of Prince Frederick Boulevard from Stoakley Road to MD 231 in 2006. Prince Frederick Boulevard is part of the Prince Frederick loop road, an interconnected roadway system designed to relieve pressure on MD 2/4. Prince Frederick Boulevard along with its counterpart, Chesapeake Boulevard, are examples of the county's efforts to reduce congestion on MD 2/4.

Table 7-1 Annual Average Daily Traffic Count, 2000-2015



Source: State Highway Administration, Traffic Volume Maps by County, 2000-2015

Figure 7-1 Annual Average Traffic Count Locations



Highway System

Functional Classification

Functional classification is an important principle underlying transportation planning as well as land use planning in the county. It defines the type of service which any road should provide. The county currently recognizes three functional classes of roads: arterial, collector, and land access (local roads). All roads provide some mixture of mobility and accessibility. Mobility, the movement of through traffic, is primarily needed for the arterial roads and larger collector roads. Accessibility, the connection to immediate property, is needed for smaller collector roads and local roads.

- Arterial highways function primarily to convey heavy volumes of traffic within and through an area, providing a high degree of mobility and limited land access. Arterials should form an integrated system and serve area-wide travel patterns. Direct access onto arterials should be restricted.
- Collector highways function to collect traffic from local roads and to convey that traffic to arterial highways. Direct access onto collectors must be balanced against the role of collectors in providing mobility.
- Land access roads, also known as local roads, function to provide access directly to abutting property. These serve residential subdivisions as well as the least densely populated areas of the county.

The functional classification of highways in Calvert County, shown in Figure 7-2, is created through a comparative evaluation of four major factors: traffic, physical characteristics, system integration, and land use services.

MD 4 and MD 2/4

MD 4 and MD 2/4 carry the heaviest volumes of traffic and serve inter-county travel. The county considers the gradual conversion of MD 4 and MD 2/4 into a controlled through access expressway as key to resolving future traffic congestion. Making that conversion requires primarily five efforts:

- New driveway access points to MD 4 and MD 2/4 are not preferred by the county and the Maryland State Highway Administration.
- New roadway access is coordinated and the rights-of-way of future service roads and overpasses are reserved.
- Rights-of-way are purchased for new overpasses along MD 4 and MD 2/4.
- New traffic signals are minimized through intelligent transportation systems (ITS) and land use planning solutions, and existing traffic signals are better coordinated and synchronized.
- Appropriate highway construction is completed including intersection improvements, the upgrade of the older sections of MD 4 and MD 2/4 that were retained when the highway was dualized, and the addition of acceleration and deceleration lanes and shoulders, where needed.

The Maryland State Highway Administration is working on a phased project to widen MD 2/4 through Prince Frederick. The project has six phases and will add a third through lane and an auxiliary lane on both the northbound and southbound sides. Phase 1 was completed in 2009. The construction of Phase 2 commenced in 2018.

Arterial

Arterial highways such as MD 2, MD 231 and MD 260 serve fast and heavy traffic between subdivisions and urban centers. These arterial highways are connecting Calvert County to neighboring counties. Direct access to property along arterial highways should be managed so that overall highway capacity can be preserved for through traffic.

Arterials should be designed and located to provide fast and convenient travel, to support necessary economic development, and to provide a framework for planned land use development. To ensure that the arterial system functions properly, its physical and operational characteristics must be understood.

The county should continue working diligently with Tri-County Council and MDOT-SHA to make safety improvements to MD 231 and MD 2 top priorities.

Collector

Collector roads are highways and roads serving trips of shorter length, linking residential and agricultural areas to the arterial network. These roads, which are generally county-owned and maintained, collect traffic from local roads and convey it to the arterial highways. In town centers, collector and local roads provide for local circulation and access to businesses.

In rural areas, it is important to provide safe roads; however, conventional roadway design can alter the character of the community and promote higher speeds.

