

FIGURE 7. CHARLES STREET TO LORE STREET: PLANNING AREA C

3. Charles Street to Lore Street Area (Planning Area C, including Planning Sub-areas C1, C2, C3, C4, C5, C6, C7)

This area, Lore Street South to Charles Street, identified in Figure 7, the historic core of Solomons Island and Avondale, includes a mix of water-related commercial and residential uses between the Narrows and Solomons Island Road; the parking area and bulkhead west of Solomons Island Road; the residential area of Avondale; the marinas on Back Creek and the Solomons Inner Harbor area; and the open space south of the Governor Thomas Johnson Memorial Bridge.

a. Objectives:

The objectives to be accomplished by the land use recommendations are:

- (1) To encourage attractive and economically viable commercial and residential uses along Solomons Island Road south of the Solomons Tidebox which provide goods and services to the local community as well as visitors.
- (2) To recreate a strong sense of the "island" quality of the area, and provide an attractive water-view recreational area for Solomons.
- (3) To preserve and enhance the residential quality of the Avondale area.
- (4) To separate the various types of transportation uses on the Island.
- (5) To ensure compatibility of adjacent land uses.

b. Considerations:

The special environmental and land use considerations affecting this area are:

- (1) Except for the open space south of the Governor Thomas Johnson Memorial Bridge, Sub-area C3 and C5, the majority of this area is developed.
- (2) Because of the poor condition of some of the commercial and residential structures south of the Tide Box, and because of the market pressure, rehabilitation or redevelopment is possible.

- (3) The actual entrance to the Island itself is not obvious, and the appearance of this gateway area is dominated by an expanse of asphalt for parking.
- (4) The bulkhead area provides the bulk of the parking for tourists coming to Solomons. There have been complaints concerning overnight camping, fishing from the bulkhead, and problems of maintenance and surveillance.
- (5) In the Narrows and Back Creek area, there are good to excellent water depths for boating.
- (6) The architectural and landscaping style of the commercial/marina area along Charles Street is not integrated with the historic core or the Sandy Point area.
- (7) The shoreline conditions vary considerably for the unprotected shoreline, accretion of sand beaches and erosion of headlands along the Patuxent River and intermittent fringe marshes, and one area of an accreting sand beach on the Back Creek shorelines.
- (8) There are few pedestrian amenities in the area.
- (9) There have been complaints about excessive noise coming from the commercial area.
- (10) The left turning lane from Route 4 into Solomons may not be able to accommodate the traffic as the area develops. Further, the turn is confusing to newcomers.
- (11) Complaints of storm damage within the inner harbor have been raised.

c. Actions and Policies:

(10/21/94)

- (1) The property east of Solomons Island Road from the Tide Box to Charles Street, Sub-area C-1, is identified for a mix of residential, commercial, and marina use. On-site parking requirements should be reduced in order to help reinforce the mixed-use character and pedestrian scale of the area. Steps should be taken to ensure that uses are compatible with each other. In particular, it is important to promote a balanced mix of uses and to avoid any one use dominating others.
- (2) A scenic easement should be explored for the Catholic Church's land on the peninsula at the end of Calvert Street in order to preserve the attractive undeveloped scenic shoreline. Such an easement agreement between the County and the Church would assure that the land would not be visually altered.

- (3) Residential zoning for Avondale, Sub-area C6, shall be maintained, with the exception of Woodburn's Grocery which shall continue to be designated for commercial use.
- (4) Sub-area C7 is existing commercial marinas and shall continue to be designated as such.
- (5) An architectural and historic survey of structures in this area will be carried out, with the intention of evaluating structures for a historic district designation.
- (6) The land on the west side of Solomons Island Road south of the Governor Thomas Johnson Memorial Bridge, (Strathmore Farm) Sub-area C5, is designated as an Agricultural Preservation District. It must be continued in this use for the period of the preservation agreement. A no use setback of 50' along Solomons Island Road is required. In general, C5 land use is not to be retail commercial because it would not be in keeping with the residential character of Avondale.
- (7) An improved and expanded bulkhead is proposed for the entrance area to Solomons Island, Sub-area C3. Included in this proposal are: additional parking; a riverwalk, a commercial pier for retail uses; and new lighting. See Chapter V, Public Improvements, for details.
- (8) Public restrooms and trash depository are much needed in the parking area of Solomons. The previously used portable heads are an eyesore and a public nuisance. A facility should be built and properly maintained near the existing pumping station.
- (9) A sidewalk is proposed for the Solomons Island Road, beginning at Lore Street and continuing down to the North end of Farren Avenue. See details in Chapter V, Public Improvements.
- (10) A bike path is proposed along the west side of Solomons Island Road which would provide an alternate means of transportation, and would unite the Calvert Marine Museum; the Solomons Annex of NAS PAX River; marinas; and the University of Maryland Chesapeake Biological Lab. See details in Chapter V, Public Improvements.

