

Solomons Master Plan

Reorganized & Updated Draft July 31, 2008

Overview

A. PURPOSE OF THE SOLOMONS MASTER PLAN

The purpose of this Master Plan is to:

- provide policies and guidelines which are comprehensive yet are appropriate for each planning area.
- The Plan will direct future growth and development within the Solomons Town Center.
- It is designed to address the issues of protection and enhancement of the residential areas of Solomons, and
- as well as the encouragement encourage of compatible commercial and marine development along the Patuxent River, Back Creek, and Routes 2-4.

Preservation of Solomons' water resources, heritage and design character is an important component of this Master Plan. Thus, it includes not only general guidance for dealing with overall growth management, but also specific appearance guidelines, a general land use plan, and an implementation schedule. Furthermore, it graphically illustrates where the public interest encourages significant public expenditures, and where the public interest would like to see private development occur.

This Master Plan has been designed to protect and enhance the existing residential neighborhoods and to encourage the mixture of uses within the historie-village core of Solomons Island. It allows for significant residential and commercial development to occur within the remainder of the Town Center area, in accordance with appearance and setback standards.

B. BACKGROUND

1. Geographical Location

~~This portion of Calvert County, is~~ a peninsula in Southern Maryland, is bordered by the Patuxent River on the west and the Chesapeake Bay on the east. Solomons Island is located at the southern tip of Calvert County where at the mouth of the Patuxent River meets the Chesapeake Bay (refer to Figure 1 for a regional map of Solomons). ~~This portion of Calvert County is a peninsula bordered by the Patuxent River on the west and the Chesapeake Bay on the east.~~ The Island itself, in conjunction with the Dowell Peninsula and Lusby Point, forms a deep protected harbor which has served shipping the maritime industry since the early 18th century.

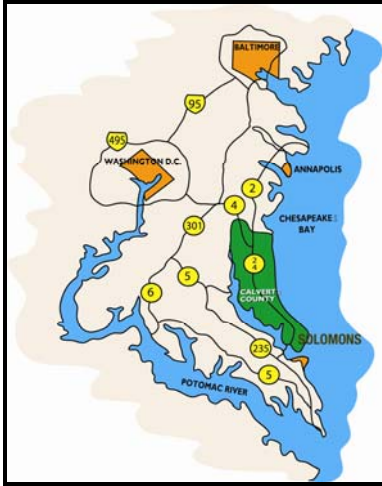


Figure 1. REGIONAL MAP OF SOLOMONS

The Solomons Town Center designation includes Solomons Island, the land to the north of the Island along Maryland Route 2/4 to the south side of Swaggers Point Road on the west side of MD 2/4 and approximately a quarter mile north of the intersection of Dowell Road and H.G. Trueman Road, and the majority of the Dowell Peninsula. (~~See-Refer to Figure 2 Solomons~~ Town Center Boundary Map, this Chapter).

Access to the Solomons Town Center area is provided from the north by Highway Maryland 2/4 and MD 765, and from the south by MD 4 by ~~two bridges spanning the Patuxent River~~—one crossing from Charles County via Route 231 approximately 20 miles to the north, and the other which connects Sing Solomons with St. Mary’s County ~~to the west~~ via Route 2/4 over the ~~Governor~~ Thomas Johnson Memorial Bridge.

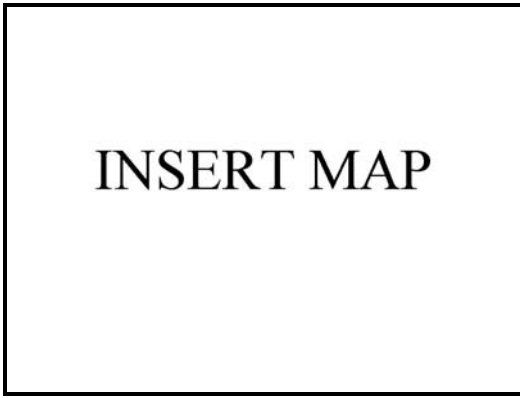


Figure 2. Solomons Town Center Map

2. Early History

Historical Overview

Solomons Island was known as Bourne’s Island (c. 1680), ~~Originally called~~ Somervell’s

Island (1740-1814), and Sandy Island (1827-1865), and Bourne's Island (c.1860), this This area finally became known as Solomons Island because of when Issac Solomon's, a Baltimore businessman, purchased 80 acres in 1865 and established oyster packing facilities following the Civil War.¹ He advertised his cannery as "Solomons Island." Solomons Island received official recognition in 1870 when the United States Postal Service established an office.²

The oystering industry was supported by the development of ship yards on the Island in the late 19th century. By 1880, the famed "Bugeye" sailing craft had been developed to support the Island's fishing fleet.

In the November 12, 1892 issue of the Calvert Gazette, Solomons was described as: "There are about one hundred houses upon the island, including some stores which do an active business in the oyster season, and three shipyards. It is chiefly occupied by oystermen and fishermen."

By the 1890s, Solomons consisted of two distinct communities - Solomons Island proper and Avondale on the mainland. The two were separated by a shallow stretch of water spanned by a rickety bridge. With a population, at this time, of about 400, most of the business activities were centered on the island and Avondale was mainly residential. Other nearby communities, notably Dowell and Olivet, also flourished.

Like other tidewater communities of the late nineteenth and twentieth centuries, Solomons was isolated, close-knit and self-sufficient. Roads were few and became impassable in bad weather. By 1915, the state provided a road from Solomons to Prince Frederick, the county seat of government. Horse and ox-drawn wagons were the chief means of transport by land. Solomons' link with the outside world was the twice-weekly steamboat from Baltimore.³

Because of the Solomons deep harbor and uncomplicated entry from the Patuxent, ships have always played a major role in the Island's history. On the Patuxent side of the Island is one of the great natural harbors of the East Coast – over two miles wide and in places over one hundred feet deep. In the War of 1812, Commodore Joshua Barney's flotilla sailed from Solomons to attack the British fleet in the Bay. And over 200 years later, during 1942-1943, the U.S. Navy established three navy bases at the mouth of the Patuxent. Two of the three were sited in Solomons. During a World War II, the Naval Amphibious Training Base was established on Dowell Peninsula to prepare American troops for overseas assaults. The Naval Mine Warfare Test Station was established at Point Patience. The station is now the Solomons Annex of NAS PAX River.

Across the River is the Patuxent River Naval Air Station, which from 1941 until 1977 was

¹ R. Eshelman and C.M. Dixon, Historical Tours through Southern Maryland, 1983, p. 3.

² Calvert Marine Museum, <http://www.calvertmarinemuseum.com/history.htm>, 12/12/2007.

³ Ibid.

connected to Solomons by ferry service which saved its passengers a 60 mile one-way commute up Calvert County, across the Patuxent River Bridge at Benedict, and back down the St. Mary's County side. The opening of the Governor Thomas Johnson Memorial Bridge in 1977 caused the end of the ferry service.

Following the War, extensive marina development was begun in the area, until today over ~~119~~ separate marinas offer a total of ~~1,241~~ 1,561 boat slips for transient and long-term dockage. With additional slips at restaurants, bars, government properties, and private residences, it is estimated there are over 2,000 slips in Solomons.

3. Demographics and Economics

Population figures and projections for Solomons, Calvert County, and the State of Maryland are shown below. In 1980, Solomons had a population of 700, which represented 2% of the Calvert County population of 34,636.⁴ Population projections predict that the County will increase by 4% annually, resulting in 62,388 people by the year 2000.⁵

The State of Maryland grew at an average annual rate of 0.7% from 1970 to 1980. Calvert County accounted for 4.8% of that growth, increasing from a population of 20,682 in 1970, to 34,636 in 1980, for a 6.7% annual rate of increase.

Population projections indicate that Maryland will continue to grow at 0.8% annually through the year 2000. Calvert County is projected to capture 4.3% of that growth.

<u>Population</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010 Estimate</u>
<u>Solomons</u>	<u>700</u>	<u>N/A</u>	<u>1,536</u>	<u>N/A</u>
<u>Calvert County</u>	<u>34,638</u>	<u>51,372</u>	<u>74,563</u>	<u>90,900</u>
<u>Southern Md.</u>	<u>167,284</u>	<u>228,500</u>	<u>281,320</u>	<u>350,550</u>
<u>Maryland</u>	<u>4,216,975</u>	<u>4,780,753</u>	<u>5,296,486</u>	<u>5,897,600</u>

Sources: Calvert County Planning & Zoning, U.S. Department of Commerce, Bureau of the Census, and Maryland Department of Planning.

According to the Census Bureau, there were 689 households in 2000 in the Solomons Census Designated Place.

An analysis of the age distribution in Solomons reveals that while 55% of the population is under the age of 44 years, a considerably higher ratio of people over 45 (40%) live in Solomons than in Calvert County (26%), Maryland (30%), or the Washington D.C. SMSA (27%).

General Demographic Characteristics, 2000

	<u>Solomons</u>	<u>Percent</u>	<u>County</u>	<u>Percent</u>

	<u>Number</u>		<u>Number</u>	
<u>Male</u>	<u>683</u>	<u>44.5%</u>	<u>36,767</u>	<u>49.3 %</u>
<u>Female</u>	<u>853</u>	<u>55.5 %</u>	<u>37,796</u>	<u>50.7 %</u>
<u>Under 5</u>	<u>43</u>	<u>2.8 %</u>	<u>5,077</u>	<u>6.8 %</u>
<u>5 – 19</u>	<u>172</u>	<u>11.2 %</u>	<u>18,723</u>	<u>25.1 %</u>
<u>20 – 64</u>	<u>680</u>	<u>44.3 %</u>	<u>44,136</u>	<u>59.1 %</u>
<u>65 +</u>	<u>641</u>	<u>41.7 %</u>	<u>6,627</u>	<u>8.9 %</u>
<u>Median Age</u>	<u>56.1 years</u>		<u>35.9 years</u>	

<u>Race</u>	<u>Number</u>	<u>Percent</u>
<u>White, only</u>	<u>1,393</u>	<u>90.7 %</u>
<u>Black or African American, only</u>	<u>102</u>	<u>6.6 %</u>
<u>Other races, only</u>	<u>15</u>	<u>1.0 %</u>
<u>Two or more races</u>	<u>26</u>	<u>1.7 %</u>

Housing Units, 2000

	<u>Number</u>	<u>Percent</u>
<u>Total housing units</u>	<u>881</u>	<u>100 %</u>
<u>Occupied housing units</u>	<u>689</u>	<u>78.2 %</u>
<u>Vacant housing units</u>	<u>192</u>	<u>21.8 %</u>
<u>Owner-occupied housing units</u>	<u>389</u>	<u>56.5 %</u>
<u>Renter-occupied housing units</u>	<u>300</u>	<u>43.5 %</u>

In 1979, the median household income in Calvert County was \$22,106 with 41% of the 10,732 households earning \$25,000 or more. Solomons, on the other hand, had a 1979 median household income of \$16,453, 24% below the median for the County. This is caused, in part, by the cyclical nature of the tourist business in Solomons. Approximately 14% earned between \$20,000-\$25,000, and 29% between \$25,000-\$50,000. According to the 2000 Census, the median age of residents of the Solomons Census Designated Place (approximately the boundaries of the Town Center) is significantly older than the median age of residents of Calvert County as a whole. The median age of Solomons residents is 56.1 years while the median age of County residents is 35.9 years. In 1999, the median household income for Solomons residents was less than the County: \$48,532 for Solomons compared with \$65,945 for the County.

3. Calvert County Comprehensive Plan Process

Calvert County adopted its first Comprehensive Plan in 1967. Subsequent plans were adopted in 1974, 1983, 1997, and 2004. “A History of County Planning” is recited in the 2004 Comprehensive Plan. The 1983 Comprehensive Plan called for the establishment of Towns and Town Centers and the development of a master plan for each Town. The State mandates that local jurisdictions update comprehensive plans every 6 years. Calvert County’s next comprehensive plan will be due in 2010.

The 1983 Calvert County Comprehensive Plan Establishes Town Centers

The purpose of the 1983 Calvert County Comprehensive Plan ~~is-was~~ “to ensure that Calvert County maintains the capability to guide development so that the nature and character of the County may be preserved for future generations”⁶ ~~The Comprehensive Plan was approved February 10, 1983 and adopted on June 28 of the same year.~~

Central to the concept of guiding development for the future was the ~~development establishment of the Towns and~~ Town Centers. ~~District, a land use category whose~~ The purposes of the Town Centers are to:

- a. Concentrate commercial growth and employment opportunities in Town Centers_;
- b. Encourage multi-family residential development to locate in Major Towns_;
- c. Encourage single-family residential development to locate in Major Towns_;
- d. Promote efficient and attractive development in a rural setting_;
- e. Allow increased residential densities in Towns by locating Transfer Zones in these areas_;

There are seven Town Centers plus the municipalities of Chesapeake Beach and North Beach. Refer to Figure 3.

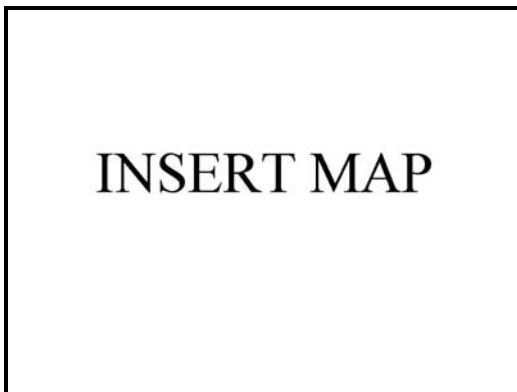


Figure 3. CALVERT COUNTY TOWN CENTERS

~~Proposed development within a Town Center must be consistent with a Master Plan whose function is to clearly delineate types of appropriate land uses and the suitable scale of development.~~

The goals for the development and approval of the Master Plan for each Town were to:

- a. Implement an active Citizen Participation Program,
- b. Establish land use policies based on desirable economic development, public facilities, available and needed, and residential development, available and needed, residential development, aesthetics, compatibility with and protection of existing and previously planned uses, and the cumulative effect upon the County;
- c. Delineate areas to have certain public facilities, including community water and sewerage and roads,
- d. Designate the physical boundaries of the Towns based on natural features, existing land uses, and policies indicated above, and
- e. Delineate identified locations not suited for certain types of development and restrict such development.

~~The recommendations incorporated into this Solomons Master Plan reflect and support the planning policies developed over the years in Calvert County. In particular, this plan seeks to accomplish the County's goals and objectives as documented in the Comprehensive Plan.~~

Relevant Comprehensive Plan Objectives & Recommendations

~~The Comprehensive Plan objectives having general relevance to the Solomons Master Plan are the following:~~

~~a. Land Use~~

~~Encourage new residential development to locate in Towns; encourage institutions and businesses to locate in Town Centers;~~

~~Provide for efficient uses of land, environmental safeguards, and high quality site designs through the use of flexible development controls; density transfer, cluster development, historic district zones, and site plan review;~~

~~Designate adequate areas for commercial use in the Town Center.~~

~~b. Public Facilities~~

~~Reinforce Town Centers by identifying appropriate public facilities—sidewalks, street lights, curbing, landscaping, public squares, etc.—and providing or requiring provision of such facilities.~~

~~e.—Historic Preservation Controls:~~

~~Encourage multi-family, commercial and industrial site design to be visually compatible with surrounding areas that have been designated historically or culturally significant.~~

~~d.—Farmland Retention:~~

~~Encourage and support the marketing of County produced farm products by providing farmers markets within Town Centers.~~

~~e.—Town Center Recreational Space:~~

~~Recreational open space should be provided within Town Centers. It should be attractive and useful—with places to sit and relax, and to present shows and ceremonies. It should be near or at the center of activity.~~

~~Provide and or regulate public squares, pedestrian walkways and safe bicycle routes within Town Centers.~~

~~Establish a centralized source of information regarding recreation related programs. Neighborhood recreations areas should be provided in each major subdivision in the Town Center.~~

~~f.—Economic Development:~~

~~Provide a legal mechanism for establishing public facilities construction districts which would permit, under specific circumstances, the development of streets, sewer, water and related public facilities in the Town Centers. Under this provision, the County Commissioners should be empowered to levy a benefit charge.~~

~~Promote the development of tourist attractions within the County and encourage the development of lodging accommodations and other tourist related facilities.~~

~~Promote retail outlets, including public market places, in Town Centers for agricultural and seafood industries.~~

The 1997 and the 2004 Calvert County Comprehensive Plans continued the policy of the Town Centers being the primary growth areas of the County. The 2004 Comprehensive Plan sets forth the objective to “Develop town centers as attractive, pleasant, and

convenient places to live, work, and shop.”

4. Solomons Town Center Master Plan Process

The First Solomons Master Plan was adopted in 1986.

Community Consensus Process

As preparation for the development of ~~this~~ the first Solomons Town Center Master Plan, the Calvert County Planning & Zoning Department staff hosted two community forums ~~were held by the Calvert County Planning Staff~~ to determine a general consensus on needs and goals for the area: April 28, 1983, and July 30 1984.

Major concerns expressed at these two forums focused on three broad categories: compatibility, design & appearance, and traffic.

- ~~• At the first meeting, held on April 28, 1983, much of the discussion focused on the critical question of c~~Compatibility between residential and commercial uses in the area of Lore Street south, with significant concern voiced over control of public drinking and noise, overnight camping and fishing along the bulkhead, and the proliferation of liquor licenses.
- ~~• A second major category of concern, voiced at this meeting, dealt with the issues of g~~Growth management and preservation of the unique character of the community. This was expressed in the discussions dealing with new commercial development along the bulkhead and the need for parking, the question of height limitations, and the desire for architectural appearance guidelines standards for buildings and signage. A height limitation of 3 stories was proposed for the entire Town Center area.
- ~~• On July 30, 1984, a second meeting was held with the community. There was a renewed insistence on control of parking, trash, and speeding problems along the bulkhead; a renewed request for architectural standards; a concern about p~~Potential traffic and access problems on Dowell Road; and identification of traffic problems at the Governor Thomas Johnson Bridge and Lore Street intersections. A height limitation of 3 stories was proposed for the entire Town Center area.

~~These community concerns form the basis for the planning approach to this Master Plan for Solomons.~~

~~During the public meetings held by the Calvert County Planning Department as preparation for this Master Plan, one of the needs most frequently expressed by the residents and business people of Solomons was the desire for architectural standards for buildings and signage.~~

Accomplishments since the Adoption of the Master Plan in 1986

1988 Construction of the Solomons Information Center

1991 Construction of the Comfort Station

1992 Construction of the South Section of the Riverwalk

1993 Construction of the public parking lot behind Our Lady Star of the Sea (25-year lease with the church)

1993 Construction of Phase II of the Riverwalk

1993 Construction of Sidewalks

1993 Opening of Annmarie Garden

1994 Waterman's Park

1994 Solomons Fishing Pier

1995 Installation of Entrance Landscaping and Entrance Sign

1997 Construction of the Pavilion

2001 Construction of Phase II of the Sidewalk (Charles Street)

2001 Opening of Waterman's Wharf (lease with the State of Maryland)

2008 Solomons Roundabout at Farren Avenue and Charles Street (construction began Spring 2008)

Timing of Review of This Master Plan

No plan is ever final or definitive. It reflects current conditions and anticipates future developments. Its function is to provide policy guidance and site specific recommendations as a planning framework within which change may occur.

The Solomons area has been identified as a high growth area in which a significant amount of ~~pent-up~~ residential and commercial demand is presumed. As conditions change over time, the Master Plan will be reviewed ~~no later than eight years after adoption~~ and ~~will be~~ updated if necessary.

In addition, it is clear that any major public improvements proposed will be implemented in specific stages. Any plan which presumes simultaneous implementation of all recommendations, involving either public funding or private investment, would be unrealistic.