Over-designing rural roads is costly and often makes rural lands more accessible to residential development. Roads that serve rural and natural areas generally have lower traffic volumes and do not warrant the same design improvements required of those serving growth areas. Preserving the look and limiting the capacity of rural roads helps to maintain the rural character of Calvert County and avoids the higher costs that result when roads are over-designed. By coordinating road improvements with land development goals, the county can keep its road construction costs lower and support new growth where it is expected.

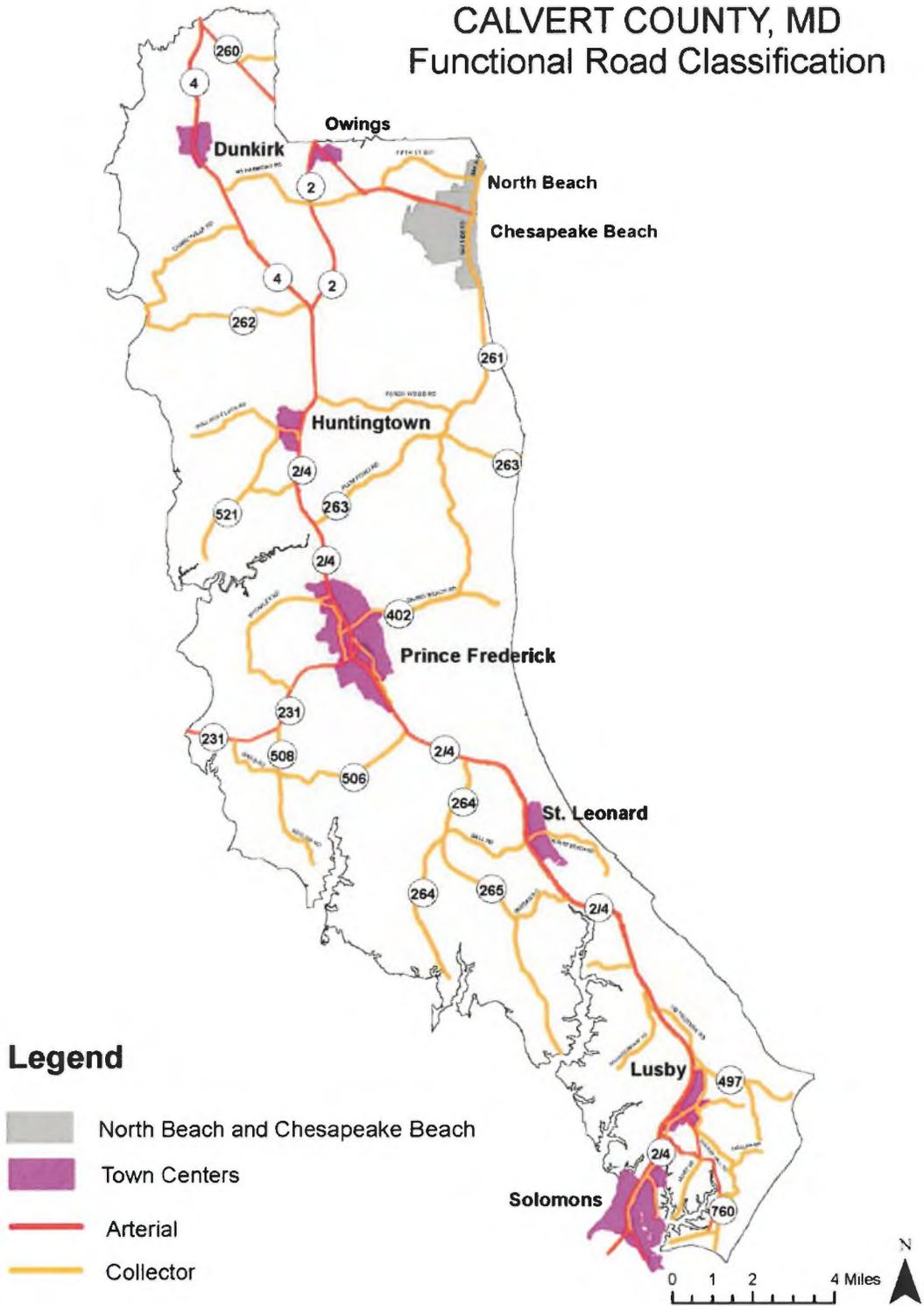
Governor Thomas Johnson Bridge

The Governor Thomas Johnson Bridge is located in the southern end of Calvert County in Solomons. It serves as a major transportation artery providing commuters access to Washington, D.C. and the Patuxent River Naval Station. The bridge connects Calvert County and St. Mary's County via MD 4 and is a key transportation corridor in the Southern Maryland area. The Thomas Johnson Bridge is an essential element in the Southern Maryland tri-county transportation system. Calvert County has been working with Maryland Department of Transportation State Highway Administration (MDOTSHA) for a replacement of this bridge to increase the number of travel lanes from two to four. This project will increase capacity across the Patuxent River.

This project is critical to national homeland security and the Department of Defense and is essential from a Department of Homeland Security/Federal Emergency Management Agency/Maryland Emergency Management Agency capability as a hurricane evacuation asset. The Thomas Johnson Bridge serves as an evacuation route for the large nuclear power generating facility and a regional liquid natural gas facility. The replacement of the bridge will relieve commuter congestion and is also essential to the safety, security and efficient transportation of Southern Maryland. The bridge serves more than 31,100 vehicles per day, with an estimated increase to 38,275 vehicles per day by 2030, far in excess of its two lane bridge capacity.

The replacement of the Thomas Johnson Bridge will continue to remain a top regional transportation priority for the tri-county area.

Figure 7-2 Functional Road Classification



Chesapeake Bay Crossing Study