- (11) The Appearance Code shall be mandatory in this Planning Area (see Solomons zoning ordinance).
- (12) Buffers from mean high water vary based on current intensity of use, need for environmental protection and Chesapeake Bay Critical Areas Commission recommendations (see Section VIII-A). The setbacks are 30' for C1, C4, C6, and C7. The setbacks are 100' for C3 and C5, except for the C3 area along the Island bulkhead, which is already developed to a zero foot setback.
- (13) Bulkheading is permitted where most of the shoreline has been bulkheaded (C1, C2, C4, C6 and C7) and only allowed in high erosion areas in C3 and C5.
- (14) An underpass under Route 4 in area C3 is mandatory in order to improve the driving flow and safety at the entrance to Solomons. The island created between the bridge ramp and the underpass road should encompass more land than the present DNR launching ramp access to make a smoother flow for traffic plus create additional public parking. Additional public parking could be used for museum activities and will be connected to the historic business area by sidewalk, bike paths and will present an opportunity for a privately owned seasonal transportation system. Any parking area should be well landscaped to create a pleasing entrance into the town.
- (15) A information center should be located at a suitable location within the Town Center. This should be accomplished as soon as there is a design for the above underpass and parking.

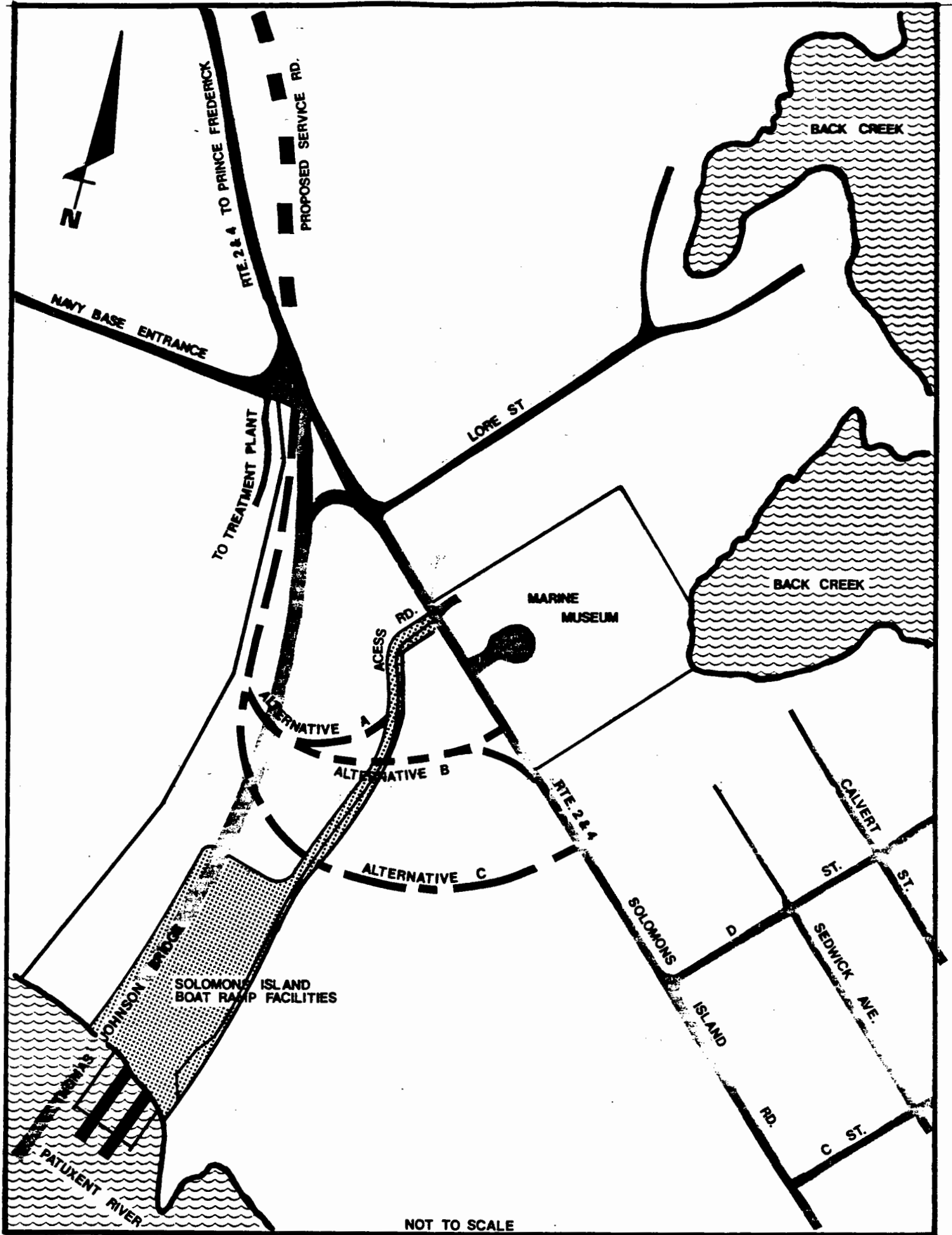


FIGURE 8 - DRAWING OF UNDERPASS