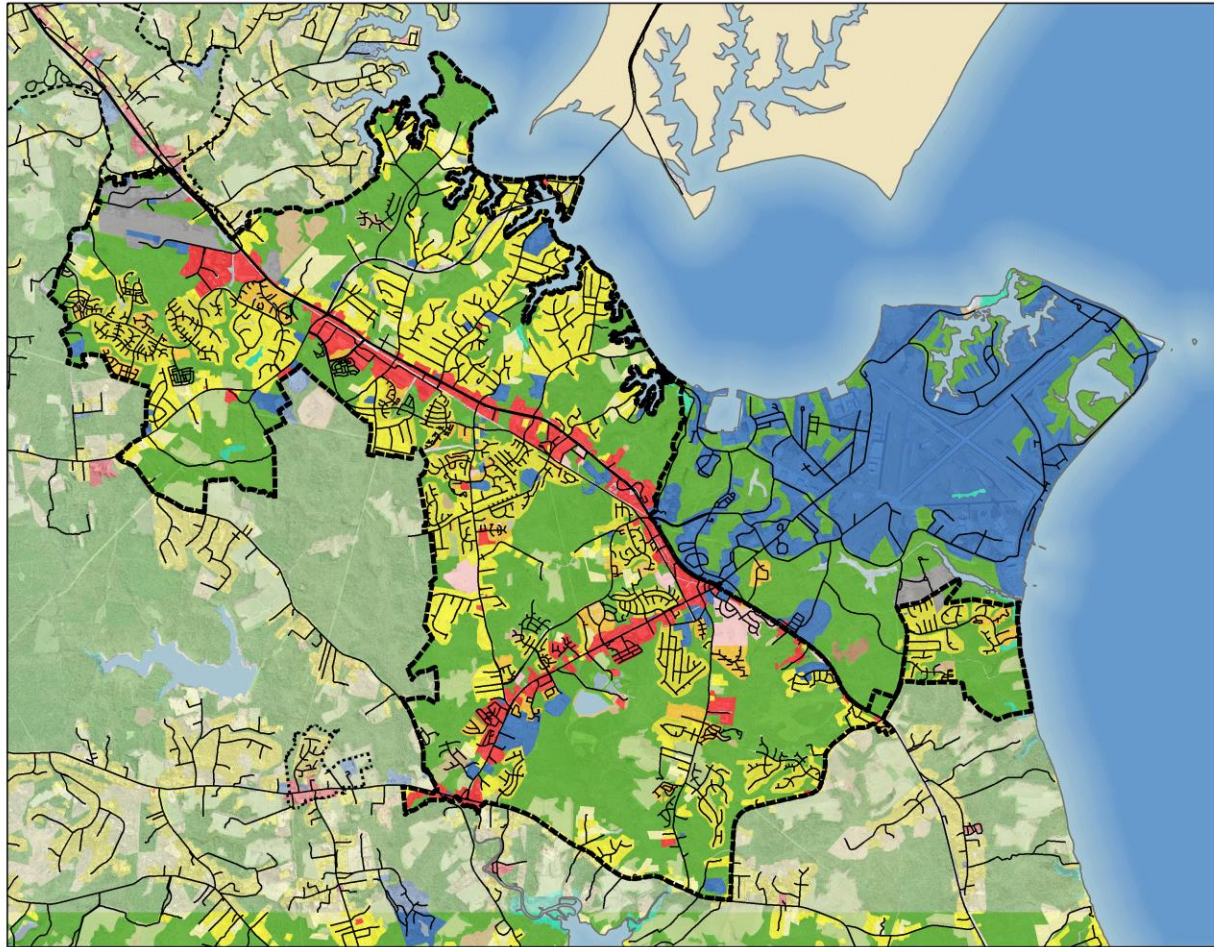


Lexington Park Development District Master Plan



**Planning Commission Recommended
DRAFT**



ACKNOWLEDGEMENTS

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departments and agencies of St. Mary's County Government,
to the officers and staff of Naval Air Station-Patuxent River,
and to the residents of St Mary's County who provided input into the preparation of this Plan.

Approved and Certified this 28th Day of September, 2015

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Attested by Phillip J. Shire, Director, St. Mary's County Department of Land Use and Growth Management _____

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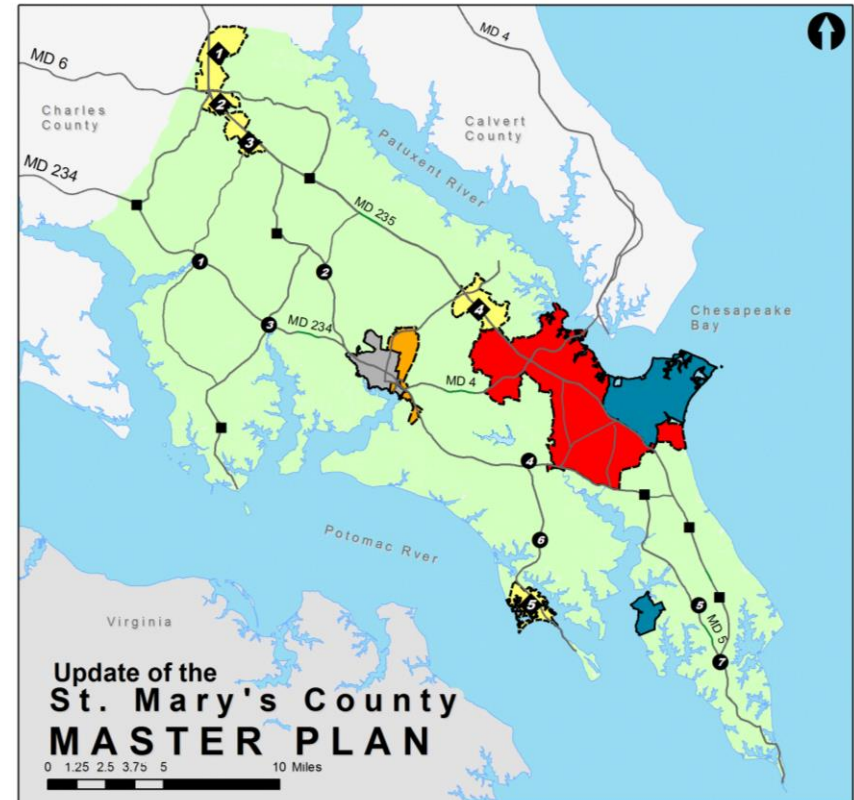
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1 **1. Introduction**

2 The 2010 St. Mary's County Comprehensive Plan envisions the
 3 Lexington Park Development District as the principal growth area for St.
 4 Mary's County. The purpose of this Plan is to shape and direct growth
 5 in the next 30 years. It updates the 2005 Lexington Park Development
 6 District Master Plan that is incorporated into the 2010 Comprehensive
 7 Plan (see Appendix 3 therein, "List of Plans Incorporated by Reference.")

8 The Plan emphasizes the revitalization of Lexington Park through new
 9 and infill development that creates a traditional town pattern of mixed
 10 uses, landscaped streets with sidewalks and bikeways, and
 11 neighborhood parks. The transit system will provide inexpensive and
 12 convenient connections to destinations within and outside Lexington
 13 Park. When this Master Plan is implemented, the Lexington Park
 14 Development District will have become a more inviting place to live and
 15 work. Public sector investments will make Lexington Park a location of
 16 choice for retail, office, medical, and light industrial businesses, leading
 17 to economic growth and diversification.



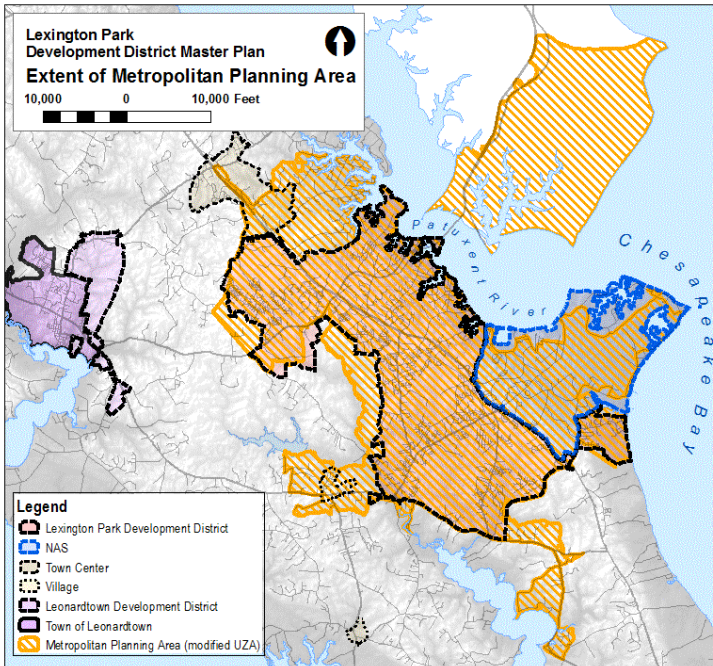
Planning Areas	
■	Rural Areas
■	Lexington Park Development District
■	Leonardtown Development District
	Town centers
1	Charlotte Hall Town Center
2	New Market Town Center
3	Mechanicsville Town Center
4	Hollywood Town Center
5	Piney Point Town Center
1	Chaptico Village
2	Loveville Village
3	Clements Village
4	Callaway Village
5	St. Inigoes Village
6	Valley Lee Village
7	Ridge Village
	Rural Service Centers
	Town of Leonardtown
■	Federal lands

1	1.1	<u>Vision</u>	34	As of 2010 there were 15,075 dwelling units in the Development District, of which 13,900 were occupied. By 2030 the Lexington Park Development District is projected to have between 24,800 and 26,000 dwelling units.
2		This Plan foresees:	35	
3	1.1.1	Transforming the Downtown area into a place with:	36	
4	A.	A distinct and recognizable character, consisting of	37	
5		town greens, gateways, landmarks and a concentration	38	Between 2010 and 2030, employment is projected to grow by
6		of community facilities, such as libraries, post offices,	39	14,700 jobs from 63,200 to 77,900 or by 23%, including
7		and schools,	40	professional and technical services, health care, construction,
8	B.	Abundant and strategically located open spaces,	41	accommodations and food services, and other business and
9	C.	A mix of governmental, retail, office, residential,	42	personal services. The combined job growth in these sectors
10		entertainment, cultural and recreational uses,	43	comprises two-thirds of total projected employment growth in
11	D.	Pedestrian and bicycle friendly streets and	44	the Development District.
12		interconnected greenways and trails,	45	1.2.2 Planning History
13	E.	Safe and attractive transit-oriented, mixed-use	46	A brief overview of the development and planning history of
14		development,	47	Lexington Park since 1945 is found in the Appendix.
15	F.	Conveniently located social services, including senior	48	1.2.3 Pertinent State and Federal Programs and Requirements
16		care and child care,	49	This Plan responds to state and federal initiatives to protect the
17	G.	Housing choices for people of all ages and incomes,	50	environment and to ensure orderly growth.
18	H.	A balanced transportation system.	51	1.2.4 Sustainable Growth and Agricultural Preservation Act of 2012
19	1.1.2	Support for existing neighborhoods through:	52	This Plan supports the purpose of the Act to direct growth to
20	A.	On-going community revitalization,	53	areas where public facilities are or will be available.
21	B.	Construction and maintenance of local roads, water and	54	1.2.5 Watershed Implementation Plan
22		sewerage systems, parks and trails,	55	In accordance with the 1973 Clean Water Act, the U.S.
23	C.	Emphasis on overall community health through	56	Environmental Protection Agency mandated that Bay State
24		investment in safe and walkable neighborhoods, and	57	jurisdictions, including St. Mary's County, take action to meet
25		protection of open space.	58	Total Maximum Daily Load (TMDL) limits set by EPA for
26	1.2	<u>Planning Context</u>	59	nitrogen, phosphorous and sediment entering the Chesapeake
27	1.2.1	Trends and Forecasts	60	Bay. The Maryland Department of Environment (MDE)
28		The 2010 Census found that 35,582 people, or 33.8% of the	61	prepared a "watershed implementation plan", or WIP, to meet
29		county population, lived within the Lexington Park Development	62	these limits by reducing pollutant loads, and requires local
30		District. Based on Maryland Department of Planning	63	jurisdictions, including SMC, to prepare strategies for meeting
31		projections, the population in the District is expected to grow by	64	their respective limits. Maryland is also developing an
32		31% from 2010 to 2020 to a population of 46,800 and by 69%	65	Accounting for Growth (AFG) policy that will address the
33		from 2010 to 2030 to a population of 60,000.		

1 increase in the state’s pollution load from projected population
2 growth and new development.

3 1.2.6 Calvert – St. Mary’s Metropolitan Planning Organization (MPO)

4 The 2010 Census identified an urbanized area (UZA) with a
5 population greater than 50,000 that includes portions of
6 Lexington Park Development District, the NAS, and areas within
7 southern Calvert County. The Federal Aid Highway Act of 1962
8 mandates the formation of a metropolitan planning
9 organization (MPO). MPO designation will mean more funding
10 for the St. Mary’s Transit System (STS). MPO funds can also be
11 used for transportation planning projects within the
12 development district. A “smoothed” UZA as shown on the
13 following map identifies the extent of the MPO planning area.



14 1.2.7 Naval Air Station, Patuxent River (NAS)

15 The NAS is the Navy’s principal location for research,
16 development, testing, evaluation, engineering and fleet support
17 for naval aircraft, engines, avionics, aircraft support systems and

18 ship/shore/air operations. The complex employs more than
19 22,000 people, including active-duty service members, civil-
20 service employees, and defense contractor employees. Even
21 though the county has no jurisdiction over the NAS for master
22 planning, zoning, or budgeting for capital facilities, county
23 government does maintain a planning objective to strengthen
24 visual and physical connections between the NAS and Lexington
25 Park. The county is committed to the protection of the base in
26 anticipation of future base realignments and closures (BRAC),
27 since the NAS is Southern Maryland’s largest employer. On-
28 going cooperation between the county and the Navy will
29 continue to focus on:

30 A. Air Installations Compatible Use Zones (AICUZ)

31 The United States Department of Defense (DoD)
32 initiated the Air Installations Compatible Use Zones
33 (AICUZ) program throughout the country to anticipate,
34 identify and promote compatible land use and
35 development near military installations. The goal of this
36 program is to protect military operational capabilities
37 and the health, safety, and welfare of the public in the
38 vicinity of a military installation. The AICUZ program
39 recommends land uses, zoning and development
40 standards that are compatible with noise levels,
41 accident potential, and flight clearance requirements
42 associated with military airfield operations.

43 B. Cooperation Agreement

44 Since the introduction of the AICUZ program in the
45 1970’s, there has been an on-going cooperative effort
46 between the Navy and the county to respect both the
47 mission of the NAS and the welfare of the surrounding
48 community. In 2007 the Commissioners of St. Mary’s
49 County and representatives of the NAS signed an
50 agreement to (among other things):

- 51 i. Meet at least twice a year to discuss identified
52 and potential new encroachment threats,
53 monitor the progress on identified

1 encroachment remedies and related matters,
 2 review new and proposed development in the
 3 AICUZ and nearby areas, discuss potential
 4 changes to the zoning ordinance, and initiate
 5 additional cooperative action needed to
 6 address encroachment;
 7 ii. Communicate through the technical evaluation
 8 committee on the review of proposed
 9 development;
 10 iii. Collaborate on communication efforts to inform
 11 the public about the nature of encroachment
 12 threats and local actions that can reduce or
 13 eliminate those threats.

14 1.2.8 Enhanced Use Lease (EUL)

15 The Department of Defense is authorized to make underutilized,
 16 non-excess land and buildings available for lease to a public or
 17 private entity on a long-term basis. Property can be leased for
 18 cash or in exchange for in-kind services. The EUL under
 19 consideration at NAS would involve a 50 year lease with a
 20 developer in exchange for in-kind services consisting of the
 21 construction, operation, and maintenance of a 600,000 square
 22 foot work campus for 3,000 employees. In addition to office
 23 space, the proposed campus could accommodate research and
 24 development and light industrial activities that would support
 25 the Navy mission.

26 1.2.9 Joint Land Use Study (JLUS)

27 The NAS annually generates \$6.6 billion for the economy and
 28 creates or supports 41,185 jobs, according to a 2010 Maryland
 29 Department of Business and Economic Development study
 30 entitled Measuring Economic Impact of Maryland's Military
 31 Installations , making this installation vital not only to national
 32 security but also to the economic security of the State of
 33 Maryland. A JLUS is a common planning process that is
 34 conducted around military installations throughout the country
 35 to prevent urban encroachment, safeguard the military mission,
 36 and protect public health, safety, and welfare. The JLUS for the

37 NAS was completed in January 2015 with participation by the
 38 affected jurisdictions, including St. Mary's County. It is
 39 sponsored by the Tri-County Council for Southern Maryland.
 40 JLUS recommendations have been taken into consideration in
 41 this Plan.

42 1.2.10 Patuxent River Naval Air Museum and Visitors Center

43 The museum preserves and interprets the history of naval
 44 aviation at the NAS. The new building provides an inviting
 45 gateway into Downtown and supports redevelopment goals.

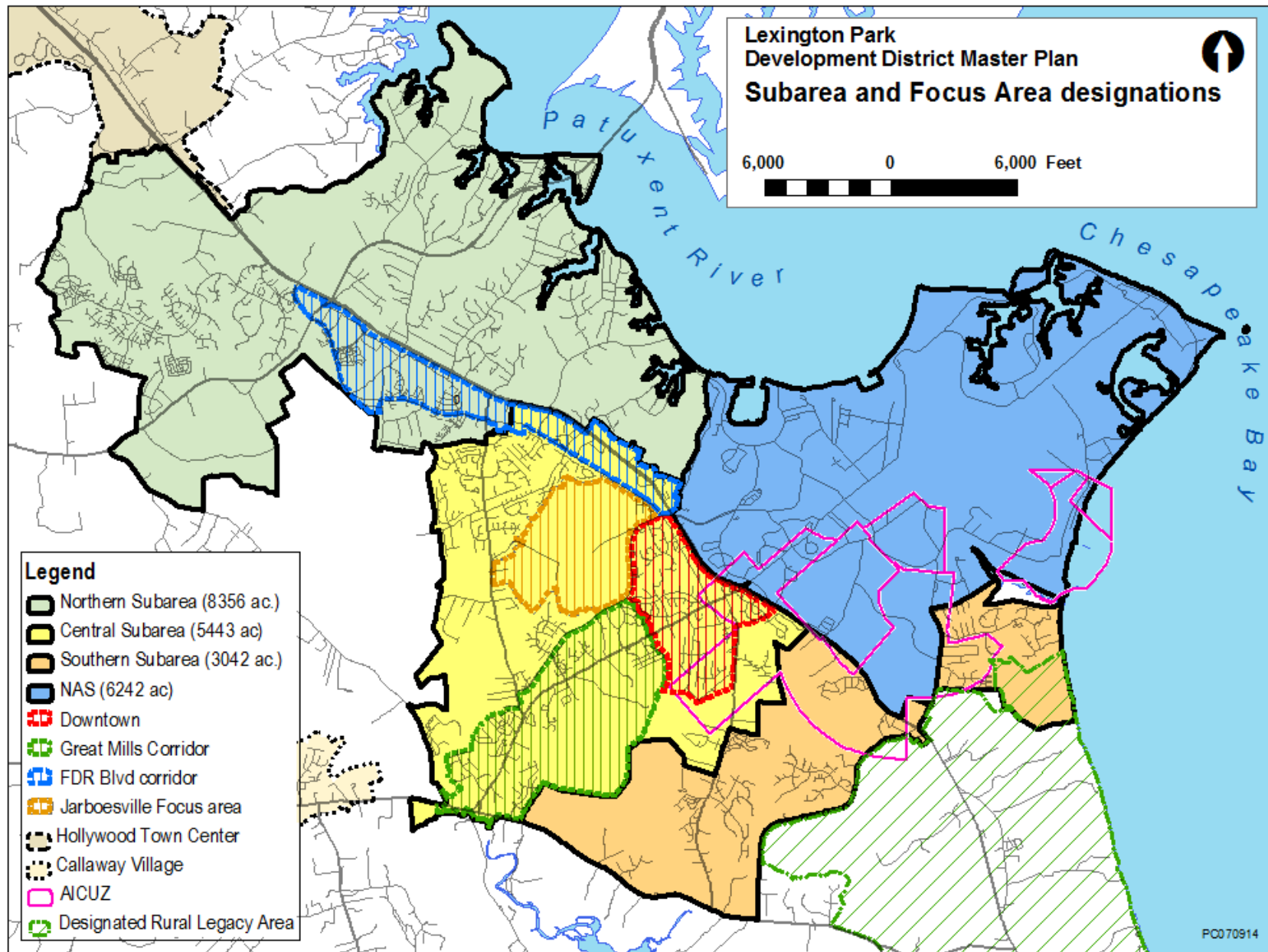


Figure 1-1: Rendering of Naval Air Museum

46 1.3 Development Priorities

47 The Lexington Park Development District encompasses approximately
 48 23,000 acres of land, including the 6,000 acres that comprise the NAS.
 49 In order to better manage growth and development impacts on roads,
 50 schools, parks and sewer and water facilities, and to better target funds
 51 and programs to achieve its goals, this Plan designates subareas within
 52 the Development District and creates focus areas within these subareas.
 53 It offers recommendations and implementation strategies that guide
 54 growth and direct public infrastructure investments.

1	1.3.1	Recommended Targeting Strategy	37		
2		To support redevelopment in aging areas of the Development	38		
3		District, this Master Plan calls for targeting programs, plans and	39		
4		policies to areas of greatest need, and targets the Central Sub-	40		
5		area (described below) for infill and redevelopment. This target-	41		
6		ing is intended to achieve a cohesive pattern of neighborhoods	42		
7		and shopping and employment centers enhanced by a network	43		
8		of open spaces and served by adequate facilities. The Central	44		
9		Subarea is preferred for public funding for infrastructure.	45		
10	A.	Subarea Designations	46		
11		The map that follows this subsection shows the	47		
12		Northern, Central and Southern Development District	48		
13		Subareas described below.	49		
14	B.	The Northern Subarea (shown in green) encompasses	50		
15		the bulk of California, which is a census designated	51		
16		place with an area of 12.9 square miles and a 2010	52		
17		population of 11,857. This subarea also includes	53		
18		(among others) Myrtle Point, Wildewood, First Colony,	54		
19		Town Creek, Laurel Glen and Esperanza Farms and	55		
20		remaining areas along the northeast side of the Three	56		
21		Notch Road Corridor to the northern boundary of the	57		
22		NAS. This area is a mixture of established	58		
23		neighborhoods and commercial sites. The completion	59		
24		of FDR Boulevard, which extends into the Central	60		
25		Subarea (discussed below), and commitment to	61		
26		development and redevelopment along Three Notch	62		
27		Road and FDR Boulevard are high priorities for the	63		
28		Northern Subarea. Older strip shopping centers in this	64		
29		subarea will need incentives for revitalizing;	65		
30		development momentum in the remainder of the	66		
31		subarea is anticipated to continue without a need for	67		
32		incentives. "Greenfield development," particularly in	68		
33		the Myrtle Point area and north of Town Creek, is a low	69		
34		priority unless new residential density is greater than	70		
35		the 3.5 units per acre required in Priority Funding Areas	71		
36		(PFA).	72		
			73		
				C.	The Central Subarea (in yellow) is bounded by the
					Northern Subarea, by the Gene Piatrowski State
					Wildlands to the west, Point Lookout Road to the south,
					and lands on either side of Willows Road north of
					Bradley Boulevard. It encompasses the neighborhoods
					on either side of Chancellor's Run and Pegg Roads, the
					large commercial and office developments along Three
					Notch Road, a large undeveloped area centered on
					Jarboesville Run, and the Great Mills Road corridor. The
					Central subarea has many commercial and residential
					areas that should be redeveloped. Within this subarea,
					the county should prioritize community and economic
					development efforts, fund infrastructure and amenities,
					and improve zoning flexibility by considering, among
					other things, form based zoning. As shown on the map
					on page 1-6, three of the four focus areas detailed in
					this Plan are entirely within the Central Subarea; the
					fourth focus area extends along FDR Boulevard from the
					Central into the Northern Subarea. The Downtown and
					Great Mills Road Corridor focus areas provide the
					gateway to the NAS.
				D.	The Southern Subarea (shown in orange) encompasses
					the southern and eastern portion of the Development
					District, and is comprised of the areas on either side of
					Willows Road south of Bradley Boulevard, northwest of
					Hermanville Road and on each side of Forest Park Road.
					The Southern Subarea forms the southern border of the
					NAS. Development must comply with standards to
					minimize encroachment threats. This area, with easy
					access to the NAS via Gates 2 and 3, is predominately an
					area of higher density residential development with
					opportunities for office business parks. Infrastructure
					investment should be a low priority except for vertically
					mixed-use pedestrian-oriented development.
					Residential developments outside of the AICUZ should
					achieve density greater than the 3.5 units per as
					required in a Priority Funding Area (PFA).