As of 2018, the State of Maryland is conducting a Chesapeake Bay Crossing Study, led by the Maryland Transportation Authority (MDTA) of the Maryland Department of Transportation (MDOT). The study “will result in the identification of a preferred corridor alternate to address congestion at the Chesapeake Bay Bridge and evaluation of its financial feasibility. The Bay Crossing Study will evaluate current and future traffic demand across the Chesapeake Bay.”² Locating a bay crossing in Calvert County would result in a tremendous amount of pass-through traffic to MD 4. Constructing a bay crossing in Calvert would likely have a significant impact on the county’s rural character. If Calvert were to be chosen as the location for the next Chesapeake Bay bridge crossing, then the county’s long-range plans – the Comprehensive Plan and Transportation Plan – would need to be redone to address the significant potential impacts.

Transit

Good transportation planning requires that highway and transit facilities be planned together. Highway capacity can be optimized when a highly accessible and efficient transit system is in place. The county operates two levels of local transit service. A fixed route service serves Town Centers. The fixed route system addresses two types of movements: within Town Centers and between Town Centers.

Commuter transit is provided by the Maryland Transit Administration (MTA) over four bus routes that serve Washington, D.C. While transit riders represent only a small proportion of total county commuters, the commuter buses are typically filled to capacity. Depending on the route, there are between five and 13 trips a day. The bus routes originate in St. Leonard, North Beach, Dunkirk, Huntingtown, and Prince Frederick. The southern part of the county is not served by the commuter bus routes.

Calvert County recently implemented regular route service to the Charlotte Hall area including direct service to the Charlotte Hall Veterans home. This route allows for direct connections with both Charles County transportation and St. Mary’s County transportation. Calvert County continues to have a direct transfer with St. Mary’s County, in the southern end of Calvert County, allowing residents access to Lexington Park, MD.

Possible Future Transit

An overall framework for public transit service should continue to be implemented by Calvert County. This framework calls for the creation of local transit service areas in the Town Centers and for express bus service between those centers. In addition to providing access to jobs, increasing access to healthcare services needs to be considered for the county’s large senior population. Reliable alternative transportation options are needed for people with disabilities and seniors in the county. Calvert County has just completed its five-year Transportation Development Plan and identified numerous service

² Maryland Transportation Authority website, <https://www.baycrossingstudy.com/>, accessed May 7, 2018.

enhancements. The county is working with the MTA to secure funding to implement these service changes.