This plan continues a process of change in Solomons which has been occurring since its initial founding in the 17th century. Over time, the Island has been historically reshaped to reflect the changing economic conditions of the water-based industries which lie at the core of its history.

Solomons Master Plan Update 2007-2008

In 2007, the Calvert County Planning Commission and the Calvert County Board of County Commissioners approved a process for updating all seven of the County's Town Center Master Plans. Solomons was the first master plan to begin the update process, starting in 2007. Updating the master plans includes reorganizing them into the same format as the Calvert County Comprehensive Plan, conducting special area studies, refining the visions, establishing new goals, and updating the content of the master plans. The master plan update process involves citizens, businesses, civic organizations, Town Center Architectural Review Committees, county staff, the Planning Commission, and the Board of County Commissioners.

The kick-off to the Solomons Master Plan Update was held on May 8, 2007 at the Solomons Volunteer Rescue Squad and Fire Department. There was a slide presentation that explained the master plan review process, gave a brief summary of the current plan, reviewed accomplishments since the Solomons Master Plan was adopted in 1986, and reviewed past issues and problems identified by citizens, including those that were generated at the meeting hosted by the Solomons Business Association in 2001. Over 100 participants attended the kickoff meeting. The participants worked in small groups to identify additional issues and problems, review the current plan's policies, and suggest a special study area.

The results from the Kick-Off Meeting were presented on June 26, 2007 at the Calvert Marine Museum. Three overall themes emerged:

- Dowell Road corridor was listed as a concern in all three exercises (problems & issues, policies, and special study area);
- Concern about the tension between residential and commercial development; and
- General sense that Solomons' village atmosphere is under pressure.

For issue identification, the Dowell Road peninsula was the most mentioned problem area, including road upgrades, over development, access to MD Route 2/4, and designating the entire peninsula as Town Center or removing the designation from those areas currently designated. Residential and commercial tension focused on noise and over-concentration of bars and restaurants compared to other commercial development. Other notable issues included harbor & water resource management, transportation (sidewalks, access to and across MD 2/4), and environment (water quality and loss of tree cover).

The six policies from the current Master Plan were generally found to be still relevant. Additional emphasis was suggested: compatibility and mix of uses, better definition of "sense of place" and environmental and water resource protection. Study area suggestions included the Harbor, Dowell Road corridor, C-1 District, and a traffic study.

During the second meeting, Department of Public Works staff reported on road projects, the roundabout, and sidewalk projects.

The third meeting was a boat, bus and walking tour of the three potential study areas: the Harbor, Dowell Peninsula, and Avondale & the C-1 Commercial District. Participants took a closer look at the Solomons Town Center from the vantage point from a boat tour of the harbor on the Wm. B. Tennison, a walking tour of Avondale and the C-1 District, and a bus tour of the Dowell peninsula. Participants provided input on issues identified during the kick-off meeting by answering survey questions and providing additional comments. Participants were encouraged to take photos of what they liked and disliked about the Solomons Town Center.

A focus meeting on Avondale was held on September 16, 2007 to review and discuss the survey results from the kick-off meeting and the responses from participants from the July 31st walking tour.

The area selected as the study area was the C-1 Commercial District. A design workshop was led by the design firm EDAW from November 6th through 8th, 2007 at the Solomons United Methodist Church. The study area, originally described as the Solomons Island Commercial Core, was redefined during the workshop as the Solomons Island Village Core. The workshop was an open and collaborative process. Over the course of the three days residents, business owners, community activists, local leaders, county staff and consultants collaborated to develop creative and exciting ideas and design concepts for the village core.

C. MASTER PLAN GOALS & OBJECTIVES

Master Plan Principles

The underlying issue, which goal of this Master Plan has attempted to address, is how can is to develop the Solomons Town Center as an attractive, convenient, and interesting place to live, work, and shop while protecting the natural assets of the area, i.e., the water, the location, and the flavor of Solomons be protected, promoted and developed so that and preserving the historic character and the nature of the area may be preserved for future generations.

To achieve this goal, six-eight policies-objectives are followedestablished:

- a. Treat The-the entire Town Center area of Solomons, while composed of six specific geographic areas, will be treated as an economic, environmental, and aesthetic whole, except for the Solomons Annex of NAS PAX River, Planning Area A.
- b. Recognize and provide for within the Master PlanAll-all the water-based activities of Solomons, including charter boating, recreational boating, crabbing and fishing, will be recognized and provided for within the Master Plan, including but not limited to, commercial and recreational boating, crabbing and fishing, and public access to the

water.

c. ~~A “sense of place” will be recreated in the commercial core of Solomons.~~ Support and enhance a mix of uses in the Solomons Island Village Core that are family-friendly, encourage year round activity, and are visually compatible with Solomons architectural heritage that makes it a distinctive destination.

d. Protect and enhance ~~Established established~~ residential areas ~~will be protected and enhanced.~~

e. Encourage ~~Compatible~~ commercial development that is compatible with the environmental, cultural, historical, and aesthetic character of Solomons ~~will be encouraged.~~

f. ~~Land use designation will be designed so that a lively mixture of uses are accommodated.~~ Promote a broad mix of commercial, office, residential, public and institutional uses within the Solomons Town Center.

g. Protect the environment.

h. Promote a balanced, complete transportation system to enhance mobility.

CHAPTER I LAND

GENERAL LAND USE POLICIES FOR SOLOMONS TOWN CENTER

- This Master Plan has been designed to protect and enhance the existing residential neighborhoods and to encourage the mixture of uses within the historic-village core of Solomons Island. It allows for significant residential and commercial development to occur within the remainder of the Town Center area, in accordance with appearance and setback standards.
- The appearance code shall be mandatory for all Planning Areas within the Town Center.

Considerations:

1. Solomons Town Center is designated as a Major Town Center.
2. The Solomons Town Center is located on a peninsula at the southern tip of Calvert County.

~~This section divides the~~The Solomons Town Center is divided into six ~~specific~~ planning areas. ~~The planning areas are further divided into sub-areas—with their own needs and constraints—and~~ This section discusses objectives, special considerations and actions and policies for each.

These planning areas reflect a commonality of geography, environmental considerations, or established land use patterns, and have been defined by the expressed needs of the community and the general Master Plan policies.

While the ~~thrust-intent~~ of the Master Plan is to treat Solomons Town Center as an economic and aesthetic whole, it is important that land use policies be tailored to the unique characteristics of the various planning areas within the Town Center.

Six Planning Areas

The six planning areas are:

1. The Solomons Annex of NAX PAX River (Planning Area A)
2. Sandy Point area (Planning Area B)
3. Lore Street south to Charles Street (Planning Area C)
4. Lore Street north (Planning area D)
5. Dowell Peninsula (Planning area E)
6. Swaggers Point (Planning Area F)

Figure 3 is a map of the Town Center showing the boundaries of these six planning areas is shown in Figure 4. ~~The planning objectives, considerations and land use policies for each~~

~~planning area in the Solomons Town Center are presented in this chapter. Each planning area is further subdivided into planning sub-areas.~~ Precise land use boundaries for each sub-area are designated on the maps for each area by alphabetical and numerical symbols. This system was designed to clearly delineate where specific permitted and conditional land uses would be allowed and encouraged. A table of these permitted and conditional land uses by geographic sub-area as well as a list of special development requirements is provided in the Solomons Zoning Ordinance.

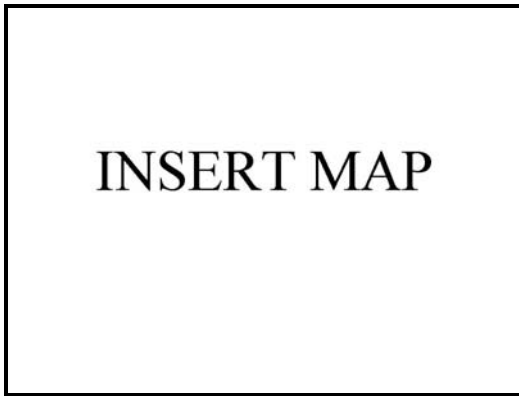


Figure 4. SOLOMONS TOWN CENTER PLANNING AREAS

1. The Solomons Annex of NAS PAX ~~Patuxent~~ River (Planning Area A)

The Solomons Annex of NAS PAX River is federal property and, therefore, exempt from County Planning and Zoning regulations. It is identified for reference purposes as Planning Area A (~~refer to Figure 5~~). Should it ever cease being federal property, this Plan will be revised to develop actions and policies for this area. ~~The plans shown on the opposite page for this area represent the Navy's development concept for its facility and is presented for information purposes.~~

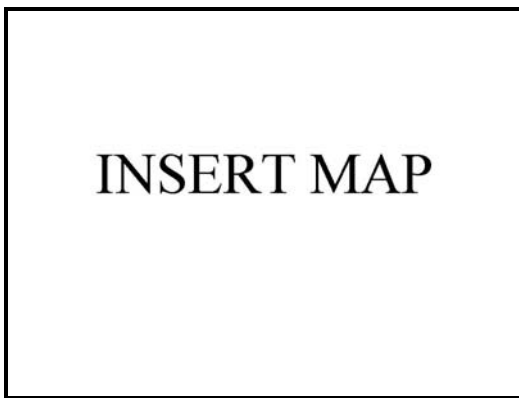


Figure 5. PLANNING AREA A

2. Sandy Point Area (Planning Area B, including Planning Sub-areas B1, B2, B3, B4)

The Sandy Point Area ~~identified in Figure 5~~ includes the Sandy Point residential area; the institutional buildings and property of the University of Maryland Center for Environmental Science, Chesapeake Biological Laboratory; a mixture of residential, marina and ~~industrial~~ institutional buildings and structures on property located at the north end of Farren Avenue; and the retail and ~~motel~~ lodging uses in the center of the area. Refer to Figure 6 for a map of Planning Area B.

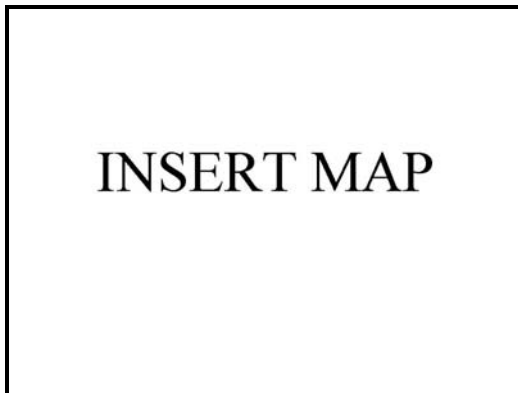


Figure 6. PLANNING AREA B

a. Objectives:

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

- (1) ~~To p~~Preserve and enhance the residential quality of Sandy Point, while ~~encouraging~~ permitting compatible commercial uses along Charles Street.
- (2) ~~To e~~Encourage the continuation of the campus-like character of the Biological Laboratory property.
- (3) ~~To p~~Preserve and provide accessibility to the scenic views of the water.

b. Considerations:

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

- (1) Sandy Point is an established residential area.
- (2) Except for a small area of former marsh land in Sub-area B4 the rest of the area is ~~fully~~ developed.
- (3) There are very attractive water views from Farren Avenue and Charles Street.
- (4) The land on the far northern tip of the Island, Sub-area B3, is located ~~near at~~ near the ~~confluence mouth~~ of Back Creek as well as and the Patuxent River and has good water depths at the entrance to the harbor.
- (5) This area has been settled for many years and much of the shoreline has been bulkheaded or stabilized in some manner thus destroying the wetlands which may

have normally occurred here.

- (6) Rates of shoreline erosion vary widely within this Sub-area between very high to very low. However, most of the higher erosion areas have been stabilized.
- (7) The University of Maryland Center for Environmental Science, Chesapeake Biological Laboratory has had a long term presence in the area.
- (8) There is a mix of uses along Charles Street. The western portion of the Street needs visual improvement, while the eastern portion of the street is very attractive.
- ~~(9) While the main island road terminates at Farren Avenue, there is no turnaround for vehicles.~~
- ~~(940)~~ There have been complaints about excessive noise in the commercial area.
- ~~(1044)~~ There are few open space areas for residents and few locations for potential parks.
- ~~(12) Because of the attractiveness of the area and its many water views, it is an area around which many local residents as well as visitors drive.~~
- ~~(13) The westerly portion of Maltby Street, shown on land maps but not currently constructed, functions as a buffer between the residential and commercial uses.~~
- ~~(14) The County government has an agreement with the State of Maryland, Board of Public Works, for the Watermans' Wharf and is responsible for its maintenance.~~
- ~~(15) Construction of a roundabout at the intersection of Charles Street and Farren Avenue began in the spring of 2008. The construction project will include park benches at the water's edge and sidewalks. It is anticipated that the overhead utilities will be placed underground from Williams Street east to the roundabout.~~

c. ~~Actions and~~ Policies

- (1) The Sandy Point residential area along Patuxent Avenue, including residential property along Williams Street and Farren Avenue, shall be designated for residential use only (Sub-area B1).
- (2) To protect this residential area, ~~the entrance to Sandy Point from Solomons Island Road at Patuxent Avenue shall be modified to discourage~~ through traffic on Patuxent Avenue will be discouraged. ~~Details of this recommendation are given in Chapter V, Public Improvements.~~
- ~~(3) The westerly portion of Maltby Street shown on land maps but not currently being used should be officially abandoned to protect the residential area. {Note – moved to Considerations and reworded.}~~
- ~~(43)~~ The property owned by the University of Maryland Center for Environmental Science~~Chesapeake Biological Laboratory~~, within Sub-area B2, should be encouraged to adhere to the appearance standards governing new development and substantial rehabilitation in order to preserve the architectural character of the area and to ensure compatibility with adjacent residential areas.
- ~~(54)~~ Encourage A-a new mixture of residential, institutional, and water-related commercial uses ~~shall be encouraged~~ in the area between Farren Avenue, Williams

Street and north Charles Street, Sub-area B3. ~~The current industrial oil storage use and vertical boat storage is not consistent with the appearance guidelines for an area such as the main water entrance to Solomons, and in the long run should be phased out.~~

- (65) ~~Preserve~~ ~~The the~~ attractive tree-lined character of eastern Charles Street ~~should be preserved.~~
- (76) The Tiki Bar property and the Harbor Island Marina property between Charles Street, Maltby Street and Patuxent Avenue, Sub-area B4, is designated for mixed commercial/residential use. Because the area borders the Sandy Point residential area, it is important to buffer this residential area from commercial incursion through the use of setbacks, fencing and screening. ~~Maltby Street shall not be used as an access road for any additional commercial development on this property. If new residential development is proposed, setbacks identified in the Solomons Zoning Ordinance will apply. If new commercial development were to be proposed, a 50-foot no-use setback from adjoining residential lot lines will be required. In addition, fencing and appropriate buffering will be required to reduce the impact on the residential area.~~
- (8) ~~Because of the attractiveness of the area and its many water views, it is an area around which many local residents as well as visitors drive. {Note: sentence moved to Considerations.} A turn-around for cars is needed to facilitate the flow of traffic and to prevent sight seekers from encroaching into the residential area. There is a two-stage recommendation to accommodate this need. The first stage would be the carving out, paving and striping of a car turn-around at the northern end of Charles Street without creating additional parking. The design should be such that traffic is discouraged from entering Farren Avenue. A second stage solution could be the construction and fill of additional land extending out from the current bulkhead at the end of Charles Street. This land could act as a scenic parkland and parking area.~~
- (9) ~~A sidewalk shall be constructed from Lore Street to the Farren Avenue turnabout. See Chapter V, Public Improvements, for details.~~
- (407) The Appearance Code shall be mandatory in ~~this~~ Planning Area B (see ~~Chapter IX~~ the Solomons Zoning Ordinance).
- (118) A 30' buffer from mean high water is allowed (see Section VIII-A), since nearly all properties are already developed at this distance, or closer.
- (12) ~~Bulkheading is permitted since most of the shoreline has been bulkheaded.~~
- (13) ~~To provide a community park and turnaround location, a bulkhead should be constructed along the waterfront from Charles Street and Farren Avenue to the harbor entrance. Moley's Island should be removed and the soil deposited behind the bulkhead. A new breakwater should be constructed south of the harbor entrance (see Figure 45). Refer to public improvements for details.~~
- (14) ~~A traffic study shall be conducted to determine how to improve traffic flow in Sandy Point while protecting the peace and quiet of the residential area and the~~

~~security of the CBL campus.~~

~~(459) The Encourage the preservation of the two Linden trees, on the campus of the Chesapeake Biological Laboratory, at the east end of Charles Street near the intersection of Farren Avenue, at the site of the proposed turn around shall be preserved. shall be preserved and consideration given to installing a park bench.~~

d. Actions

I-1 Maintain Waterman's Wharf for use by Calvert County watermen.

I-2 Conduct a traffic study to determine how to improve traffic flow in Sandy Point while protecting the peace and quiet of the residential area and the security of the Chesapeake Biological Laboratory campus.

I-3 Work with the property owner (the Chesapeake Biological Laboratory) and utility companies to ensure the preservation of the two Linden trees, also known as the Pump Trees, at the east end of Charles Street.

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

~~This~~ The area, from Lore Street Ssouth to Charles Street, identified in Figure 7, is the historic core of Solomons Island and Avondale. Refer to Figure 7 for a map of Planning Area C. This area includes a mix of water-related commercial, and residential, and institutional 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; the farm along the Patuxent River, and the recreational area & open space south-under and adjacent to of the Governor Thomas Johnson Memorial Bridge. The Solomons Island Village Core, from the Tide Box to Charles Street, is a destination for both residents and visitors (see Figure 8 for a map). The Village Core was the subject of a three-day design workshop in November 2007.

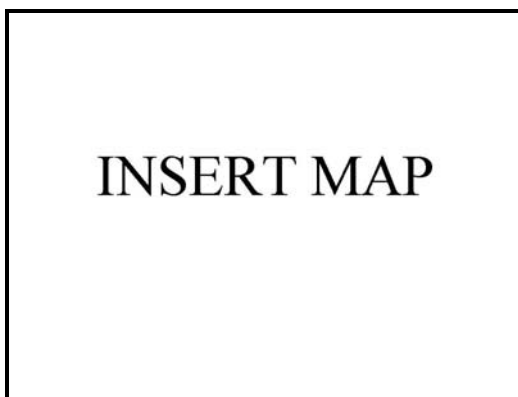


Figure 7. PLANNING AREA C



Figure 8. SOLOMONS ISLAND VILLAGE CORE

There are numerous public facilities located in Planning Area C. The Solomons Boat Ramp and Fishing Pier is located along the Patuxent River’s shoreline at the eastern end of the Governor Thomas Johnson Memorial Bridge. The boat ramp is owned by the State of Maryland and is managed by Calvert County. The Solomons Visitors Center, located south of the bridge on State land, is run by the Calvert County Chamber of Commerce and maintained by the County government. The County government owns and maintains several properties in Planning Area C, including the following:

- The Calvert Marine Museum is located on Back Creek, and the John C. Lore Oyster House is located on The Narrows immediately south of the Tide Box.
- The Solomons Waterfront Park includes landscaped walkways, seating areas with views toward the Patuxent River, a 16-foot wide Riverwalk, play areas, a pavilion, and the Waterman’s Memorial.
- The Solomons Comfort Station includes public restrooms and a Calvert County Sheriff’s Office Sub-station.
- The Solomons Mini-park is located on Back Creek behind the Comfort Station and includes a small seating area and a pier with a free pump-out station.

a. Objectives:

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

- (1) ~~To e~~Encourage attractive and economically viable mix of commercial and residential uses along Solomons Island Road south of the Solomons Tide ~~b~~Box

which provide goods and services to the local community as well as visitors.