1 1.4 Recommendations

2 The Plan includes maps and descriptions for land uses and community

3 character to be achieved over the next 20 to 30 years. In Chapter 2 the

4 Plan provides recommendations for the overall Development District,

5 the Downtown, the Great Mills Road and FDR Boulevard Corridors, and

6 for the Jarboesville Run Focus Area. Recommendations include:

7 1.4.1 Provide a mix of governmental, cultural, residential, office,

8 retail, entertainment, and recreational uses throughout the

9 Development District.

10 A. Improve the civic nature of the Development District

11 and reinforce a sense of place and ownership for those

12 who live, work, and play in the community.

13 B. Promote viable new residential development in and

14 near Downtown outside of the AICUZ.

15 C. Within 6 months of adoption of this Plan, amend the

16 zoning code and adopt design guidelines to allow

17 clusters of light industrial, offices and flex space,

18 technology businesses, specialized contractors and

19 suppliers.

20 D. Recruit businesses for a productive retail corridor that

21 meets the needs of the community, and that captures a

22 sizeable share of the increasing regional demand for

23 retail goods and services.

24 E. Redevelop automobile-oriented and strip commercial

25 properties to achieve more pedestrian-oriented

26 shopping and service areas.

27 1.4.2 Promote job growth, economic diversification and increased

28 attention to and management of the health and service needs

29 of the community.

30 A. Participate in programs and provide incentives to

31 attract new businesses and spur redevelopment (see

32 Chapter 6).

33 B. Update market studies and implement

34 recommendations for recruitment and diversification.

35 C. Promote the designated Health Enterprise Zone to

36 improve commercial opportunities and job growth.

37 D. Within a year of adoption of this Plan, complete and

38 adopt a strategy and program to expand heritage

39 tourism and create an arts and entertainment district.

40 1.4.3 Improve perceived and actual safety in Lexington Park.

41 A. Promote the elements of “Crime Prevention through

42 Environmental Design” (CPTED)¹ in the design of the

43 built environment to reduce crime (see Section 5.6).

44 B. Provide “Complete Streets²” to improve pedestrian,

45 bicycle, driver and passenger safety (see Chapters 4 and

46 8).

47 C. Increase police presence; establish a sheriff’s station on

48 Great Mills Road (see section 5.6).

49 1.4.4 Maintain cooperation with the Navy.

50 A. Continue coordination with the Navy to protect the Air

51 Installation Compatible Use Zone (AICUZ³) for both

¹ CPTED includes recommendations for both the design of development and for the operational aspects of the built environment. Elements of CPTED taken into account in development design and the development assessment process include casual surveillance opportunities and sightlines; land use mix and activity generators; exterior building design; lighting; way finding; predictable routes and entrapment locations.

² Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, bicyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities

³ Plan provisions for the AICUZ include clarifying the uses and structures allowed, the standards for those uses, including use intensity in terms of persons per acre, and noise attenuation standards, while accommodating continued use of existing nonconforming structures. Nonconforming uses are anticipated to be allowed to continue in accordance with existing nonconforming use regulations.

1	accident potential zones (APZ) and noise zones pursuant	28	A.	Comprehensive Zoning Ordinance Article 6
2	to the latest studies.	29		Development Standards and Approvals
3	B. Increase public amenity open space within the AICUZ.	30	B.	Subdivision Ordinance
4	C. Support Department of Defense efforts to preserve land	31	C.	Road Ordinance
5	and habitat buffers around the NAS by way of the	32	D.	Comprehensive Water and Sewerage Plan
6	Readiness and Environmental Protection Initiative	33	E.	Prefer expansion of public water and sewer services
7	(REPI).	34		within the Central Subarea. Services may be considered
8	D. Work with the Navy to establish criteria addressing	35		within the balance of the Development District for:
9	compatibility with changes in operations at the NAS.	36	i.	Economic development projects or to complete
10	1.4.5 Within six months of adoption of this Plan, revise the Compre-	37		projects that have final approved plans, and
11	hensive Zoning Ordinance to fully achieve the vision and	38	ii.	Restricted access lines to correct failing
12	objectives hereof.	39		systems.
13	A. Develop and adopt ordinance criteria for new and	40	F.	A design ordinance
14	replacement mixed-use zones recommended by the	41	G.	A landscaping ordinance.
15	Plan.	42	1.4.7	Conduct a study to identify areas where public sewer and water
16	B. Adopt regulations that:	43		infrastructure has not been constructed or is inadequate for the
17	i. Identify uses and use intensities that are not	44		redevelopment described in this Plan. When this study is
18	compatible for location within the AICUZ	45		completed:
19	overlay, and	46	A.	Prioritize areas within the Central Subarea for
20	ii. Set clear parameters for the continued	47		expansion. Include a calculation of the number of EDUs
21	presence of incompatible uses and structures	48		(or "Equivalent Dwelling Units", a term used to measure
22	within the AICUZ overlay.	49		sewer or water system capacity) necessary to connect
23	C. Revise zoning maps.	50		these areas to public sewer and water based on zoning.
24	1.4.6 Within 12 months of adoption of the Plan, revise, supplement	51	B.	Obtain a cost estimate for extending or improving
25	or develop new ordinances necessary to achieve the physical	52		sewer and water.
26	characteristics of development envisioned for the Development	53	1.4.8	Budget the funds.
27	District including but not limited to:			
54				

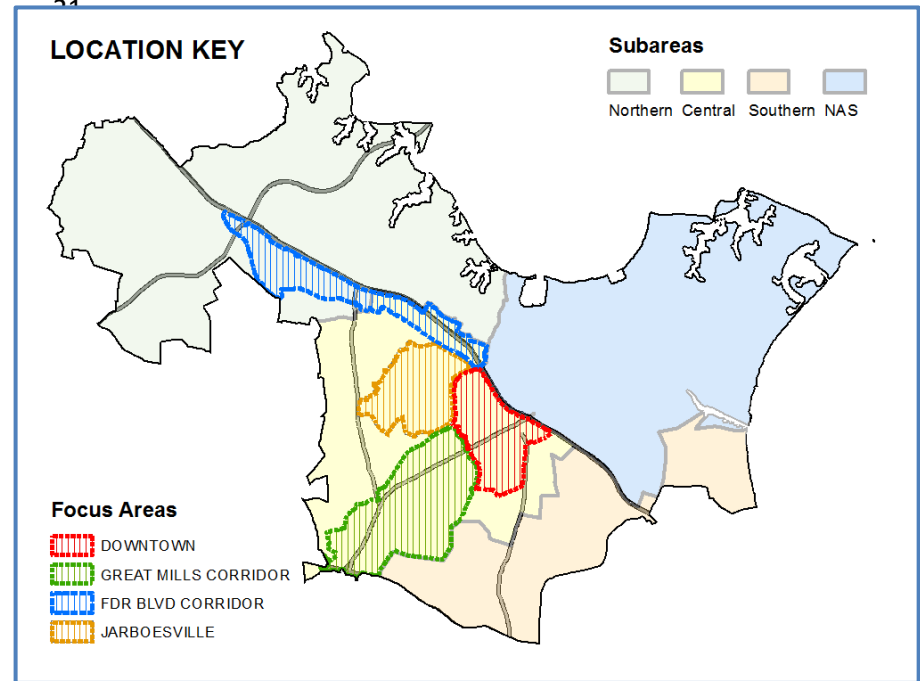
1 **2. Development Strategies**

2 *Vision: Growth is concentrated in existing population and business centers, or in strategically selected new centers. Compact, mixed-use, walkable*
3 *design located near available or planned transit services ensures efficient use of land and transportation resources. Natural systems, open spaces,*
4 *recreational areas, and historical, cultural, and archaeological resources are preserved and enhanced. Members of the community are committed to an*
5 *active role in planning and carrying out steps to achieve this vision.*

6 This chapter provides goals, objectives, and development strategies for
7 the four focus areas shown on this “Location Key” map which are
8 located within and adjacent to the Central Subarea.

9 Three of the focus areas— the Downtown, the Great Mills Road
10 Corridor, and the FDR Boulevard Corridor—have significant existing
11 development that will benefit from infill development, redevelopment,
12 and design and infrastructure enhancements. The fourth focus area,
13 Jarboesville, near Jarboesville Run between Pegg Lane and Chancellor’s
14 Run Road offers an opportunity for new development that links the first
15 three focus areas together with mixed-use development in close
16 proximity to existing residential neighborhoods that comprise the
17 remainder of the Central Subarea. Once interconnected, these four
18 focus areas and the surrounding neighborhoods will provide a compact
19 cohesive center for the Lexington Park Development District.

20



1 2.1 Downtown

2 The growth of Downtown will require redevelopment, an improved
3 transportation network of Complete Streets, and attractive landscaping.
4 Essential ingredients of the long-term success of the Downtown, the
5 adjoining corridors, and of the Development District as a whole should
6 include better street lighting, enhanced security, routine property
7 maintenance, coordinated parking, marketing and public event
8 programming. Phasing and funding of capital improvements should
9 occur within Downtown to support the infill, redevelopment and
10 revitalization of older commercial areas before significant investment
11 elsewhere.

12 The Plan prioritizes two areas outside the AICUZ and located west and
13 north of the older commercial areas surrounding Gate 2 of the Naval Air
14 Station. The first area is a new “Central Business District” (CBD) that is
15 planned as a family-friendly, commercial and civic center located
16 between Shangri-La Drive and Great Mills Road west of FDR Boulevard,
17 to and including St. Mary’s Square. It is envisioned to provide midrise
18 buildings (three to five stories high) offering a pedestrian friendly mix of
19 retail, office, and service uses connected to surrounding neighborhoods.
20 To the east of the CBD is an institutional center made up of the library,
21 the fire hall, the rescue squad, two churches and Lexington Park
22 Elementary School. The CBD and the institutional center could share a
23 town green as described in section 2.1.1.A.

24 The second area, to the north, is a Downtown Gateway that extends
25 along FDR Boulevard south of Pegg Road. This area offers easy access to
26 NAS Gate 1 and is envisioned to provide lodging, restaurants, services
27 and activities for tourists and for personnel associated with the NAS.
28 Redevelopment and infill in the Downtown Gateway can take advantage
29 of easy pedestrian and bike access to the Three Notch Trail, Nicolet
30 Park, the navy museum, and to the CBD via FDR Boulevard.

31 The map on the following page, along with recommended strategies for
32 development (Section 2.1.1), circulation improvements (Section 2.2),
33 and the network for open spaces and parks (Section 2.1.4), are provided
34 as a guide for modernizing Downtown Lexington Park.

35 The map on page 2-13 provides a composite illustration of all of the
36 Plan’s recommendations for Downtown.

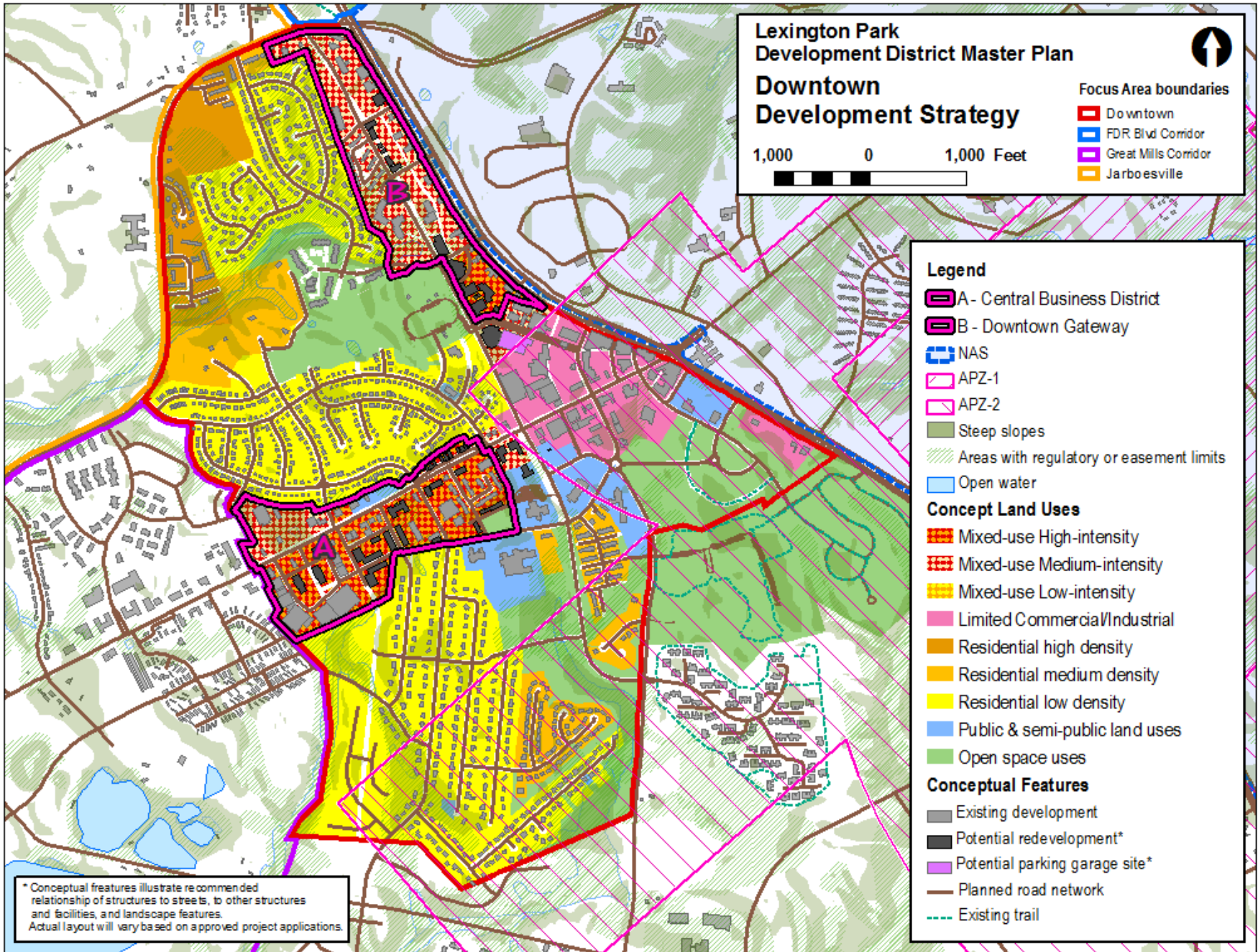
37 2.1.1 Development Strategies

38 A. Create a Central Business District (CBD)

39 The CBD is planned to provide new streets, sidewalk and public
40 amenities, multistory mixed-use residential, retail, office and
41 service uses and a centrally located town green, thus offering
42 the feel of a small city and providing neighborhood scale
43 shopping and services.

44 The CBD is well suited for replacement of obsolete buildings
45 with new multistory buildings offering a mix of modest street
46 level office and retail uses, with office or moderate- to high-
47 density residential units located above. At buildout, the new
48 high intensity mixed-use commercial and residential
49 development (see section 2.5.5.C) in the CBD is intended to
50 reach about 475,000 square feet. Even without being
51 completely redeveloped, this area can reasonably
52 accommodate up to 250 housing units, and between 220,000
53 and 325,000 square feet of nonresidential space. This amount
54 of development could translate into approximately 700 new
55 residents and 1,000 new employees in Downtown.

56 Infill, redevelopment and revitalization within the CBD should
57 provide or retain a traditional mix of downtown businesses
58 (e.g., pharmacies, stores selling apparel, home furnishings and
59 groceries, specialty shops and services such as banking, real
60 estate and insurance offices) to serve surrounding
61 neighborhoods. New apartments should be integrated into the
62 low- to mid-rise structures alongside or above downtown
63 businesses.



1 The Plan envisions improving the meaning and purpose of
2 Downtown through the maintenance of government and
3 institutional buildings near the CBD. Given that the Lexington
4 Park Development District is planned to absorb the majority of
5 the county’s growth, the offices of state, regional and local
6 agencies should also be located in and near this area. Public
7 investment in new streets, sidewalks, bikeways and public open
8 spaces within the CBD should encourage new private
9 development needed to achieve this vision. A new town green
10 is recommended to serve as the heart of the downtown and the
11 link between the institutional center and the CBD.

12 2.1.2 Establish a Downtown Gateway

13 The Plan envisions a “Downtown Gateway,” with a total new
14 floor area of approximately 500,000 square feet of uses to meet
15 demands throughout the Southern Maryland region. Located
16 northwest of the existing Downtown (between FDR Boulevard
17 and Three Notch Road), the area extends south of NAS Gate 1 to
18 a proposed new street that extends from N. Shangri-La Drive to
19 Nicolet Park’s planned FDR Boulevard entrance.

20 For the northern end of the Downtown Gateway (closest to
21 Gate 1), the Plan proposes new midrise hotels and mixed-use
22 development with restaurants, offices and service uses. New
23 buildings should be placed close to FDR Boulevard and Three
24 Notch Road to provide an urban streetscape. Surface parking
25 should be behind buildings in the interior of the blocks.

26 For the southern end of the Downtown Gateway, the Plan
27 suggests a multi-story high-intensity mixed-use complex
28 fronting on a realigned and upgraded segment of FDR Boulevard
29 adjacent to Nicolet Park. Included in the pedestrian-oriented
30 complex would be retail, recreation and restaurant uses,
31 department stores and movie theaters. Parking could be
32 accommodated in a multilevel garage, taking advantage of the
33 grade change along a proposed new street that links the

34 existing retail development in Millison Plaza to the new
35 complex.

36 2.1.3 Enhance areas of existing development.

37 A. Existing Residential Neighborhoods

38 Following adoption of the Plan, the County should
39 initiate neighborhood-based planning for the Patuxent
40 Park, Spring Valley, Essex South and Colony Square
41 neighborhoods to develop design guidelines and plans
42 for complete streets (which include new street
43 connections, appropriate traffic calming, beautification,
44 and pedestrian and bicycle improvements). In order to
45 rehabilitate or replace substandard housing, the County
46 should continue to promote programs and pursue
47 funding to assist property owners and nongovernmental
48 organizations (NGOs).

49 B. Existing Commercial Areas

50 Outside of the CBD and the Downtown Gateway, the
51 Plan recommends a new land use designation (“limited
52 commercial and industrial”), beautification, new road
53 connections, and pedestrian and bicycle improvements.
54 As existing businesses within these areas give way to
55 replacement, landowner expectations and the need to
56 protect the mission of the NAS must be balanced. The
57 Plan recommends a redevelopment study for areas
58 within the AICUZ to address such a balance.

59 C. Existing Strip Commercial Centers

60 A significant focus of this Plan is retrofitting of existing
61 strip commercial development as tenants change and,
62 on a larger scale, as structures become obsolete. This
63 type of retrofit is recommended for Millison Plaza
64 (while respecting the limitations imposed by the AICUZ)
65 and for St. Mary’s Square. Infill buildings, pocket parks

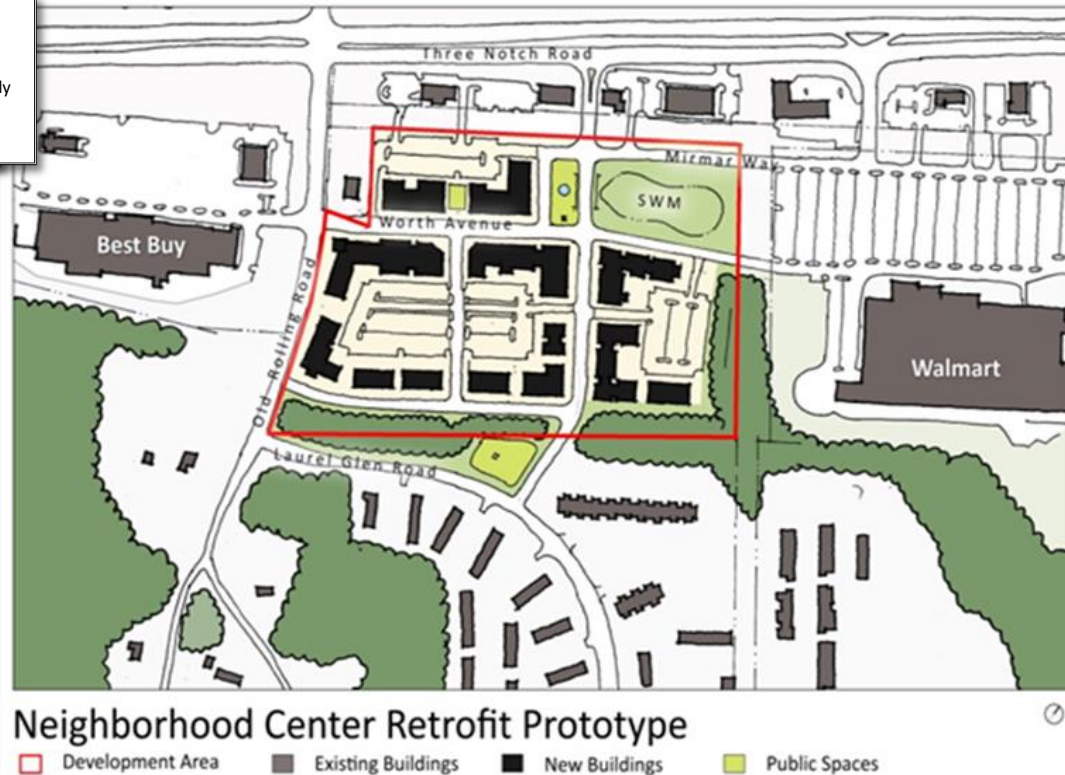
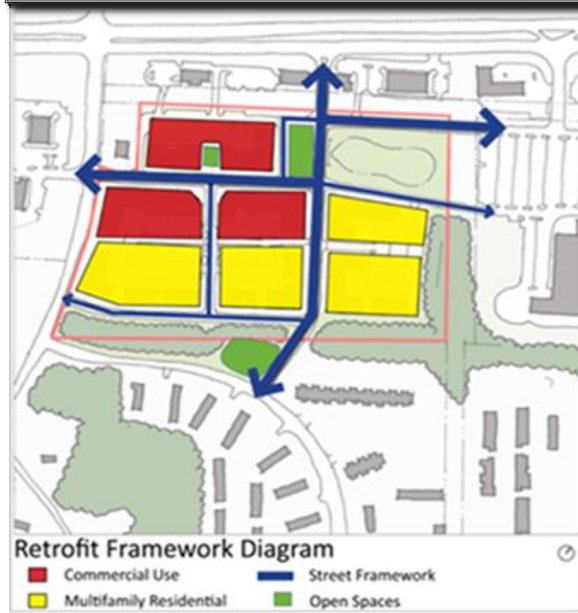
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and complete streets will functionally and visually incorporate these shopping centers into the CBD. Central to realizing a goal of vibrant mixed-use corridors is infill development with new street and pedestrian connections for stand-alone commercial buildings. Significant new development that anticipates multiple uses or structures should provide a long-term phasing plan for pedestrian and transit connections which could be built as market conditions warrant. In turn, the county could promote transit use by relaxing parking standards and constructing sidewalks and bikeways where they are missing.

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The following Retrofit Framework Diagram illustrates how an older strip commercial center can be reorganized to provide a mix of residential and commercial uses. The Neighborhood Center Retrofit Prototype illustrates how a strip shopping center can become a neighborhood center by breaking large parking lots into smaller blocks, with open spaces provided on the property and new streets connected to adjoining neighborhoods and commercial centers.

To illustrate the potential for retrofitting an existing automobile-oriented shopping center, Laurel Glen Shopping Center was examined as a prototype. The center has a parking lot that exceeds seven acres and despite adjoining other development parcels on all four sides, until recently it has stood isolated. Introducing multi-family residential uses, new street connections and open space transforms older shopping centers.



1 2.2 Circulation Improvements

2 2.2.1 The Downtown Circulation Improvement map on page 2-9

3 proposes a network of streets, bikeways and sidewalks (off-road

4 paths for biking and walking are shown in the Downtown Open

5 Space Network map on page 2-13).

6 2.2.2 New Street Connections

7 Planned new Downtown street connections fall within three

8 priority classes that are identified in Table 2.1.2A on page 2-9.

9 (See also Chapter 4; Table 4.1 identifies all street improvements

10 recommended for Lexington Park.)