Ferry service is a form of transit with potential for Calvert County, especially as the southern part of the county becomes more economically integrated with Lexington Park. Calvert and St. Mary's counties have been connected by ferry services in the past. One ferry service operated continuously for almost 60 years, until December 16, 1977. The Thomas Johnson Bridge opened the next day. Prior to then, "Miss Solomons" carried passengers from Solomons to the Patuxent Naval Air Test Center. Vehicle ferry service operated in the 1920s and 1930s.³ The potential for ferry service must be kept viable. Any ferry service should be properly planned and integrated into the overall transportation system and land use pattern.

Rapid transit is intended to facilitate fast movement along heavily traveled corridors. Rapid transit can be provided by commuter rail, light rail, and buses operating in exclusive rights-of way. This condition is not likely in Calvert County. The rail options require high urban population densities to justify their costs and to operate successfully.

Pedestrian and Bicycle Network

Currently there are few connected trails for bicyclists or pedestrians to use, either for recreation or for transportation between developed areas. Providing these connections is challenging because of east-west stream valleys cutting through the county on either side of the ridgeline that MD 2/4 follows. The volume and speed of vehicles, and in some instances, the lack of shoulders are impediments to pedestrian and bicycle travel. In addition, where the highways bisect developed areas, the lack of signalized pedestrian crossings discourages people from walking. While there are sidewalks, they are limited and not fully connected even in developed areas. The lack of pedestrian and bicycle facilities fosters reliance on automobiles and does not provide alternatives to auto travel.

By 2040, the county intends to create safe and attractive paths that allow people to travel within the Town Centers, connecting residential, commercial, recreation, institutional, and employment areas. In addition, paths would connect the Town Centers to the rural and natural areas and the water, whether to the Chesapeake Bay, Patuxent River, or one the county's creeks. New roads and retrofits of existing roads should accommodate pedestrians and bicyclists. Such infrastructure could include wide sidewalks and median crossing islands for pedestrians and protected or dedicated bicycle lanes for bicyclists, or shared-use paths for both.

Complete Streets and Streetscape Improvements

Complete streets are defined as those that offer balanced use to all modes of transportation. Complete streets enable safe access for all users including pedestrians and bicyclists as well as motorists and transit riders of all ages and abilities. Complete streets consider the needs of motorists but do not exclude the

³ *Bugeye Times*. Calvert Marine Museum, Spring 1978, Vol. 3 - No. 1. Pages 1-2.
<https://www.calvertmarinemuseum.com/DocumentCenter/View/1249/Bugeye-Times-Spring-1978>. Accessed May 19, 2018.

needs of pedestrians, transit users, bicyclists, and commercial and emergency vehicles. The typical cross-sections for each road classification should address the manner in which various modes of transportation are accommodated based upon the road classification and the surrounding land use.

Streetscape features should be used to establish the character of Town Centers and Residential Areas. Adding street trees, street furniture, and sidewalks along roadways and a planted median in the center improves the driving and pedestrian experiences.

Traffic calming measures such as roadway narrowing, raised and colored intersections, street chokers (also called neckdowns), and traffic circles would improve pedestrian conditions within Town Centers. These features reduce the speed of cars and increase alertness of motorists to enhance the environment for non-motorists.

In 2016, Calvert County adopted a Neighborhood Traffic Management Program for unincorporated areas of the county. The intent of the program is to enhance the safety and livability of residential neighborhoods within Calvert County. The program is available to any homeowner associations or organized group of citizens who wish to reduce vehicle speeding in their neighborhood. If a public street qualifies for the program, it may be necessary for the community residents to fund any traffic calming measures by way of a Special Taxing District if county funds are not available.

Residential Area and Town Center Transportation Networks

Most shopping, medical, and personal business trips in the county will be destined for Town Centers, while most households, even in the future, will be located beyond the borders of Town Centers in a low-density pattern.