- (2) ~~To recreate a~~ Enhance strong sense of the “island” quality of the area, ~~and provide an attractive water-view recreational area for Solomons.~~
- (3) ~~To p~~Preserve and enhance the residential quality of the Avondale area.
- (4) ~~To separate the various types of transportation uses~~ Balance vehicular and pedestrian needs on the Island.
- (5) ~~To e~~Ensure compatibility of adjacent land uses.
- (6) Make the Island family friendly and increase year-round activities.
- (7) Enhance the public realm and provide an attractive water-view recreational area.

b. Considerations:

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

- (1) The majority of this area is developed ~~Except for the farm along the Patuxent River and the~~ open space ~~south of adjacent to~~ the Governor Thomas Johnson Memorial Bridge, Sub-area C3 and C5, ~~the majority of this area is developed.~~
- (2) Because of the prime location ~~poor condition of some of the commercial and residential structures south of the Tide Box,~~ and because of ~~the market pressure opportunities,~~ rehabilitation or redevelopment of existing structures 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~~ Riverwalk area provides the bulk majority 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, with 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 a 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.~~
- (11) ~~Complaints of storm damage within the inner harbor have been raised.~~
- (109) Agricultural Preservation Districts, Overlay District. ~~Two of The~~ the principal purposes of ~~the Agricultural Preservation dDistricts is are~~ to preserve prime

agricultural land and to guide development away from prime agricultural land.⁷ Most of Sub-area C5 is currently included in an Agricultural Preservation District (APD) ~~until November 29, 1992. 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. A designated APD is permanently protected when covenants are recorded. Covenants have not been recorded for Strathmore Farm. It must be continued in this use for the period of the preservation agreement. Because the purpose of the Town Center is to be a focal point in the County for growth, it is recommended that no additional APD's be designated in the Solomons Town Center.~~

c. ~~Actions and Policies:~~

~~(1) For the Solomons Island Village Core, the following items are priorities:~~

- ~~(a) Consider a development bonus for desired public benefit, such as public access, preferred uses, design changes, etc.~~
- ~~(b) Encourage a mix of uses.~~
- ~~(c) Facilitate ground floor retail/dining to face the street.~~
- ~~(d) Establish build-to lines and reinforce the vernacular architecture and existing character of the Island.~~
- ~~(e) Clarify and illustrate the review process; modify inconsistent policies.~~
- ~~(f) Consider restricting the height of free-standing signs to a maximum of four (4) feet above the ground within the Village Core.~~
- ~~(g) Identify and protect a preferred location for an underground utility right-of-way to eventually move above ground power lines.~~

~~(12) 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 uses. On-site parking requirement 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.~~

~~(23) The protection of the environmental and scenic qualities of the head of The Narrows shall be encouraged through easements. 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.~~

~~(34) Maintain the Residential 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.~~

~~(45) Continue to facilitate commercial marina and boat-related service uses in the 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 C (see Solomons Zoning Ordinance).~~
 - ~~(12) Protect the Patuxent River, The Narrows, Back Creek, Mill Creek and St. John Creek, and thus the Chesapeake Bay, through the use of buffers. Buffers from mean high water vary based on current intensity of use, need for environmental protection and Chesapeake Bay Critical Areas Commission recommendations regulations (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. There are Special Buffer Management Areas in Solomons (refer to the Calvert County Zoning Ordinance).~~
 - ~~(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) An 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.~~

(8) Because the purpose of the Town Center is to be a focal point in the County for growth, it is recommended that no additional APD's Agricultural Preservation Districts be designated in the Solomons Town Center.

(10) Protect the tree-lined character of Solomons Island Road.

d. Actions

I-4 Study and evaluate land uses and zoning requirements for the Island Village Core (C-1, C-2, and the southern C-3 Sub-areas), including:

- the range of uses,
- development patterns,
- densities,
- setback,
- heights,
- development bonuses, and
- free-standing signs.

I-5 Study the C-1 Sub-area parking requirements to determine whether the requirements are appropriate.

I-6 Investigate obtaining scenic easements from Our Lady Star of the Sea for the head of The Narrows to preserve the natural habitat and the scenic views of Solomons Harbor.

I-7 Evaluate the Solomons Zoning Ordinance land use charts for C5 and C6 (Avondale) for compatibility with maintaining the residential character of Avondale, except for the commercial use of The Avondale Center.

I-8 Celebrate the Pavilion by providing a special park setting connecting the new Pavilion Park to the Harbor through the Comfort Station courtyard.

I-9 Establish an entry identity and improve the arrival experience by expanding Waterman's Park to include the tide box area and install special treatments for the roadway and bridge railings/pylons to convey the historic feel of the entry; modify the green edge of the first parking lot along the riverfront to align with Alexander Street so that the initial view towards the water is greatly improved and the existing pump house is less prominent.

I-10 Construct a sidewalk between the Calvert Marine Museum and Alexander Street.

I-11 Buffer the Riverwalk and screen the parking lot with low, native shrubs, and

- reorganize the parking spaces to be more efficient.
- I-12 Repair the gaps in existing infrastructure, including breaks in the Riverwalk at the pier and missing sidewalks near the John C. Lore Oyster House.
- I-13 Connect Waterman’s Park east with the Harbor and the John C. Lore Oyster House through the old federal building site and open the rear yard of the Oyster House to the public so that oysterman artifacts can be accessed.
- I-14 Implement the walking trail along the Narrows from the remote parking lot behind Our Lady of the Sea Catholic Church to the Tide Box area.
- I-15 Establish a harbor walk.
- I-16 Expand the existing beach to provide water interaction opportunities and to take advantage of the Island’s best asset, the waterfront.
- I-17 Develop ~~Aa~~ bike path ~~is proposed~~ along ~~the west side of~~ Solomons Island Road ~~which would to~~ 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.
- I-18 Public restrooms ~~and a 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.
- I-19 Work with utility companies and property owners to ensure the preservation of the tree canopy lining Solomons Island Road. Encourage the preservation of existing trees and the planting of trees to replace missing or damaged/diseased trees.
- I-20 Review the setback requirements of the Solomons Zoning Ordinance for consistency and compatibility.

4. Lore Street to the Town Center Boundary (Planning Area D, including Planning Sub-areas D1, D2, D3, D4, D5)

The area in Sub-area D (identified in Figure 9) includes the land north of Lore Street, from the Patuxent Plaza Shopping Center east of MD Route 2/4 north to the Town Center Boundary. It is bounded on the east side by Back Creek and St. John’s Creek.

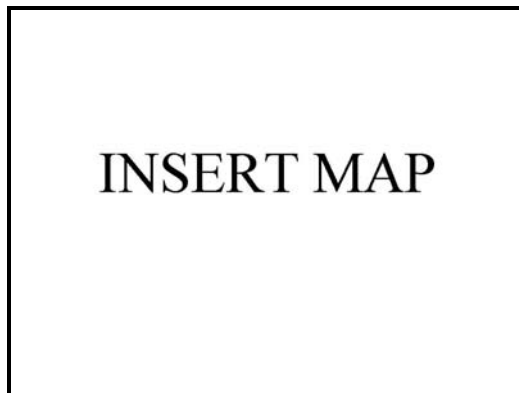


Figure 9. PLANNING AREA D

a. Objectives:

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

- ~~(1) To permit commercial and residential development to occur within appearance standards and shoreline setbacks in order to p~~Preserve and enhance the scenic environmental character of the land and the water along Back Creek and St. John's Creek.
- ~~(2) To e~~Encourage major commercial development to locate adjacent to MD Route 2/4 or a service road.

b. Considerations:

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

- ~~(1) A majority of the parcels in Planning Area D has been developed Land surrounding the Patuxent Plaza Shopping Center (Sub-area D1) and the area north of Newtown Road (Sub-area D4) is level and cleared, while much of the rest of the area is forested with some with~~ residential development primarily on the waterside and ~~some small scale~~ the commercial development ~~on~~ along MD Route 2/4.
- (2) This area includes a considerable number of shore areas that are subject to flooding during the estimated 100 year flood event.
- (3) There are no soils present in the ~~lower interior~~ area that are identified as highly ~~erodable erodible~~ soils, ~~but some~~ Some of the slopes adjacent to the Back Creek shoreline are highly erodible and steep enough that foot traffic will create erosion problems, and thus care will be needed to protect shoreline soils from excessive use.
- ~~(4) The area has a large amount of interior and waterfront land that is considered unstable soil and subject to high erosion.~~
- ~~(54)~~ The shoreline conditions along this reach vary considerably between wetlands, intermittent fringe marshes, heavily wooded bank erosion and bulkheading.
- ~~(65)~~ The lower area is suitable for small craft boating activities, although care must be taken to avoid siting commercial boating facilities in the head waters of Back Creek.
- ~~(76)~~ The upper portions of St. John's Creek have little potential for significant power or sail boating activity due to the shallow water and narrowness of the creek.
- ~~(8) Route 2/4 is scheduled to be widened to four lanes in the future and it includes the constructions of service roads. This will provide convenient access to area shopping needs.~~
- ~~(97)~~ The bluffs along St. John's Creek are of moderate height.
- ~~(8) Dowell is a peninsula. All traffic must use Dowell Road. There was a traffic study of Dowell Road completed in November 2005. The County will be widening~~

Dowell Road. Right-of-way is being acquired. Construction is to begin in 2010 and be completed in 2012.

c. ~~Actions and~~ Policies:

- (1) The land along MD Route 2/4 in the vicinity of the Patuxent Plaza, Sub-area D1, and the area north of Newtown and Dowell Roads, Sub-area D4, is designated for commercial use because of its convenient transportation access and because both areas are relatively isolated from residential uses and waterfront areas.
- (2) Sub-areas D2 and D3 are designated for primarily residential use with small scale commercial and wet boat storage use.
- (3) Sub-area D5 is designated for residential, commercial and industrial use. Comprehensive plans for large underdeveloped land holdings are encouraged.
- (4) Water-use related activity shall be discouraged along St. John²s Creek because of the narrowness of the creek and sensitive shoreline conditions.
- (5) Roof pitch and siding materials shall be subject to architectural review requirements ~~are required~~ in Planning Area D2 because it is primarily residential in nature and highly visible from the water.
- (6) Protect the Patuxent River, The Narrows, Back Creek, Mill Creek and St. John Creek, and thus the Chesapeake Bay, through the use of buffers. Buffers from mean high water vary based on current intensity of use, need for environmental protection and Chesapeake Bay Critical Areas Commission ~~recommendations~~ regulations. ~~(see Section VIII A). The setbacks are 30' for D1, D2 and D3 and 100' for D5. There are Special Buffer Management Areas in Solomons (refer to the Calvert County Zoning Ordinance).~~
- ~~(7) Bulkheading is permitted in Back Creek, due to the intensity of boating activities, and not permitted in D5 (St. Johns' Creek), except in high erosion areas.~~
- ~~(87) The Appearance Code shall be mandatory in Planning Area D (see Solomons Zoning Ordinance). Since this Sub-area is north of Lore Street, the historic area of Solomons, styles may include modern interpretations of pre-20th century styles. Commercial development in D1, D4, D3 AND D5 does not have to comply with the complete appearance code. However, their signage and facades shall be compatible with the established community theme.~~
- (98) No clear cutting of forest will be permitted without an approved site plan. Site plans will require the least cutting of trees.

d. Action:

I-21 Construct a sidewalk from Solomons Landing to Dowell Road.

5. **Dowell Peninsula Area (Planning Area E, including Sub-areas E1, E2, and E3).**

Sub-area E (refer to Figure 4-10) includes the land within the Town Center which is

located on the Dowell Peninsula. The entire west side of the peninsula is included in the Solomons Town Center. The north and south areas of the east side of the Dowell peninsula are included in the Town Center, while the central portion is not. There is one large land holding at the U.S. Navy established the Amphibious Training Base at the southern end of the Dowell peninsula Road in (Sub-area E1 and E3). The Navy base was subsequently purchased and was developed with marine and residential uses. Permits have been obtained for additional residential development. The rest of the area, Sub-area E2, to the north is developed in individual single family homes.

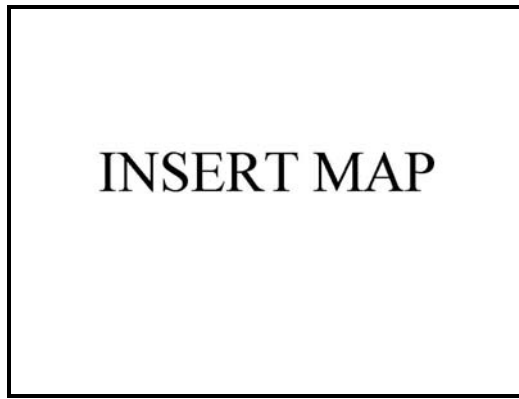


Figure 10. PLANNING AREA E

a. Objectives:

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

- (1) ~~To p~~Permit and encourage an attractive mix of residential, marina, and commercial uses to be developed on the Calvert Marina site.
- (2) ~~To p~~Preserve and protect the natural water environment along the Dowell Peninsula while permitting carefully planned residential and commercial development.

b. Considerations:

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

- (1) ~~There is a large, underdeveloped land area on t~~The southern portion of the peninsula, Sub-area E1, ~~where includes~~ large scale marina boat usage ~~has been established.~~
- (2) There are many small parcels with residential units on them in the northern part of the peninsula, Sub-area E2.
- (3) There is considerable variation in the types and of locations of environmental constraints due to the size of the area.
- (4) The shoreline conditions vary between existing bulkheading in good repair, failing bulkheading, intermittent fringe marsh, wetlands, and bank erosion.
- (5) The steepness of the shoreline in the northern portion of this area will require controlled foot access if erosion problems are to be avoided.

- (6) The relatively deep water associated with the southern half of the peninsula is highly suited for small craft boating use; however, the northern half of the peninsula is associated with relatively shallow water and is less desirable for commercial small craft activities.
- (7) Large scale development in the southern portion of the peninsula will generate substantial traffic along-on Dowell Road.

c. ~~Actions and~~ Policies:

- (1) The Calvert Marina property is designated for mixed residential, marina and commercial use. Comprehensive plans for Sub-areas E1 and E3 are required and it will be mandatory to abide by the appearance and landscape guidelines because of the potential visual impact of development on the site.
- (2) The other land on the Dowell Peninsula is designated for residential and local serving commercial uses and wet boat storage.

~~(3) A traffic analysis of Dowell Road shall be done to assess future road improvement needs.~~

~~(4) The Appearance Code shall be mandatory in Planning Area E (see the Solomons Zoning Ordinance). Roof pitch and siding appearance requirements are mandatory in this planning area (see Chapter IX).~~

~~(5) Protect the Patuxent River, The Narrows, Back Creek, Mill Creek and St. John Creek, and thus the Chesapeake Bay, through the use of buffers. Buffers from mean high water vary based on current intensity of use, need for environmental protection, and Chesapeake Bay Critical Areas Commission recommendations regulations. (see Section VIII A residential and commercial setbacks are 30' and E1 and E2 and 100' for E3. Exception: a 0' setback is permitted for water dependent activities in E1 and E2. There are Special Buffer Management Areas in Solomons (refer to the Calvert County Zoning Ordinance).~~

~~(6) Bulkheading is permitted in Back Creek (E1 and E2) and only in high erosion areas in E3.~~

~~(7) Commercial use is not permitted on parcels adjacent to the waterfront in sSub-area E3.~~

d. Action:

I-22 Make road improvements to Dowell Road, including construction of sidewalks along Dowell Road and designation of bike lanes.

6. Swaggers Point Area (Planning Area F, including Planning Sub-areas F1, F2)

Sub-area F (Figure 4311) includes primarily residential uses with some commercial uses fronting MD Route 2/4. includes the single family residential area south of Swaggers Point Road, Sub-area F2, and the largely undeveloped Sub-area F1 includes the land west of MD Route 2/4 and north of the Solomons Annex of NAS PAX River, Sub-area F1 and is

comprised of multi-family dwellings, single-family attached dwellings and businesses along the highway. Sub-area F2 is the single-family residential area south of Swaggers Point Road.

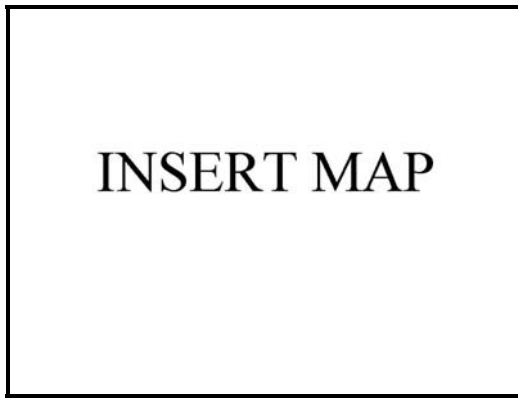


Figure 11. PLANNING AREA F

a. Objectives:

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

- (1) ~~To p~~Preserve and enhance the residential quality of the property along Swaggers Point Road.
- (2) ~~To p~~Permit and encourage an attractive mix of residential, institutional, professional, and convention center uses.

b. Considerations:

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

- (1) The ~~property land~~ along Swaggers Point Road is currently developed with ~~large lot~~ single-family homes.
- (2) There are small residential structures and ~~one~~ commercial businesses along Route 2/4.
- (3) ~~Most of the rest of Sub-area F1 is in agricultural use except for a portion of the property which is being used as a ball field.~~ Asbury-Solomons Island, a continuing care retirement community, is the largest residential development in this Planning Area. The facility includes cottages, apartments, and assisted living. Amenities include an indoor pool.
- (4) The western side of the planning area is characterized by high bluffs of about 30 feet overlooking the Patuxent River which are steep and have unstable soils and high erosion rates.
- (5) The only portion of the area that is within the flood hazard boundary is the shoreline area associated with the wetlands off of Hungerford Creek in the northwest portion of Sub-area F1.

c. ~~Actions and~~ Policies:

- (1) The property along Swaggers Point Road (F2) is to remain in residential use.
- (2) The land in Sub-area F1 is designated for residential, institutional, professional, and convention center uses. Retail commercial is not permitted in sub-area F1.
- (3) ~~Roof pitch and siding requirements are mandatory in this planning area (see Chapter IX). The Appearance Code shall be mandatory in Planning Area F (see the Solomons Zoning Ordinance).~~
- (4) ~~A 100' buffer is required based on the need for environmental protection and Critical Areas Bay Commission recommendations. Protect the Patuxent River, The Narrows, Back Creek, Mill Creek and St. John Creek, and thus the Chesapeake Bay, through the use of buffers. Buffers from mean high water vary based on current intensity of use, need for environmental protection and Chesapeake Bay Critical Areas Commission regulations. There are Special Buffer Management Areas in Solomons (refer to the Calvert County Zoning Ordinance).~~
- (5) ~~Bulkheading is only permitted in high erosion areas.~~
- (65) The wooded wetland at the entrance to Hungerfords Creek is a natural asset and is to be preserved for use as passive recreation. No commercial or community water-dependent facilities are to be permitted within the mouth of the creek.

B. TRANSPORTATION

GENERAL TRANSPORTATION POLICIES FOR SOLOMONS TOWN CENTER

- A balanced, complete transportation system will be promoted to enhance mobility of all users: pedestrians, bicyclists, motorist, and bus riders.
- A bicycle path has been designated for the entire Town Center area to provide an alternative means of transportation. The path would connect the residential, recreational and parking areas with the commercial areas.
- Sidewalks are deemed necessary, and all pedestrian circulation and automobile traffic should be separated and clearly defined.
- Water transportation is a key component of the Solomons transportation system for businesses, residents, tourists, and governmental agencies. Protection of the Solomons Harbor is important. The connections between land transportation and water transportation shall be carefully considered to promote mobility.