11 The first class of improvements gives high priority to streets that

12 will improve connectivity between the Downtown focus area

13 and the rest of Lexington Park. These projects should be

14 initiated in the near term irrespective of the readiness of a

15 development project to share costs. They will provide

16 important connections that increase access between primary

17 destinations; FDR Boulevard is the most important project in

18 this first priority. Other streets in this priority provide

19 important connections between existing neighborhoods and

20 commercial areas.

21 The second class of improvements is those that help reinforce

22 the importance of the CBD, and provide direction for road

23 connections to be built by a developer in an area where these

24 streets are planned. The county should consider including these

25 streets in a capital improvement program (CIP) within 5 years of

26 Plan adoption. Constructing streets within the CBD (as

27 illustrated on the map entitled “Development Strategy for

28 Downtown”) will provide a street grid pattern, promote

29 redevelopment of the Downtown’s outdated - retail centers,

30 and provide additional connections that enhance safety and

31 convenience for existing neighborhoods. The cost of these

32 streets should be shared by private and public sectors when

33 included as part of a developer driven project. However, they

34 should be publicly funded when needed 1) to provide an

35 incentive for infill, redevelopment and revitalization; 2) are

36 necessary for traffic calming; or 3) for improving management

37 of stormwater.

38 The third class of street improvements includes projects

39 initiated by major development activities or by a public

40 purpose. Examples of development driven activity include

41 constructing internal streets in places like Millison Plaza or St.

42 Mary’s Square where the timing for these will be dictated by the

43 pace and phasing of redevelopment⁴ and the extent of

44 developer participation in the cost of construction. Public

45 purpose driven street improvements include projects initiated

46 in a CIP, but scheduled beyond its 5th year, where a significant

47 public need results from the success of Lexington Park as the

48 focus for development and population increases. Such CIP

49 improvements will address safety or congestion issues and will

50 provide incentives for infill, redevelopment and revitalization.

51 Extension of FDR Boulevard from Shangri-La Drive to Willows

52 Road or the connection from Willows Road to Three Notch Road

53 is typical of this priority.

54 2.2.3 Streetscape improvements, pedestrian amenities and traffic

55 calming.

56 This Plan builds on the Great Mills Road streetscape

57 improvements completed in 2011 and envisions that Downtown

58 will have significant pedestrian amenities, including streetlights,

59 shade trees, benches, and landscaping. Pedestrian and

60 streetscape amenities will strengthen a sense of place and

⁴ The internal Millison Plaza or St. Mary’s Square streets may either be constructed as public streets or constructed as private development streets. In either case, there will likely be some cost sharing role for the public sector in the costs of their construction. From a design standpoint, it is imperative that these streets look and feel like real streets and not like driveways through a shopping center.

1 reinforce the quality and town like feel envisioned for the
2 Downtown.
3 The Proposed Downtown Circulation Changes diagram on page
4 2-9 illustrates the recommended network of streets, amenities
5 and enhancements.
6 “Complete Street” design is recommended for 1) the primary
7 streets from St. Mary’s Square along South Shangri-La Drive to a
8 proposed connection to Misima Place and Three Notch Road, 2)
9 FDR Boulevard from Pegg Road (access point to the NAS and the
10 Naval Air Museum) through the Downtown Gateway, and 3)
11 past Nicolet Park to the Willows Road intersection. Improving
12 the pedestrian way will be essential to the redevelopment of
13 Downtown.
14

15 This Plan recommends pursuing a “Main Street” pilot project
16 within the CBD to coordinate an urban design approach with
17 attention to both the appearance of streets and the quality of
18 architecture and landscaping. As the Downtown redevelops,
19 the “Main Street” strategy should be expanded throughout the
20 CBD. This Plan recognizes that most of the LPDD’s streets, and
21 particularly those in the Downtown, cannot be merely conduits
22 for vehicles passing through. In order to have a pedestrian-and
23 bike-friendly environment, new road projects should include
24 traffic calming techniques. Besides its ability to improve the
25 livability of a place, the benefit of traffic calming is that it can be
26 applied inexpensively and flexibly by a variety of means. Infill,
27 redevelopment and revitalization should trigger evaluation of
28 surrounding neighborhood streets for traffic calming needs.

Figure 1-1: Complete Street rendering



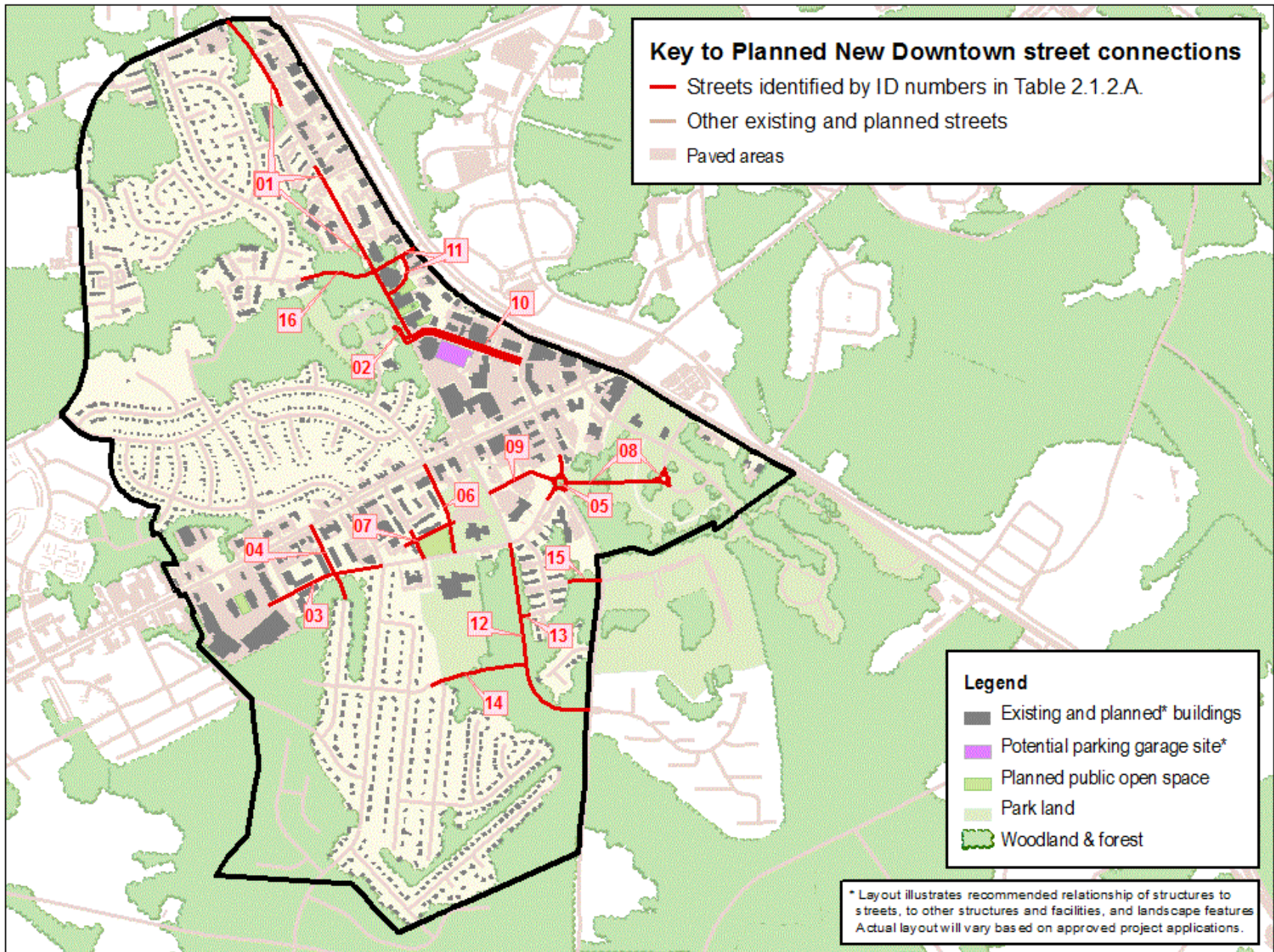


Table 2.1.2.A

Priority	ID	Project	Notes
1	01	FDR Boulevard from Pegg Road to Great Mills Road	Extend FDR Boulevard from Pegg Road to Great Mills Road to enhance access to the Downtown Gateway and the CBD.
	02	Nicolet Park entrance	Construct new park entrance road from FDR Boulevard to the parking lot within the park (improve safety and access).
	03	Shangri-La Drive to St. Mary's Square	Extend Shangri-La Drive from Essex Drive to St. Mary's Square, to provide a new street connection that relieves traffic pressure on Great Mills Road and supports Morris Drive extensions (04).
	04	Morris Drive	Extend Morris Drive north to Great Mills Road to increase safety by providing a new street connection into Essex South community including direct access via Shangri-La Drive to St Mary's Square.
	05	Willows & Shangri-La Traffic Circle	Construct a traffic circle at the intersection of Willows Road and Shangri-La Drive with a link to Misima Place extensions (2-08 and 2-09).
2	06	Midway Drive south to Shangri-La	Extend Midway Dr. from Great Mills Road to Shangri-La Drive (reinforce Central Business District connections to existing neighborhoods, develop downtown street grid).
	07	Eric Road extension and new Town Green Lane	Extend Eric Road to Shangri-La Drive (reinforce Central Business District connections to existing neighborhoods, develop downtown street grid); build new Town Green Lane connecting Midway Drive at new library entrance to Eric Road extension at a new parking lot entrance for the office building at the corner of Shangri-La Drive and South Essex Drive
	08 and 09	Misima Place extensions	(08) Reconstruct Misima Place from Lei Drive in Lexington Manor to the new traffic circle (1-05), and (09) continue west from circle to FDR Boulevard near the library (east segment will provide access between Willows Road and Three Notch Road; west segment will augment grid pattern and access to the library)
	10	Millison Plaza Boulevard	Connect Nicolet Park east entrance to Shangri-La Drive (improve safety and circulation for new buildings outside of the AICUZ).
	11	Theater Loop	Redesign and upgrade the street pattern between the new segments of FDR Boulevard and Three Notch Road (improve access for new buildings outside of the AICUZ).
3	12	FDR extension to Willows	Extend FDR Boulevard from Shangri-La Drive to Willows Road across from the entrance to Glen Forest.
	13	Patuxent Road to FDR Boulevard	Extend Patuxent Road from Colony Square to FDR Boulevard extended (increase safety by providing a through-street connection for this neighborhood).
	14	Thomas Dr. to FDR Blvd.	Extend Thomas Dr. to FDR Blvd. (improve safety and access for Essex South neighborhood).
	15	Rogers Road to Willows Road	Extend Rogers Road east to Willows Road (increase safety by providing new through-street connection for Colony Square).
	16	Valley Court outlet	Extend Valley Court east to FDR Boulevard (improve safety and circulation).

1 2.2.4 Open Space Network

2 Lexington Park will be improved by adding open spaces that

3 both beautify the community and create gathering and

4 recreational opportunities. Parks will provide locations for

5 physical recreation, which is a recommendation by the Healthy

6 St. Mary’s Partnership, a coalition of public and private partners

7 working to address priority health issues in the County and to

8 promote a healthier community.

9 The locations of Jarboesville Park, John G. Lancaster Park,

10 Freedom Park and Nicolet Park are shown on the map on page

11 2-11. The network map shows how these parks can be

12 connected through new sidewalks and hiking/biking trails.

13 The Open Space Framework map also illustrates typical public

14 spaces that could be distributed throughout the Downtown

15 area, listed and shown in Illustration 2-1 on page 2-11, and

16 connected through the sidewalk and trail network:

17 A. A prominent new Lexington Park Town Green in the

18 CBD, near existing institutional uses to serve as the

19 center for civic life in the Development District.

20 B. Lancaster Park is proposed to be expanded and a

21 community garden program created with garden plots

22 located within the park near the Three Oaks Center.

23 C. Small public greens or pocket parks are illustrated at the

24 Willows Road traffic circle, within St Mary’s Square and

25 within the Downtown Gateway across from Nicolet

26 Park.

27 The placement, use and design of new public spaces should be

28 carefully considered to ensure that they offer continued

29 enjoyment to the residents of and visitors to Lexington Park.

30 Having a trail network that connects the public spaces will offer

31 an opportunity to build a theme or tell a story with the spaces.

32 The recommendations to create new public spaces will

33 necessitate future park planning, cooperation with interested

34 volunteer organizations, and funding of operation and

35 maintenance for these public facilities (further discussed in

36 Chapter 5.)

37 2.2.5 Town Green

38 A town green is proposed to front on Shangri-La Drive west of

39 the Lexington Park public library. The town green will be

40 bordered on all sides by public streets with diagonal parking and

41 surrounded by new buildings overlooking the green to provide

42 24-hour-a-day “eyes” on the space for enhanced security. The

43 town green is envisioned to become the focus of community

44 life, so nearby residents should be involved in its planning and

45 design.

46 2.2.6 Expanded Lancaster Park and Community Gardens

47 Construction of new road segments aligned with Misima Place

48 will connect Three Notch Road to the planned traffic circle at

49 the intersection of Willows Road and Shangri-La Drive. This

50 connection will integrate the expanded park into Downtown,

51 relieve traffic congestion at the signalized intersection of

52 Shangri-La Drive and Great Mills Road and reduce travel time

53 along Willows Road and Shangri-La Drive.

54 While the final alignment of the road through Lancaster Park

55 will require study, this Plan’s recommendation follows existing

56 road rights-of-way to preserve the majority of mature trees, and

57 integrates well with a proposed community garden plots and a

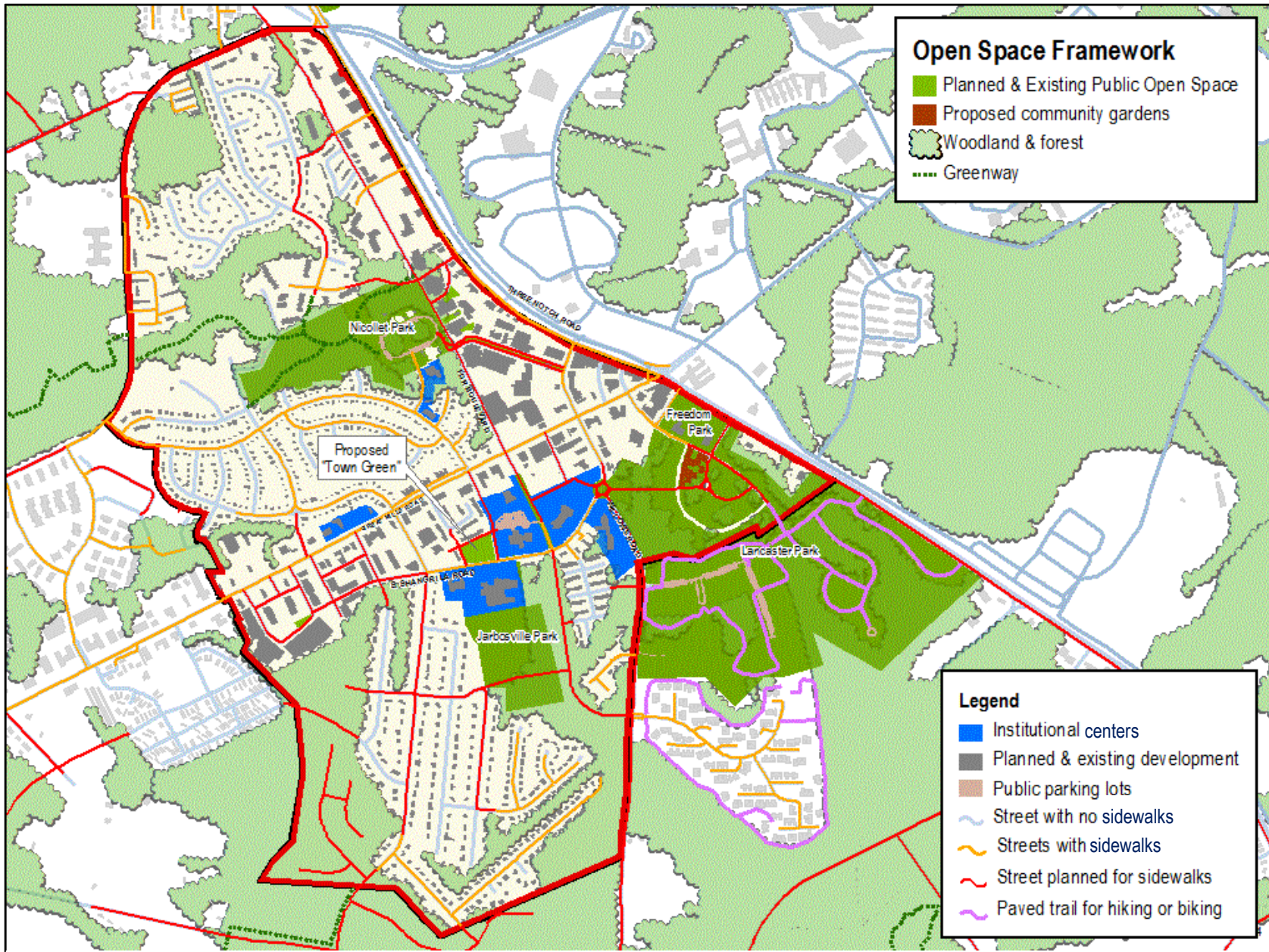
58 community gardening program offering area residents the

59 opportunity to grow their own food. This feature supports

60 Healthy St. Mary’s Partnership recommendations calling for

61 improving opportunities for physical activity and access to

62 healthy foods (see chapter 8).

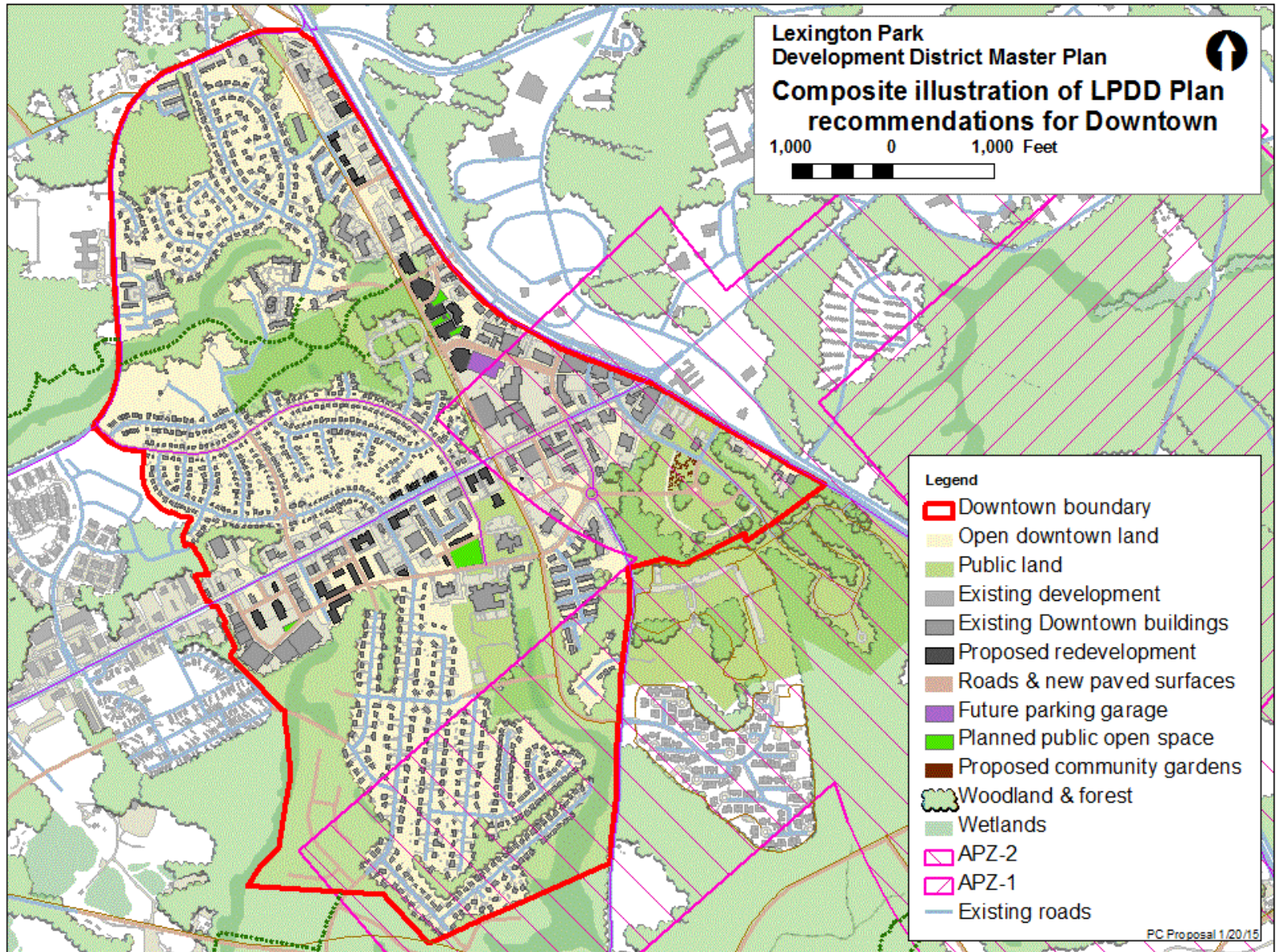


1 2.2.7 Small public greens and pocket parks
2 The walkability and livability of Lexington Park will be enhanced
3 by a sidewalk and trail network linking parks and new public
4 greens throughout the Downtown
5 During community meetings held during the preparation of this
6 Plan, participants made suggestions for additional parks for
7 passive outdoor recreation, public art spaces that could fit into
8 an arts district strategy, and spaces that offer seasonal
9 opportunities such as an ice skating rink or summer concerts,

10 farm markets or local craft fairs. Continued community
11 involvement will be invited to assure that the public open space
12 network is built.
13 Highlighted in bright green in the illustration below (in
14 Lexington Manor, near the library, within St. Mary's Square and
15 in the Downtown Gateway across from Nicolet Park) are sites
16 suggested for new public greens that can become important
17 components of the Downtown open space network.



Illustration 2-1: Aerial View Showing Potential Massing of Structures and Forest Stands



1 2.3 Great Mills Road Corridor

2 2.3.1 The Great Mills Road Corridor is three miles long, extending
3 from Downtown to Point Lookout Road (MD 5). Travelling
4 southwest from Downtown, the nonresidential development
5 decreases from closely spaced buildings on small parcels to a
6 patchwork of widely spaced office and retail uses on larger
7 parcels. The age of many of the buildings and the pattern of
8 development present significant opportunities for
9 rehabilitation, redevelopment and infill.

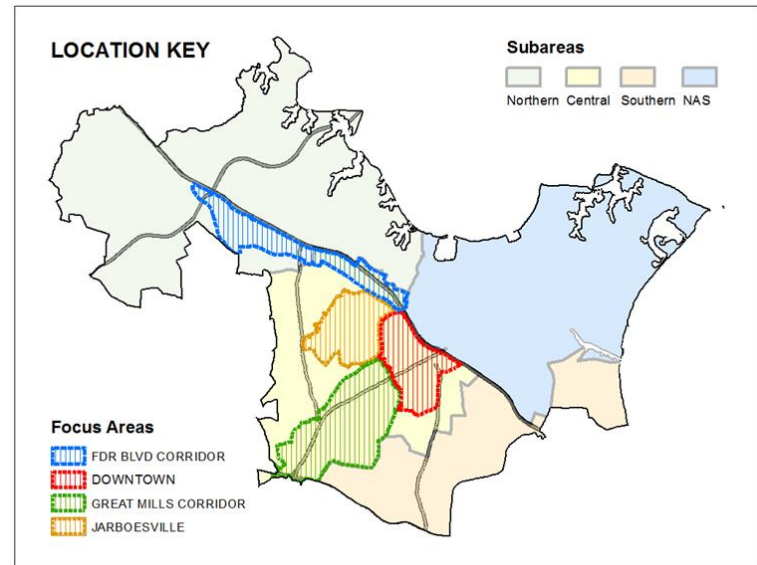
10 2.3.2 Incentives for revitalization in this corridor include access to
11 public sewer and water, adequate streets, Great Mills High
12 School and public swimming pool, the Heath Enterprise Zone,
13 and location within areas designated as a “Sustainable
14 Community.” Existing residential neighborhoods should be
15 protected and enhanced. For commercial areas, the land use
16 recommendation is for medium mixed-use with concentrated
17 nodes of high-intensity mixed-use in areas currently being
18 considered for redevelopment and extensive infill (indicated as
19 “A” and “B” on the Development Strategy map and described
20 below).