Each Town Center master plan proposes road construction projects. In most cases, implementation of these projects would help manage access onto MD 4 and MD 2/4 and provide a framework for higher density residential commercial development. In some cases, these improvements are needed to resolve existing traffic congestion. Because most subdivisions in Calvert County do not interconnect, even short trips require the use of major arterials, contributing to the overload of MD 2/4. Connecting the current roads parallel to MD 2/4 into a complete roadway network that extends the length of MD 2/4 through each of the Town Centers would allow circulation between parcels without the need for additional access points on the through highway.

Additional improvements are needed to limit the increased reliance on cars and to develop a more balanced transportation system. Future road construction in the Town Centers should maximize connectivity within each and with surrounding residential areas. Increasing connectivity promotes activity within the Town Centers and reduces the need to drive for those residents closest to Town Centers. Town Centers need to facilitate walking, bicycling, and transit use. Community design guidelines with these and similar aims should be developed in the revised Town Center master plans.

New land development should be designed to minimize the number of automobile trips. The county should establish road and sidewalk/path connectivity requirements based on block length in designated

areas and for residential and commercial subdivisions above a certain size to help reduce traffic congestion and improve walkability, especially in Town Centers.

Transportation System Management

Financing road improvements is a challenge. The county studied options for raising revenue for new road construction and has opted to use a combination of excise tax revenues from new development, the sale of bonds, and general fund revenues. Road maintenance is also costly. The county relies on the general fund supplemented by a small amount of gasoline tax revenues, which are transferred from the state to the county.

A Transportation System Management (TSM) program is aimed at making the most efficient use of existing roads, highways, and transit services without constructing additional highway capacity. Several measures fall under the TSM heading, including access control and management, intelligent transportation systems, traffic management, and travel demand management. Each has the potential to improve traffic flow and safety, reduce fuel consumption and air pollution, and reduce cost on new construction.

TSM measures with potential in Calvert County include:

- Intelligent transportation systems features such as smart traffic signals and transit system priority that take advantage of the emerging capabilities of connected vehicles.
- Traffic engineering techniques such as traffic signal synchronization, the proper placement of driveways, and exclusive turning lanes and roundabouts at intersections.
- The promotion and marketing of area-wide transit, carpools, and vanpools including expanded carpool lots.
- Town Center and community land use planning and site design aimed at minimizing the need for travel by car.

The MPO

Based on the 2010 Census, the U.S. Department of Transportation, Federal Highway Administration has determined that the combination of the Lexington Park area in St. Mary's County with the Solomons/ Lusby/ Chesapeake Ranch Estates/Drum Point area in Calvert County meets the population criteria for a Metropolitan Planning Organization (MPO). The Calvert-St. Mary's MPO is a federally-mandated and funded organization tasked with planning an integrated regional transportation system between the two counties.

The MPO prepares and maintains several documents.

- The Long-Range Transportation Plan (LRTP) develops and updates the long-range transportation goals for the region.
- The Unified Planning Work Program (UPWP) lists planning studies and evaluations underway in a given year.

- A Transportation Improvement Program (TIP) includes a short-range program of transportation improvements based on the long-range transportation plan. The TIP is designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.
- The Public Participation Plan (PPP) is designed to involve all appropriate parties of the community in the transportation planning process and to ensure that the public has adequate opportunity to provide input on the transportation issues affecting the region.

Goals and Objectives

Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.

Objective 1: Develop a transportation system that effectively serves the future land use pattern and helps to implement adopted land use and growth management objectives.

- 7.1.1.1 Achieve a high level of accessibility between residential areas and Town Centers. [P&Z, PW, CR]
- 7.1.1.2 Give priority to the construction and upgrading of roads that serve Town Centers. Continue to advocate for the Thomas Johnson Bridge replacement as a top priority for state road construction. [BOCC, PW, P&Z]
- 7.1.1.3 Adopt an access management policy. [BOCC, PW, P&Z]
- 7.1.1.4 Identify and protect right-of-ways and easements for the long term [PW, P&Z]
- 7.1.1.5 Continue efforts to secure funding to upgrade the Thomas Johnson Bridge. [BOCC, PW, P&Z]

Objective 2: Establish a road connectivity requirement for new developments.