~~□The Routes 2 & 4 entrance into Solomons at the Governor Thomas Johnson Memorial Bridge is hazardous. As the town grows, conditions will worsen. An underpass is recommended in order to provide a safe entrance into Solomons. If an underpass is not~~

~~feasible, an overpass should be considered.~~

The Solomons Town Center includes three functional classes of roads: arterial, collector and local (land access). Arterials carry the heaviest volumes of traffic and serve inter-county travel. Collectors serve shorter trips and link residential areas to arterials. Local roads provide access to abutting properties. “Arterials should be designed and located so as to provide fast and convenient travel, to support necessary economic development, and to provide a framework for planned land use development.” (Calvert County Transportation Plan, page 21, adopted 1997)

Roads can be classified by ownership: State, County or private. MD 2/4 and MD 765 are arterial roads owned by the State, Dowell Road is a collector owned by the County, and the other roads are local roads owned by the County or owned privately. The Town Center includes the eastern portion of the MD 4 – Thomas Johnson Memorial Bridge. The bridge connects Calvert County with St. Mary’s County. The State Highway Administration has prepared a traffic study and transportation plan for major roads from Cove Point Road (MD 497) to the Thomas Johnson Memorial Bridge.

The roads in the Solomons Town Center serve both local and through traffic. Solomons is a destination for tourists. In addition to the road network serving the needs of residents and businesses and through traffic, the network must serve the needs of tourists. Tourists arrive by both land and water. People that arrive by water may access other areas of the Town Center by bus, walking or bicycling. The Calvert Marine Museum attracted over 63,000 people in fiscal year 2007. The Solomons Visitor Center had over 12,800 people during the same time period. Thousands of people are drawn to Solomons during special events.

The Solomons Town Center is served by the County’s bus system. Two deviated fixed bus routes serve Solomons. The County buses are used as shuttle buses for special events.

Walking and bicycling are important modes of transportation. Both walking and bicycling help reduce energy consumption of vehicle transportation, reduce vehicle traffic, and promote human health through exercise.

Solomons Town Center’s location on the water provides opportunities for maritime business and recreation. Numerous charter boats operate out of Solomons Harbor. Marinas provide services and dockage to slip holders and transients. The Solomons Island Yacht Club and the Southern Maryland Sailing Association provide recreational sailors with racing and regatta events and training classes. Several institutions base their operations out of the Solomons Harbor: Association of Maryland Pilots, Maryland Department of Natural Resources Police, and the University of Maryland, Chesapeake Biological Laboratory.

Action:

I-23 Promote multiple modes of transportation to reduce dependence on automobiles within Solomons Town Center, and connect the Town Center with adjacent communities through the encouraged use of water taxis, car pools, a trolley system, bicycle routes and storage, Segways, and electric carts.

C.1. MOTORISTSTRAFFIC MANAGEMENT

1a. Bridge Access Intersection Improvements Thomas Johnson Bridge Planning Study

The Maryland State Highway Administration (SHA) is conducting a project planning study for MD 4 – Thomas Johnson Bridge. In the fall of 2007, SHA mailed the initial planning study newsletter to residents and businesses in the study area. The project’s purpose is “to improve existing capacity and traffic operations, and to increase vehicular and pedestrian safety along MD 4 while supporting existing and planned development in the area.” The study area is approximately 3 miles long and impacts both Calvert County and St. Mary’s County. The Alternatives Public Workshop booklet notes, “A substantial increase in residential development just north of Solomons Island and increased employment, particularly at the Patuxent Naval Air Station, have resulted in increased usage of the roadway network, contributing to operational failures as indicated by the congestion and high traffic volumes at the Thomas Johnson Bridge, especially during peak periods.”

Movement by car onto Solomons Island Road from Route 2/4 can become very congested during peak summer periods. If the recommendations for public improvements provided in this plan are implemented, including the establishment of a park under the Governor Thomas Johnson Memorial Bridge ramp and public parking across from the Museum, additional congestion can be expected to occur in the same vicinity unless improvements are made to allow better car access to Solomons Island itself. The right turn for traffic coming off the bridge wanting to turn south on Solomons Island Road is satisfactory most of the time but for traffic coming from the north on Route 2/4, the left turn and stop is confusing and difficult.

Action: Under Bridge Access to Route 2 South

Since plans are underway to realign Route 2/4 and convert it into a four lane divided highway, we recommend that the intersection be studied carefully by the Maryland Department of Transportation to determine the best way to provide access to Solomons Island Road and the park. For traffic coming from the north on Route 2/4, one possible solution is to provide a ramp turning to the right off the south bound lanes and crossing under the Johnson Bridge ramp to Solomons Island Road. Another possibility would be the construction of an overpass.

Policies:

1. Work closely with the Maryland State Highway Administration on the study.
2. Inform the public of the study’s progress and recommendations.

3b. Dowell Road

Substantial development in the southern portion of the peninsula ~~might will~~ generate increased traffic on Dowell Road. Major improvements to the road are scheduled.

Actions:

~~I-24 A traffic analysis of Dowell road should be done to assess future road improvement needs. Large scale development will generate substantial traffic along Dowell Road. Major improvements to the road will be required. Make road improvements to Dowell Road, including widening of the roadway, construction of sidewalks, and designation of bike lanes.~~

I-25 A bicycle/pedestrian path/walkway is to be recommended Construct a multipurpose path for pedestrians and bicyclists along Dowell Road, in addition to the bike lanes and sidewalks, to encourage bicycle use, promote pedestrian safety, and reduce car traffic.

4c. Traffic in Planning Areas B & C

The traffic along Solomons Island Road, Charles Street and Farren Avenue has been of major concern, especially during the summertime. The area is a focus of recreation and business activity and as a result is the focus of traffic problems. Several projects have helped improve traffic since the adoption of the Solomons Master Plan in 1986, including the designation of parking under the Thomas Johnson Memorial Bridge for fishing and the prohibition of fishing, camping, car washing/polishing and overnight parking along the Riverwalk, the reduction of traffic through the Sandy Point area through signage, and soon to be constructed, a roundabout at Charles Street and Farren Avenue.

Policy:

~~The building of~~ Build a sidewalk along the entire length of Solomons Island Road that continues along Charles Street and ends at the northeast end of Farren Avenue.

Action:

~~There are a number of recommendations that are included in this Plan that are designed to reduce traffic concerns:~~

- ~~a. The designation of a parking area across from the Calvert Marine Museum for long-term parking. The availability of a shuttle bus and bicycle rentals for movement through the Solomons Island area.~~
- ~~a. A location for parking of boat trailers and recreational vehicles near the Johnson Bridge.~~
- ~~b. The designation of the park under the Governor Thomas Johnson Memorial Bridge for fishing and the prohibition of fishing, camping, car washing/polishing and overnight parking along the bulkhead.~~
- ~~e. The availability of a bicycle path which runs along Solomons Island Road.~~
- ~~e. The suggestions for reducing traffic in the Sandy Point area through curb improvements, and signage.~~
- ~~d. The provision of a car turn-around on Farren Avenue to reduce traffic through~~

~~residential areas.~~

~~B.~~ d. Streetscape PUBLIC IMPROVEMENTS

1. Streetscape

A streetscape includes all the area between the building fronts on one side of the street to the building fronts, on the other side or in the case of Solomons Island, the ~~bulkheading Riverwalk on along~~ the Patuxent River. This includes the sidewalk, the curbing, ~~the parking meters,~~ benches, pavement, trees and grass, trash receptacles, rest rooms, traffic signs, street lights and public signs.

The basic design of public improvements should serve to highlight the main entrances and intersections of the commercial area, to create distinctive vistas along the main streets, and to provide amenities such as rest areas and green spaces that reduce the harshness of building materials and ~~concrete~~ paving. The effect of such improvements should be to create a sense of place which encourages consumers and tourists to shop, to stroll, and to enjoy the area.

~~A look at the existing streetscape immediately visible at the “entry” to Solomons Island gives a good indication of some of the major problems with the area.~~ The first vehicular bridge to Solomons Island was completed in 1907. The current “tide box” bridge resulted from the progressive widenings of the road in 1918, 1948-49, and again in 1957.

~~FIGURE 30—“TIDEBOX” BRIDGE AT THE SOLOMONS ENTRYWAY (1984)~~

Because of the gradual dominance of the automobile as the principal means of entry to the historic area of Solomons Island, there has been little done to ensure a separation of modes of travel, such as walking, bike riding, and cars. ~~It is a principal concept of these proposed public improvements, that there be a clear and attractive separation of these modes.~~

~~In order to improve the streetscape and functioning at the entry point to the historic area, this Master Plan proposes the following type of transportation separation on the Patuxent River side of Solomons Island Road:~~

~~As illustrated in Figure 32, (looking north) a continuous landscaping strip separates the street and the bike lane from the parking lot. The shrubs in this buffer strip will be in the range of two to four feet high. At this height, the strip will begin to block many of the parked cars from view.~~

~~FIGURE 31—STREET FURNITURE~~

Shade trees above will provide both a change of scale and protection at the street level, and some visual interest along the entire commercial strip.

~~The additional lane on the river side of Solomons Island Road, now used as a temporary parking area or a turning lane for entry to the parking lot is proposed as a~~

~~bike lane. This lane is proposed to continue throughout the Town Center area (see Figure 39).~~

FIGURE 32—STREET IMPROVEMENTS

e. 2-Entrance to Solomons

Few first time visitors to Solomons Island know when they have entered the “island” area. The historic separation of island from peninsula is no longer obvious to the casual observer ([refer to Figure 12](#)).



Figure 12. “TIDE BOX” BRIDGE AT THE SOLOMONS ENTRYWAY (2007)

Solomons Tide ~~b~~BBox

In order to begin to recreate a “sense of place” in historic Solomons and to provide an attractive, functional and historic entryway, this Master Plan proposes modifications to make a more prominent and attractive bridge at the “tide box.”

The following illustration ~~attempts~~ shows suggested improvements to the Tide Box area, including installing different bridge railings that ~~to would~~ recapture some of the steel/cast-iron feeling look of earlier bridges connecting Solomons Island to the mainland (refer to Figure 13). ~~construction popular at the end of the 19th century. Reconstruction of the original wooden type of structure would be both impractical and undesirable.~~

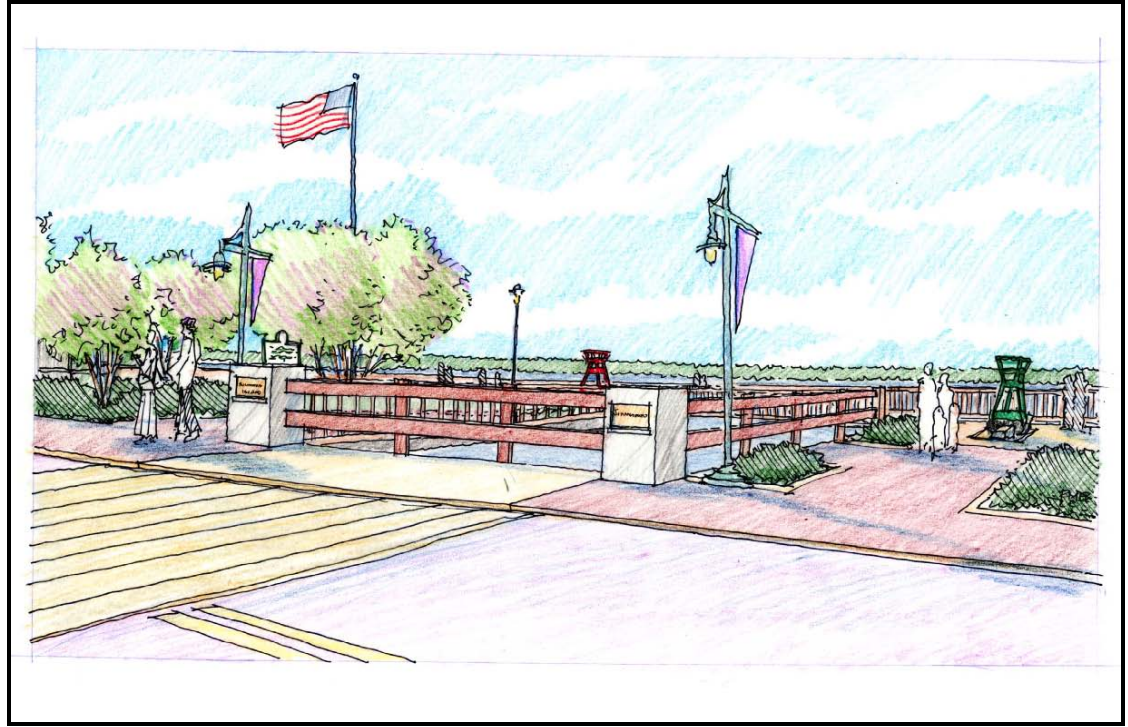


Figure 13. TIDE BOX - SUGGESTED IMPROVEMENTS

3. Bulkhead along the Patuxent

The bulkhead along the Patuxent has, in recent years, acted as an “attractive nuisance” at the heart of the historic area. While providing parking for many of the customers who visit the restaurants and shops along Solomons Island road, the bulkhead also has attracted overnight campers, boat trailers, and fishermen—adding to the problems of maintenance and policing. In addition, the only public restroom facilities are temporary rental structures located on the bulkhead at the entryway to Solomons Island.

Bulkhead Expansion

The bulkheading from the entrance of Solomons Island to Solomons Pier Restaurant will be expanded. An additional bulkhead south of the restaurant will be constructed.

Through careful design, this expanded bulkheading would provide additional parking, and a pleasant tree-line walkway for pedestrians along the River.

Parking will be restricted to automobiles unless otherwise designated.

Fishing from the bulkhead, camping, car washing/polishing, and overnight parking will be prohibited.

D. f. Parking PARKING

1. Public Parking near the Governor Thomas Johnson Memorial Bridge

Pubic parking for boat trailers and vehicles is provided for people using the Solomons Public Boat Ramp and Fishing Pier. Parking spaces are adjacent to and underneath of the Governor Thomas Johnson Memorial Bridge. There is a need for public parking in areas that are convenient to major arterials and are away from the busy recreational areas.

Action:

Identify the parking area across from the Calvert Marine Museum as a public parking location. The land could either be leased or purchased from the owner. The parking lot would serve the needs of the Calvert Marine Museum, act as a shuttle bus turn-around, and be a supplementary lot for the bulkhead parking on Solomons Island. A bicycle rental facility could also be located here.

2. Public Parking for Trailers

Currently the only public space for trailer parking is in the bulkhead parking area. With the implementation of public improvements along the bulkhead, it is recommended that trailer parking in that area be phased out over a period of years.

Action:

There will be a public boat launch in the park that is being proposed under Governor Thomas Johnson Memorial Bridge. Parking for trailers will be provided adjacent to the boat launch facility.

3. 2. Bulkhead Parking

The bulkhead along the Patuxent River ~~has provided~~s parking for customers who visit the restaurants and ~~stores-businesses~~ along Solomons Island ~~¶~~Road, for people who visit the three churches, and for County residents and visitors who use the Solomons Waterfront Park. ~~provided parking for fishermen who fish off the bulkhead and provided parking for boat trailers.~~ It is possible to buffer the parking lot by adding landscaping between the parking lot and the Riverwalk on the west side and between the parking lot and Solomons Island Road on the east side. See Figure 14 and Figure 15 (illustrations drawn by EDAW during the Design Workshop, November 2008). Adding a vegetated buffer has many benefits: the visual aesthetics of the Riverwalk will be improved, the amount of asphalt will be reduced thereby reducing the amount of impervious surface which will allow pollutants, including nutrients, to be filtered, and potentially reducing the amount of heat.



Figure 14. POTENTIAL BUFFER ALONG RIVERWALK

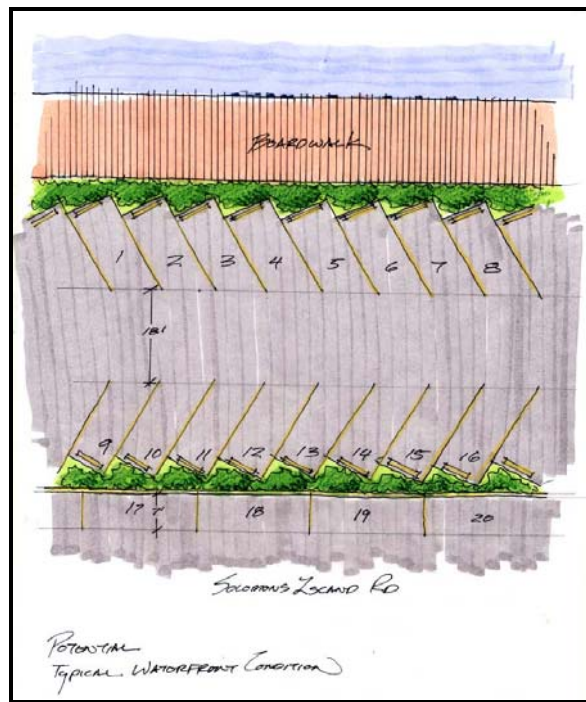


Figure 15. POTENTIAL PARKING CONDITIONS WITH LANDSCAPED BUFFER

Actions:

The bulkheading from the entrance of Solomons Island to Solomons Pier Restaurant needs to be expanded to adequately handle existing parking demands. An additional bulkhead south of the Restaurant should be constructed. This expansion and new construction would add between 30% and 40% more parking space.

~~I-26 Restrict Pparking would be restricted to automobiles vehicles only, with the following single exception. Five transient boat trailer parking spaces each should be provided for the two existing businesses: H.M. Woodburn's and Dockside. Their use of these spaces would be allowed until the business or property changes hands or changes management or until five years after construction of the new bulkhead, at which period this exception should be re-evaluated.~~

~~I-27 No Prohibit overnight parking would be permitted.~~

~~I-28 Allow Ppublic Pparking spaces on the bulkhead ~~could be used~~ to satisfy a portion of the parking requirements for commercial development or substantial commercial rehabilitation in Planning Sub-area C1 only. ~~A yearly fee would be established for the assignment of such parking spaces on the bulkhead.~~ Conduct a parking study of the Village Core. Periodically re-evaluate the Solomons Zoning Ordinance parking requirements for the C-1 Sub-area to ensure desired economic development objectives are being met.~~

3. Public Parking Lot at Alexandra Street

~~The Calvert County Board of County Commissioners has a 25-year parking lease with the Catholic Archbishop of Washington, D.C. for 1.5 acres of land for use as a public parking lot. The County constructed the parking lot for \$228,489, with \$178,489 of County funds and \$50,000 of State funds. The lease began July 1, 1992 and may be renewed for two additional 10-year periods. The lease states the church has priority of use for church activities and that the church agreed that 25% of the parking lot would be available at all times for public use.~~

9.4. Calvert Marine Museum Parking

~~The Calvert Marine Museum draws tens of thousands of visitors each year. Over 63,000 people visited the museum in fiscal year 2007. Many visitors arrive by private car.~~

Action:

~~I-31 Sufficient land should be purchased or leased west of near the Museum to provide both additional parking spaces and a bus turnaround. ~~A clearly defined pedestrian crosswalk and traffic lights will be added for pedestrian safety.~~~~

~~10. Shuttle Bus Service~~

f. Street Signage

It is important to have clear street signs that identify all streets and give appropriate directional information. ~~With the exception of signage along Route 2/4, current street signs in Solomons are not clear and are sometimes absent, making it difficult and sometimes impossible for visitors to know where they are going.~~

Action:

I-29 A sign showing street names will be placed-maintained at each intersection in Solomons. ~~In some cases this may mean that decision will need to be made about what name to use for each street. The main road from Dowell Road south shall be called Solomons Island Road.~~ Other appropriate public signage will be installed including: speed limit signs in the residential and commercial areas; public parking and park directional signs; and activity or vehicle prohibitions (e.g., No parking, No Camping, No Fishing).