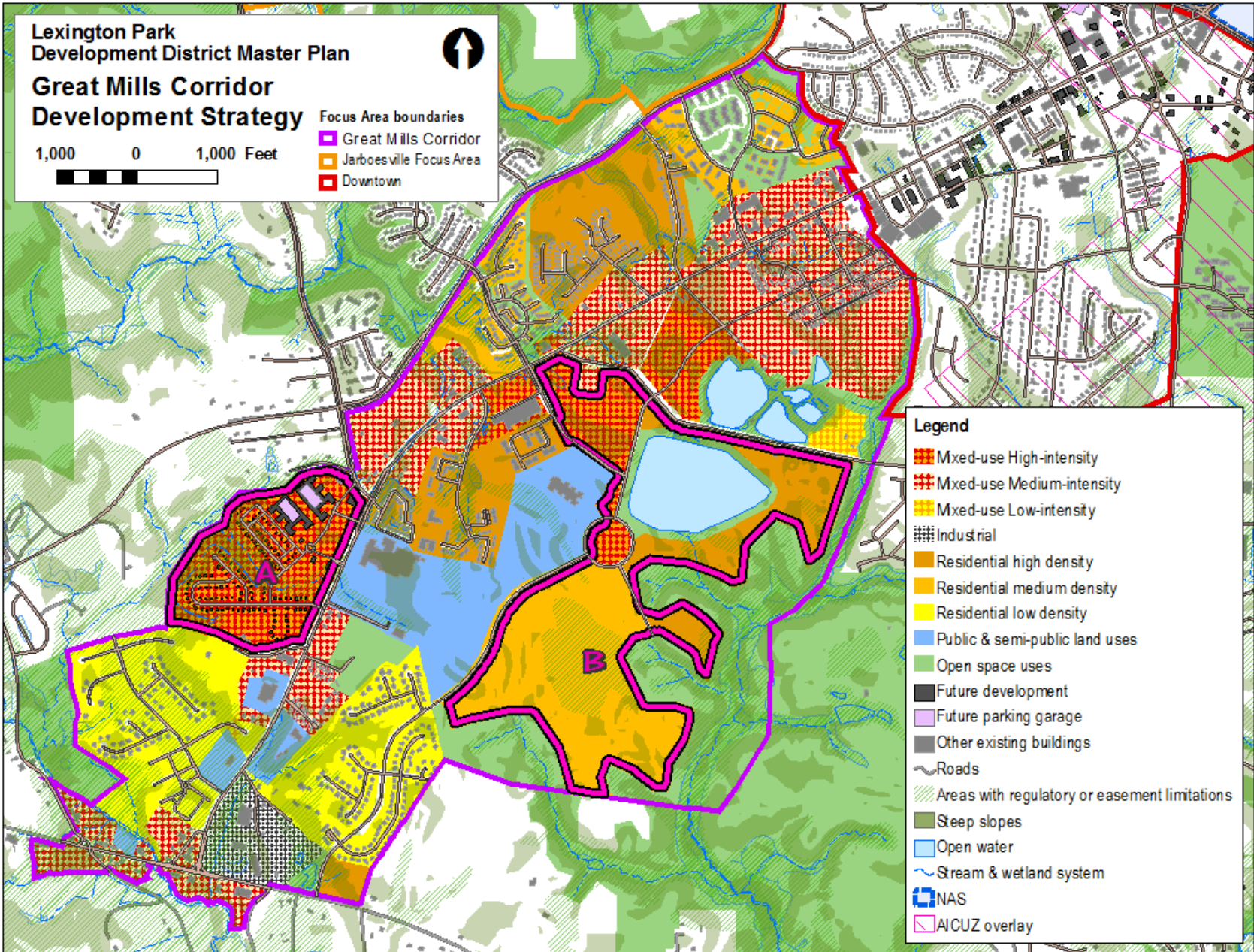
21 2.3.3 East Run. This area is the focus for development in support of
22 the Heath Enterprise Zone as well as a mix of new commercial
23 and residential uses.

24 2.3.4 Stewart’s Grant. This planned unit development is a “modified
25 neo-traditional design.” This Plan supports continuation of the
26 PUD concept as described in the approved PUD documents and
27 summarized as follows. Stewarts Grant PUD includes a
28 commercial site near Great Mills Road, recreational uses near
29 the pond (that remains once mining on the site is completed),
30 and multifamily senior housing within walking distance to both
31 shopping and recreation. Single family attached and detached
32 dwellings are proposed in the areas above the Hilton Run
33 stream valley. Approximately 50 % of the site will remain as
34 recreation or preserved open space to protect Hilton Run. The
35 village center will face onto the main street with parallel parking

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on the street side and access parking behind the units. Each housing area will be built around public open spaces, in both the multifamily and single family areas.





1 2.4 FDR Boulevard Corridor
2 2.4.1 The FDR Boulevard Corridor extends 4.5 miles from Pegg Road
3 to St. Andrew’s Church Road. A significant portion of the
4 Corridor is developed and is characterized by numerous partially
5 built-out automobile-oriented suburban shopping centers and
6 office buildings.

7 2.4.2 Some segments of FDR Boulevard are currently built and several
8 infill segments are planned for construction. Completion of FDR
9 Boulevard will likely depend on shared public and private
10 contributions.

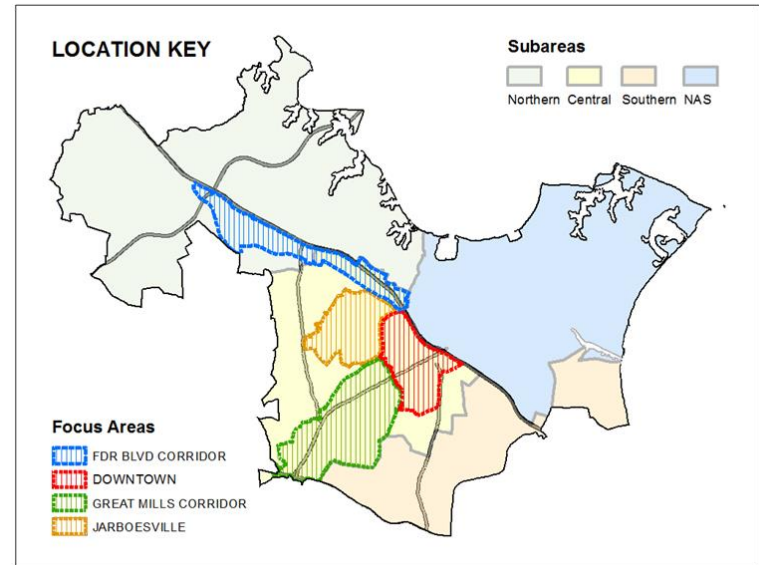
11 2.4.3 Completion of the road through the corridor will meet
12 important County goals: to relieve traffic congestion and
13 improve access to the NAS along Three Notch Road, to open
14 new lands and circulation routes necessary to manage
15 anticipated growth in Lexington Park, support creation of more
16 urban development patterns, and improve transit routes. This
17 Plan supports development to provide mixed-use commercial
18 and residential land uses, with the addition of concentrated
19 nodes of high-intensity mixed-use development. Doing this
20 requires improved integration of multifamily residential
21 development into automobile-oriented suburban shopping and
22 office centers and new transportation connections to existing
23 residential development at the fringes of the corridor.

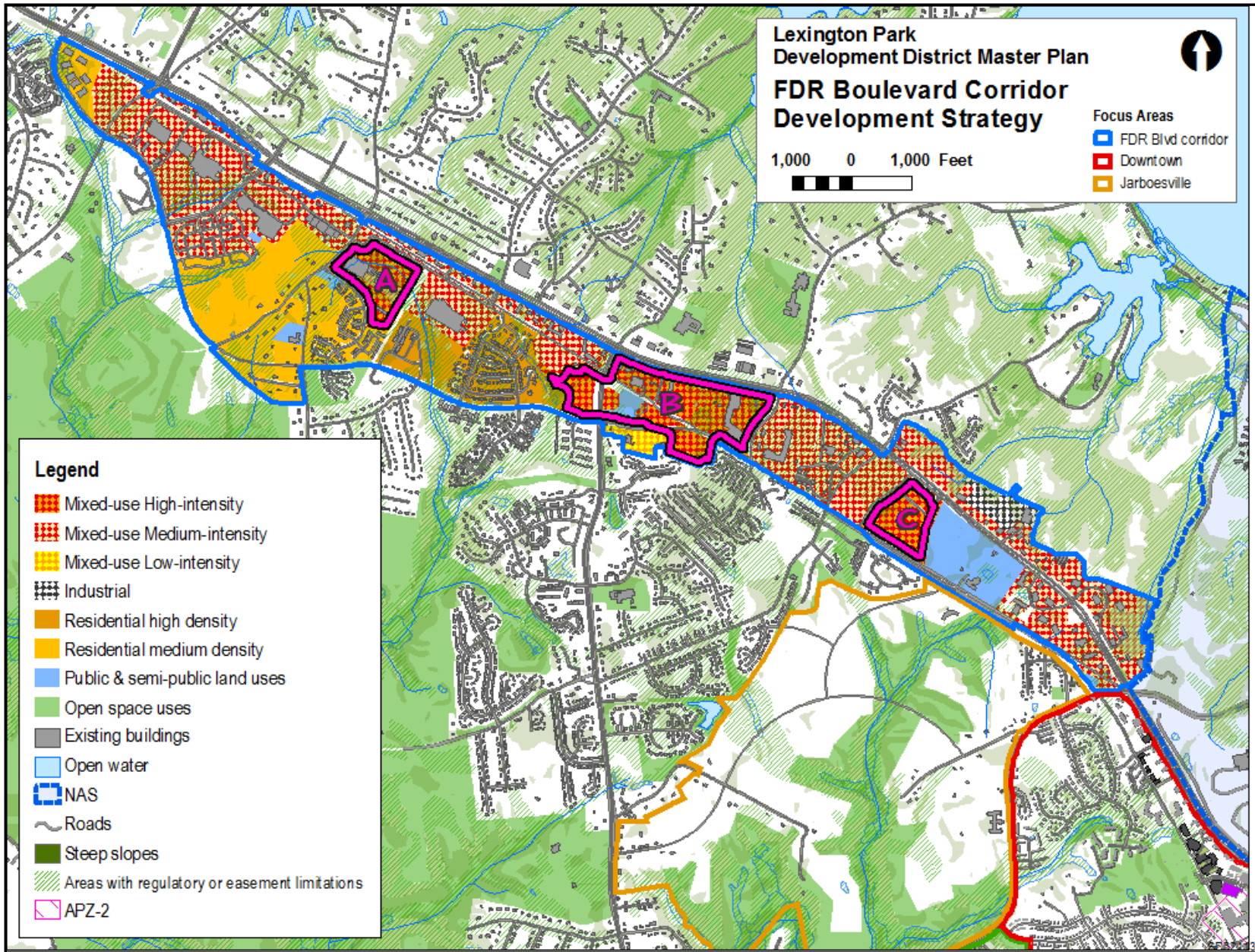
24 2.4.4 This Plan’s land use recommendation is for medium mixed-use
25 commercial and residential land uses, with the addition of
26 concentrated nodes of high-intensity mixed-use development.
27 A mixed-use approach will allow integration of multifamily
28 residential development into existing shopping and
29 employment centers. New transportation connections from
30 these centers to existing residential development at the fringes
31 of the corridor should be built.

32

33 2.4.5 The three nodes listed below and identified by letter on the
34 Development Strategy map on the next page are recommended
35 for redevelopment in a manner similar to that described at
36 2.1.3C to create a more inviting and walkable community south
37 of Three Notch Road.

- 38 • Laurel Glen (A)
- 39 • Hickory Hills (B)
- 40 • Patuxent Center (C)





1 2.5 Jarboesville Focus Area

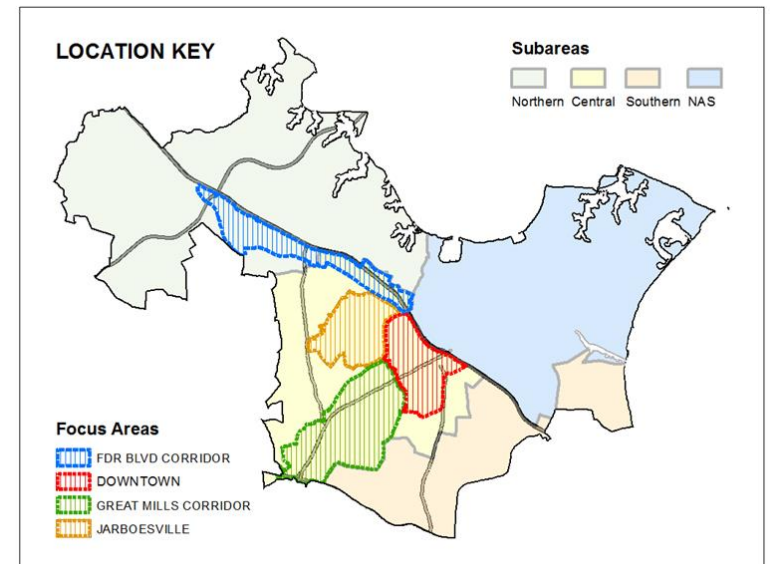
2 2.5.1 The Jarboesville Focus Area is primarily envisioned as an area
3 where development will likely occur in later years. However,
4 since the County does not currently regulate timing,
5 development could occur at any time.

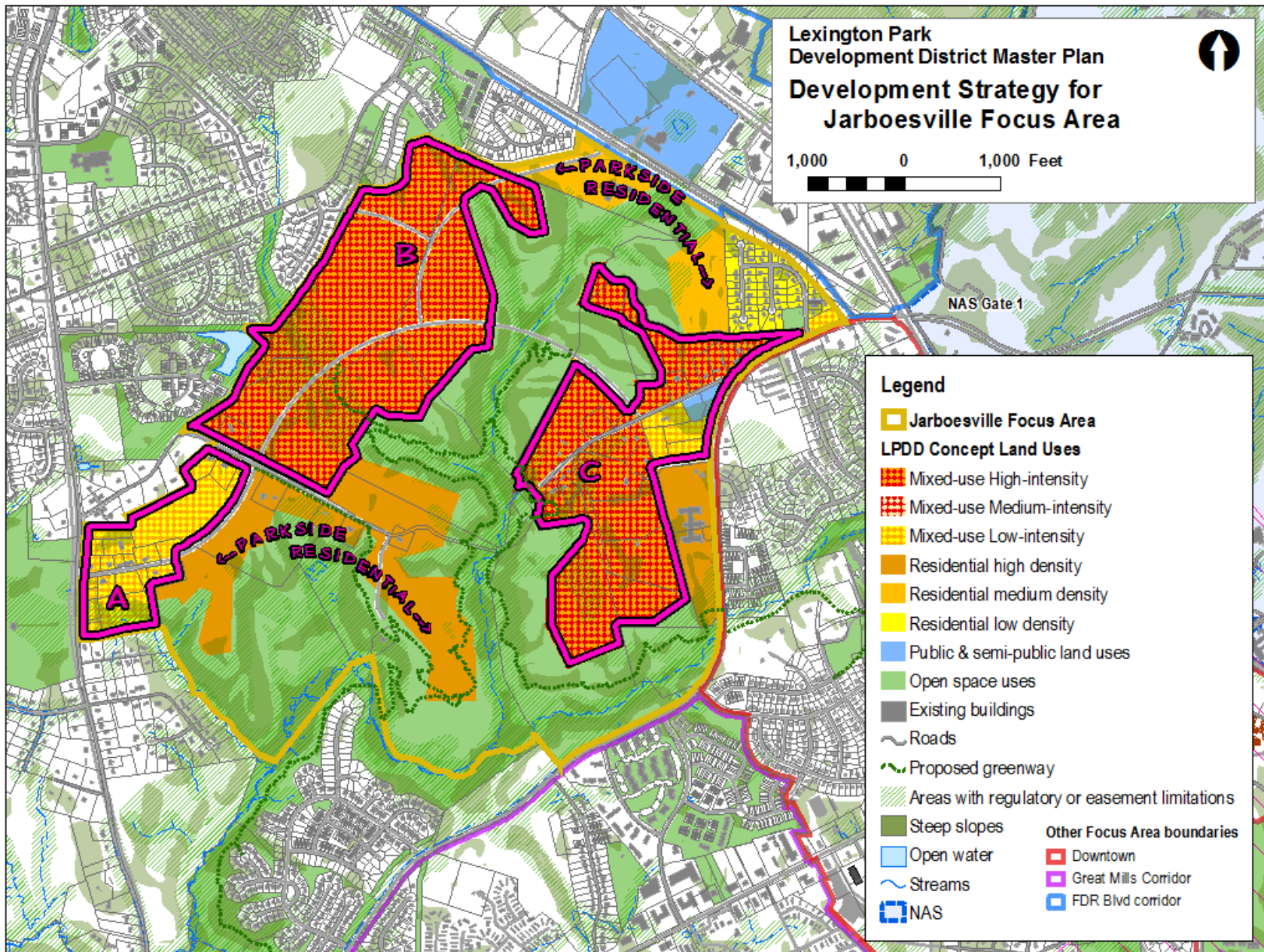
6 2.5.2 The plan identifies a number of proposed centers, identified
7 below and on the map on page 2-19 as “A”, “B” and “C”, to
8 serve the overall Lexington Park community as well as new
9 “Parkside residential” areas, called out on the Plan, which
10 overlook and have easy access to the planned open space and
11 the proposed greenway/trail network:

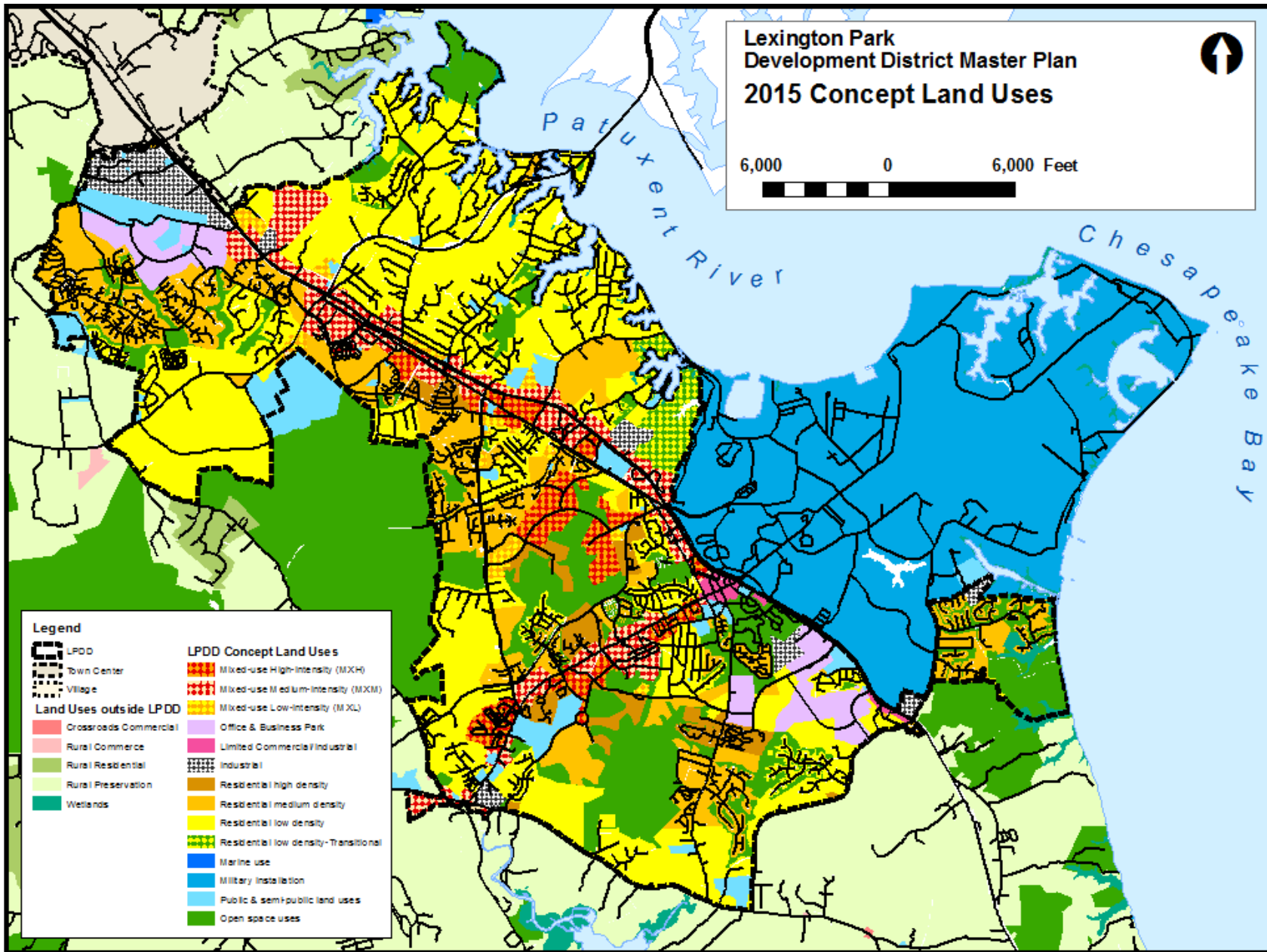
12 • Chancellor’s Run Road at Horsehead Road Neighborhood Center
13 The urban design strategy calls for the creation of a new small
14 neighborhood center of about two acres at the intersection of
15 Chancellor’s Run Road and Horsehead Road. This center will
16 provide a gathering place with small scale convenience
17 shopping and services. Located across from the entrance to the
18 Chancellor’s Run Regional Park, the center would accentuate
19 the existing uses and build on the opportunity that will increase
20 once Horsehead Road is extended to connect to FDR Boulevard
21 and Pegg Road.

22 • Future High-intensity Mixed-use Neighborhood
23 Horsehead Road would extend from the Neighborhood Center
24 discussed above eastward toward Jarboesville Run. It will
25 connect to Pegg Lane via a bridge crossing the protected open
26 space encompassing the Jarboesville Run’s floodplain, wetlands
27 and steep slopes. This new road would allow for the creation of
28 a new large-scaled mixed-use community along Horsehead
29 Road and a proposed road from Horsehead to FDR Boulevard.
30 This neighborhood should offer a mix of medium to high density
31 residential clusters adjacent to protected open space. The open
32 space is proposed to be improved with trails and greenways to
33 serve new and existing commercial and residential areas. It
34 would connect to a trail system running throughout Lexington
35 Park.

36 • Gate 1 Employment Center
37 A new mixed-use development fronting on Pegg Road and Pegg
38 Lane is recommended to provide easily accessible offices and
39 industrial locations to serve the NAS contractors. This area,
40 close to Gate 1, can be a “live where you work” employment
41 center. It will have pedestrian and bicycle connections to the
42 north via FDR Boulevard, to the residential developments along
43 Pegg Road to the south, and to planned high-intensity mixed-
44 use development by way of a bridge crossing Jarboesville Run.







1 2.6 Land Use Designations

2 2.6.1 Residential Areas

3 A. Low density transitional (RL-T)

4 Development in this designation should consist of low-density

5 detached residences with substantial accommodation for

6 preservation of open space or forest retention. Although base

7 density would be 1 dwelling unit per acre, it may increase to 3.5

8 dwellings per acre with the use of transferred development

9 rights (TDRs). All major subdivisions must achieve at least 3.5

10 dwellings per acre within the development envelope⁵.

11 Minimum lot size would be 2 acres.

12 B. Low Density (RL)

13 Development in this designation consists of low density

14 residences in clustered configurations with preservation of

15 sensitive areas. Acceptable density would range from 3.5

16 dwelling units per acre to 5 units per acre. All major

17 subdivisions and residential site plans would achieve at least 3.5

18 dwellings per acre within a development envelope. Ensure

19 need for TDRs.

20 C. Medium Density (RM)

21 Development in this designation consists of medium density

22 residences with preservation of sensitive areas. Density would

23 range from 5 to 10 dwelling units per acre. All major

24 subdivisions and residential site plans would achieve at least 5

25 dwellings per acre within a development envelope. Ensure need

26 for TDRs.

27

⁵ "Development envelope" means all of the proposed components of a project that are necessary to serve the proposed development, including lots, lot coverage, roads, utilities, stormwater management measures, sewage disposal measures, an active recreation area, and additional acreage needed to meet the development requirements of ordinances.

28 D. High Density (RH)

29 Development in this designation consists of high density

30 residences with preservation of sensitive areas. Density would

31 range from 10 to 20 dwelling units per acre. All major

32 subdivisions and residential site plans should achieve at least 10

33 dwellings per acre within a development envelope. Ensure

34 need for TDRs.