- 7.1.2.1 Establish road and sidewalk/path connectivity requirement based on block length in designated areas and for residential and commercial subdivisions above a certain size to help reduce traffic congestion and improve walkability, especially in Town Centers. [P&Z, PW]
- 7.1.2.2 Promote cross-access between properties and interconnected parking lots to preserve the capacity of the adjacent road. [P&Z, PW]

Objective 3: Continue to update and adopt the county transportation plan.

- 7.1.3.1 Construct new roads as called for in the Calvert County Transportation Plan and as identified in the adopted Town Center master plans. [PW]
- 7.1.3.2 Continue to update the Calvert County Transportation Plan, including a Transportation System Management element. [P&Z]

Objective 4: Prepare traffic circulation studies and transportation plans as needed for Town Centers.

- 7.1.4.1 Continue to monitor traffic conditions and assess the potential for technological solutions to traffic problems. [P&Z, PW, SHA]

Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

Objective 1: Improve traffic flow on the county's main transportation corridors.

- 7.2.1.1 Reduce existing and discourage future direct property access, especially to MD 2, MD 4, MD 2/4, and MD 231. [P&Z, SHA]
- 7.2.1.2 Require parallel connecting roads along MD 4 and 2/4 during the development and subdivision process, where feasible, with the long-term goal of having driveways served by connecting roads. [P&Z]
- 7.2.1.3 Continue to develop north-south roadway systems, parallel to MD 2/4 in the Town Centers. [P&Z, PW]

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Objective 1: Maintain the program to renovate road sections and intersections. This includes widening roads, adding shoulders, improving stormwater conveyance, removing dangerous curves, replacing bridges, correcting poor sight distance, and adding turning lanes and roundabouts. Prioritize improvements based on traffic counts, existing conditions, and proximity and service to Town Centers.

- 7.3.1.1 Address peak-hour congestion on MD 2/4. [SHA]
- 7.3.1.2 Pursue with SHA the implementation of active traffic management technology to reduce congestion during peak hours. [P&Z, PW, SHA]
- 7.3.1.3 Pursue as a priority, continued efforts to work with Tri-County Council and MDOT-SHA to improve MD 231 and MD 2 to address safety and reduce congestion. [BOCC, PW, P&Z, SHA, TCC]
- 7.3.1.4 Continue the program for resurfacing existing roads. Prioritize resurfacing based on traffic counts, structural condition of paving and subsurface conditions, and skid resistance of existing surfaces. [PW]

Objective 2: Complete the network of roads parallel to MD 2/4 in Prince Frederick.

- 7.3.2.1 Include continuous bike and pedestrian pathways along these roadways. [P&Z, PW]
- 7.3.2.2 Encourage businesses locating along these roads to have a public entrance facing them. [P&Z]

Goal 4: Improve and expand existing transit services.

Objective 1: Increase the frequency of local transit service between Town Centers, including employment areas and health centers.

- 7.4.1.1 Explore the demand among local employers and workers for buses commuting to take employees to and from work places. Develop routes likely to encourage transit access for employees, patients, and students from throughout the county. [CR]
- 7.4.1.2 Review the routes serving Town Centers to include stops at employment centers. Consider extending transit hours to serve employees within the Town Centers and adjacent areas. [CR]

- 7.4.1.3 Review and increase the number of routes connecting major subdivisions to Town Centers. [CR]

Objective 2: Designate new park and ride locations and key commuter transit routes, when needed.

- 7.4.2.1 Provide adequate commuter parking lots at key locations throughout the county. [MDOT/MTA]
- 7.4.2.2 Encourage the shared use of parking lots, especially in Town Centers, as part of coordinated land development plans. [P&Z]
- 7.4.2.3 Continue to encourage the state to provide expanded commuter bus service. [CR, P&Z]

Objective 3: Expand and improve demand-responsive transit services.

- 7.4.2.1 Increase availability of demand-response public transportation. [CR]

Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

Objective 1: Develop a countywide policy for building and maintaining sidewalks and bicycle ways at the time of new road construction.