11. Farren Avenue Turnabout

~~A significant portion of the Island traffic follows Charles Street to Farren Avenue, with the result that many cars penetrate the residential area looking for an exit. In addition, many residents of Solomons enjoy the scenic view from Charles and Farren and need a facility for turning around.~~

~~The problem lies in the tight configuration of land and shore at the intersection of Farren and Charles.~~

Action: Initial Traffic Turnabout

~~It is proposed that the public street space, located at the northeastern tip of the Island in front of the University of Maryland Chesapeake Biological Laboratory docks and the commercial marina be immediately designated and stripped as a turnaround. While the turning radius is narrow, it is possible without any additional construction, for the largest size station wagon to make this turn without backing. This area is also the widest available space in public ownership in the vicinity. The turning radius would be improved if a park is constructed here upon the removal of Moleys Island.~~

~~Appropriate signage (i.e., “No Fishing”, “No Camping”, “Do Not Enter—Local Traffic Only”, etc.) would encourage all traffic to make the circle and not to turn right onto Farren Avenue. No parking would be allowed along Farren Avenue, north of Charles.~~

2.

TRANSIT USERS

The County government provides bus service for the general public, the elderly, and persons with disabilities. The County operates two kinds of routes: deviated fixed routes and demand response routes. Two of the county’s six deviated fixed routes serve Solomons. One route runs between Prince Frederick and Solomons. The other route is the Lusby, Solomons, and Chesapeake Ranch Estates shuttle. The buses run six days a week except certain holidays. In addition, there are four demand response routes, one which serves the Solomons area (Prince Frederick and destinations to the south).

The County government in cooperation with the Maryland Transit Administration provides commuter bus service. Buses run between Calvert County and the Washington metro area. Solomons’ closest park and ride lot with commuter bus

service located in Calvert County is in St. Leonard. There is a park and ride lot with commuter bus service located in California, across the Patuxent River in St. Mary's County. The closest park and ride lot for ridesharing (no commuter bus service) is located on Cove Point Road in Lusby.

Shuttle Bus Service

During special events, the County government provides shuttle buses that serve the Solomons Town Center. Such special events have included the Spring Launch, Fourth of July, and the Taste of Solomons. These events draw thousands of people to Solomons. An estimated 6,000 people attended the Solomons Fourth of July fireworks in 2007. Parking locations for these shuttles vary depending upon the event and have included Federal and private property. Businesses have operated private trolleys and vans, usually on a seasonal basis during the summer when there are more visitors.

Mitigation of automobile congestion on the Island is an important aspect of this plan. With the provision of public parking spaces at the ~~new~~ State Park under the bridge, it would be feasible to encourage some temporary parking at this site, if shuttle bus service to the ~~historie~~ Island village core were available. The principal stops on this shuttle circuit ~~should~~ could include the Solomons Annex, ~~of the~~ Patuxent River Naval Air Station; the Calvert Marine Museum; the marinas on Back Creek; the "Riverwalk"; and the University of Maryland Biological Laboratory.

County Actions:

I-30 Continue providing fixed route service to the Solomons Town Center.

I-31 Continue providing demand response transit service to areas south of Prince Frederick, including the Solomons Town Center.

I-32 ~~The county should investigate~~ Investigate the possibility of providing shuttle bus service to Solomons during the summer season and on weekends during the spring and fall seasons. It should be clearly understood that this service will have to be subsidized to be effective. In order to encourage the greatest possible usage, this service should be either free, or at only nominal cost.

3.

6. Sidewalks PEDESTRIANS

The sidewalks in the Solomons area are in bad repair and, in many cases, do not exist. Not only does this condition constitute a hazard to pedestrians, but leads to a poor image of the area, particularly in those sections illustrated on the accompanying map, where many people receive their most lasting impression of Solomons. Solomons Island is an interesting place to walk. There are views to the Patuxent River, the Solomons Harbor, and the Chesapeake Bay. The County's Comprehensive Plan calls for reducing dependence on automobiles by increasing pedestrian and bicycle circulation in Town Centers.

Since the Solomons Master Plan was adopted in 1986, the County and State have

spent funds to make Solomons a safer place to walk by installing sidewalks and constructing the Riverwalk. The 1986 Plan called for sidewalks to be constructed from Lore Road south to the intersection of Charles Street and Farren Avenue. Refer to Figure 16.

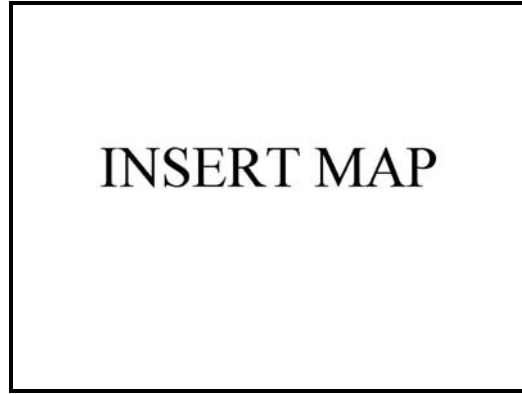


Figure 16. MAP OF SIDEWALK

The section from Alexander Street to the Chesapeake Biological Laboratory was constructed, except for the segment from the Tide Box to Bunky's. This approximately 400-foot segment includes four parcels: two owned by the County and two owned privately. Figure 17: Existing Sidewalk Condition (non-existent) shows the existing condition. Possible ways to create a safe pedestrian path across this area include constructing a sidewalk or marking the asphalt shoulder as a pathway. Construction of a sidewalk would need to address drainage issues. Creation of a marked pathway would need to address vehicle-pedestrian safety issues. Any option would need to address parking and existing access to properties. Figure 18: Potential Sidewalk Condition shows one potential solution: identify a sidewalk by marking the asphalt shoulder. (Photographs by EDAW, November 2007.)



Figure 17: Existing Sidewalk Condition (non-existent)



Figure 18: Potential Sidewalk Condition

~~In addition, a pleasant walking environment is needed to encourage museum and marina patrons to come on foot to the Island area.~~

Policy:

1. Provide safe pedestrian access to Annmarie Gardens from the Solomons Island Village Core.
2. Provide safe pedestrian access from the residential area on the west side of MD 2/4 to the commercial area on the east side of MD 2/4.

Initial Town Center Sidewalks Actions:

I-33 Construct sidewalks that connect the commercial and residential areas along Solomons Island Road from Lore Road north to Dowell Road.

I-34 Construct sidewalks along Dowell Road.

I-35 Construct a sidewalk that will tie in the Solomons Annex of the Patuxent River Naval Air Station with the proposed public boat ramp area under the Governor Thomas Johnson Memorial Bridge and the Calvert Marine Museum with the scenic walkway on Solomons Island. It will progress down the eastern side of Solomons Island Road from Lore Street to the northeastern end of Farren Avenue.

4.

7. BICYCLISTS

Bicycle Path Network

A major goal of this Master Plan is to alleviate automobile congestion in Solomons and to enhance the pleasant small town environment which currently exists.

Because of its basically level terrain, and relatively small area, the Solomons Town Center is naturally suited to recreational travel by bicycle. A bicycle path network for the entire Town Center area provides an alternative means of transportation. Such a path-network will connect the residential, recreational and parking areas with the historical core of Solomons.

There are several operations which could be united by such a bicycle path:

- a. the Solomons Annex of the Patuxent River Naval Air Station,
- b. the Calvert Marine Museum,
- c. marinas on Back Creek and The Narrows, such as Zahniser's and Spring Cove Marinas, ~~and~~
- d. the Chesapeake Biological Lab in the Sandy Point area,
- e. Annemarie Garden and the Solomons Town Center Park on Dowell Road.

Residents of ~~any new development on~~ the Dowell Peninsula and visitors Annmarie Garden could also benefit from such a network. Refer to Figure 19: Bicycle Path.

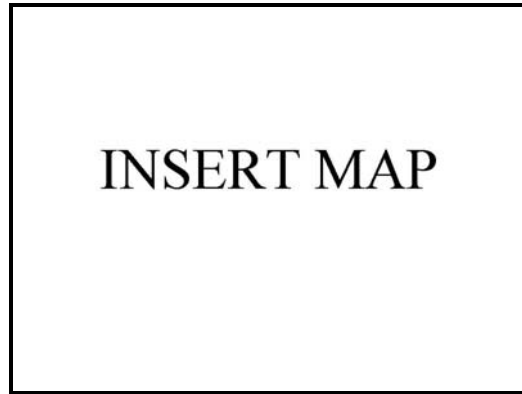


Figure 19. MAP OF BICYCLE PATH

6A. ~~Information-Visitor~~ Center & ~~Bike-Bicycle~~ Rental Facility

The Solomons Visitor Center Calvert County needs a public facility which would provides information to residents and visitors. ~~Moreover, it~~ would be extremely useful to have a bike-bicycle rental facility near the parking area, so that visitors would be encouraged to leave their automobiles.

~~Solomons Town Center Information Center & Bike Rental Facility~~

Policies:

1. Provide safe bicycle access to Annmarie Gardens from the Solomons Island Village Core.
2. Provide safe bicycle access from the residential area on the west side of MD 2/4 to the commercial area on the east side of MD 2/4.

Actions:

I-36 ~~Initial~~ Develop a Town Center Bbicycle Path network by pursuing the following actions

- a. As County roads are improved or upgraded, ensure the roads include a bicycle lane; where feasible, construct a bicycle path separate from the roadway.
- b. Require the construction of the path as properties develop.

~~I-37 At a suitable location within the Town Center limits, construct an attractive kiosk/pavilion to serve as an information and tourist facility. Consider providing or encouraging a bike-bicycle rental facility at the same location. Solomons Visitor Center would to enable visitors to leave their cars or to walk from their boats and tour Solomons by bicycle.~~

5.

BOATERS

A. Water Depth and Boat Traffic

The Maryland Department of Natural Resources discourages the siting of boating facilities in the upper areas of rivers and creeks since wave actions created by additional boat traffic increase erosion, boats and moorings often create navigational problems in constrained waters, and such waters often have inadequate flushing action of pollutants. This Master Plan follows this same policy. In keeping with this policy, no harbor line changes are proposed. {moved from Chapter III Waterfront Development, Page III-49}

B. Harbor Protection Improvements

Solomons harbor is vulnerable to high wind and waves coming from the southeast. Considerable damage has been sustained at the Solomons Island Yacht Club and Inner Harbor Basin ~~over the years. Letters requesting harbor protection were registered with the planning office. Participants in the Solomons Master Plan Update Kick-off Meeting suggested that the Solomons Harbor be a study area. Participants on the July 31, 2007 boat tour of the harbor were surveyed. More people thought the harbor was inadequately protected from storms than those who thought the harbor was adequately protected. A majority of people surveyed believe the mooring of boats in the harbor is an issue and needs to be managed and that a harbormaster is needed.~~

The history of the small island known as Moleys Leg Island is filled with conflicting opinions – even to the appropriate spelling of the name (Moleys Island, Ma Leg). ~~While these differences may date back beyond 1972, the earliest documentation available on the site was from the series of public meetings in 1972 which eventually determined the construction of the current island. “This man-made island was built in 1972 to hold the spoils from a shoal which was all that remained of the original natural island... The origin of the name is obscure, although one tradition holds that Mols Leg is a corruption of a Scandinavian phrase meaning ‘sea bum resting place.’” (Solomons Island & Vicinity: An Illustrated History and Walking Tour, Calvert Marine Museum 1995)~~ Some people in Solomons have advocated the removal of Mols Leg due concerns regarding navigation and harbor protection.

~~The Calvert County Commissioners should pursue a harbor protection design and construction financing via the department of natural resources boating waterway improvement fund.~~

Actions:

I-38 Conduct a harbor study to investigate options for improving protection, navigation, mooring, and management of the waterways.

I-39 When the study is complete, evaluate options and consider pursuing construction financing via the Department of Natural Resources Boating Waterway Improvement Fund.

C. ENERGY

GENERAL ENERGY POLICIES FOR SOLOMONS TOWN CENTER

- Promote compact mixed-use development to reduce travel-related energy consumption.
- Encourage environmental and energy efficient design.
- Discourage light pollution.
- Encourage tree planting around buildings to reduce heating and cooling.

By directing development to Town Centers and promoting a mixture of uses (residential, commercial, recreational, and institutional), the length of daily trips can be reduced. The pattern of land uses directly affects energy consumption.

~~A final consideration on~~ A potential off-site impacts of waterfront development is the effect of exterior lighting on nighttime navigation. Exterior lighting, for example, around walkways, docks or buildings, can create confusion for the boater at night, especially if there are also lighted navigational aids in the area. ~~If such exterior lighting is to be used on the waterfront, then light deflectors should be used to avoid this problem~~ must meet the County's Outdoor Lighting Regulations, including glare-control requirements for marine facility lighting.

Maintaining and planting trees and vegetation can reduce heat islands and energy costs for cooling building. The strategic planting of trees around buildings has a direct impact on the building's interior temperature, can reduce air conditioning costs, and help reduce peak energy demand. According to the U.S. Department of Energy, air temperature in tree-shaded neighborhoods can be 3 to 6 degrees cooler and house cooling and heating costs can be reduced between \$100 and \$250 per year with proper placing of three trees.

B. Underground Utilities

The presence of overhead utilities dramatically changes the skyline and clashes with the preservation and enhancement of the historic character of Solomons. The scheduling of construction of sidewalks provides an opportunity to coordinate the undergrounding of the utilities with this construction, and achieve some cost savings.

Policy:

Underground the utilities in the historic Solomons commercial area and along the Solomons Island Road. While it is preferable that this be carried out as a single project, it may have to be accomplished in two stages because of cost. In that case, the first stage of

undergrounding should concentrate on the area of Lore Street South, especially in the historic, Solomons Island Village Core.

Actions:

I-40 Encourage green technologies including solar orientation, Low Impact Development (LID) design, bio-filtration, green roofs, and LEED (Leadership in Energy and Environmental Design) certification for new development.

I-41 Review the Solomons Zoning Ordinance for ways to allow/encourage low impact development and energy efficient designs.

I-42 Educate property owners on the potential off-site impacts of outdoor lighting on maritime navigation.

I-43 Encourage the retrofitting of waterfront outdoor lighting so as to reduce nuisance glare.

I-44 Identify and protect a preferred location for an underground utility right-of-way to eventually move above ground power lines.

D. WASTE MANAGEMENT

GENERAL WASTE MANAGEMENT POLICIES FOR SOLOMONS TOWN CENTER

- All new slips shall have bath and toilet facilities in keeping with the Calvert County Health Department requirements. ~~Additionally, all community or condominium slips associated with residential development shall be required to provide ½ a parking space per slip.~~
- All new marinas ~~should~~ shall have pump out facilities, per State law. The County encourages smaller marines to install pump out facilities.

The Calvert County Comprehensive Water and Sewerage Plan calls for community water and sewerage in the Town Center. Over 90% of the Solomons Town Center is served by public water. Areas not currently served by public water are scheduled for service. Over 90% of the Solomons Town Center is served by public sewer. Wastewater is treated at the Solomons Wastewater System. Areas not currently served by public sewer are south of Swagger's Point Road and north of Dowell Road. All new development is required to connect to the system.

E. NATURAL RESOURCES AND SENSITIVE AREAS

GENERAL NATURAL RESOURCES AND SENSITIVE AREAS POLICIES FOR SOLOMONS TOWN CENTER

- Waterfront development standards will apply to all waterfront development and rehabilitation.
- Building in the 100 Year Flood Plain must be consistent with the Calvert County Flood Plain Ordinance.

- Shore erosion control measures with the least impact on fish and plant habitat, and which are practical and effective, shall be used.

A. Waterfront Development Considerations

The Solomons Town Center includes ~~large parcels of undeveloped land best characterized as rural waterfront as well as~~ some of the most highly developed waterfront in Calvert County. Within the historic Solomons commercial area, waterfront property is in demand for financial investment as well as for quality of living reasons. ~~However,~~ This preference for living on the waterfront brings with it many potential impacts on the environment and, in some cases, hazards to the waterfront residents. Many of these environmentally destructive or potentially hazardous situations result when development occurs too close to the highly dynamic natural environment of the shoreline.

Many factors must be weighed if construction is to be in harmony with the natural environment. The following paragraphs discuss development siting factors that have the greatest ~~negative~~ impact on the Solomons Town Center area. These waterfront development considerations have been incorporated into the land use recommendations.

It is important to understand that generalizations about large land areas, especially waterfront properties, are made as a practical matter – strictly for planning purposes. Within any planning area or subarea, natural conditions will vary. Thus, a full site plan evaluation will be necessary before development-related permits are granted.

1. 100-Year Floodplain Plain

Storm events (hurricanes and heavy rainstorms) may cause severe flooding in coastal areas and upland drainage ways. Loss of life and property during flooding is the result of improper placement and inadequate protection of structures in floodplain areas. Regulations governing the development in and adjacent to floodplains are designed to protect the property and lives of residents to meet State and Federal requirements.

Coastal flooding occurs naturally as severe ocean-based storm systems (hurricanes, tropical storms and extra-tropical storms) create higher than normal tides, called storm surges.

The storm flood risk of any particular shoreline depends on the degree of exposure to larger-than-normal waves driven by high winds, and the relative elevation of the waterfront property above the storm surge and high waves.

The 100-Year Flood plain Plain characteristics for ~~the shoreline of~~ the Solomons Town Center is generally shown found in the following illustrations (~~See Figures 6, 10, 12, and 14~~ Figure 20). The map below is for illustrative purposes. Please refer to the Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for specific property information. Elevation always supersedes the mapping.

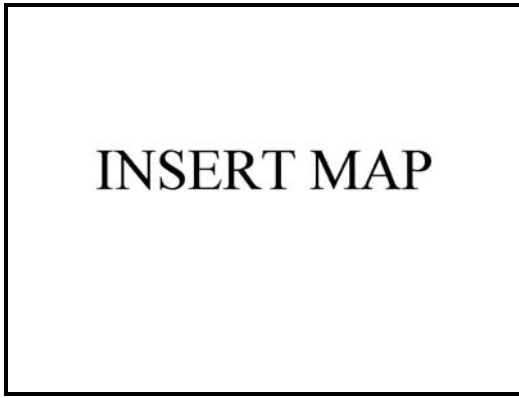


Figure 20. FLOODPLAIN MAP (ILLUSTRATIVE)

2. Shoreline Erosion

~~Shoreline erosion characteristics fall into two broad categories: areas of low wave energy shoreline; and areas of high wave energy shoreline. The appropriate management of each area differs.~~

~~For low wave energy areas, a general rule of thumb is to avoid structural shore erosion protections such as bulkheading and stone revetment when there is no serious erosion problem. In many cases, in addition to the non-structural approach being environmentally preferable, it is as effective and much less expensive.~~

~~Waterfront owners have used the practice of grading the shoreline and planting marsh grasses to stabilize the shore in many areas of the Chesapeake Bay for the last 15 years. This technique has not only proven successful in greatly reducing shoreline erosion in low wave energy areas, but it has the added benefit of creating valuable “natural” habitat areas for many important estuarine species, as well as, trapping sediment from adjacent upland areas.~~

~~In high wave energy areas where there is a rapid retreat of the shoreline, structural approaches are often the only methods that will offer substantial, long term stabilization. However, revetments or bulkheading must be designed to withstand the normally anticipated high winds and storms.~~

Maryland is particularly vulnerable to climate change given the state’s vast tidal shoreline and the potential impacts of sea level rise. The location of the Solomons Town Center on tidal water makes it vulnerable to sea level rise and to increased storm intensities. In 2007, Governor Martin O’Malley established the Maryland Commission on Climate Change. The Commission is to present its report in 2008. The Commission is charged with “developing an action plan to address the causes of climate change, prepare for the likely consequences and impacts of climate change to Maryland, and establish firm benchmarks and timetables for implementing the Commission’s recommendations. The Commission includes members representing academia, business, industry, environmental groups and many levels of government. It is staffed jointly by the Maryland Department of the Environment and

Department of Natural Resources in coordination with other state agencies.”
(<http://www.mdclimatechange.us/>, 7/28/2008).