35 2.6.2 Commercial Areas

36 A. Office and Business Parks (OBP)

37 Development in this designation consists of offices with

38 supporting limited retail uses in a campus setting, and excludes

39 residential use.

40 B. Industrial Areas (I)

41 Development in this designation consists of industrial and office

42 uses with preservation of sensitive areas.

43 2.6.3 Mixed-use Areas

44 A. High Intensity Mixed-Use (MXH)

45 Development in this category combines the intensity of areas

46 designated for Downtown mixed-use, the density of areas

47 designated for residential-high density and the breadth of uses

48 allowed in corridor mixed-use areas. In exchange for this

49 increased density and intensity of development, projects

50 creating more than 3000 square feet of floor area will be

51 required to achieve a mix of uses. Proposed development

52 should accommodate multi-modal transportation. The design

53 of buildings, landscaping, and public amenity spaces should

54 assure a visually attractive town-like environment and provide

55 an inviting environment for people to work, eat, shop and

56 congregate. Residential density would range from 7 to 30

57 dwelling units per acre.

58 B. Medium Intensity Mixed-Use (MXM)

59 Development in this designation should consist of large-scale

60 and clustered commercial and residential uses adjacent to

61 existing or planned principal transportation corridors with

1 reasonable preservation of open space or forest retention. Any
2 development within an envelope exceeding 5 acres would
3 incorporate a mix of uses or multifamily residences to occupy at
4 least 20% of the resulting floor area.

5 C. Low Intensity Mixed-Use (Neighborhood Mixed-Use)
6 (MXL)

7 Development in this designation should consist of residential
8 and office uses and personal and business services that are
9 compatible with adjoining residential uses. Within the AICUZ,
10 this designation would permit non-residential uses and intensity
11 compatible with the AICUZ. Where residential development is
12 provided, density would range from one dwelling unit per acre
13 to five units per acre. Any development within an envelope
14 exceeding 3 acres would incorporate a mix of uses or
15 multifamily residences to occupy at least 20% of the resulting
16 floor area.

17 D. Limited Commercial/Industrial (LCI)

18 Development in this designation should consist of low-
19 occupancy commercial and industrial uses appropriate for
20 location in the LPDD. The long-term goal within the LCI is
21 phased elimination of non-conforming uses and structures. This
22 Plan recommends adhering closely, but not exclusively, to
23 national standards for AICUZ compatibility. Specific
24 accommodation is to be made for continued presence within
25 the LCI. Expansion and replacement of non-conforming
26 structures and incompatible uses is to be limited to assure that
27 occupancy does not exceed 25 persons per acre in the APZ-1
28 and 50 persons per acre in the APZ-2. Adaptive reuse of existing
29 nonconforming structures to house conforming uses is
30 encouraged.

31

32 2.6.4 Open Space

33 This Plan identifies open space 1) for which long term
34 protection is important to quality of life, 2) protected by existing
35 conservation easements, 3) platted within approved
36 developments, 4) in public/semi-public ownership, and 5) with
37 large concentrations of sensitive areas protected from
38 disturbance under state, local, and federal laws. Such
39 depictions are drawn generally and will be refined as needed
40 based on field verifications.

41 The Plan also makes specific land use and transportation
42 recommendations based on subwatershed areas and on the
43 existing and potential condition of community and natural
44 resources. In doing so the Plan draws from completed or on-
45 going watershed planning efforts, including the St. Mary's River
46 Watershed Restoration Action Strategy (for all five listed
47 subwatersheds), the Hilton Run Management Plan, and Breton
48 Bay Watershed Restoration Action Plan. These plans address
49 protection, restoration and infrastructure.

50 • Sensitive Areas

51 State law restricts development in floodplains, in stream and
52 wetland buffers, and steep slopes and soil types. Sensitive
53 areas have been mapped and are shown in this Plan as
54 preservation areas or open space.

55 • Greenways

56 Opportunities for greenway systems have been identified in
57 Chapter 3 as well as on the individual focus area plans.

58 • Public Lands

59 This category includes county, state and federally owned lands,
60 such as parks, schools, and lands set aside for resource
61 protection or for government functions. Certain land used for
62 utilities is also mapped as public land which is unavailable for
63 development.

64

1	2.7	<u>Zoning Recommendations to Implement the Plan</u>	29	
2	2.7.1	Ordinances	30	
3		To help achieve the goals of this Plan, it is recommended that	31	
4		the zoning ordinance be revised within a year of Plan adoption	32	
5		as follows:	33	
6	A.	Consider revisions to assure a mixture of uses where	34	
7		the Plan calls for mixed-use development.	35	
8	B.	Update requirements for setbacks, parking, and buffer	36	
9		yards to achieve an urban rather than a suburban	37	
10		development pattern.	38	
11	C.	Clarify AICUZ regulations to ensure compatibility of uses	39	
12		and implementation of noise abatement criteria for	40	
13		new construction.	41	
14	D.	Update base and maximum densities in residential and	42	
15		mixed-use zones and establish minimum densities for	43	
16		major subdivisions within these zones.	44	
17	i.	Revise the residential-low density transition	45	2.7.2 Maps
18		zone.	46	
19	ii.	Establish residential medium density zoning	47	
20		criteria.	48	
21	iii.	Revise the residential neighborhood		
22		conservation zone as needed.		
23	iv.	Facilitate infill and assure that residential		
24		developments achieve PFA density ⁶ to the		
25		extent possible.		
26	E.	Retain and enhance regulations that protect community		
27		and environmental character. Provide incentives and		
28		establish standards that conserve and accommodate		

public access to lands within the Open Space Network for Lexington Park.

F. Develop and implement design standards necessary to achieve a walkable urban rather than a car dominated suburban development pattern.

i. Assure the interconnection of parcels and development sites with streets, sidewalks, bikeways and trails.

ii. Provide standards that address building massing, relationships between on and offsite site features, fenestration, multi-modal access, and landscaping.

iii. Provide standards for design of new streets and repurposing of existing streets to favor safe and convenient transportation by walking, biking, and transit.

Chapter 11 includes a map that illustrates zoning as adopted in 2010, plus a map that illustrates zoning map changes necessary to implement this Plan

⁶ PFA Standard -The "Smart Growth" Areas Act of 1997, Chapter 759 of the Laws of Maryland of 1997, requires the State to target funding for "growth-related" projects to Priority Funding Areas (PFAs). To qualify as a PFA, areas must be improved with an actual density of at least 3.5 dwelling units per acre or be planned to permit an average density of at least 3.5 dwelling units per acre. This Plan sets a minimum density standard for residential development in the Development District based on the threshold established by this State law.

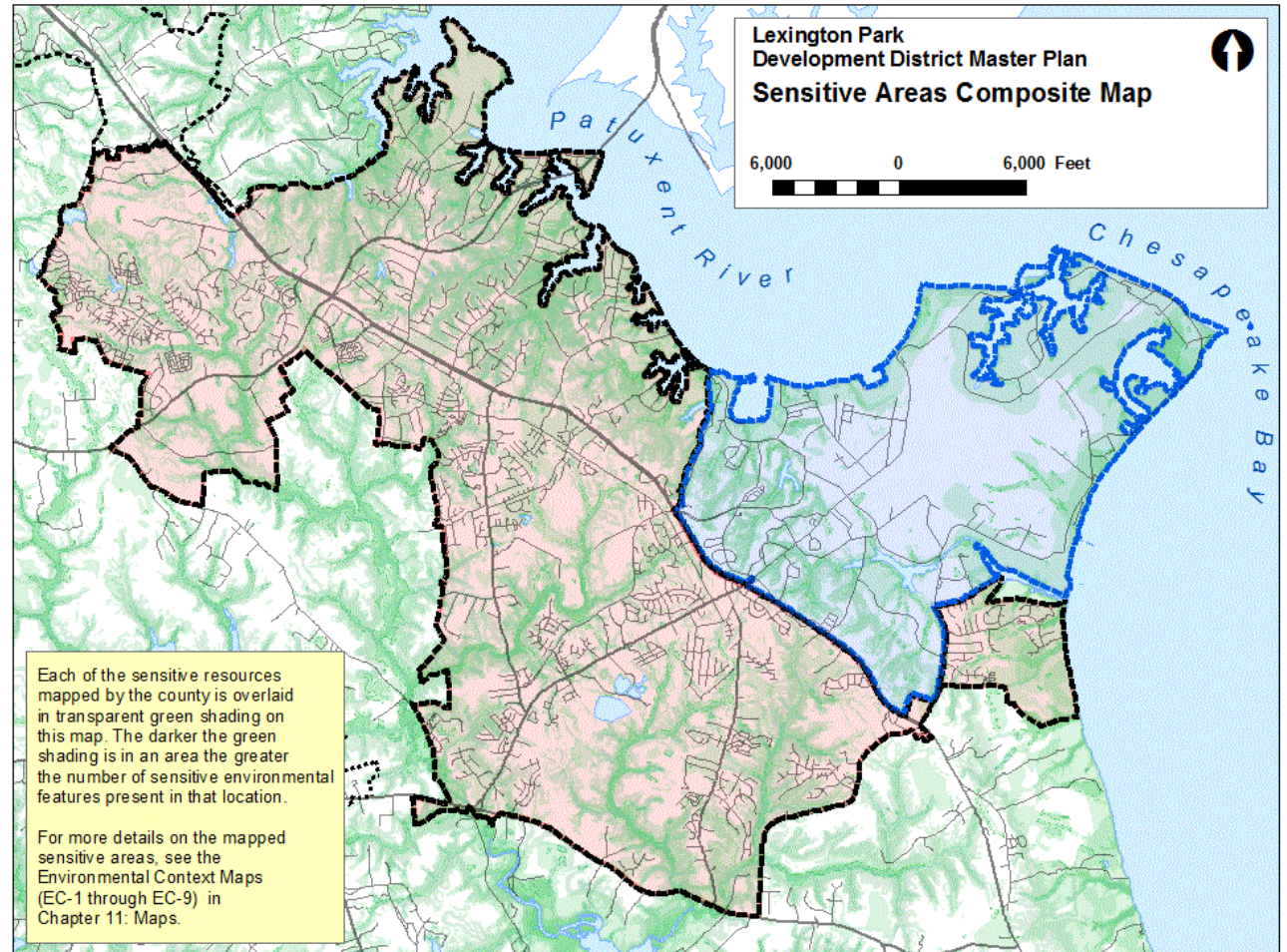
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1 **3. Physical Setting and the Environment**

2 *Vision: A high quality of life is achieved through stewardship of the land, water, and air, resulting in sustainable communities and protection of the*
3 *environment. Land and water resources, including the Chesapeake Bay and its tributaries, are carefully managed to restore and maintain healthy air and*
4 *water, natural systems, and living resources. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.*

5 The Plan chapter describes how to both
6 accommodate growth and minimize
7 impact to ecosystems through clustering,
8 green infrastructure and best
9 management practices. Clustering
10 allows maximum build-out in the growth
11 area by using the least sensitive areas of
12 a site while supporting environmental
13 protection, and concentration of growth
14 in compact walkable neighborhoods.

15 The Plan supports a high quality of life
16 through conserving a network of natural
17 areas and minimizing or avoiding
18 significant changes in water quality and
19 quantity. It also minimizes loss and
20 fragmentation of forests, and other
21 adverse effects on the health of rivers,
22 wetlands, forests and plant and animal
23 habitats.



1 3.1 Background

2 The Development District is primarily within the St. Mary's River and the
3 lower Patuxent River watersheds, with portions also within the
4 subwatersheds of Breton Bay. There are also many small streams that
5 have direct drainage to the Chesapeake Bay. Three Notch Road and the
6 commercial strip on either side of the road occupy the narrow flat ridge
7 top that runs roughly along the dividing line between these east and
8 west drainage basins.

9 Watersheds are identified by the Maryland Department of Natural
10 Resources (DNR) with a numerical coding system. The addition of digits
11 identifies progressively smaller watersheds. The county lies within the
12 Potomac River watershed (DNR 6-digit watershed #021401, which
13 drains to the west), and within the Patuxent River watershed (DNR 6-
14 digit watershed #021311, which drains to the east). Three Notch Road
15 roughly follows the boundary between these two watersheds. The
16 Development District also straddles this divide. Two thirds of the
17 District drains to the St. Mary's River (DNR 8-digit watershed #
18 02140103) portion of the Potomac River watershed, and just under a
19 third drains to the lower Patuxent River (DNR 8-digit watershed #
20 02131101) portion of the Patuxent River watershed. The balance of the
21 area lies within the Breton Bay watershed (DNR 8-digit watershed
22 #02140104), which is also in the Potomac River watershed or within an
23 area of direct drainage to the Chesapeake Bay (DNR 8-digit watershed
24 #02139998). The map at Exhibit EC-4 shows these watersheds as well
25 as the subwatershed boundaries identified by the last four digits of their
26 DNR 12-digit watershed codes on the map and in the text below it.

27 3.1.1 St. Mary's River

28 The LPDD occupies approximately 17.5 square miles in the St.
29 Mary's River watershed, which is just less than 25% of the total
30 land area in the watershed. The river has three primary
31 reaches. The main stem flows from its source near the regional
32 airport, and through the St. Mary's River State Park to the head
33 of the river's tidal waters. Jarboesville Run is the main stem's
34 major tributary. The Western Branch was dammed to form St.
35 Mary's Lake. The Eastern Branch consists of two main

36 tributaries: Hilton Run to the west of Willows Road, and
37 Pembroke Run to the east of Willows Road.

38 A 1998 study found that the St. Mary's River watershed above
39 the head of tide was approximately 64% forested, and
40 impervious surfaces, a key determinant of watershed health,
41 totaled 4.7%. Analysis of 2007 data (the most recent year for
42 which an updated impervious coverage is available) shows this
43 area's forest coverage had decreased to 55%, and its impervious
44 surfaces had nearly doubled to 8.5% coverage. Three
45 subwatersheds (Hilton Run, Jarboesville Run, and the upper
46 main stem above head of tide, discussed below) each exceed
47 10% impervious surface, which is the threshold at which
48 significant stream impairments occur⁷.



⁷ Center for Watershed Protection, March 2003, Watershed Protection Monograph 1, Impacts of Imperviousness on Aquatic Systems.

1 A. Hilton Run Subwatershed #0715 36
 2 Hilton Run receives runoff from the Downtown Core 37
 3 and Great Mills Road Corridor. In 2003, the Watershed 38
 4 Legacy Coalition determined that a degree of biological 39
 5 integrity has been maintained in spite of growth, and 40
 6 concluded that the forested core of the subwatershed 41
 7 has protected water quality from serious deterioration 42
 8 and maintained high biological diversity. If this forested 43
 9 core should be removed, and if building activity 44
 10 proceeds in these areas without adequate protection 45
 11 for the aquatic environment, then water quality and 46
 12 biological integrity will be impaired. Controlling growth 47
 13 in the Hilton Run watershed should therefore focus on 48
 14 improving stormwater management where it is 49
 15 inadequate or lacking, and on protecting the forested 50
 16 core through environmental site design. 51

17 B. Jarboesville Run Subwatershed #0717 52
 18 This Plan recommends a large area for new high and 53
 19 medium intensity mixed-use within this forested 54
 20 subwatershed in the middle of the Central Subarea. 55
 21 This area has significant opportunities for development, 56
 22 but it also has significant steep slopes and bottomland 57
 23 floodplains that should be protected from erosion that 58
 24 would result from deforestation and excessive runoff 59
 25 from new construction. Environmental site design and 60
 26 best management practices must be implemented to 61
 27 minimize degradation of water quality and habitat. 62
 28 Protected lands will be well suited for greenways and 63
 29 passive recreation. 64

30 C. Upper Main Stem of St. Mary's River Subwatershed 65
 31 #0719 66
 32 The upper main stem subwatershed includes the public 67
 33 landfill, the airport, and the built-up area of the FDR
 34 Corridor discussed in Chapter 2, which results in this
 35 subwatershed having the highest overall impervious

surface coverage (13.83%) in the St. Mary's River watershed. Nevertheless, the subwatershed retains significant environmentally sensitive resources, and it provides opportunities for recreational benefits.

The St. Mary's River bottomland is an extensive, heavily forested floodplain, covering approximately 1,500 acres just west and south of the Development District. This bottomland, most of which is within St. Mary's River State Park, is home to rare plant and animal species⁸ (including a federally-listed endangered toad), and is a designated Wetland of Special State Concern. Also located within the State Park is a 520-acre fish management area containing a lake and surrounding forest, which contains rare, threatened and endangered species habitats. Even though the St. Mary's River bottomland and St. Mary's River Fish Management Area are outside the Development District, upstream development has high potential for impacts to water quality and habitat resources.

3.1.2 Patuxent River

The Development District occupies only 7.3 square miles of the 67.9 square miles that comprise the St. Mary's County portion of the Patuxent River watershed. The watershed is characterized by extensive areas of extremely erodible soils on steep slopes. Two of the Patuxent River's subwatersheds intersect the Development District. Impervious coverage for the #0872 subwatershed, which is entirely within the Development District (including the NAS and the neighborhoods of Woodland Acres, Town Creek, and Esperanza Farms), is 15.62%. Impervious coverage within the #0874 subwatershed is only 6.74% of the area. It includes Mill Cove and the Woods at Myrtle Point. Also within this percentage are areas that are

⁸ <http://www.mde.state.md.us/assets/document/wetlandswaterways/st.pdf> Prioritizing Sites for Wetland Restoration and Preservation in Maryland, May 18, 2006-Maryland Department of the Environment, pp.27-33.

1 outside of the Development District, such as the majority of the
2 Hollywood Town Center, and neighborhoods south of Cuckold
3 Creek.

4 3.2 Resource Protection Issues Affecting Development

5 3.2.1 Chesapeake Bay Critical Area⁹

6 Approximately 960 acres abutting the Patuxent River and its
7 tidal tributaries lie within the Chesapeake Bay Critical Area. Of
8 this area, 33 acres are in an “Intensely Developed Area (IDA)”
9 overlay occupied by Marlay Taylor Water Reclamation Facility.
10 About 530 acres are in a “Limited Development Area (LDA)”
11 overlay, the majority of which includes the Town Creek and
12 Esperanza Farms subdivisions. The remaining 398 acres have a
13 “Resource Conservation Area (RCA)” overlay, which limits
14 residential density to 1 dwelling per 20 acres. The Critical Area
15 regulations allow for “growth allocation” to change RCA to a
16 more intensive overlay in exchange for environmentally
17 sensitive site designs and clustered development in accordance
18 with the underlying zoning.

19 The Critical Area in the Patuxent River watershed is
20 characterized by extensive stream valleys with steep erodible
21 soils. Often the most effective means to limit erosion is
22 clustering within small development envelopes in areas where
23 impacts to slopes and forest cover can be minimized. The low
24 density residential transitional (RL-T) land use designation limits
25 the ability to cluster¹⁰. This Plan recommends changing the RL-T

⁹ The Chesapeake Bay Critical Area includes all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay’s nontidal tributaries.

¹⁰ A significant portion of the RL-T adopted in the 2010 zoning ordinance is in the Critical Area. The ordinance requires RL-T zoned lots in the Critical Area to be at least two acres in size. While the provision reduces the total number of units, it results in sprawling development with long roads and driveways and a net increase of impacts on steep slopes, erodible soils, forest habitat and water quality. In addition, the provision precludes clustering of development, which is one of the conditions for approval of growth allocation.

26 use to the low density residential (RL) for 1,257 acres of RL-T in
27 the Myrtle Point area, and for 581 acres of RL-T along Point
28 Lookout Road (MD 5). In the area between Millstone Landing
29 Road and the NAS, the Plan recommends changes that will
30 result in 196 acres of residential medium density (RM) near the
31 existing schools, 103 acres of RL along Rue Purchase Road, and
32 267 acres of RL-T for land adjacent to the NAS and in the Critical
33 Area.

34 3.2.2 Clean Water Act

35 The Clean Water Act (CWA) establishes minimum water quality
36 standards and requires EPA and state and local jurisdictions to
37 restore or protect water resources according to those
38 standards. The Maryland Department of the Environment
39 (MDE) and DNR have primary responsibility for water quality
40 evaluation in the county. The provisions of the CWA described
41 below may affect some developments in the LPDD.

42 3.2.3 Impaired Streams

43 Streams are evaluated for chemical, nutrient, and/or sediment
44 impairments. MDE places impaired streams on the “303(d)” list
45 submitted to EPA. Increased impairment of 303(d) listed
46 streams is prohibited, and can significantly limit development in
47 those watersheds. A “pollution diet” (known as a Total
48 Maximum Daily Load or TMDL) has been set by MDE for
49 impaired streams. A plan prepared by MDE and approved by
50 EPA is intended to reduce or eliminate the impairment.

51 In watersheds with impaired streams, new developments must
52 not only assure that practices are in place to prevent increased
53 impairment, but may also be asked to accommodate measures
54 that will reduce the existing impairment (for example, they may
55 be asked to cooperate with local or state agencies to install a
56 regional BMP that manages and treats runoff from offsite
57 areas).

58 The impairment of streams in the LPDD is primarily caused by
59 excess nitrogen, phosphorous and sediments. A Chesapeake

1 Bay TMDL has been established to address these types of 34
 2 impairments, and the requirements to address the Bay TMDL 35
 3 are discussed below at subparts C., Watershed Implementation 36
 4 Plan (WIP), and E., National Pollution Discharge Elimination 37
 5 System (NPDES) Permit. 38
 6 3.2.4 High Quality “Tier II” Streams 39
 7 MDE’s stream evaluation also identifies streams and waters 40
 8 with good water quality and aquatic habitat. These streams are 41
 9 listed as “Tier II” streams and the Clean Water Act requires that 42
 10 Tier II streams water quality and habitat must be maintained. 43
 11 When a project comes forward in a Tier II watershed, an anti- 44
 12 degradation evaluation may be required. Loss of designated 45
 13 and historical uses for the water body must be avoided, and the 46
 14 benefits resulting from development must be demonstrated to 47
 15 outweigh the impacts. Identified impacts may be required to be 48
 16 mitigated in order for the development to be approved. 49
 17 Figure EC-8 shows the Hilton Run watershed and the upper 50
 18 reaches of the St. Mary’s River main stem; both are Tier II 51
 19 catchment areas. 52
 20 3.2.5 Watershed Implementation Plan (WIP) 53
 21 A. Excess nitrogen, phosphorous and sediment generated 54
 22 by existing development has resulted the Bay TMDL. 55
 23 EPA and MDE have required development of local 56
 24 Watershed Implementation Plans (also discussed in 57
 25 section 1.2.3.B) as necessary to meeting the Bay TMDL. 58
 26 The local WIP offers options for funding, 59
 27 implementation, and monitoring necessary to meet the 60
 28 county’s share of the TMDL for nutrient and sediment 61
 29 pollution resulting from *existing* development. The 62
 30 county’s Phase II WIP strategy was submitted to MDE in
 31 2012.
 32 B. Financial impacts of the strategy on development and
 33 on county residents generally are projected to be

significant.¹¹ In most cases, septic system upgrades are
 not likely to be affordable unless a comprehensive
 program to expand sewer capacity and to connect
 septic systems to sewer can be implemented as
 recommended in the county’s Phase II WIP strategy.
 C. Existing development is a primary source of current
 urban, septic, and wastewater treatment plant load
 allocations, and the Development District is slated for
 significant new development that has the potential to
 increase pollutant loads. The WIP strategy’s
 recommendations consider existing and future nutrient
 and sediment loads within the Development District
 including:
 D. Natural filters protection and enhancement to reduce
 stormwater runoff help maintain habitat and water
 quality and improve aesthetic and environmental
 quality.
 E. Continue existing sensitive areas regulations to limit the
 impacts from new development.
 F. Increase attention to the protection of existing forest
 cover and green infrastructure at the time of
 development approval and construction.
 G. Enhance use of urban forestry programs to increase
 forest cover in urban areas.
 H. Stormwater management
 i. Increase tracking, inspection, retrofits and
 maintenance of existing stormwater
 management (SWM) facilities to improve water
 quantity and quality.