- 7.5.1.1 As state and county roads are improved or upgraded, ensure the roads include sidewalks and bikeways; where feasible, construct a bikeway, which is to be a shared-use path, separate from the roadway. [P&Z, PW]
- 7.5.1.2 Continue to retrofit existing roads with sidewalks connecting communities within the residential areas of Town Centers by an internal network of sidewalks and roads. [PW]
- 7.5.1.3 Provide safe pedestrian and bicycle routes to all public schools, where practical. [P&Z, PW, SHA]
- 7.5.1.4 Provide designated crosswalks at all intersections except where the designation would create a safety hazard. [SHA, PW]
- 7.5.1.5 Review site plans for commercial, business and employment uses to ensure safe pedestrian movements. [P&Z]

Objective 2: Establish bicycle routes to connect residential, commercial, employment, educational, and open space areas.

- 7.5.2.1 Develop a local bicycle system plan for each Town Center. [P&Z, PW]
- 7.5.2.2 Designate key bike routes connecting Town Centers, where practical. [P&Z, PW]
- 7.5.2.3 Establish priorities for the creation of designated bikeways along the state highways operating from east to west or connecting to Town Centers, including MD 2, MD 4, MD 2/4, MD 231, MD 261, MD 262, MD 263, MD 264, MD 265, MD 402, MD 497, and MD 760. [P&Z, PW, SHA]
- 7.5.2.4 Provide wayfinding on designated bike routes. [PW, SHA]
- 7.5.2.5 Look for ways to encourage the use of bicycles, including providing bicycle parking and/or storage facilities at public buildings, encouraging it in shopping and employment areas, and providing information on bikeways, such as online maps, to the public. [P&Z, GS, TS]
- 7.5.2.6 Improve bicycle safety and accommodations, especially in Town Centers. [P&Z, PW, SHA]

- 7.5.2.7 Encourage the construction of the bikeway/shared-used path as properties develop. [P&Z]
- 7.5.2.8 Address bicycle and pedestrian accommodations in each Town Center master plan. [P&Z, PW]

Objective 3: Develop a complete streets policy applicable within Town Centers.

- 7.5.3.1 Install traffic calming measures in select locations in Town Centers. [PW, SHA]
- 7.5.3.2 Promote multiple modes of transportation to reduce dependence on automobiles within Town Centers and connect Town Centers with adjacent communities through the provision of walking and biking routes. [P&Z, PW]
- 7.5.3.3 Establish bicycle parking requirements for commercial, employment, and institutional uses in Town Centers and Employment areas. [P&Z]
- 7.5.3.4 Pursue pedestrian safety and traffic capacity improvements within Town Centers. [PW]
- 7.5.3.5 Encourage the installation of sidewalks along both sides of all streets in Town Centers. [P&Z, PW, SHA]
- 7.5.3.6 Install pedestrian crossing signals connected to safe pedestrian networks at signalized intersections within Town Centers. [PW, SHA]
- 7.5.3.7 Map and implement continuous, ADA compliant sidewalks, and pedestrian facilities in each Town Center. Update small area master plans to include these networks. [P&Z, PW, SHA, TS]
- 7.5.3.8 Pursue Complete Streets grant opportunities. [PW, P&Z]

Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.

Objective 1: Develop a sustainable program for financing transportation construction and improvement.

- 7.6.1.1 Explore potential funding strategies to expedite the planning and construction of needed projects on the State highway system in Calvert County and for county roads. [P&Z, PW, F&B]
- 7.6.1.2 If amendments are made in federal and/or state standards, amend the county road design requirements. [P&Z, PW]
- 7.6.1.3 Encourage developer participation in adjacent roadway improvements that become necessary as development progresses. [PW, P&Z]
- 7.6.1.4 Review Calvert County's adequate public facilities regulations for roads and consider potential changes to ensure the cumulative impacts of development are addressed. [PW, BOCC]

Objective 2: Participate in state and regional transportation planning efforts.

- 7.6.2.1 Promote regular updates to the regional, MPO, and county transportation plans based upon and designed to serve the land use development goals of Calvert County and the other units of government in the Southern Maryland region. [P&Z, PW, CR]