Based upon climate change projections for Maryland, it is predicted that sea level may rise one foot by mid-century and two feet by late century and, depending upon the rate of ice melting, may rise by three-and-a-half feet by late century.

Actions:

I-45 Consider increasing the flood elevation requirements (freeboard) by two feet.

I-46 Review the Maryland Climate Change Commission’s report when it is released and consider ways to implement the Commission’s recommendations.

I-47 Work with the Chesapeake Biological Laboratory to monitor sea level rise in Calvert County.

I-48 Use geographic information systems technology to analyze the areas of the Town Center vulnerable to sea level rise.

32. Highly Erodible Soils

Certain shorelines in the Solomons Town Center have highly erodible soils. Highly erodible soils are those with a slope greater than 15 percent, or those soils with a K value {soil erodibility factor that is experimentally determined} greater than 0.35 and with slopes greater than five percent (Calvert County Zoning Ordinance, Revised August 28, 2007, Article 12, Page 28). These soils are difficult to stabilize, and runoff from rain storms will rapidly carry the topsoil into the adjacent body of water. This upland erosion contributes heavily to the “silting in” of navigable waterways, and is highly destructive environmentally.

Development of these soils should be avoided wherever possible. In addition, steps should be taken to stabilize these areas and any planned use of these areas should be reserved for activities which will not aggravate the erosion problem.

~~Areas of highly erodible soils in the Solomons Town Center are identified in Figures 6, 10, 12, and 14.~~

43. ~~Water Depth and Boat Traffic-The Critical Area, Critical Area Buffer and Special Buffer Management Areas~~

~~The Maryland Department of Natural Resources discourages the siting of boating facilities in the upper areas of rivers and creeks since wave actions created by additional boat traffic increase erosion, boats and moorings often create navigational problems in constrained waters, and such waters often have inadequate flushing action of pollutants. This Master Plan follows this same policy. In keeping with this policy, no harbor line changes are proposed.~~

The State adopted the Critical Area Act in 1984. The Act recognizes that the land immediately surrounding the Chesapeake Bay and its tributaries has the greatest potential to

affect water quality and wildlife habitat and thus designated all lands within 1,000 feet of tidal waters or adjacent tidal wetlands as the “Critical Area.” The Critical Area Law is designed to maintain or improve water quality and preserve and conserve plant, fish and wildlife habitat. Land within the Critical Area is designated as one of three categories: Intensely Developed Areas (IDA), Limited Development Areas (LDA), and Resource Conservation Areas (RCA). Each area has its own set of regulations. To accommodate future growth, local jurisdictions can change the area designation to a higher designation through a “growth allocation” process.

Calvert County adopted its Critical Area regulations in December 1988. A majority of the Solomons Town Center is located within the Critical Area. Most of the Town Center has a Critical Area designation of IDA, and some is designated as LDA. The Critical Area Buffer is all land within 100 feet of tidal waters or tidal wetlands; the buffer can be expanded for steep slopes and highly erodible soils. The buffer is defined as an area with existing native vegetation or an area planted in native vegetation. Only water-dependent uses are allowed in the Critical Area Buffer. Many of the buffer areas in Solomons, where development existed in the buffer prior to adoption of the Critical Area Law and the buffer was not functional (little to no native vegetation), have been designated as Special Buffer Management Areas (SBMAs). In the SBMAs, the building restriction is reduced though mitigation is required for all impervious surface created or altered in the entire 100-foot or expanded buffer. The State Critical Area Law is implemented in Calvert County by regulations in Section 8-1 of the Calvert County Zoning Ordinance

54. ~~Off-Site Impacts from Waterfront Development~~ Tree Cover and Impervious Surface

Current preferences in residential development seem to favor the ~~The clear-cutting of trees before site plans are prepared along the waterfront and further inland will have the greatest impact on~~ ~~If this practice continues in the Solomons area, then~~ the rural character along Upper Back Creek and St. Johns Creek ~~that now exists will be lost.~~ The Critical Area Buffer regulations will help reduce the impacts along the waterfront. Maintaining tree cover and establishing tree cover in the Solomons Town Center will improve the aesthetics as well as conserve energy, provide wildlife habitat and improve water and air quality and should be encouraged. In the summer of 2008, the Planning & Zoning Department is conducting a tree survey of the Solomons Town Center (refer to Figure 21, an interim map of the tree survey). The survey will help provide information on the ecological value of trees and the functions they perform, such as removing air and water pollution and controlling stormwater runoff. Results from this study may include recommendations to provide greater protection to existing trees and to require tree planting when development occurs.

The Solomons Town Center has a 21% forest and tree coverage and a 21% impervious surface (roof tops, roads, driveways, parking lots, etc.) coverage. The forest coverage for the Mill Creek Watershed including individual trees in the Solomons Town Center is 47% and the impervious surface coverage is 10%.

American Forests (previously known as the American Forestry Association) recommends

an urban tree canopy cover of 40%. Impervious surface of 10% or more of a watershed generally results in poor water quality. Increasing tree and forest coverage and minimizing impervious surface in the Mill Creek watershed will be important to maintaining good water quality in the Mill Creek waterways including Solomons Harbor (see the Water Quality Section below).

There are two primary types of off-site impacts from waterfront development:

- a. on-land uses either directly adjacent to or across the water from new development, and
- b. on navigation in the vicinity of new development.

There are other obvious adverse impacts such as glare and odor, but the most serious potential impact is that of noise. Because sound travels great distances over water, noises from waterfront activities very often become a chronic nuisance to property owners directly across the water or even further away.

This problem of noise, which can seriously reduce the desirability of waterfront living, is accentuated by the practice of clear cutting the waterfront around residential properties. Clearing the waterfront of all tall standing trees and shrubs allows on-site sounds to leave the property toward the water, and also destroys the buffering effect that trees have on sound generated off-site.

As a waterfront area develops, the ambient noise level steadily grows louder. An overall increase in the ambient noise level can't be avoided. However, the nuisance problem can be significantly reduced, if not altogether eliminated, by requiring adequate landscape buffering along the waterfront in new development and encouraging the planting of trees along previously developed shoreline.

A final consideration on off-site impacts is the effect of exterior lighting on nighttime navigation. Exterior lighting around walkways, docks or buildings can create confusion for the boater at night, if there are also lighted navigational aids in the area. If such exterior lighting is to be used on the waterfront, then light deflectors should be used to avoid this problem.

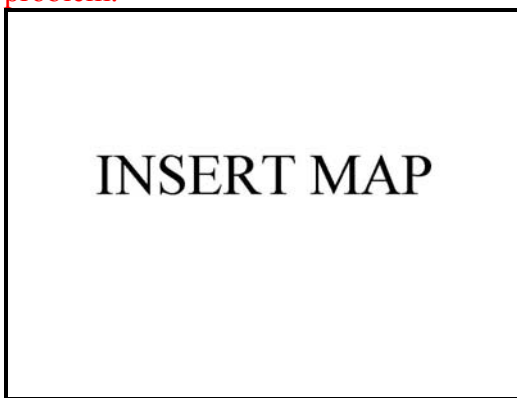


Figure 21. TREE SURVEY MAP

6. Size of Land Parcels

~~The size of land parcels available for new development may prevent owners from achieving maximum density or intensity of use if the property is developed in an environmentally sensitive manner. For example, for small properties, buffer strips, sediment ponds, sediment traps, etc. may consume a large percentage of the property.~~

~~7. Visual Impacts~~

~~Current preferences in residential development seem to favor the clear cutting of trees before site plans are prepared. If this practice continues in the Solomons area, then the rural character along Upper Back Creek and St. Johns Creek that now exists will be lost.~~

~~85. Water Quality~~

~~The primary water quality problems in the waters-Mill Creek watershed around the Solomons Town Center are sedimentation from shoreline and streambank erosion and upland runoff, and nutrient pollution organic pollutants from lawn fertilization, atmospheric deposition, failing septic systems along the waterfront, and urban runoff.~~

~~There are many other sources of water pollution in this area that are associated with boating, commercial fishing and stormwater runoff from streets and parking areas that combine to create considerable impact as well. These stem from the active use of the waterfront. And it is clear, that the greater the activity along the waterfront, the greater the impact on water quality will be.~~

~~Previous development, for the most part, around Solomons has been along the waterfront near the mouth of St. Johns and Back Creek where the normal movement of the tides are constantly flushing pollutants out of the area.~~

~~If development occurs near the headwaters of Back Creek and St. Johns Creek and construction practices that minimize pollution are not used, the relatively slow flushing of these waters will result in undesirable water quality for much of the Town Center area. Two ways that new development can minimize water quality impacts are by: clustering of structures and reducing the amount of impervious surfaces.~~

~~A report from the Chesapeake Biological Laboratory (CBL), University of Maryland Center for Environmental Science in 1996, indicated that over 50% of nitrogen pollution comes from septic systems in the Mill Creek Watershed (see Figure 22). In a later (2003) study by the GUND Institute of Ecological Economics, septic systems were estimated to account for between 12% and 26% of the nitrogen loading depending on whether the lawn fertilization rates were high or low, respectively (see Figure 23). This study found that lawn fertilization could account for 25% to 52% of the nitrogen loading, again dependent on lawn fertilization rates.~~

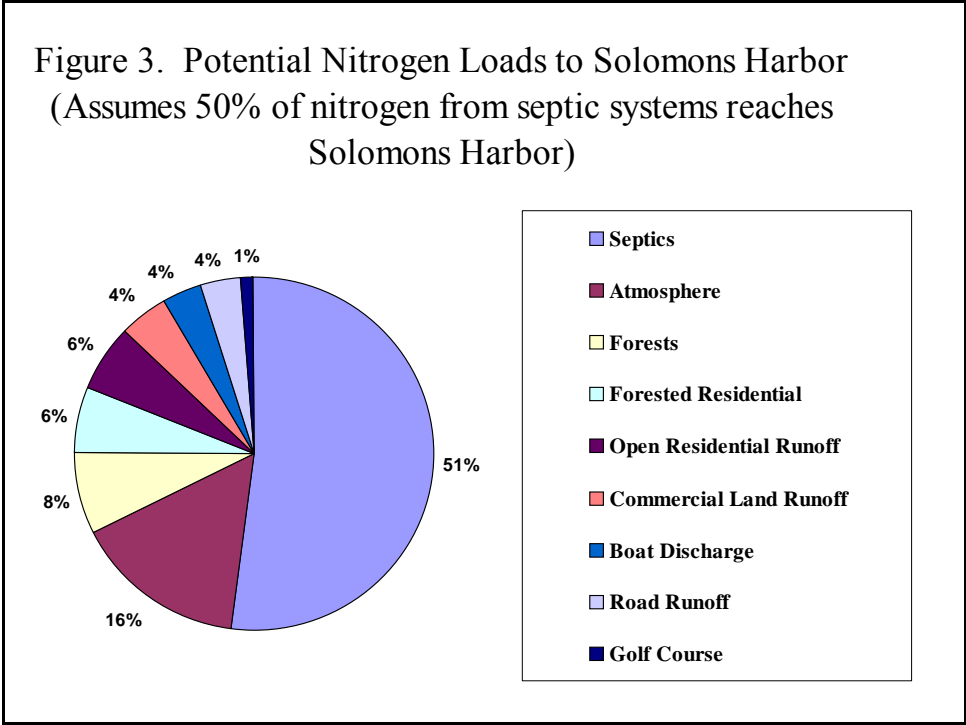


Figure 22. Solomons Harbor: Potential Nitrogen Load. (Source: Chesapeake Biological Laboratory)

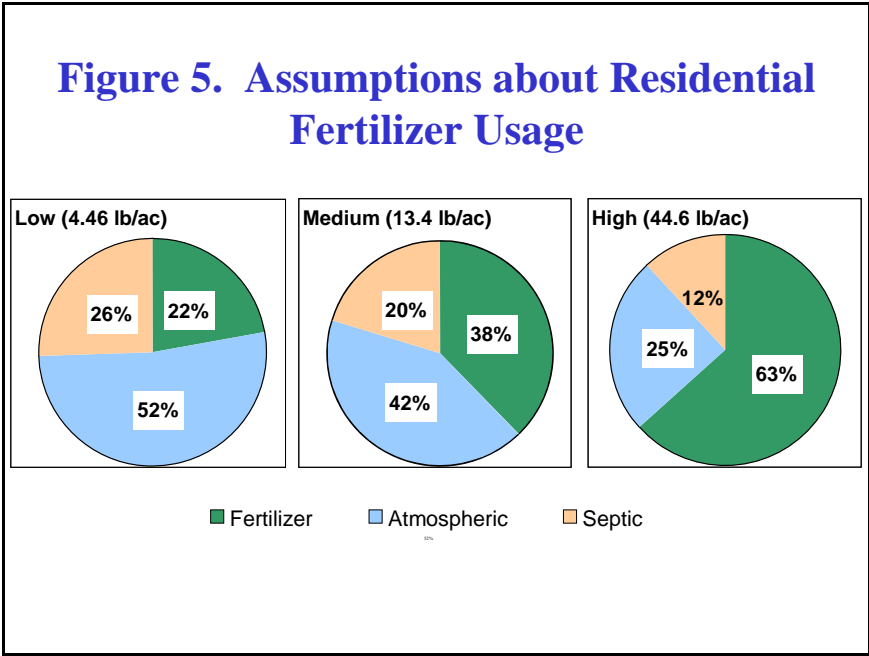


Figure 23: Residential Fertilizer Use. (Source: GUND Institute of Ecological Economics)

With support from Calvert County Government, CBL has conducted water quality studies on the tidal portions of the Mill Creek Watershed for the past 20 years. Generally, water quality is better in dry years than in wet years due to the increased runoff during wet years. However, the pattern of chlorophyll-a concentrations (a measure of algal biomass, high biomass = high nutrients = poor water quality) during drought years has been steadily

increasing over the duration of the study indicating decreasing water quality (see Figure 24). While water quality in Mill Creek is still good to fair it is trending downward. To maintain the economic viability of the Solomons Town Center, water quality must remain fair to good and improved if possible. Steps must be taken to reverse the negative trend in water quality.

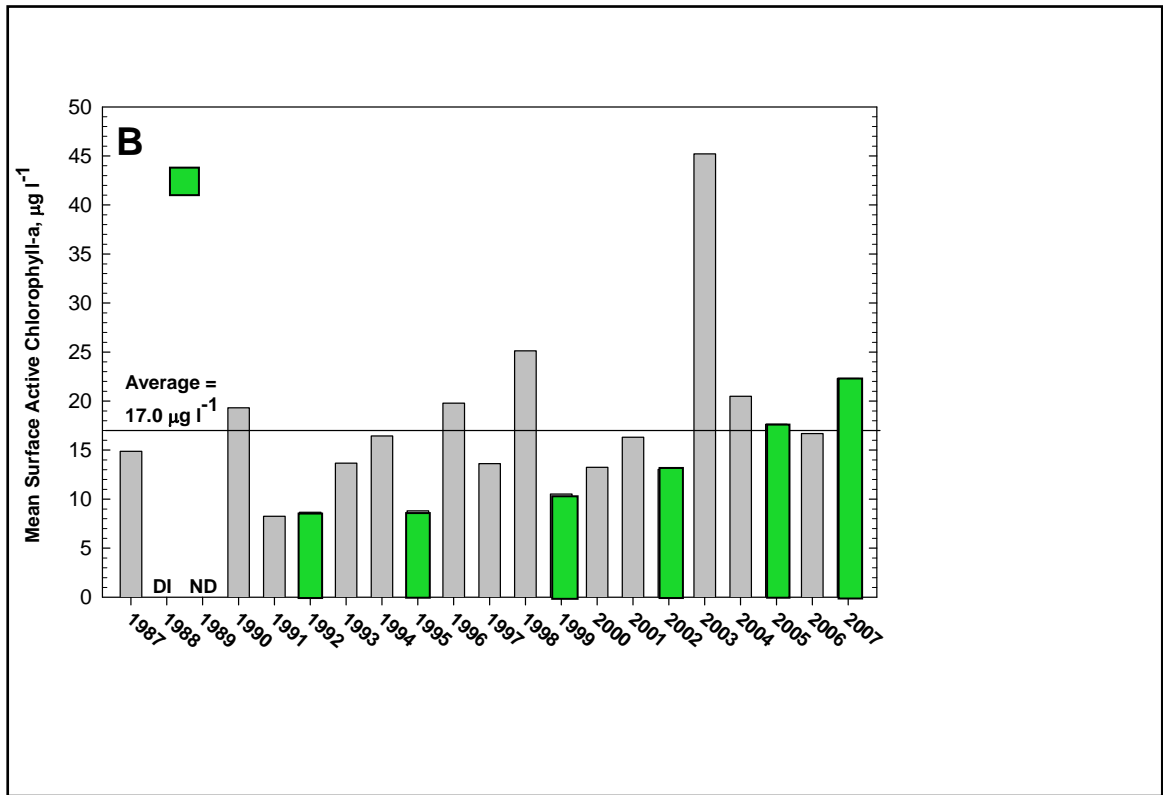


Figure 24. Mean surface water active chlorophyll-a concentrations at Stations 2, 6, 7, 9 and 15 in Mill Creek from 1987 through 2007. Green color indicated drought years. From the report, “Water Quality Monitoring program for Mill Creek and its Tributaries Located in Southern Calvert County, 2007.” Source: University of Maryland Center for Environmental Science, Chesapeake Biological Laboratory.

In the Mill Creek studies, the worst water quality was consistently found in the upper tidal reaches of Mill Creek and St. John’s Creek. Upper Mill Creek is dominated by residential development and has some commercial development (Lusby Town Center). Upper St. John’s Creek is dominated by residential development and also includes high, middle and elementary schools. Sewage treatment for the residential development in both of these areas is provided via septic systems. The Back Creek tributary to Mill Creek is served by the Solomons Sewerage Treatment Plant. In Back Creek, high concentrations of algae have been observed but usually only once or twice a year.

The CBL Mill Creek Study and the Watershed Restoration Action Strategy (WRAS) for the Lower Patuxent River make the following recommendations for improving water quality in the Mill Creek Watershed as a whole and these actions would also result in improved water quality in Solomons Harbor.

CBL Mill Creek Study Recommendations:

- Continue to monitor this system so that both negative and positive trends in the system's health can be recognized in a timely fashion.
- Continue to support planning and eventual implementation of sewer upgrades, biological nutrient reduction (BNR), installation of BNR septic systems, riparian and vegetative buffer zones, and encourage the use of pump-out facilities by boaters within the Mill Creek system.
- Encourage the Maryland Department of the Environment to continue or intensify its fecal coliform monitoring program in the Mill Creek System.
- Continue to support the local county and state environmental educational programs as an educated person is our hope for a cleaner future.

Watershed Restoration Action Strategy Recommendations:

- Hire a watershed planner (completed).
- Establish implementation committee.
- Foster development of watershed associations (Southern Calvert Alliance for Watershed Protection (SCAWP) and Southern Maryland Oyster Cultivation Society (SMOCS) established).
- Conduct stormwater retrofit inventory.
- Map large tracts of forests (Forest Interior-Dwelling Bird Habitat Map created and proposed for adoption, Tree Inventory initiated in the Solomons Town Center).
- Enhance and restore riparian buffers.
- Hold Calvert County Site Planning Roundtable to promote environmentally sensitive design.
- Encourage marina owners to participate in Clean Marinas Program.
- Encourage or require use of nitrogen-removing septic systems.
- Promote good rooftop runoff management in Solomons.
- Initiate "Scoop the Poop" campaign in Solomons.
- Promote good commercial housekeeping (dumpster management program) in Solomons.

Actions:

I-49 Implement the Chesapeake Biological Laboratory Mill Creek Study Recommendations.

I-50 Implement the Watershed Restoration Action Strategy Recommendations.