¹¹ The Phase II WIP submitted by the county provides commentary and detail regarding costs for proposed actions and a number of possible actions necessary to meet its share of the Bay TMDL to be achieved by 2015. The county submission is available for download at http://www.mde.state.md.us/programs/Water/TMDL/TMDLImplementation/Documents/FINAL_PhaseII_Report_Docs/Final_County_WIP_Narratives/St_Marys_WIPII_2012.pdf

1	ii.	Implement environmental site design for new	36
2		developments.	37
3	I.	Septic system and wastewater treatment plant policies	38
4		and programs	39
5	i.	Connection of existing development served by	40
6		onsite sewage disposal systems (OSDS) to sewer	41
7		is recommended; the first priority for	42
8		connection should be areas within and near	43
9		Lexington Park where sewer infrastructure	44
10		exists. Expansion of the Marlay Taylor water	45
11		reclamation facility may be necessary to	46
12		provide capacity for a septic connection	47
13		program as well as to accommodate planned	48
14		growth within the next twenty years.	49
15	ii.	Updates to the comprehensive water and	50
16		sewerage plan should address connection of all	51
17		new and existing development to expanded and	52
18		enhanced sewage treatment plant	53
19		infrastructure.	54
20	3.2.6	Accounting for Growth	55
21		The county not only needs to reduce the nutrient and sediment	56
22		load coming from existing development, but must also hold the	57
23		line against new pollution resulting from population growth and	58
24		new development. Maryland is developing an Accounting for	59
25		Growth (AFG) policy that will identify actions needed to address	60
26		increases in the State's pollution load, and the county will be	61
27		required to adhere to that policy. The cost of strategies to	62
28		account for growth is expected to be borne by those building	63
29		and benefitting from the new development.	64
30	3.2.7	National Pollution Discharge Elimination System (NPDES) Permit	65
31		An NPDES permit and program for implementation to manage	66
32		nonpoint source pollution is required, since the county's	67
33		population exceeds 100,000. There will be additional stream	68
34		protection requirements as well as more formal plans and	69
35		processes for project review to assure that land development	70

minimizes generation of pollutants and maintains stream water quality and existing natural hydrology. Another aspect of the permit may be a state requirement that NPDES jurisdictions develop and implement a fee program to fund stormwater implementation programs.

3.2.8 Conservation of Green Infrastructure

- A. Green infrastructure includes important natural lands that are large and intact enough to provide a full range of environmental functions. The primary areas of green infrastructure, called "hubs," are typically large unfragmented natural areas that are important to maintaining the State or county's ecological health. They provide habitat for native plants and animals, protect water quality and soils, regulate climate, and perform other critical functions. "Corridors," linear remnants of natural land such as stream valleys and ridges, connect the hubs and allow animals, seeds, and pollen to move from one area to another. Preserving linkages between the remaining blocks of habitat will ensure the long-term survival and continued diversity of the county's unique plants, wildlife, and environment.
- B. Conservation and enhancement of green infrastructure will help reduce pollution and improve water quality in a cost efficient manner. While single-purpose stormwater infrastructure is designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source, while delivering environmental, social and economic benefits. As discussed in the section above, implementation costs to address the TMDL and NPDES program are expected to be substantial. As Lexington Park develops, these costs can only be expected to grow unless measures are taken to fully account for the impacts of new growth. Maintenance of the natural environment is the most efficient way to reduce costs.

1 C. Figure EC-7 in the appendix shows green infrastructure 37
 2 in the Development District that includes streams and 38
 3 extensive concentrations of forest cover and sensitive 39
 4 areas. The largest concentration is the St. Mary's River 40
 5 bottomland. This "hub" extends into the Development 41
 6 District along Jarboesville Run and on the north and 42
 7 south sides of St. Andrew's Church Road. Smaller hubs 43
 8 occupy areas adjacent to Hilton Run and Pembroke Run. 44
 9 The hubs are interconnected by natural corridors, such 45
 10 as the two that cross St. Andrew's Church Road near 46
 11 Wildewood and two that cross Great Mills Road. Unless 47
 12 corridors are designated and maintained, the hubs 48
 13 become isolated (especially the smaller hubs) and less 49
 14 able to be ecologically self-sustaining.
 15 D. It is the goal of this Plan to protect and conserve green 50
 16 areas, because doing so is significantly more effective 51
 17 than restoring them. It is also a goal of this Plan to 52
 18 assure that future loss and degradation of resources is 53
 19 avoided or minimized as public or private lands are 54
 20 developed, and that the property or rights of others are 55
 21 not adversely impacted.
 22 3.2.9 Principles of Conservation 56
 23 A. Preserve the major stands of forest and open space that 57
 24 form the bulk of the green infrastructure.
 25 B. Protect wide and undisturbed riparian buffers that 58
 26 encompass all erodible soils, steep slopes, wetlands,
 27 and 100-year floodplain areas and provide wildlife
 28 corridors with sizable stands of forest. To ensure the
 29 long-term resource and habitat value of watercourses
 30 and streams, adequate buffers along either side thereof
 31 should be maintained in their natural condition in
 32 keeping with state or federal standards.
 33 C. Interconnect existing forest stands and remaining
 34 isolated pockets of green space (including parks) to
 35 enhance the form and structure of the built
 36 environment. Existing edges of forests and tree stands

along roads and streets provide beauty, color, and seasonal variation associated with native natural landscapes and should be protected from loss and fragmentation.

D. Conserve, construct, and dedicate trails and parkway networks that connect neighborhoods. Green infrastructure should be a factor in selecting locations for new parks and open space.

3.2.10 Protective Strategies

A. Continued Implementation of Sensitive Area Regulations

Compliance with the sensitive area regulations of the St. Mary's County Comprehensive Zoning Ordinance provides significant protection for streams, wetlands, steep erodible slopes, hydric soils, floodplains, and important habitats.

B. Low Impact Development (LID)

This Plan focuses on locating development outside of sensitive areas such as wetlands, forests, steep slopes and floodplains, and on minimizing disturbance of green infrastructure. Development on such lands should use low impact practices and manage stormwater through



1		non-structural techniques.	29	H.	Purchase of Development Rights
2	C.	Conservation Subdivision Design	30		Prioritize and actively seek preservation through
3		To protect green infrastructure and natural or historic	31		voluntary purchase agreements with property owners.
4		resources, this Plan recommends the use of a	32	I.	Land Swaps
5		conservation subdivision (or site plan) approach by	33		Consider swapping publicly owned open space land that
6		clustering home sites on small lots or in buildings	34		is more advantageous for development (as guided by
7		containing more than one unit on a property.	35		the Plan) with green infrastructure lands or for
8	D.	Off-Site Reforestation	36		perpetual conservation easements on such lands.
9		Where conservation requirements cannot be met on	37	J.	Conservation Incentives
10		site, then land within or adjacent to mapped green	38		Encourage private land conservation and /or the
11		infrastructure should be targeted for reforestation	39		creation of a new private entity to promote the
12		and/or protection through easements.	40		preservation of the remaining forests in the
13	E.	Stream Restoration Projects	41		Development District.
14		Plan and implement stream restoration projects to	42		
15		enhance compliance with state and federal clean water			
16		standards for stream segments that fall within or			
17		downstream of green infrastructure and assure that			
18		development upstream will not undo the benefits of the			
19		restoration.			
20	F.	Easements			
21		Acquire conservation easements to protect green			
22		infrastructure.			
23	G.	Transfer of Development Rights (TDR) Sending Areas			
24		Consider revising the TDR program to allow properties			
25		with green infrastructure to be “sending areas” to			
26		transfer development rights to other parts of the			
27		Development District or to other growth areas.			
28					

1 **4. Transportation and Circulation**

2 *Vision: By 2030, the Lexington Park Development District will be a walkable community of mixed-uses. A well-maintained, multi-modal transportation*
3 *network of complete streets that includes transit facilities, bikeways, sidewalks, trails, street lighting, and landscaping will facilitate the safe, convenient,*
4 *affordable, and efficient movement of people, goods, and services within and between population and business centers.*
5 *Residential densities and floor area ratios for non-residential uses (outside the AICUZ) will be sufficient to support transit services.*

6 Transportation and traffic affect business, employment, and quality of
7 life. The vast majority of trips in the Development District are by car.
8 While this chapter recommends the expansion of transit, sidewalks, and
9 bikeways, it also realizes that the private car is currently, and will
10 remain for some time, the dominant mode of transportation. Thus, the
11 Plan continues to support the Transportation objective of the 2010 St.
12 Mary’s County Comprehensive Plan to support continuous
13 improvement of transportation infrastructure providing access to the
14 NAS and effective intra- and inter-county travel. It also continues many
15 of the transportation network recommendations in the 2006 St. Mary’s
16 County Transportation Plan and the June 2013 St. Mary’s County Transit
17 Development Plan.

18 This chapter provides more details regarding prior recommendations for
19 a more supportive transportation network that includes pedestrian and
20 bicycle facilities and increased transit service. Similarly, the Plan
21 provides more specific guidance regarding the connection of
22 neighborhoods, employment centers, shopping areas, and public open
23 spaces with hiking and biking trails, including the Three Notch Trail.



1 4.1 Background

2 One of the desired outcomes of the Plan is compact urban form that is
3 safe and attractive for pedestrians and bicyclists. Compact urban form
4 may be attained, in part, through the use of “transit-oriented”
5 development. The definition of transit-oriented development adopted
6 by the Maryland legislature in 2008¹² is: “a dense, mixed-use
7 deliberately-planned development within a half-mile of transit stations
8 that is designed to increase transit ridership”. An area with a radius of
9 ½ mile contains approximately 500 acres and is considered to be a 10
10 minute walk. Residential densities will vary, but are often at least 10 to
11 15 units per acre. Floor area ratio (or FAR), which is the total square
12 feet of buildings divided by the size of property in square feet will also
13 vary, but to support transit will probably be at least 1.0. The increased
14 densities and FAR will only be allowed outside the AICUZ.

15 For purposes of this Plan the important transit assets of the
16 Development District include the St. Mary’s Transit System (STS) and the
17 St. Mary’s County Regional Airport (with its collocated commuter bus
18 service). The businesses of the Development District should take full
19 advantage of both STS and the airport in their expansion and
20 recruitment efforts.

21 A transportation policy of the 2010 St. Mary’s County Comprehensive
22 Plan is: “Where appropriate, encourage private and public roads that
23 slow traffic speeds and reinforce a pedestrian realm by using narrower
24 rights of way, necking, speed humps, traffic circles and similar features.”
25 In support of this policy, when road improvements are discussed in the
26 Plan, they need to be understood as including “complete street”
27 components and traffic calming features in road design as well as
28 capacity enhancements.

29 4.1.1 Southern Maryland Regional Transportation Priorities

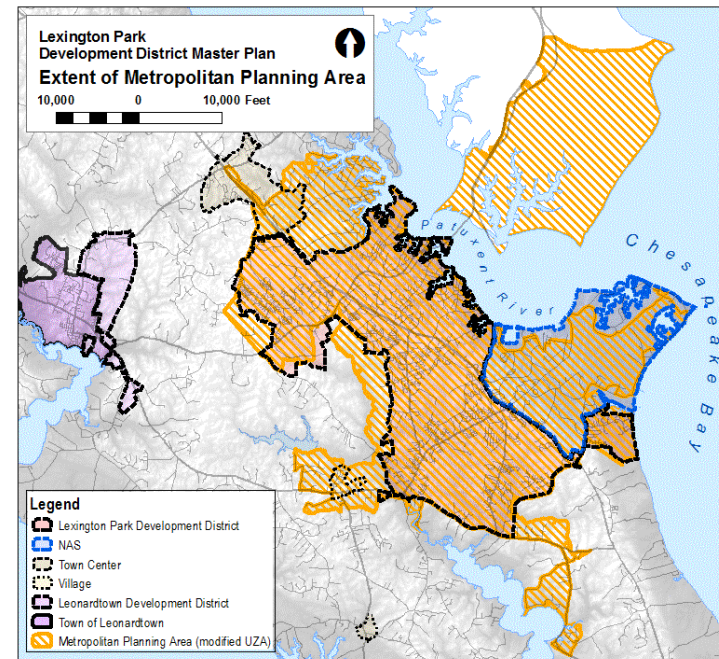
30 According to the Maryland Consolidated Transportation
31 Program (CTP) and as stated by the Tri-County Council for
32 Southern Maryland, regional priorities for St. Mary’s, Calvert,

33 and Charles Counties, and of importance to Lexington Park and
34 the NAS, include the Thomas Johnson Bridge replacement and
35 the Three Notch Road intersection with MD 4. The top regional
36 transit priority is the Southern Maryland Transit Project that will
37 provide fixed-route, high-capacity transit service in the MD 5 /
38 US 301 corridor from the Branch Avenue Metro Station to
39 Waldorf and White Plains in Charles County, with connections
40 to Lexington Park. Priorities in St. Mary’s County include the
41 enhancement of commuter bus service and additional park and
42 ride lots.

43 4.1.2 Calvert – St. Mary’s Metropolitan Planning Organization

44 The 2010 Census identified an “Urbanized Area” comprised of
45 the Lexington Park, Great Mills, and California areas in St.
46 Mary’s County and Solomons and Chesapeake Ranch Estates in
47 Calvert County (shown below).

Figure 4-1: Modified UZA defines the Extent of the MPO area



12

http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/TOD/index.html

1 Federally designated Urbanized Areas are required to form a
2 Metropolitan Planning Organization (MPO); Calvert and St.
3 Mary’s Counties, along with the Maryland Department of
4 Transportation, established the Calvert – St. Mary’s MPO (C-
5 SMMPO) in 2013. Funds for transportation planning are
6 available to the two counties, and there may be an increase in
7 transit funding through the C-SMMPO. Since Lexington Park is
8 the largest St. Mary’s County community within the Urbanized
9 Area, a significant portion of the MPO funds could be used to
10 help implement the transportation recommendations in this
11 Plan.

12 4.2 Roads and Streets

13 Major state and county roads in the Lexington Park
14 Development District include: Three Notch Road (MD 235),
15 Great Mills Road (MD 246), Chancellor’s Run Road (MD 237),
16 Patuxent Beach Road (MD 4), St. Andrew’s Church Road (MD 4),
17 Pegg Road, Buck Hewitt Road, Willows Road, Hermanville Road
18 and FDR Boulevard. Technical information on these roads is
19 available in the *St. Mary’s County Transportation Plan* (2006).
20 Major roads, especially Three Notch Road and Great Mills Road,
21 are heavily traveled, and drivers should expect delays in the
22 morning and evening peak hours.

23 Street improvements discussed in this Plan are based on the
24 concept of the Complete Street¹³, which has potential to
25 increase transportation options.

26 Lists of recommended road construction projects for the
27 Development District often begin with “complete FDR
28 Boulevard.” Information about the FDR Boulevard project is on
29 the Public Works and Transportation website, including
30 illustrations of the Complete Streets concept that is included in
31 the design for this project. This design could become the
32 prototype for other road projects in Lexington Park.

33 Because FDR Boulevard will traverse such large residential
34 developments as Laurel Glen, Hickory Hills, and San Souci, it is
35 designed to limit traffic speeds and to create a pedestrian and
36 bicycle friendly atmosphere. Sidewalks, bicycle
37 accommodations, crosswalks, roundabouts, medians and
38 pedestrian refuge areas will make this roadway compatible with
39 the adjacent residential uses.

40 Public participation is an important component of the process
41 of selecting, prioritizing, and designing road projects. It is
42 important for the residents and businesses of the Development
43 District to stay informed about future road projects. When
44 meetings are held to discuss these projects, individual residents
45 as well as groups are encouraged to attend and present their
46 opinions and ideas.

47 4.2.1 Complete Streets and Traffic Calming Policy

48 “Complete Street” designs improve safety, lower transportation
49 costs, provide alternatives to private cars, encourage health
50 through walking and biking, create a sense of place, improve
51 social interaction, and generally improve adjacent property
52 values. It is appropriate to implement this policy throughout
53 the four focus areas identified in Chapter 2 and, on a case by
54 case basis, to evaluate the need for complete streets and traffic
55 calming for development elsewhere within the Lexington Park
56 Development District.

57 4.2.2 Complete Streets and traffic calming should be applied to all
58 public transportation projects within the LPDD such as, but not
59 limited to, new road construction, reconstruction, retrofits,
60 upgrades, resurfacing and rehabilitation. This policy also covers
61 privately built roads intended for public use.

62 A. New and infill development and redevelopment should
63 provide a street network designed and operated to
64 enable safe, attractive, and comfortable access and
65 travel for pedestrians, bicyclists, motorists and public
66 transport.

¹³ Complete street information may be found online at this URL:
<http://www.smartgrowthamerica.org/complete-streets>

1	B.	Existing roads should be considered for modifications to	38	D.	Provide visually and texturally distinct crosswalk
2		incorporate complete streets concepts and traffic	39		surfaces where pedestrian/bike paths and sidewalks
3		calming in order to expand the sidewalk and bikeway	40		must cross streets.
4		networks even when there are no planned	41	E.	Integrate stormwater management into the streetscape
5		improvements to automobile travel lanes.	42		as means to minimize flooding of the transportation
6	C.	Exemptions to the complete streets and traffic calming	43		infrastructure and to protect and improve water quality.
7		policy may be granted by the Director of Public Works	44	F.	Provide sidewalks and pedestrian/bike paths extended
8		with supporting data that indicates the reason for the	45		to the edges of the property in a manner that allows
9		decision, and are limited to the following:	46		each new project to seamlessly connect to existing
10	i.	Non-motorized users are prohibited on the	47		walks and paths on adjacent sites.
11		roadway.	48	G.	Specifically provide continuous walkway/crosswalk
12	ii.	There is documentation that there is an	49		connections (with particular attention to handicapped
13		absence of current and future need.	50		accessibility) between uses within commercial and
14	iii.	The cost of accommodations for a particular	51		mixed-use developments and between non-residential
15		mode is excessively disproportionate to the	52		development and adjacent residential developments.
16		need and potential benefit of a project.	53	H.	Where pedestrian connections are currently missing,
17	iv.	The project involves ordinary maintenance	54		provide infill sidewalks and crosswalks when public
18		activities designed to keep assets in acceptable	55		roads are repaved or widened.
19		condition (e.g. cleaning, sealing, spot repairs,	56	I.	Use traffic calming measures such as pavement width
20		patching and surface treatments, such as micro-	57		reduction to slow traffic and increase crossing safety,
21		surfacing).	58		traffic circles at primary cross streets, crosswalks and
22	4.2.3	The following provides criteria for including complete street	59		canopy trees along streets.
23		into site designs and identifies types of traffic calming devices	60	4.2.4	Access Management
24		that should be considered.	61		Access management should be thought of as an attempt to
25	A.	Site designs should accommodate the existing and	62		balance the need to provide good mobility for through traffic
26		planned transportation network (planned road	63		with the requirement for reasonable access to adjacent land
27		connections, public transit routes, bike lanes,	64		uses.
28		hiker/biker trails, greenways, etc.) including conserving	65		According to the Maryland State Highway Access Manual,
29		the rights-of-way for potential rapid transit routes along	66		transportation officials are showing more interest in access
30		primary corridors.	67		management as a means of addressing the problems presented
31	B.	Street designs should provide well defined and separate	68		by traffic congestion, safety issues, and the rising cost and
32		travel paths for vehicles, bikes, and pedestrians;	69		complexity of road improvements.
33		accommodate bus stops.	70		Arterial and collector roads in a Development District have two
34	C.	Provide a safe and inviting pedestrian landscape by	71		primary functions. They must serve commuters traveling to and
35		occupying the area between streets and buildings and	72		from places of employment, and they must provide automobile
36		between the buildings and parking lots with street	73		access to businesses. It is important that these two functions
37		trees, pedestrian amenities, sidewalks, and landscaping.			

1 be balanced. If there are not enough driveways to and from the
2 businesses, commuters will not stop; however, too many
3 driveways or intersections on the main routes increase the
4 length of the commute time. When congestion becomes
5 unacceptably high, commuters will not leave the road to shop
6 because of the difficulty (and delay) of getting back on their
7 journey to or from work. More important than slow travel
8 times is the fact that every driveway is a conflict point where
9 turning movements can result in accidents.

10 4.2.5 The use of access management techniques should be
11 considered in all road construction projects to reduce traffic
12 congestion in urbanized areas, to improve safety, reduce travel
13 times, and enhance site accessibility and to protect the value of
14 private investment in development and support the long-term
15 appeal and vitality of business and residential land uses in
16 developed areas.

17 4.2.6 The following provides criteria for including access control into
18 site designs as recommended by policies in the 2010 St. Mary's
19 County Comprehensive Plan:

- 20 A. Discourage site design that requires vehicles to return
21 to major roads in order to move from one project to an
22 adjacent project (except when environmental
23 constraints make connection impossible); and
- 24 B. Encourage vehicle, bicycle, and pedestrian connections
25 between adjacent developments;
- 26 C. Minimize the number of outlets to major roads and
27 highways.

28

29 4.3 Public Transportation (Transit System)

30 Transforming the Development District into a "community" depends in
31 part on a much more developed public transit system, which goes hand-
32 in-hand with transit-oriented development

33 This Plan supports the realization of the objective in the 2010 *St. Mary's*
34 *County Comprehensive Plan* to "Encourage use of transit in order to
35 minimize trips, help reduce emissions, increase economic opportunities
36 for persons without motor vehicles, and provide service to the elderly
37 and those with medical needs."

38 The St. Mary's Transit System (STS) provides fixed route and demand
39 response services to all residents and paratransit service for disabled
40 and elderly residents. An additional transit service in the Development
41 District is the Maryland Transit Administration commuter bus service
42 between the Regional Airport and Washington, D.C., during morning
43 and evening peak hours.

44 There are two park and ride lots in the Development District: one at
45 Tulagi Place (operated by St. Mary's County) and the other at the St.
46 Mary's County Regional Airport (operated by the Maryland Transit
47 Authority).

48 The 2013 *St. Mary's County Transit Development Plan*¹⁴, showed that in
49 FY 2012 the STS provided approximately 425,000 passenger trips
50 through eight fixed routes, response demand, and contract services.
51 The busiest route is the Great Mills loop, which is in Lexington Park; and
52 the greatest concentrations of transit-dependent persons are in the
53 Lexington Park area and the nearby communities of California and
54 Hollywood. The associated survey identified a regular ridership base
55 that uses the system for work and personal errands and that has limited
56 mobility options. 85% of surveyed riders use STS services at least once
57 a week, with the most popular response being five to six days per week.
58 Identified unmet transportation needs for St. Mary's County related to
59 public transit include:

- 60 • Expand transit availability for all trip purposes in the
61 evenings (late shifts) and on weekends.

¹⁴ <http://www.co.saint-marys.md.us/docs/TDPFinalReport-BOCCapproved6-25-2013.pdf>

- 1 • Provide additional service options for social and shopping
- 2 trips, particularly for older adults.
- 3 • Centralize/promote easy access to information concerning
- 4 services, trip options, and providers.
- 5 • Expand demand-response/specialized services, particularly
- 6 for dialysis.
- 7 • Expand medical trips outside of the county, especially
- 8 return trips from dialysis.

9 In the distant future there remains the prospect of light rail transit or
 10 bus rapid transit into Waldorf as connections improve between that
 11 community and the transit system serving Washington, D.C. The *St.*
 12 *Mary's County Comprehensive Plan* advises preserving the County
 13 Commissioners' railroad right of way for such long range purposes.

14 4.4 Sidewalks

15 The 2006 *Transportation Plan* provides a general description of the
 16 county's sidewalk system that is also applicable to Lexington Park:
 17 "Sidewalk networks should be constructed between neighborhoods,
 18 schools, and parks. There are several neighborhood streets with
 19 sidewalks but no connection to adjacent collector roadways.
 20 Additionally, many sidewalks are not ADA compatible, and some
 21 sidewalks are in need of repair or are overgrown with foliage."

22 The 2005 *Lexington Park Development District Master Plan* (page 50)
 23 reported that the areas with the most sidewalks are the Great Mills
 24 Road corridor and the residential areas at the northern end of the
 25 Chancellor's Run Road corridor. It then states that "conditions for
 26 pedestrians are poor for the most part: sidewalks are close to the
 27 roadway with no buffer between vehicles and pedestrians; sidewalks
 28 are not continuous; and the large number of curb cuts creates unsafe
 29 conditions."
 30

31 The areas in Lexington Park identified as high priority for sidewalks in
 32 the *Transportation Plan* are listed below. These segments should be
 33 constructed to help implement this Plan.

- 34 • FDR Boulevard – Three Notch Road to Willows Road.
- 35 • Along Great Mills Road – complete the sidewalk network where
- 36 necessary.
- 37 • Willows Road from South Shangri-La Drive to Point Lookout Road.
- 38 • Carver School Boulevard (east side).
- 39 • Buck Hewitt Road – complete missing sections from Chancellor's
- 40 Run Road to Three Notch Road.
- 41 • Great Mills Swimming Pool to Great Mills Road.
- 42 • Pegg Road – entire length.