96. Wetlands

The State of Maryland and the Federal government regulate development on or around tidal and non-tidal wetlands. Tidal wetlands are defined by the State of Maryland as any vegetated land ~~under the navigable waters of the State~~ below the mean high tide, affected by the regular rise and fall of the tide.

Tidal wetlands are recognized for their importance as a principal source of food for the animals that inhabit the waters of the Chesapeake Bay and for enhancing shoreline stability. These areas also provide significant pollution abatement as the incoming tide floods over

the standing marsh grasses, ~~by increasing the levels of dissolved oxygen and~~ reducing the levels of ~~nitrate~~-nitrogen and phosphates in the water, and by increasing the levels of dissolved oxygen. In addition, these areas also provide essential open space along the waterfront.

~~Recently, the~~The State of Maryland ~~has begun the also~~ regulation of ~~regulates~~ development on non-tidal (or upland) wetlands. These areas are not as easily identified as tidal wetlands, but their importance in the recharging of ground water supplies, stormwater management and as sensitive natural habitats has been established.

108. Steep Slopes

The slopes around the Solomons Town Center area are for the most part not very steep; however, care must be taken to see that development does not occur too close to these areas. ~~The unstable soils often associated with steep slopes shall either be protected from foot traffic or other more intense uses, or shall be properly stabilized. Wherever possible,~~ development should avoid steep slopes.

B. Shoreline Protection Measures

2. Shoreline Erosion

Shoreline erosion characteristics fall into two broad categories: areas of low wave energy shoreline; and areas of high wave energy shoreline. The appropriate management of each area differs.

~~For low wave energy areas, a general rule of thumb~~ It is County policy to avoid structural shore erosion protections such as bulkheading and stone revetment when there is no serious erosion problem. In many cases, in addition to the non-structural approach being environmentally preferable, it is as effective and ~~much~~ less expensive. Property owners must obtain State and County permits for shoreline protection measures.

Where non-structural measures are practical and effective, structural control measures shall not be used. Structural control measures shall only be used where non-structural control measures would be impractical or ineffective.

~~Waterfront owners have used the practice of grading the shoreline and planting marsh grasses to stabilize the shore in many areas of the Chesapeake Bay for the last 15 years. This technique has not only proven successful in greatly reducing shoreline erosion in low-wave energy areas, but it has the added benefit of creating valuable "natural" habitat areas for many important estuarine species, as well as, trapping sediment from adjacent upland areas.~~

~~In high wave energy areas where there is a rapid retreat of the shoreline, structural approaches are often the only methods that will offer substantial, long-term stabilization. However, revetments or bulkheading must be designed to withstand the normally anticipated high winds and storms.~~

1. Vegetative Stabilization

Vegetative stabilization is the recommended method for shoreline stabilization in areas without high wave and wind actions, ~~and where a vertical face is not needed to allow to come directly alongside.~~

2. Sloping Stone Revetment

If structural measures are needed, a sloping stone revetment (rip-rap) is the preferred method of shoreline protections. Its advantages are: the materials do not degrade with time; it is not likely to fail catastrophically during a storm; stones dislodged can be recovered and replaced; it provides a better habitat for biota than a vertical structure; wave run-up and overtopping is less; and wave reflection is lower, resulting in less disturbance and scour at the toe.

~~In contrast, a vertical wooden bulkhead is more likely to fail due to scouring at its bottom or eroding of the area behind it. Moreover, its vertical face will reflect wave energy which may cause increased scour in front of the bulkhead. It protects only the area immediately behind it, and offers no protection to adjacent areas up and down the shore, or to the areas in front which may still experience erosion. Additionally, bulkheading needs to be adequately anchored; have adequate toe protection from scouring; and be high enough to prevent overtopping. Its advantage is the vertical surface it offers to boat tie-up.~~

~~The following illustrative Site Sketches (Figures 25-29) provide guidance to be followed in siting various types of development in relationship to the shore.~~

~~C. Waterfront Development Impacts~~

~~A principal feature of this Master Plan is the expansion and additional construction of bulkheading along the Patuxent River and Solomons Inner Harbor (See Chapter V: Public Improvements for details).~~

~~1. Impacts of Bulkhead Construction along the Patuxent River~~

~~The construction of bulkheading along the Patuxent River and in Solomons Inner Harbor will create impacts on adjacent estuarine natural systems as well as the adjacent property owners. Impacts on the natural system can be categorized within four major areas:~~

- ~~a. water quality;~~
- ~~b. erosion/sedimentation/deposition;~~
- ~~c. flood heights, and~~
- ~~d. biota habitat.~~

~~Water quality impacts associated with the siting and construction of bulkheads primarily result from the increased turbidity of the water due to the resuspension of bottom sediments. However, this impact is temporary and normally not associated with significant levels of environmental degradation.~~

~~Impacts relating to erosion/sedimentation/deposition may affect the circulation patterns of water, ultimately transferring the destructive energy of waves downstream or upstream of the bulkheaded shoreline. Such impacts often involve scouring at the toe of the bulkhead and unprotected adjacent shorelines may erode because of the undissipated wave energy (reflective wave energy). However, because the shorelines considered here are currently bulkheaded or stabilized in some way, these impacts would have been evident by now. It can be anticipated that new equilibrium will be reached by the waterbody shortly after termination of construction.~~

~~Any new construction of bulkheading in the historic Solomons center will have little effect on flood heights because of its proximity to the mouth of the Patuxent River and the Chesapeake Bay.~~

~~The impact of construction of bulkheading in this area on the estuarine environment will be primarily to the benthic communities (those living on the bottom) in the immediate area of the proposed construction. Some of the benthic habitat will be temporarily impacted, while filling of the area behind the bulkhead will destroy organisms living there.~~

~~The mud/sand shoal adjacent to the entire eastern side of Solomons Island, including the area adjacent to the public parking lot, is a very large area approximately 1700 yards long and 150 yards wide. This entire shoal area has similar depths throughout its length of between one and three feet. The loss of habitat through the extension of the bulkhead into the Patuxent River another 70 feet should not produce any significant threats to benthic communities. The extension of the bulkheading should not impact any marsh communities, feeding, breeding or nursery area for fish or shellfish. The invertebrate communities in this area will probably be the organisms most affected by this construction.~~

2. Height of Bulkhead Along the Patuxent River

~~Water depths adjacent to the public parking lot are between one and three feet at mean low tide. Wind conditions vary seasonally, but due to the large exposure and sizeable fetch to the South, East, and Northeast, this shoreline offers no opportunities for long-term mooring of boats.~~

~~The storm surge heights for this area are estimated at approximately seven feet. The existing roadway behind the bulkhead is at an elevation of between five and eight feet, while the bulkhead is a foot or two lower than the roadway. It is desirable to increase the bulkhead height in order to avoid the possibility of overtopping.~~

3. Proposed Bulkheading on Back Creek

~~Water depths in this area are highly suitable for boat usage. Waters are approximately 13 feet deep adjacent to the shoreline.~~

~~This area is naturally protected by the adjacent shoreline configuration, with no sizeable~~

~~open water fetch to produce destructive waves. The storm surge heights for this area are estimated to be at approximately seven feet. The area directly adjacent to the site of the proposed bulkheading is between three and four feet above mean high water. However, normal storm winds don't appear to be creating much overtopping of existing structures with equally low heights. This is probably due to the protected nature of this shoreline.~~

F. APPEARANCE

GENERAL APPEARANCE POLICIES FOR SOLOMONS TOWN CENTER

- In order to retain the small town, maritime village character of the Solomons Town Center, height limits ~~of two stories plus the roof (not to exceed a total of 36 feet combined height)~~ shall be observed from Lore Street south. North of Lore Street, within the remainder of the Town Center, ~~a height limits of three stories plus the roof (not to exceed a total of 50 feet combined height) should be observed~~ may be higher.
- Appearance standards have been developed for the Town Center. The standards ~~will~~ apply to new construction or rehabilitation of the exterior of structures (see Appearance Code, Solomons Zoning Ordinance).
- Continue the A-design theme for public improvements that has been developed which pertains to street furniture and lighting, street signage and other public facilities amenities.

Visual Impacts

Preservation of the visual qualities and character of the Solomons Town Center will enhance the quality of life for present residents and future generations. Such preservation will also substantially enhance the value of land in the area and increase its marketability. From an economic standpoint, it is important that Solomons retain and enhance its character in order to continue attracting tourists.

The overall pattern of streets, lots, and landmarks was set in the ~~18th and 19th~~ and 20th centuries, and determined, to a large extent, by the nature of the oystering and ship-building industries which characterized Solomons' early years. As a result, the buildings, lot sizes and streets have ~~what is called~~ a "human scale". Street widths and the rhythm of buildings heights along the streets were designed for use by people arriving on foot or by boat.

Two key ingredients of this "human scale" are found in (a) the continuity of the street scene, and (b) height and scale. These characteristics are found in:

- height and bulk
- massing and building modules
- roof forms;
- setbacks and yards;

- construction materials, colors, and textures;
- rhythms, proportions, and size of doors and windows
- construction details – cornices; window trim; decoration-

~~In addition, the Calvert County Comprehensive Plan process established procedures for instituting appearance review within Town Centers wishing to institute such standards. These procedures call for The Calvert County Board of County Commissioners adopted the Solomons Master Plan and Zoning Ordinance in 1986. The Solomons Architectural Review Committee was appointed in 1988 and held its first meeting in September, 1988. The the appointment of an role of the Solomons Appearance Architectural Review Committee whose functions shall be is~~ to:

- ~~approve~~ make recommendations to the Planning Commission regarding the approval of exterior design features of buildings, structures other than buildings, and signs based on the basis requirements of the appearance Standards and Guidelines Solomons Master Plan and Zoning Ordinance.
- promote awareness of good design within the community.
- advise the County on matters relating to the design of public amenities within Town Centers and any other matters relating to appearance or design within Town Centers, and
- review Master Plans and make recommendations.

Since the Architectural Review Committee was formed, it has reviewed over 500 cases, including buildings, other structures, and signs.

~~One of the~~The most important opportunities to improve the visible appearance of the Solomons area ~~lies in~~ include improvement of the storefronts, implementation of ~~an~~ the Appearance Code, and ~~in the~~ creation of a pleasant pedestrian environment.

For these improvements to work to their maximum effectiveness, they must be carefully designed and closely coordinated. The exterior of building facades is an extremely important component. ~~Because some of the buildings have been altered in a variety of ways, particularly over the past 30 years, removal of incompatible elements and enhancement of the original ones underneath can be an inexpensive and dramatic way of improving the visible appearance of Solomons.~~

CHAPTER II PEOPLE

A. COMMUNITY INTERACTION

“To settle in a place is to accept the responsibility for creating it.” – Mircea Eliade, 20th century philosopher

The 2007 Calvert County Comprehensive Plan sets forth objectives on Community Interaction (Page 33) and lists actions to promote healthy, functioning communities. During the design workshop, several concerns were raised regarding behaviors

Action:

II-1 Facilitate the development and monitoring of community report cards on the enforcement of laws and regulations, including those related to liquor, noise, behavior, speeding, and zoning.

B. HEALTH AND HUMAN SERVICES

Calvert Memorial Hospital has three medical centers located within the county. It is one of Calvert Memorial Hospital's primary goals "to make sure that quality care is no more than a 20 minute drive for any county resident." The Solomons Medical Center is located in the Town Center at the intersection of Route 2 and Lore Road and serves the southern area of the county.

C. HOUSING/RESIDENTIAL DEVELOPMENT

GENERAL HOUSING/RESIDENTIAL DEVELOPMENT POLICIES FOR SOLOMONS TOWN CENTER

- Facilitate the development of a variety of housing types in the Solomons Town Center.
- Maximum residential density limits should not be as high as other major Town Centers since Solomons is within the Critical Area (see table A) and since public facilities such as schools, hospitals, etc. are not close at hand.

~~The County shall institute a \$2,000 impact fee per dwelling unit and shall conduct a study of the feasibility of Town Center tax increment financing.~~

~~All new slips shall have bath and toilet facilities in keeping with the Calvert County Health Department requirements. Additionally, a~~All community or condominium boat slips associated with residential development shall be required to provide $\frac{1}{2}$ ~~a~~adequate parking space ~~per for the~~ slips. ~~All new marinas should have pump-out facilities.~~

~~All common land, recreation areas, and roads within a condominium development shall be owned and maintained by the home/slip owners' association. The county shall not be obligated to maintain these private facilities.~~

Actions:

II-2 In the Solomons Island Village Core, consider allowing a development bonus for desired public benefit, such as public access, preferred uses, design changes, etc.

II-3 Support the home buying community with the identification and increased awareness of programs, services, and grants that facilitate maintenance, first-time homeownership, and other housing initiatives.

D. HUMAN DEVELOPMENT AND LIFE LONG LEARNING

Youth Education

The Solomons Town Center is served by both public and private schools. Calvert County Public School districts that serve the Town Center include Dowell Elementary, Mill Creek Middle, and Patuxent High School. These schools are located north of the Town Center. Our Lady Star of the Sea Catholic Church provides education for students Kindergarten through 8th Grade. The school is located in Planning Area C on the southern area of the historic Avondale subdivision.

Higher Education

The University of Maryland Center for Environmental Science has one of its three research and education laboratories located in Solomons. The Chesapeake Biological Laboratory (CBL) was founded by Dr. Reginald V. Truitt in 1925. The campus is located at the southern end of Solomons Island, in Planning Area B.

CBL has 25 faculty and 85 scientific staff that conduct environmental research and train over 35 graduate students each year. CBL also provides educational opportunities for the public, including summer programs for high school teachers, regular tours, a Visitor's Center, and a public seminar series where faculty and students discuss their research being conducted at the lab. CBL also hosts a distinguished scholars series where nationally and internationally known speakers present technical research talks.

The campus encompasses approximately 8.25 acres and includes waterfront on the Patuxent River and in Solomons Harbor. CBL has research vessels docked in the harbor and leases space to Calvert County Government for the Waterman's Wharf. The laboratory draws seawater from the Patuxent River for sampling and for the culture and maintenance of estuarine organisms. There are plans to replace the R.V. Truitt Laboratory, in the same place as the existing building, and in the future construct a new communications building, to be located northeast of the Charles Street and Farren Avenue intersection.

CBL is pursuing ways to reduce its environmental impact by establishing rain gardens and creating BayScapes, a landscape planted with native plants "to provide habitat for local and migratory animals, improve water quality, and reduce the need for chemical pesticides and herbicides." (U.S. Fish and Wildlife Service, Chesapeake Bay Field Office) In addition,

CBL is considering working in partnership with Calvert County to re-establish a living shoreline along the Patuxent River in front of its campus.

Libraries

The Calvert Library serves people of all ages: children, teenagers and adults. The Southern Branch, located in Lusby, serves the Solomons Town Center. Library services are available on the web, including the library catalog. Audio books and videos are also available for download via the web.

Life Long Learning

There are many opportunities for adults and children of all ages to participate in learning activities in the Solomons Town Center and immediate vicinity. The Calvert Marine Museum is dedicated to the collection, preservation, research, and interpretation of the culture and natural history of Southern Maryland. The Museum hosts special exhibits, lectures, and events such as Patuxent River Appreciation Days and Sharkfest.

Annamarie Garden is an outdoor sculpture garden located on the Dowell peninsula. The garden encompasses 30 acres between Dowell Road and St. Johns Creek, located immediately adjacent the Town Center. The garden features outdoor sculptures from the permanent collection and on loan, some from the Smithsonian Institution. The Arts Building was completed in 2008 and provides interior exhibit space, a café, and gift shop. The Studio School offers art classes, workshops, and art camps for all ages and abilities.

E. RECREATION

GENERAL RECREATION POLICIES FOR SOLOMONS TOWN CENTER

- Develop a full range of recreational sites and facilities in or near the Solomons Town Center.
- Provide public access to the Patuxent River and the Chesapeake Bay.
- Ensure that a wide range of public recreation facilities and programs are provided to meet the interests and needs of all ages, incomes and abilities.
- Provide safe access to parks and recreational facilities, including, where feasible, pedestrian and bicycle access.
- ~~In order to maintain and enhance the recreation orientation of Solomons and the sense of community, each development containing over 10 units shall supply the following recreational open space and improvements:~~
 - a. ~~Provide .05 acres of recreational open space per unit which can include waterfront setback and buffering from adjoining parcels and roads subject to acceptance of the Planning Commission upon site plan review.~~

- ~~b. Buffer areas are to be planted and landscaped.~~
- ~~c. Provide sidewalks and bicycle path connecting all residential and recreational areas.~~
- ~~d. Street lighting shall be installed in accordance with the suggested Town Center design.~~
- ~~e. An adequate multi-purpose field must be provided.~~
- ~~f. The Planning Commission may require that all or part of the open space be deeded to the County for schools, community facilities, parks, playgrounds, green space, or other public purposes.~~
- ~~g. Recreational facilities as required by the Townhouse and Multi-family amendment to the Zoning Ordinance. The Planning Commission may impose interim requirements until the amendment is in effect.~~

The 2004 Calvert County Comprehensive Plan sets forth recreational standards for the Town Centers. Major Town Centers, which includes Solomons, should serve residents within their districts, and in some cases, the entire County.

Each Town Center should have:

- A town park or "village green",
- An in-town trail and bikeway system that connects to extended greenways,
- An outdoor public facility designed primarily for active team sports, and
- An indoor community center capable of providing a range of activities for all age groups.

The Solomons Town Center has the Solomons Waterfront Park, which includes the Riverwalk and the Watermen's Memorial. The County purchased 20 acres of land for the Solomons Town Center Park in Fiscal Year 2004. In 2007 the engineering was completed on the park site plan. Future plans include the construction of ballfields, parking lots, and a new restroom. The closest indoor community center is the Southern Community Center, located Lusby and 1.7 miles from the northern boundary of the Solomons Town Center.

Actions:

II-4 Continue to develop the Solomons Town Center Park.

II-5 Establish the Solomons portion of the War of 1812 – Star Spangled Banner Hiking/Biking Trail, which will extend from Flag Ponds to Solomons. Annmarie Garden and the Calvert Marine Museum are to be included in the Solomons section of the trail.

- a. Map the trail location.
- b. Provide appropriate trail signage.
- c. Ensure bicycle racks are provided at appropriate locations.
- d. Market the trail to residents and tourists.

II-6 Seek ways to improve public access to the water, including development of existing

publicly owned property and acquisition of new properties and/or easements.

II-7 Establish a bicycle route between the Solomons Town Center and the Southern Community Center.

F. PUBLIC SAFETY

Law Enforcement

Police protection is provided by the Calvert County Sheriff’s Office, the Maryland State Police, and the Maryland Natural Resource Police. The Sheriff’s Office has a substation located within the Solomons Town Center, located in the Village Core, Planning Area C. The Maryland State Police barracks are located in Prince Frederick. The Maryland Natural Resource Police-Solomons Unit has facilities in the Town Center in Planning Area B, near the mouth of the harbor.

Emergency Management

The Calvert County Department of Public Safety's Emergency Management Division has a comprehensive, All-Hazards Emergency Operations Plan along with the Calvert County Hazard Mitigation Plan. These plans include mitigation, preparedness, response and recovery concepts in the event of extraordinary emergencies of natural or man-made origin.

Fire-Rescue-EMS

The function of the Division of Fire, Rescue and Emergency Medical Services (EMS) is to reduce the loss of life and property in the event of an emergency.

The Solomons Volunteer Rescue Squad and Fire Department, Company 3, is located within the Town Center, in Planning Area D, at intersection of MD 765 and Dowell Road. A Substation was established on Little Cove Point Road, located outside the Town Center, to serve the department’s northern area. The Solomons Rescue Squad and Fire Department, originally established as the Calvert Rescue Squad, celebrated 50 years of service to the community in 2005.

G. HERITAGE

HISTORIC BUILDINGS AND SITES

~~Judging from t~~The earliest ~~remaining surviving~~ photographs and engravings of Solomons ~~suggest that;~~ the largest structures on the Island were utilitarian and ~~of a supported marine maritime industries industrial nature.~~ The oyster cannery and boat buildings, ~~and~~ repair sheds and other miscellaneous machine shops and factories were constructed as industrial buildings ~~and were have always been~~ built —as inexpensively as possible. ~~While many~~ Many of the old building sites on the Island have local significance in terms of previous uses, ~~none of the historical buildings that remain are of such architectural significance that it requires exact restoration to its original appearance.~~ This is true even of the “Solomons

~~House” and the Lore Oyster House, both of which have undergone extensive remodeling.~~

~~One of the~~ The most significant structures in the Solomons area, the Drum Point Lighthouse, is no longer on its original site. Moved to its present location on the grounds of the Calvert Marine Museum in 1975, the structure has been restored to its 1900 appearance, and constitutes a landmark for Southern Maryland.

In spite of the many losses to the built environment, Solomons, ~~non the less,~~ still conveys ~~today~~ some of the distinctive architectural features of a 19th ~~C~~ century Chesapeake Bay fishing community. Characteristics such as high peaked roofs and narrow wooden clapboard siding, attest to earlier 19th century construction. Later 19th century architecture is also evident in several fine example of Victorian residences found along Solomons Island Road. In the early 20th century, Solomons experienced a faltering economy as the oyster harvest declined and workboat building decreased. There was steady growth in providing recreation to “outsiders.” Summer boarding houses and charter boat fishing offered services to visitors.

Solomons is located within the Southern Maryland Heritage Area, which was recognized as a Certified Heritage Area in 2003 by the Maryland Heritage Area Authority. The Southern Maryland Heritage Area includes Calvert, Charles, and St. Mary’s Counties. It is one of eleven areas that have been certified by the State of Maryland. The *Heritage Tourism Management Plan* for the Southern Maryland Heritage Area describes the historical perspective, interpretive resources, key themes, stewardship and land use of the area. The management plan includes a market analysis for heritage tourism and sets forth strategic goals and objectives. The plan describes the eight Target Investment Zones in Southern Maryland and details projects and actions. The plan is available on the web at www.southernmdisfun.com or from the SMHA Consortium located in Hughesville.

A majority of the Solomons Town Center is located with the Solomons Target Investment Zone, which extends beyond the Town Center to Cove Point Lighthouse. A Target Investment Zone (TIZ) is an area recognized by the State. Benefits of the Target Investment Zone include matching grants and loans for acquisition, development, preservation and restoration; loans for economic development projects; and eligibility for the Heritage Preservation Tax Credit for both historic and non-historic structures, and the authority to provide local property tax credits for such rehabilitation.

Several of the key projects proposed within the Solomons Target Investment Zone include expanding the Calvert Marine Museum facilities, developing a water trail and tour to Chesapeake Bay area lighthouses, supporting the continued development of Annmarie Gardens, developing a water taxi shuttle service, creating and fabricating a collection of street banners, and encouraging mixed use development or re-development of key sites in keeping with the fabric and character of the Solomons community.

a. Objectives

- (1) Preserve the historic character of Solomons.
- (2) New construction is compatible with Solomons' 19th/early 20th century maritime character.

b. Considerations

- (1) Each of Solomons Planning Areas has a distinct identity.
- (2) Most of the historic structures are south of Lore Road.
- (3) Architectural historic surveys have been conducted in Solomons Town Center; these surveys include information on the structures design and histories. The surveys are available to the public at the Calvert County Planning & Zoning Department and the Calvert Marine Museum.
- (4) Solomons Town Center is located within the Southern Maryland Heritage Area. A majority of the Solomons Town Center is included in the Solomons Target Investment Zone (TIZ).

c. Policies

- (1) Encourage the retention of historic buildings.
- (2) Ensure new construction or modifications to existing structures is compatible with Solomons' character.
- (3) Include criteria in the Appearance Code to preserve and maintain Solomons' historic character south of Lore Street.
- (4) Encourage heritage tourism sites and tourism-related businesses to take advantage of the benefits of being a Target Investment Zone.

d. Actions

~~II-8 An Architectural and historic surveys of structures in this area shall be carried out, considered when construction or modification of existing buildings is proposed, with the intention of evaluation structures for a historic district designation.~~

~~II-9 Historic Districts The Historic District Commission survey structures within the Solomons Town Center and determine which structures Encourage property owners to consider seeking Historic District designation for properties that have historic or architectural significance. Those structures which are important should be protected in a Historic District. The provisions of historic districting will take precedence over the Town Center overlay requirements.~~

~~II-10 It is strongly recommended that the Historic District Commission dDevelop historic context studies of the Planning Areas a current inventory of those structures within the Solomons Island Town Center with participation of residents of those communities, which possess either historical or architectural merit, and review the possibility of designating the area as an historic district. [Calvert County Historic District Commission]~~

II-11 Review the adopted Solomons Zoning Ordinance Appearance Code Criteria

and Guidelines and make any necessary revisions to ensure that new construction and additions to existing historic structures account for the character of the communities in which they are proposed, especially south of Lore Road.

II-12 Consider requiring archaeological surveys to identify buried resources in areas of high archaeological probability when ground disturbing activities are proposed.

II-13 Develop interpretive signs for historic buildings.

II-14 Develop a town logo that reflects Solomons' heritage.

II-15 Encourage the continuity of local place names in development projects.

II-16 Educate citizens, property owners, and business owners on the benefits of being located within the Southern Maryland Heritage Area and the Solomons Target Investment Zone.

CHAPTER III ECONOMY

GENERAL ECONOMIC POLICIES FOR SOLOMONS TOWN CENTER

The Solomons Town Center is a destination for both regional residents and for tourists. In addition, Solomons is a location for numerous conferences and conventions throughout the year.

- Support the extension of the traditional season and encourage extended stays by visitors.
- Encourage the expansion of the commercial tax base, to ensure the County's ability to provide basic government services, while minimizing the fiscal impact on individual property owners.
- Support the development of activities and facilities to provide entertainment and cultural enhancement for our citizens.
- Encourage sustainment and expansion of maritime industry activities.

Actions:

III-1 Encourage businesses to work together to improve the community and the business climate.

III-2 Assist business owners to strengthen the local economy through formalized business services and collaboration.

III-3 Encourage teaming opportunities to attract large scale conferences to the area.

III-4 Support and encourage coordinated efforts to market the Solomons Town Center both locally and regionally.

III-5 Locate a site within the Solomons Town Center for a farmers market.

~~Standards for business signage have been developed along with procedures for implementation~~

Business Directional Sign Districts

~~It is recommended that a Business Directional Sign District be formed in the Solomons Town Center to include land within 10 feet of both sides of Route 2/4 and Solomons Island road. It is further recommended that:~~

- ~~a. Solomons Town Center entrance signs be installed at the northern entrance to the Town and at the foot of the ramp to the Governor Thomas Johnson Memorial Bridge.~~
- ~~b. Business Directional Signs be installed to identify businesses or institutions which are off Route 2/4 or Solomons Island Road. Recommended sign locations are given in Figure 15.~~
- ~~c. Business Directional Signs be installed and managed by the County. A uniform design similar to Figure 16 be adopted.~~
- ~~d. A schedule of fees be developed for businesses that wish to lease signs.~~

~~FIGURE 15—LOCATION OF BUSINESS DIRECTIONAL SIGNS~~

~~FIGURE 16—BUSINESS SIGNS~~

**CHAPTER IV
GOVERNMENT**

GENERAL GOVERNMENTAL POLICIES FOR SOLOMONS TOWN CENTER

- Locate new public buildings in the Solomons Town Center, wherever appropriate, consistent with the Solomons Town Center Master policies.
- Be proactive in the development of infrastructure within the Solomons Town Center.
- Consider nontraditional funding sources to pay for the implementation of the Solomons Town Center Master Plan.

~~A second critical component is the public improvements. Over the years, the quality of the public improvements, that is, the sidewalks (where they exist), curbs and gutters, trash cans and paving has suffered serious deterioration. Lack of maintenance, particularly on the bulkhead, and inadequate pedestrian amenities and trees have created a sterile and barren appearance in the historic area.~~

Any public improvements plan must take into consideration the present routes which ~~vehicles and~~ people use as they move around the area; the relationship between present and proposed architectural structures; and the colors and textures of the small-scale features such as proposed landscaping, paving, sidewalk materials, street furniture, and graphics which – during the day or at night – create the total visual experience of the area.

1. PUBLIC IMPROVEMENTS

4. Commercial Pier(s) Along Bulkhead

~~The historic commercial strip of Solomons Island is both landlocked and very narrow. There is today both interest and pressure from those holding riparian rights on the Patuxent River to construct privately owned and operated piers along the bulkhead. It is environmentally and aesthetically undesirable to permit the proliferation and duplication of private commercial piers along the public bulkhead.~~

Commercial Pier Moratorium

~~There are three very different opinions on what action should be taken to sustain and strengthen the commercial activity on Solomons Island.~~

- ~~- First, it is considered by some that it is both desirable and economically feasible to encourage the concentration of small scale retail facilities along the River's edge and that those holding riparian rights along the bulkhead should be allowed to construct their own private commercial pier once the public bulkhead is expanded.~~
- ~~- Second, there are those who agree with the basic desirability and economic feasibility of concentrating small scale retail activities along~~

~~the River's edge, but they would have such a concentration limited to a single commercial pier, composed of a variety of shops, constructed near the Solomons tide box. Under this option, holders of riparian rights would be financially compensated and offered first right to retail space on the Solomons commercial pier.~~

- ~~Third, there is an opinion that small scale retail commercial activities should be held to the historic commercial strips of Solomons Island and areas along Solomons Island Road north of Lore Street. Under this option, holders of riparian rights would be compensated and there would be no further commercialization of the River's edge once the public bulkhead is expanded.~~

~~With the initial approval of this Master Plan and until more detailed planning of the expanded bulkhead is undertaken, a moratorium is established on the granting of building permits for new renovated commercial piers along the Patuxent River from the Solomons tide box south.~~

5. Comfort Station

~~Solomons Island needs a facility which will provide public restrooms near the heart of the historic core.~~

Solomons Town Center Comfort Station

~~Construct an attractive kiosk pavilion near the site of the pumping station. The small area in front of the proposed facility would provide short term (30 minute) parking.~~

A. Roads

- Make road improvements to Dowell Road, including sidewalks and bike lanes.

B. Sidewalks

- Construct sidewalks that connect commercial and residential areas along Solomons Island Road from Lore Road to Dowell Road.
- Construct sidewalks along Dowell Road.
- Construct a multipurpose path for pedestrians and bicyclists along Dowell Road.
- Construct a sidewalk that ties the Solomons Annex of the PAX River NAS with the public boat ramp and Calvert Marine Museum.

C. Bikeways

- Develop a Town Center Bicycle Network.
- Construct a bicycle path along Solomons Island Road.
- Construct a multipurpose path for pedestrians and bicyclists along Dowell Road.
- Establish the Solomons portion of the War of 1812 – Star Spangled Banner Hiking/Biking Trail.
- Provide safe bicycle access to Annmarie Gardens from the Solomons Island Village Core.
- Provide safe bicycle access from the residential area on the west side of MD 2/4 to the commercial area on the east side of MD 2/4.
- Establish a bicycle route between the Solomons Town Center and the Southern Community Center.
- Provide/encourage a bicycle rental facility at the Solomons Visitor Center.

D. Village Core Improvements

- Create a park setting for the Pavilion and connect it to Solomons Harbor through the Comfort Station courtyard.
- Establish an entry identity and improve the arrival experience to the Island.
- Buffer the Riverwalk and screen the parking lot.
- Repair gaps in existing infrastructure in the Village Core, including breaks in the Riverwalk and missing sidewalks.
- Connect Waterman's Park with the Harbor and the John C. Lore Oyster House.
- Establish a harbor walk.
- Expand the existing beach at the north end of the Riverwalk.
- Construct public restrooms at the north end of the Riverwalk.

E. Other Public Improvements

- Purchase or lease land near the Calvert Marine Museum to provide additional parking.
- Conduct a harbor study.
- Continue to develop the Solomons Town Center Park per the park master plan.
- Develop interpretive signs for historic buildings.
- Locate a site within the Solomons Town Center for a farmers market.

6. Information Center & Bike Rental Facility

~~Calvert County needs a public facility which would provide information to residents and visitors. Moreover, it would be extremely useful to have a bike rental facility near the parking, so that visitors would be encouraged to leave their automobiles.~~

~~Solomons Town Center Information Center & Bike Rental Facility~~

~~At a suitable location within the Town Center limits, construct an attractive kiosk/pavilion to serve as an information and tourist facility. A bike rental facility at the same location would enable visitors to leave their cars or to walk from their boats and tour Solomons by bicycle.~~

8. Underground Utilities

~~The presence of overhead utilities dramatically changes the skyline and clashes with the preservation and enhancement of the historic character of Solomons.~~

~~The scheduling of construction of sidewalks provides an opportunity to coordinate the undergrounding of the utilities with this construction, and achieve some cost savings.~~

Recommendation:

~~Underground the utilities in the historic Solomons commercial area and along the Solomons Island Road. While it is preferable that this be carried out as a single project, it may have to be accomplished in two stages because of cost. In that case, the first stage of undergrounding should concentrate on the area of Lore Street South.~~

12. Harbor Protection Improvements

Solomons harbor is vulnerable to high wind and waves coming from the southeast. Considerable damage has been sustained at the Solomons Island Yacht Club and Inner Harbor Basin. Letters requesting harbor protection were registered with the planning office.

County action:

The Calvert County Commissioners should pursue a harbor protection design and construction financing via the department of natural resources boating waterway improvement fund.

RECREATION AND PARKS

1. Solomons Center Park

The State of Maryland Department of Natural Resources is developing land underneath the Johnson Bridge for a boat launching and trailer parking facility. The County has proposed using adjacent land for a park, and a boating and fishing pier. The park would contain picnic tables and comfort stations. The park would be an ideal sport for boating and fishing enthusiasts as well as visitors seeking a relaxing spot for a picnic. It would be away from the commercial and recreational activity of Solomons Island and yet would be convenient from Route 2/4.

2. Solomons Community Park and Moleys Island

The history of the small island known as Moleys Island is filled with conflicting opinions— even to the appropriate spelling of the name. While these differences may date back beyond 1972, the earliest documentation available on the site was from the series of public meetings in 1972 which eventually determined the construction of the current island. A growing number of citizens have advocated the removal of the island for the following reasons:

- a. ~~Moleys Island adds to the congestion of a busy harbor.~~
- b. ~~It creates navigational problems such as impaired visibility, confusion as to the proper course to take upon entering the harbor, and awkward harbor crossing patterns.~~
- c. ~~The loss of navigation space around the harbor is considerably larger than the island itself, because of the under water berm used to support the island.~~
- d. ~~Its removal would create needed navigational space in the harbor.~~
- e. ~~After recent storms, property owners reported that Moleys Island is not an effective breakwater. Further, there is no documentation to show that it was intended for that purpose.~~
- f. ~~In some cases, owners found that the island appeared to increase wave action.~~
- g. ~~The island collapsed once during construction and was wired together with cables. Experts say that the cables have a limited lifetime and the island will have to be rebuilt within ten to fifteen years.~~

~~At the same time, a community park is needed in Solomons and there are few suitable locations. A park at the end of Charles Street would improve the vehicular turnaround and provide a place for Solomons residents to stroll.~~

~~County actions:~~

~~Request that agencies such as the Maryland Department of Natural Resources, Army Corps of Engineers, Environmental Protection Agency, Marine Fisheries, and the Fish and Wildlife Service investigate the removal and relocation of Moleys Island to the northeast point of the island to create a landscaped park. Prior to moving the island, a harbor protection device would have to be constructed (see V-102).~~

2. IMPLEMENTATION

Implementation of this Solomons Master plan will depend on strong public and private support. Primary, of course, will be approval by the Planning Commission and the Board of County Commissioners and their decision to aggressively seek the funding from various sources to implement the public improvements of this plan. ~~Also significant will be their approval to channel incremental tax dollars generated by new development into the Solomons Town Center to assist in implementing the public improvements through the implementation of a Tax Increment Financing District.~~

Infrastructure Improvements

Infrastructure projects mentioned in this plan are listed below and categorized as short range (1 to 10 years) or long range (10 to 20 years). Please refer to appropriate section in the Master Plan for further description about the proposed capital improvements projects. Approval of this conceptual program does not commit the County to any project or to implementing any projects in the years specified. This program is a guide. All projects must compete on a countywide basis for funding and inclusion in the County's 5-year

Capital Improvements Program.

Short Term

Roads

- Make road improvements to Dowell Road, including sidewalks and bike lanes.

Sidewalks

- Construct sidewalks that connect commercial and residential areas along Solomons Island Road from Lore Road to Dowell Road.
- Construct sidewalks along Dowell Road.

Bikeways

- Establish a bicycle route between the Solomons Town Center and the Southern Community Center.
- Provide/encourage a bicycle rental facility at the Solomons Visitor Center.

Village Core Improvements

- Create a park setting for the Pavilion and connect it to Solomons Harbor through the Comfort Station courtyard.
- Establish an entry identity and improve the arrival experience to the Island.
- Buffer the Riverwalk and screen the parking lot.
- Repair gaps in existing infrastructure in the Village Core, including breaks in the Riverwalk and missing sidewalks.
- Connect Waterman's Park with the Harbor and the John C. Lore Oyster House.
- Place overhead utilities underground in conjunction with other Village Core improvements.

Other Public Improvements

- Purchase or lease land near the Calvert Marine Museum to provide additional parking.
- Conduct a harbor study.
- Continue to develop the Solomons Town Center Park per the park master plan.
- Develop interpretive signs for historic buildings.
- Locate a site within the Solomons Town Center for a farmers market.

Long Term:

Sidewalks

- Construct a multipurpose path for pedestrians and bicyclists along Dowell Road.
- Construct a sidewalk that ties the Solomons Annex of the PAX River NAS with the public boat ramp and Calvert Marine Museum.

Bikeways

- Develop a Town Center Bicycle Network.
- Construct a bicycle path along Solomons Island Road.
- Construct a multipurpose path for pedestrians and bicyclists along Dowell Road.
- Establish the Solomons portion of the the War of 1812 – Star Spangled Banner

Hiking/Biking Trail.

Village Core Improvements

- Establish a harbor walk.
- Expand the existing beach at the north end of the Riverwalk.
- Construct public restrooms at the north end of the Riverwalk.

B.—3. Private Development & Rehabilitation

~~One of the keys to private development and rehabilitation in the Solomons Town Center is the availability of water and sewer. Adequate water and sewer for the Town, according to current plans, should be available by the end of 1985.~~

It will ~~also~~ be important for the public to be vigilant and support the enforcement of necessary rules and regulations to make the general policies viable.

C.—Staging & Cost Of Public Improvements

~~It is recommended that the staging of public improvements occurs in the following order of priority:~~

<u>YEARS</u>	<u>PRIORITY</u>
1-3	1. Signage
1-3	2. Information Center
1-3	3. New Sidewalk—Lore Street to north end of Farren Avenue
1-3	4. Solomons Bike Path
1-3	5. Comfort Station
1-3	6. Solomons Tide Box
1-3	7. Bulkhead Improvements—South side of Solomons Pier Restaurant
2-5	8. Harbor protection, bulkhead and park on northeast corner of Island
2-5	9. Bulkhead Improvements—north side of Solomons Pier Restaurant

~~Table C gives estimates of the cost of the major public improvements in this Plan.~~

D. FINANCING

~~One of the shortcomings of most plans is that proper financial steps are not taken to assure implementation. It is proposed that the improvements called for in this plan be financed through the method known as tax increment financing.~~