43 4.5 Bikeways

44 The vision for bicycles in the 2006 *Transportation Plan* is to "promote a
 45 safe, comfortable and bicycle friendly environment which encourages
 46 people to use bicycle facilities both for transportation and leisure
 47 purposes." The three goals for bikeways in the *Transportation Plan* are

- 48 • To enhance public awareness of the bicycle so that it is considered a
- 49 viable and safe mode of transportation.
- 50 • To create and maintain an extensive network of bikeways, that will
- 51 enhance access to cultural resources throughout the county
- 52 including residential, recreational, educational, institutional and
- 53 commercial areas within St. Mary's County.
- 54 • To provide support (including safety and security) for people and
- 55 their bicycles once they reach their destinations.

56 A map of countywide bikeways is included as Figure VI.2.in the
 57 *Transportation Plan*. The bikeways are graded for bicycle riding
 58 conditions using the Bicycle Level of Comfort (BLOC) model. "The BLOC
 59 model reflects a perception of compatibility associated with road width,
 60 shoulder width, traffic volume, pavement surface condition, motor
 61 vehicle speed and type, and presence or absence of on-street parking."

1 This Plan supports creation of a bicycle-friendly environment within the
2 Development District in accordance with the vision and goals from the
3 *Transportation Plan*. The *Transportation Plan* map and BLOC model
4 should be used as a baseline in a future detailed plan for a safe and
5 comprehensive bicycle network.

6 4.6 Trails

7 Planned and existing trails range from footpaths to fully engineered and
8 paved pathways. Trails are recommended in the Plan as a means of
9 transportation and also an opportunity for exercise. Their utility in the
10 interconnection of communities and destinations within the
11 Development District may vary considerably, but they are fostered in
12 the Plan as a low impact transportation alternative. A complete
13 description of existing and planned trails within the Development
14 District may be found at Figure DC-5.

15 4.7 Airport

16 One of the strengths of the Development District is the regional airport.
17 Business associations should emphasize the ease of access to the airport
18 in promoting the area.

19 The St. Mary’s County Regional Airport is a general aviation facility with
20 annual aircraft operations between 38,000 and 56,000 takes-offs and
21 landings. Services provided at the airport include T-hangars and tie-
22 downs, fuel sales, maintenance and repair, flight instruction, aircraft
23 sales and rentals, charter flights, and air ambulance.

24 The airport provides important benefits to the county that include 265
25 total jobs, personal income of \$9.9 million, total business revenue of
26 \$14.5 million, local purchases of \$6.1 million, and tax revenue of
27 \$994,000 (“The Economic Impact of Airports,” Maryland Department of
28 Transportation, Maryland Aviation Administration, 2013). In addition to
29 its direct economic impact, the airport helps stimulate business
30 development, is used by law enforcement, and is used for medical
31 evacuation. The Airport Layout Plan (ALP) approved by the Federal
32 Aviation Administration depicts the recommended location and
33 configuration of facilities that will meet the twenty year operation
34 needs in conformance with the airport master plan.

35 4.8 Objectives, Policies and Priorities

36 4.8.1 Transportation Objectives (pedestrian, bicycle, mass transit, 37 automobile, aviation):

- 38 A. Provide for a safe, convenient, and efficient motorized
39 and non-motorized transportation system throughout
40 the Lexington Park Development District by creating a
41 safe pedestrian, bikeway, and trail system connecting
42 residential neighborhoods with transit stops, schools,
43 parks, employment, civic uses, and shopping.
- 44 B. Increase awareness of the accessibility of the regional
45 airport and assist in the implementation of the airport
46 master plan.

47 4.8.2 Provide efficient mass transit and paratransit (i.e., transit with 48 flexible routes and schedules) services with safe and convenient 49 transit stops, and improve accommodation of riders with special 50 needs.

51 4.8.3 Transportation Policies and Implementation Strategies

- 52 A. Within 5 years of the adoption of the Plan, complete
53 the construction of FDR from First Colony to Pegg Road.
- 54 B. Within 5 to 10 years of the adoption of the Plan,
55 develop and implement access management plans for
56 major state roads.
- 57 C. Conduct a study of and prepare an implementation plan
58 for bikeways and pedestrian ways (sidewalks and trails).
 - 59 i. Within 18 months of the adoption of the Plan
60 initiate a sidewalk analysis.
 - 61 a. Propose new links where gaps are found.
 - 62 b. Determine needs for curb extensions (bump
63 outs), islands, or other safety zones for
64 pedestrians will be established to provide
65 comfortable and safe walkways across
66 multi-lane, high traffic volume roads.
 - 67 c. Implement the recommendations of an ADA
68 (Americans with Disabilities Act)
69 assessment and transition plan for

1	sidewalks and ramps along state and county	36
2	roads.	37
3	ii. Identify locations for features such as benches	38
4	and appropriate lighting along sidewalks,	39
5	bikeways, and trails. Within 6 months of the	40
6	adoption of the Plan initiate a study to:	41
7	a. Identify locations for new and improved	42
8	bikeways within the Development District.	43
9	b. Identify options and the need for the high	44
10	priority bikeway projects identified by the	45
11	study.	46
12	c. Recommend traffic calming techniques to	47
13	allow bicyclists to safely share travel lanes	48
14	with automobile traffic when dedicated	49
15	bikeways are not feasible.	50
16	iii. Within 12 months of the adoption of the Plan	51
17	initiate a trails and greenways study to:	52
18	a. Identify locations and priorities for new and	53
19	improved trails within the Development	54
20	District.	55
21	b. Consider trails as a circulation element for	56
22	development. Ensure provision of	57
23	easements for public use of these trails.	58
24	Prohibit fences, walls or other barriers that	59
25	prevent public access to trails.	60
26	c. Include the provision and interconnection	61
27	of trails in long-range plans of St. Mary's	62
28	County Departments of Public Works and	63
29	Transportation and Recreation and Parks to	64
30	include funding for constructions.	65
31	d. Develop and implement a schedule for the	66
32	interconnection of the existing and	66
33	proposed new trails	67
34	iv. Within 2 years of the adoption of the Plan, seek	68
35	funding for recommended projects.	69
		70

D.	Implement the recommendations of the latest	
	completed transit study and other provisions to	
	increase STS ridership.	
i.	Provide safe and convenient covered waiting	
	areas and easy transfer to other modes of	
	transportation. Transit stops will include route	
	information, benches, bicycle parking, trash	
	receptacles, and appropriate lighting.	
ii.	Implement system-wide efficiency	
	improvements for connectivity and transfers.	
iii.	Transition to electronic fare boxes compatible	
	with smart cards.	
iv.	Transition to 30-foot, heavy duty transit	
	vehicles.	
v.	Sign the stops in Lexington Park and other	
	locations in the urbanized area (i.e., discontinue	
	the flag stop system).	
vi.	Add bus stop safety improvements.	
vii.	Increase coordination with Calvert and Charles	
	Counties.	
viii.	Work with NAS to allow base access for STS	
	buses.	
ix.	Increase park and ride / commuter bus	
	connections.	
x.	Extend evening hours.	
xi.	Increase the frequency of buses to and from	
	Lexington Park and extend the hours of	
	operation.	
xii.	Coordinate with St. Mary's Hospital for STS	
	service to the Health Enterprise Zone.	
xiii.	Construct improved facilities at Tulagi Place.	
xiv.	Provide real-time bus information.	
xv.	Equip more buses with bicycle racks.	
E.	Continue to protect the airport from the encroachment	
	of incompatible land uses and structures.	

1	4.8.4	Implementation Priorities Necessary to Achieve the Vision	9
2	A.	This Plan supports but also refines and expands upon	10
3		the list of road projects recommended in the adopted	11
4		<i>2006 Transportation Plan</i> .	12
5	B.	Table 4-1: Road and Street Connections	13
6		Needed to Implement the Plan on the following	14
7		pages identify road and street connections needed to	15
8		implement this Plan. The proposed improvements do	
16			

not include all service or internal roads and inter-parcel connections necessary to provide complete street networks within developments, to provide increased circulation between adjacent properties, and to manage access onto major roadways. These types of connections will be considered on a case-by-case basis at the time of subdivision or site plan review.

1 Table 4-1: Road and Street Connections Needed to Implement the Plan

2

ID #	Proposed Road Improvements
1.	Complete missing segments of FDR Blvd.
1. 1	First Colony Blvd. to Old Rolling Road.
1. 2	Beverly Hills Drive to Hickory Hills.
1. 3	Chancellor's Run Road to Pegg Road and infill segments to Corporate Drive.
1. 4	North of St. Andrews Church Rd. to Wildewood Parkway
1. 5	FDR Blvd. from S. Shangri La Drive to Willows Rd.
2.	Connector Roads to FDR Blvd
2. 1	FDR Lane. (realigned FDR Blvd. near Nicolet Park)
2. 2	Patuxent Center Way extended to FDR Blvd.
2. 3	Immaculate Heart Way extended to FDR Blvd.
2. 4	Misima Place. extended to FDR Blvd.
2. 5	Patuxent Rd. to FDR Blvd.
2. 6	Thomas Dr. extended to FDR Blvd. extended
3.	Connect Willows Road to Three Notch Road via infill street connections through Lexington Manor property
3. 1	New traffic circle at Willows Road and S. Shangri La Drive.
3. 2	Infill at each end of Misima Place to connect from Willows Road to a new traffic circle at Lei Drive.

ID #	Proposed Road Improvements
4.	Redeveloped street pattern in redeveloped Millison Plaza
4. 3	Park Square Drive paralleling S. Shangri La Dr. adjacent to new Park Square Green (with diagonal parking)
4. 4	Millison Blvd from FDR Blvd to N. Shangri La Drive.
4. 5	Nicolet Park entrance road from Millison Blvd. to the Nicolet Park loop road
4. 6	Theatre Loop connecting FDR Blvd. to new FDR Lane.
5.	Provide new connections between existing neighborhoods and nearby commercial areas.
5. 1	S. Shangri La Drive extension into St. Mary's Square tied to new internal streets in the redeveloped shopping center.
5. 2	Midway Drive extended to S. Shangri La Drive.
5. 3	Morris Drive extension to Great Mills Road.
5. 4	Alley between Sherriff Miedzinski Way and Morris Drive.
5. 5	Thomas Drive extended to Sherriff Miedzinski Way.
5. 6	S. Essex Drive extended to Sherriff Miedzinski Way.
5. 7	Scarborough Drive extended to Quatman Road.
5. 8	Chapman Drive extended at each end to connect Sanners Lane to Sherriff Miedzinski Way.

Table 4-1 continues on next page

3

ID #	Proposed Road Improvements
6. 0	Provide street network east of Great Mills Road for proposed infill neighborhoods and commercial areas
6. 1	Bay Ridge Road extended to Quatman Road and Sanners Lane.
6. 2	Carver School Blvd. extended to Bay Ridge Road.
6. 3	Quatman Road extended to Bradley Blvd.
6. 4	Sherriff Miedzinski Way extended to Quatman Road.
6. 5	Stewart's Grant Road.
7. 0	Provide street network connecting Bradley Blvd. to Three Notch Road and Hermanville Rd.
7. 1	Bradley Blvd. extended to new collector
7. 2	New M. Stevens Blvd. extended to Grand Harvest Ln. in Pembroke to Three Notch Rd.
7. 3	Glazed Pines Blvd from Hermanville Rd. to Three Notch Rd.
7. 4	New collector road connecting M. Stevens Blvd. to Glazed Pines Rd.
8. 0	Provide street network connecting Chancellor's Run Rd. to FDR Blvd. and Pegg Rd.
8. 1	Horsehead Rd. ext. to Strickland Rd.
8. 2	Horsehead Rd. ext. to Golden Triangle Blvd.
8. 3	Golden Triangle Blvd. to Horsehead Rd.
8. 4	Goldfinch Dr. extended to Golden Triangle Blvd.
8. 4	Horsehead Rd ext. to Pegg Ln.

ID #	Proposed Road Improvements
9. 0	New road network in East Run development (HEZ)
10. 0	Service road north of Three Notch Road across from First Colony and Laurel Glen.
10. 1	Abell House Ln. extension north to serve rear of parcels fronting on Three Notch Rd.
10. 2	Ford Dr. extended to Shady Mile Dr. at Abell House Ln. intersection.
11. 0	Provide required additional outlets for Wildewood to Three Notch Road and MD 4 to reduce traffic volumes on Wildwood Blvd.
11. 1	Cottonwood Pkwy. extended to Airport Rd.
11. 2	Tallwood Rd. infill Dahlia Park to Cottonwood Pkwy.
11. 3	Add required connection per PUD plan to MD 4 (Alignment is not shown)
12. 0	Lawrence Hayden Rd. extension to Indian Bridge Rd.
13. 0	Finish road segments to connect Point Lookout Rd. (MD 5) to NAS Gate 1 and reduce traffic volume and improve safety on Great Mills Rd.
13. 1	Pegg Rd. extension from Chancellors Run Rd. to Indian Bridge Rd.
13. 2	Pegg Rd. extension from Indian Bridge Rd. to Callaway

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1 **5. Public Facilities**

2 *Vision: Well-planned public facilities that meet the public health, safety, recreational, and educational needs of the community will enhance quality of life,*
3 *sustain growth, and protect natural and cultural resources. By 2030 the Lexington Park Development District will have the public facilities and*
4 *infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sound manner in support of a mixed-use*
5 *concept of employment and housing, emphasizing walkability and transit.*

6 A major factor influencing the location and intensity of
7 development is the presence of public and community
8 facilities, infrastructure and services. St. Mary's County
9 agencies and departments must not only provide services
10 and facilities where currently required, but anticipate their
11 need in the future.

12 Planning for the provision of community facilities and
13 public services is necessary to effectively and efficiently
14 manage growth. Provision of facilities can guide growth
15 where it should occur, and the lack of facilities and services
16 will discourage growth in areas where development is to be
17 deferred or resources are to be preserved.

18 This chapter provides guidance for provision of facilities as
19 a means to implement the land use recommendations of
20 this Plan and to provide a vibrant community that meets
21 the health, safety, and welfare needs those living,
22 conducting business, and recreating in Lexington Park

23 5.1 Public Water and Sewerage Facilities

24 *Vision: All structures requiring plumbing are connected to*
25 *central sewer and water services.*

26 5.1.1 Sewerage

27 The Lexington Park Development District is within
28 the Pine Hill Run (No. 8) sanitary district, the largest
29 in the county, and is served by the Marlay Taylor
30 Water Reclamation Facility (sewage treatment
31 plant) located south of the NAS. The plant has a
32 design capacity to treat 6.0 million gallons of
33 sewage per day (mgd). The average daily flow to



1 the plant for the reporting period of July 1, 2013 to June 30,
2 2014 (FY 2014) was 4.2 mgd according to the annual report
3 issued by the St. Mary's County Metropolitan Commission
4 (MetCom). When the plant reaches 80% of its design capacity,
5 or 4.8 mgd, planning and design for its expansion will be
6 needed. In spring 2015 MetCom initiated capacity and
7 expansion analysis. Calculation of 80% will include treatment
8 capacity that has been reserved for many unbuilt projects,
9 which means that planning for the expansion will begin before
10 the flow being treated reaches the 80% threshold.

11 Adequate sewage treatment capacity is not an obstacle to the
12 redevelopment of Lexington Park before 2020. However, to
13 remain so without prematurely expanding the plant, this Plan
14 encourages revising the way sewage capacity is reserved for
15 future projects so that new developments can be connected as
16 they are completed. To facilitate concentration of
17 development, this Plan recommends that service be
18 immediately available in the Central Focus Area.

19 5.1.2 Water

20 In 2005 the Maryland Geological Survey prepared a report
21 entitled *The Water-Supply Potential of the Coastal Plain Aquifers*
22 *in Calvert, Charles, and St. Mary's Counties, Maryland, with*
23 *Emphasis on the Upper Patapsco and Lower Patapsco Aquifers.*
24 This report utilized the 2002 St. Mary's County Comprehensive
25 Plan as a basis for forecasting future pumpage scenarios, and
26 for its conclusion that the water supply in these counties will be
27 sufficient to serve the needs of a growing population through
28 2030.

29 This Plan recognizes the importance of planning for its future
30 water supply in secure, permanent, and protected sources in
31 areas available to serve anticipated long-range growth; 70% of
32 projected growth is expected in the Development District. The
33 county must therefore continue 1) identifying strategic
34 resources of water supply, 2) implementing strategies to protect
35 the water supply, and 3) monitoring the geological picture of

36 the water supply to assure an adequate, safe, and efficient
37 water supply.

38 MetCom plans to pursue reuse of effluent from Marlay Taylor
39 for various purposes on and outside the NAS, including cooling
40 towers, 350 acres of crop irrigation, irrigating the NAS golf
41 course, and using the effluent for recreational park and school
42 athletic field irrigation off base. MetCom estimates that this
43 project would reduce the amount of potable water withdrawn
44 from the aquifers by 10 to 12 million gallons per year. In its
45 planning justification for the project, MetCom states that "the
46 ground water supply in southern St. Mary's County is not
47 unlimited. With the increased usage, the aquifer levels have
48 been dropping significantly." This Plan recommends keeping
49 current on aquifer use and on the location and protection of
50 aquifer recharge areas throughout the county. Aquifer recharge
51 areas within and near the Development District need to be
52 located and protected to ensure that the water supply adequate
53 to 2030 and beyond.

54 5.1.3 Sewer and Water Service Recommendations

- 55 A. New or renovated structures requiring plumbing should
56 be connected to a sewerage system that is capable of
57 enhanced nutrient removal (ENR). Phase the extension
58 of sewer service to promote the compact development
59 that is supported by this Plan.
 - 60 i. Apply the guidelines of the Water and Sewer
61 Connection Task Force to phase connections to
62 a community sewerage system.
 - 63 ii. If septic systems fail before connection to sewer
64 is feasible, require the replacement to utilize
65 best available technology (BAT).
 - 66 a. Identify and require correction of
67 malfunctioning septic systems within the
68 LPDD.
 - 69 b. Continue to identify areas of failed or failing
70 systems and require connection to a public

1 sewerage system or best available
2 technology (BAT) septic systems.

3 5.2 Public Education Facilities

4 *Vision: Public education facilities not only house educational programs,*
5 *but also serve the community as public resources through a variety of*
6 *community-based activities. The playfields and courts serve the*
7 *community as supplemental parks and recreational facilities.*
8 *Community organizations, both public and private, use the buildings for*
9 *meetings and other activities.*

10 The 2014 *St. Mary's County Public Schools (SMCPS) Education Facilities*
11 *Master Plan*¹⁵ reports that a new elementary school will be needed in
12 the Lexington Park Development District within the next six years
13 (Executive Summary, C. Historical Perspective).

14 Under the SMCPS site planning criteria, the preferred school site would
15 contain 25 to 30 acres and accommodate an enrollment of between 400
16 and 650 students. The county planning commission and SMCPS, in
17 coordination with local residents, should identify potential school sites
18 within the Development District. This Plan recommends consideration
19 of the following criteria in the selection of a site for a new elementary
20 school:

- 21 • Selection should not be limited to sites of 25 to 30 acres, but include
22 smaller sites in order to expand the options within Lexington Park.
- 23 • Sites that provide the greatest level of accessibility by walking and
24 bicycling should be considered.
- 25 • Priority consideration should be given to the FDR Boulevard corridor
26 and the Great Mills Road corridor.

27 5.2.1 Southern Maryland Higher Education Center.

28 This Plan supports curricula and programs that further
29 economic development goals, including technical training and
30 continuing education for adults. One of the Development

31 District's important educational assets is the Southern Maryland
32 Higher Education Center (HEC), located on Airport Road, across
33 from the regional airport. With a goal of providing knowledge-
34 based graduate technology to help propel economic growth, the
35 nearly one hundred academic programs offered by 14
36 universities and colleges concentrate on advanced degrees in
37 science and technology to serve the needs of high-tech
38 businesses. The HEC also offers bachelor degree completion
39 programs, continuing education classes for public school
40 teachers and administrators, and programs for business, social
41 welfare and health care professionals. This Plan supports the
42 county's cooperating with the University of Maryland to fund
43 "Building Three" for unmanned aerial systems research and
44 education.

45 5.2.2 Education Facilities Recommendations:

46 Locate new schools where they will contribute to the vision of
47 compact development and be accessible by way of sidewalks
48 and bikeways.

49 5.3 Library Facilities

50 *Vision: Libraries provide a physical and virtual gateway by which the*
51 *community may access information, congregate to freely exchange*
52 *ideas, celebrate literacy and cultural growth in a leisurely yet lively*
53 *atmosphere.*

54 The Lexington Park Branch of the St. Mary's County Library System,
55 located at FDR Boulevard and Shangri-La Drive, is the busiest of the
56 system's three branches, and a key Downtown asset. In addition to
57 books, periodicals, CDs and DVDs, all St. Mary's County libraries have a
58 large number of personal computers with Internet access. Patrons with
59 a library card are able to use a library PC for up to two hours per day.
60 Free Internet availability is an important resource for students who do
61 not otherwise have Internet access outside of school. This Plan
62 supports implementation of the Library Facilities Master Plan.

¹⁵ <http://www.smcps.org/dss/cpgs/educational-facilities-master-plan>

1 5.4 Broadband Infrastructure

2 *Vision: Residential, business and public anchor institutions will be*
3 *provided with the opportunity to be served by the evolving and most*
4 *current information technologies available.*

5 The *Broadband Deployment Plan for Southern Maryland (2012)* was
6 prepared by the Tri-County Council for Southern Maryland. It describes
7 the importance of broadband in Southern Maryland: “The 21st century
8 economic and educational success of Southern Maryland requires
9 universal access to high speed information technology which allows
10 college internet courses, telemedicine, telework, and home-based small
11 businesses to access cutting edge secure communications of
12 importance. In addition to the town center / development districts, the
13 remaining areas of the region need high speed internet to allow
14 business, education, health care and other communication services and
15 connectivity” (page 25). Until wireless service is available throughout
16 the county, the most desirable type of broadband is fiber optic (2012
17 *Broadband Deployment Plan*, pages 56-58).

18 Fiber optic broadband is available to the NAS and the technology-
19 related businesses in and around Lexington Park, but the extent of its
20 availability elsewhere is not known because the companies that own
21 and provide fiber will not disclose details about their networks (2005
22 *Broadband Study*, p. 90; quoted in the *2012 Broadband Deployment*
23 *Plan*, p. 57).

24 An answer to a Frequently Asked Question on the Maryland Broadband
25 Map site¹⁶ explains “availability”: The National Telecommunications
26 Information Administration defines broadband service availability as
27 ‘available’ to an end user at an address if a broadband service provider
28 does, or could provide within 7 to 10 business days without an
29 extraordinary commitment of resources:

- 30 • two-way data transmission to and from the Internet with advertised
31 speeds of at least 768 kilobits per second (kbps) downstream and
- 32 • at least 200 kbps upstream to the end user at the address.

33 The Maryland Broadband Map web site allows a prospective customer
34 to find out which types of broadband services *might be* available based
35 on an address. The site also has contact information for broadband
36 providers.

37 The availability of fiber optic broadband and wireless service should be
38 pursued through such groups as the Lexington Park Business and
39 Community Association, the St. Mary’s County Community
40 Development Corporation, and the Tri-County Council for Southern
41 Maryland.

42 5.4.1 Broadband Recommendations:

- 43 A. All property within the Development District should
44 have access to affordable broadband service.
- 45 B. Expand the availability of broadband, especially fiber
46 optic internet access.
 - 47 i. Maintain an inventory of broadband services
 - 48 a. Ask for the participation of such groups as
49 the Lexington Park Business and
50 Community Association, the St. Mary's
51 County Community Development
52 Corporation, the St. Mary's County libraries,
53 and Tri-County Council for Southern
54 Maryland to help research broadband
55 availability.
 - 56 b. Contact fiber optic providers to help
57 determine opportunities and constraints of
58 the broadband market.
 - 59 c. Use the Lexington Park Facebook page, and
60 other Internet communication tools, to
61 glean data about those currently served by
62 fiber optic and those who would like fiber
63 optic internet access.
 - 64 ii. Revise zoning and subdivision regulations to
65 foster expanded broadband service and to

¹⁶ www.mdbroadband.map.org

1 ensure streamlined processing of permits for
2 broadband infrastructure.

3 5.5 Public Safety: Fire, Sheriff and Emergency Medical Services

4 *Vision: Services are available to protect life and property, prevent crime;*
5 *and preserve peace and order for the people of Lexington Park, who are*
6 *served with respect, fairness, and compassion.*

7 Fire, emergency, and ambulance services to the Development District
8 are provided by the Bay District Volunteer Fire Department (VFD)
9 Companies 3 and 9, the Patuxent River NAS Company, and Lexington
10 Park Volunteer Rescue Squad (VRS) Companies 38 and 39. In 2014 VRS
11 Company 38 relocated to a new facility on FDR Boulevard near the
12 library and the Bay District Volunteer Fire Department. This new
13 location, and the activity it brings with it, should have a positive impact
14 on the redevelopment of the Downtown.

15 Law enforcement is provided by the St. Mary's County Sheriff's Office¹⁷
16 and by the Leonardtown Barracks of the Maryland State Police. There
17 are two Sheriff's facilities in Lexington Park: one on Lincoln Avenue, and
18 a second on South Shangri-La Drive that will be relocated to Great Mills
19 Road. The Sheriff's Office also has a Community Oriented Policing
20 Services (COPS) patrol district in Lexington Park that includes Great Mills
21 Road from Three Notch Road to Point Lookout Road and most of the
22 Downtown.

23 This Plan recognizes that a concept introduced in Chapter 2 "crime
24 prevention through environmental design," or CPTED as important to
25 providing a safe and desirable community for Lexington Park 's residents
26 workers and visitors. The proper design and effective use of the built
27 environment can lead to a reduction in the fear of crime, the incidence
28 of crime, and to an improvement in quality of life. The fundamental
29 principle is to reduce opportunities for crime while increasing the
30 opportunities for residents to be able to safely observe and report crime
31 or suspicious persons and activities. CPTED emphasizes urban design,
32 building construction, landscaping, and lighting that are consciously
33 planned so as to eliminate areas where vagrants and criminals can hide.

¹⁷ <http://www.firstsheriff.com/lexingtonparkpolicing.asp>

34 In addition to eliminating places of concealment, CPTED promotes
35 unobstructed lines of sight from the street and neighboring buildings so
36 that loitering and suspicious activities can be observed and reported to
37 police (often referred to as "eyes on the street").

38 SafeScape, a concept similar to CPTED, places primary importance for
39 public safety on the social community, especially the family. This Plan
40 emphasizes a total community approach that considers both social
41 factors and the physical environment of Lexington Park.

42 The Sheriff's Office, together with the Department of Economic
43 Development, has formed the "B-Alert Program" to reduce crime and
44 the fear of crime in Lexington Park. The Sheriff's Office will send e-mail
45 to participating businesses in or near the Great Mills Road corridor
46 providing information on criminal activity.

47 Opening a new Sheriff's office on Great Mills Road, incorporating CPTED
48 and SafeScape principles throughout the community, and publicizing the
49 B-Alert Program and other "crime watch programs" are all ways to
50 reduce crime and the perception of crime in Lexington Park.

51 5.5.1 Fire and EMS Recommendations:

52 All buildings, residential and non-residential, within the
53 Lexington Park Development District shall be protected from
54 fire through a combination of prevention and suppression
55 activities. EMS facilities will be strategically located throughout
56 the Development District to ensure a uniform response time to
57 all emergency calls.

58 A. Ensure that EMS and fire departments are adequate
59 and equitably financed. High quality services will be
60 provided to all neighborhoods within Lexington Park.

61 i. Maintain an adequate level of staffing and
62 appropriate equipment for EMS and fire
63 stations to fully respond to emergency.

64 ii. Achieve and maintain an average response time
65 of 6 minutes.

- 1 iii. Ensure that developers make provisions for
2 new, additional or upgraded emergency
3 response facilities or equipment, etc. when the
4 development can be directly linked to the need
5 for additional capital improvements.
- 6 5.5.2 Law Enforcement Recommendations
- 7 Reduce actual and perceived crime in Lexington Park. This Plan
8 supports continuation of the public safety provisions of the St.
9 Mary's County *Comprehensive Plan*.
- 10 A. Reduce resident concern about, and susceptibility to,
11 crime.
- 12 i. Locate sheriff facilities in areas that enable the
13 deputies to respond to calls as quickly as
14 possible. Visibility of the sheriff's office and
15 deputies will be emphasized to enhance the
16 feeling of security.
- 17 ii. Achieve and maintain adequate staffing levels
18 to provide a level of service of officers per the
19 International Association of Chiefs of Police
20 Standards.
- 21 iii. Achieve and maintain an average response time
22 of 4 minutes.
- 23 B. Increase awareness of crime prevention methods.
- 24 i. Encourage and support citizen involvement in
25 crime prevention programs such as
26 neighborhood watches.
- 27 ii. Promote participation of businesses in the B-
28 Alert Program. Pursue 100% participation.
- 29 iii. Incorporate CPTED principles in design
30 guidelines for new construction and
31 redevelopment projects; ensure conformance
32 of buffer requirements pursuant to these
33 principles.
- 34

35 5.6 Parks and Recreational Facilities

36 *Vision: All residents of the Lexington Park Development District have*
37 *access to a variety of active and passive recreation and park sites.*
38 *Recreation and park sites are connected to residential areas by*
39 *sidewalks, trails, bikeways, and transit routes.*

40 The St. Mary's County Recreation and Parks Department provides
41 facilities for both passive and active recreation, adhering to the
42 Maryland standard of 30 acres of recreation and open space per 1,000
43 persons living in the jurisdiction. identifies parks and recreation
44 facilities currently available in or adjacent to the LPDD.

45 In addition to the recommendations of Chapter 2 for an expanded
46 network of community parks and open space, this Plan continues the
47 recommendation of the 2005 *Lexington Park Development District*
48 *Master Plan* to add four neighborhood parks. The new parks,
49 community open spaces, and community gardens should be carefully
50 planned to ensure they will be within walking or biking distance of
51 users.

52 5.6.1 Parks and Recreation Recommendations:

53 Ensure a variety of passive and active recreational opportunities
54 and locations accessible to all residents of all ages, including
55 provision for residents with special needs.

- 56 A. Adhere to the following guidelines for identifying new
57 parks.
- 58 i. Neighborhood Parks: small parks, usually less
59 than 15 acres. Ideally these are located within
60 walking distance of the users.
- 61 ii. School recreational parks have a function
62 similar to neighborhood parks;
- 63 iii. Community Parks: usually 15 to 100 acres in
64 size, located within a three mile radius of users;
- 65

1 Table 5-1: Parks and Recreational Facilities within the Lexington Park
 2 Development District

Park	Type	Acres
Carver Recreation Center	School Recreation Park	8
GW Carver Elementary School	School Recreation Park	24
Chancellor’s Run	Regional	82
Esperanza Middle School	School Recreation Park	6
Evergreen Elementary School	School Recreation Park	14
Great Mills High School	School Recreation Park	26
Great Mills Swimming Pool	Sports Complex	19
Green Holly Elementary School	School Recreation Park	4
Greenview Knolls Elementary School	School Recreation Park	4
Jarboesville Park	Neighborhood	5
John G. Lancaster Park at Willows Road	Community	97
Lexington Park Elementary School	School Recreation Park	6
Myrtle Point Park	Regional	193
Nicolet Park Skate park Spray ground	Community	35
Park Hall Elementary School	School Recreation Park	3
St. Andrews Estates Park	Neighborhood	4
St. Mary’s Gymnastics Center	Special Use	0.3
Town Creek Elementary School	School Recreation Park	2
Town Creek Park	Neighborhood (private)	2
Tubman Douglas Field	Neighborhood (private)	3
Wildewood Recreation Area	Neighborhood (private)	12
Total acreage	County Private	532.3 17.0

3 iv. Countywide Parks: often exceed 100 acres;
 4 however, the only countywide parks in
 5 Lexington Park are the spray ground and skate

6 park at Nicolet Park for which acreage is not a
 7 factor.

8 v. Regional Parks: usually larger than 250 acres.

9
 10 B. This Plan recommends acquisition and development of
 11 up to four additional neighborhood parks,
 12 approximately 10 acres each, within the Lexington Park
 13 Development District. The parks should be a
 14 strengthening adjunct to the greenway concepts for this
 15 area. A major goal in this acquisition is to provide
 16 facilities that are convenient and accessible to large
 17 concentrations of residents without relying on the
 18 automobile. Some new parks should be owned and
 19 maintained by a homeowners’ association or civic
 20 group. General locations recommended for new parks
 21 are:

- 22 i. North of Patuxent Beach Road (MD 4);
- 23 ii. in the Stewart’s Grant area, perhaps next to the
 24 Great Mills swimming pool;
- 25 iii. between Chancellor’s Run Park and Three
 26 Notch Road; and
- 27 iv. on the south side of St. Andrews Church Road.
- 28 v. Add sidewalks and bikeways along existing
 29 streets and include with road construction and
 30 maintenance projects to connect residential
 31 areas with parks and recreation areas. Extend
 32 pedestrian, bikeway, and trail networks beyond
 33 the Development District to connect with
 34 nearby recreation and park sites where feasible.

1 5.7 Trails

2 *Vision: An extensive hiking and biking trail system connects*
 3 *neighborhoods, employment centers, shopping areas, and*
 4 *public open spaces.*

5 This Plan advocates for creation of a network of hiking and biking trails
 6 that can serve both commuters and recreational users.

7 The Three Notch Trail is routed within the railroad right-of-way that
 8 belongs to the Commissioners of St. Mary's County. The trail currently
 9 serves the dual function for recreation and transportation for those who
 10 walk or ride bicycles. When completed, it will extend from Deborah
 11 Drive in Charles County south to Pegg Road near the Gate 1 entrance
 12 into the NAS. Several segments have been finished, including these
 13 segments within the Development District: near the Sturbridge
 14 Apartments in Wildewood, in front of the South Plaza shopping center,
 15 and from Wal-Mart to Chancellor's Run Road.

16 The zoning ordinance calls for new and expanded trails as recreational
 17 amenities for major subdivisions and site plans, and requires connection
 18 between new and existing trails in an effort to provide a complete,
 19 publically accessible trail network. Locations, alignments, and
 20 responsibility for implementing plan and ordinance recommendations
 21 should be identified through a public process.

22 Table 5-2 lists the relatively few publically accessible developed trails in
 23 and near the Development District. To accommodate a more complete
 24 network in the LPDD, appropriate steps should be taken to overcome
 25 liability issues that prevent interconnection and public access to private
 26 trails within several subdivisions.

27 **Table 5-2: Trails in and near Lexington Park**

Name	Type	Ownership	Length (mi.)
Chancellor's Run Park	Hiking / fitness	County	1.0

Lancaster Park	Nature / jogging / biking	County	1.0
Three Notch Trail*	Jogging / hiking / biking	County	4.3
Wildewood Hike Bike Trail	Jogging /hiking / biking	Community Association	3.2
Forest Park (Navy Housing)	Jogging /hiking / biking	Federal	1.35
Myrtle Point Park	Nature / hiking	County	3.5
St. Mary's River State Park **	Nature / hiking / biking	State	6.6
Nicolet Park (proposed)	Nature / hiking / biking	County	1.0

*As of 2013: Phase III – Wildewood to California (1.3 miles) under construction by private developers; Phase IV– California to Lexington Park (3 miles) with a ½ mile section from Wal-Mart to Chancellor's Run Road complete and the balance to be constructed with FDR Blvd.

**The St. Mary's River State Park Lake Trail, while outside the Development District boundary, is included in this list because of proximity to it.

28 5.8 Historic and Cultural Sites

29 *Vision: The historical and cultural heritage of the Development District*
 30 *contributes to the economic and social well-being of the community and*
 31 *enhances quality of life for county residents.*

32 Lexington Park is sometimes referred to as "The Instant City" because of
 33 its sudden emergence along with the naval base during World War II. A
 34 partial history of Lexington Park can be found by reviewing the

1 Maryland Historical Trust survey¹⁸ of the nearly 40 sites within the area
2 and review of *Painting A Self Portrait: A Historic Preservation Plan for St.*
3 *Mary's County* (2000) .

4 Goals of this Plan regarding historical and cultural sites include
5 continued documentation of the history of the area (from prehistory
6 through World War II to the recent past) and development of a walking
7 / driving tour booklet highlighting the following historically and
8 culturally significant sites.

9 • The Patuxent River Naval Air Museum, which is an eye-catching
10 Lexington Park landmark due to its large outdoor collection of Navy
11 aircraft. In addition to the airplanes and helicopters, there is also an
12 indoor exhibit hall.

13 • The cupola from the Cedar Point Lighthouse, which once marked
14 the confluence of the Chesapeake Bay and Patuxent River, and
15 which is on the grounds of the air museum. "Against the Odds," a
16 historical marker on the Star-Spangled Banner National Trail that
17 tells the story of Joshua Barney and the Chesapeake Flotilla during
18 the War of 1812 is also at the museum.

19 • Freedom Park, the home of the African American Monument of St.
20 Mary's County, beside Tulagi Place. A Civil War Memorial
21 Monument and Marker honoring "United States Colored Troops" is
22 in Lancaster Park. This display explains that there were 700 United
23 States Colored Troops from St. Mary's County and, in fact, the
24 majority of Union soldiers from the county were of African descent.
25 In December 2014, following its renovation, the last remaining
26 structure in Lexington Manor (also known as the "Flat Tops") was
27 dedicated as the United States Colored Troops (USCT) Memorial
28 Interpretive Center. The new center provides space for meetings
29 and community activities. In the future it will include displays and
30 information about the Civil War Memorial, as well as African
31 American history in St. Mary's County.

32 • Two historic markers not far from the African American Monument,
33 on Rennell Avenue west of S. Coral Place. One, "St. Mary's County
34 and U.S. Navy History," briefly tells the history of NAS Patuxent
35 River. The second, "Architectural Significance of the First Lexington
36 Park Community" explains the "flattop" duplexes that were built to
37 house the civilian workers who built the air station during World
38 War II. The Flat Tops, and other homes in Lexington Park, were
39 designed by the architectural firm of Kahn and Jacobs.

40 • The "Saint Nicholas Church" historical marker located on the east
41 side of Three Notch Road, south of Great Mills Road. The marker
42 provides information on the Jesuit Missions from the 17th to 19th
43 centuries.

44 • The Three Notch Theatre, a valuable cultural resource within
45 Lexington Park. The Theatre, home of the Newtowne Players, is a
46 black box theater located in the former library building near
47 Freedom Park. The Theatre and Players develop local actors, both
48 children and adults, and conduct workshops and programs with
49 local schools. The Newtowne Players mission is to promote all
50 aspects of the performing arts in Southern Maryland; to provide an
51 outlet for people in the community interested in theatre
52 production, and to provide quality entertainment to the
53 communities. The Newtowne Players goal is to foster, promote and
54 increase the public knowledge and appreciation of the arts and
55 cultural activities in St. Mary's County and Southern Maryland, and
56 to make live theatre affordable and available to members of the
57 surrounding communities.

58

¹⁸ Posted at
http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/026000/026800/026823/pdf/msa_se5_26823.pdf

- 1 5.8.1 Historical and Cultural Sites Recommendations: 32
- 2 A. Promote balanced heritage activities and programs that 33
- 3 capitalize on the historical and cultural resources within 34
- 4 the Development District. Take actions to maintain 35
- 5 heritage resources 36
- 6 B. Seek and support increased opportunities for 37
- 7 conservation, preservation, and maintenance of 38
- 8 heritage resources. 39
- 9 C. Review and document the historic and architectural 40
- 10 significance of all structures slated for demolition that 41
- 11 are fifty years or older. Inform landowners of the 42
- 12 resources available for conservation and adaptive reuse 43
- 13 of significant historic structures 44
- 14 D. Ensure implementation of ordinance requirements for 45
- 15 protection of designated scenic and historic resources. 46
- 16 E. Ensure review of all development proposals for 47
- 17 potential adverse impacts on historic resources: 48
- 18 i. Identify known resources on all development 49
- 19 plans: 50
- 20 ii. Identify cemeteries, burial grounds, and 51
- 21 archeological resources prior to any disturbance 52
- 22 of a site. 53
- 23 iii. Support local, regional, state and federal 54
- 24 heritage program efforts, such as the National 55
- 25 Register of Historic Places and Maryland 56
- 26 Historical Trust Grants Programs, which provide 57
- 27 incentives to foster the preservation or 58
- 28 restoration of significant structures. 59
- 29 iv. Obtain state and federal recognition of county 60
- 30 sites and of Southern Maryland as a "Heritage 61
- 31 Area." 62
- 62

- v. Support public and private community 32
- preservation efforts. 33
- vi. Document resources discovered during 34
- development. 35
- F. Promote historic resources for economic opportunity. 36
- Continue to participate in the Chesapeake Gateways 37
- network and to utilize network resources to develop 38
- and interpret the Naval Air Station Museum and Myrtle 39
- Point Park. 40

41 5.9 Solid Waste Management

42 *Vision: A comprehensive program for solid waste collection, processing,*

43 *and disposal, for waste stream reduction and for recycling management*

44 *addresses solid waste and recycling needs of the residents and*

45 *businesses in Lexington Park*

46 This Plan supports recommendations of the 2005 *St. Mary's County*

47 *Solid Waste Management and Recycling Plan* and the State of Maryland

48 requirements for achieving waste reduction. The county owns and

49 operates six convenience centers where its residents may drop off

50 waste, recyclables, used motor oil, and antifreeze. Information about

51 use and operation of these facilities may be found on the county's web

52 site. The St. Andrews Land Fill and Convenience center are located

53 within the Development District on St. Andrew's Church Road.

54 5.9.1 Solid Waste Recommendations:

55 All properties within the Lexington Park Development District

56 should be serviced by a solid waste collection company that will

57 include single stream recycling pickup. Recycling for multi-

58 family and non-residential uses shall be via dedicated

59 containers, sized and located to ensure efficiency and ease of

60 use.

63

6. Economic Development

Vision: A viable economy offers a broad range of business opportunities. Community wealth is improved through job creation and investment, including retention, expansion and attraction of new businesses. In Downtown and throughout the Development District growth of local entrepreneurship and new enterprises result in creative reuse of obsolete buildings and investment in new mixed-use developments. The Lexington Park Development District will attract businesses and promote economic vitality to insure employment opportunities for all residents.

The Lexington Park Development District occupies ten percent of the County land area but is home to thirty-four percent of the county population and a majority of the county's jobs. The concentration of attention and funds to this designated urban area commensurate with the existing and planned concentration of the county's overall population and jobs is necessary

Economic development is linked with education, culture, affordable housing and preservation of the environment. To support the viability of Lexington Park and the continued function and contributions of the NAS as the largest employer in the county, the Commissioners of St. Mary's County must be committed to minimizing encroachment, improving schools, ensuring adequate housing, improving transportation, and revitalizing Lexington Park. The St. Mary's County operational and capital budgets must reflect this commitment. (Accomplishments since the adoption of the 2005 Lexington Park Development District Master Plan are listed in the Appendix.)

6.1 Introduction

The Maryland Economic Development Commission reported in 2014 that the largest employer in the three counties of Southern Maryland is government (the federal government employs fourteen percent of the workforce), followed by transportation, trade, and utilities; professional and business services (particularly federal contractors), education and health services; and leisure and hospitality. Sixty-five per cent of residents are employed in either management, professional and related occupations or sales and office occupations.



1 Creating new markets and broadening opportunities for business
2 growth is a necessary and important goal for St. Mary's County. In
3 2012, about 22,400 or just over one-third of the jobs in the county were
4 tied directly to the NAS or its private-sector contractors. The
5 overreliance on defense spending makes the county vulnerable to
6 reductions in federal defense spending, downsizing or relocation of
7 Navy programs via the BRAC process. This Plan calls for efforts to
8 stimulate economic growth through private investment as well as
9 promotion of businesses in proximity to the NAS.

10 Private sector investment with the principal goal of growing the number
11 of entrepreneurs in the Lexington Park area is needed. Lexington Park is
12 a center for engineering services, computer systems design, scientific
13 research, and technology development. The highly skilled and educated
14 workforce in these sectors provides an excellent starting point to grow
15 entrepreneurial activities and new businesses.

16 Diversifying the economy is recognized as necessary to reduce the
17 decades-long dependence on the NAS as the economic engine for the
18 county. Thus the Commissioners have also committed to encouraging
19 technology commercialization and development policies that
20 concentrate new jobs and business opportunities in the Development
21 District. Commercialization of existing and emerging defense
22 technologies, such as unmanned and autonomous systems, could
23 broaden employment opportunities.

24 Diversification will also ensure long-term economic resiliency and
25 greater stability. Plan strategies support quality education for all age
26 and income groups, an adequate supply of affordable workforce
27 housing, and enhanced transportation options for access to jobs and
28 services. There are complementing strategies to recruit new firms and
29 industries, to train incumbent and prospective workers, and to develop
30 a private capital fund for entrepreneurship.

31 In addition to unmanned and autonomous systems, other types of
32 businesses should be recruited. Light industrial, manufacturing, and
33 technology-based businesses are needed. Medical practitioners,
34 medical laboratories, diagnostic imaging centers, home health care
35 services, and services for the elderly and disabled are also needed. The

36 shortage of medical professionals is particularly acute in Lexington Park
37 where a state designated Health Enterprise Zone (HEZ) was established
38 in 2013 to address the shortage of medical services. There is also a
39 need to increase the availability of cultural arts and art enterprises
40 which are important to attracting and retaining a highly-skilled and
41 educated workforce.

42 6.1.1 Economic Redevelopment Tools and Activities

43 The following economic development tools and activities are
44 recommended to fuel the revitalization of the core area of
45 Lexington Park.

46 A. St. Mary's County Community Development 47 Corporation (CDC)

48 To revitalize Lexington Park, the county created the CDC to be
49 its redevelopment authority. The CDC can buy and sell land,
50 issue bonds and raise private capital; administer state, local and
51 federal grants and contracts and distribute funds to other
52 organizations participating in the redevelopment of Lexington
53 Park. The CDC manages a revolving loan fund and a variety of
54 programs designed to implement the revitalization of Lexington
55 Park. In 2012, the Corporation created the Lexington Park
56 Business and Community Association to manage promotions
57 and marketing of the Lexington Park. This Plan is predicated on
58 the county's commitment of key resources to maximizing
59 revitalization efforts. Such resources should include dedicated
60 staff for pursuit of public-private partnerships, grants, etc.

61 The creation of a Business Improvement District (BID) would
62 require approval of the Commissioners of St. Mary's County
63 because it involves taxation. Once established, the BID should
64 be the responsibility of the private sector.

65 B. Sustainable Communities Designation

66 In 2014, portions of the Downtown and surrounding areas
67 became a state designated Sustainable Community. This
68 designation provides the county with a variety of tools to
69 support revitalization of Lexington Park. Specifically, the

1 designation establishes a Tax Increment Financing (TIF) district
2 (see the following map). TIFs are used to advance funding for
3 improvements in distressed, underdeveloped, or underutilized
4 parts of a community where development might otherwise not
5 occur. A TIF uses future gains in taxes to subsidize current
6 infrastructure improvements and other community projects
7 that leverage private investment. Recognizing that new real
8 estate investment yields higher taxes, bond funds are raised to
9 finance the construction of infrastructure in a public-private TIF
10 redevelopment project. While the base taxes generated for
11 county government remain the same, the increased taxes
12 generated as a result of the new investment are used to repay
13 the bonds. Any shortfall in the debt repayment is collateralized
14 by the project and becomes the sole responsibility of the
15 developer. A TIF reduces the developer's cost of financing
16 expensive and necessary site work for a major redevelopment
17 project. This tool has been used nationwide to increase the
18 likelihood of attracting property owner and developer interest
19 to an area that has otherwise been ignored. Because TIF's
20 involve taxation, creation of a TIF project requires the approval
21 of the Commissioners of St. Mary's County.

22 Sustainable Communities are eligible for Community Legacy
23 grants and Neighborhood Business Works Loans as well as
24 enhanced funding through the State's sidewalk retrofit and
25 bikeways programs.

26 The Lexington Park Business and Community Association
27 (LPBCA) created the community's iconic logo (see front cover of
28 this Plan); successfully managed the Navy's Centennial
29 Celebration and the annual Pride in the Park parades. Direct
30 marketing and event program should increase. The LPBCA
31 could create an annual marketing and promotion strategy for
32 Lexington Park to include farmers markets, arts and cultural
33 events, film festivals, outdoor concerts and "Walk in the Park"
34 days to attract greater interest from businesses and shoppers to
35 Lexington Park. The Lexington Park logo should be used in all
36 marketing

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C. Business Improvement District

This Plan recommends that the businesses and commercial property owners form a Business Improvement District (BID). A BID is a defined area wherein a portion of the existing taxes paid by those property owners is dedicated to provide services which improve the immediate community and leverage additional private sector investment. Funds from a Lexington Park BID could be used for security improvements, beautification, and marketing and promotions among other things. Building upon the early success of the Lexington Park Business and Community Association, the business and property owners should work through a BID to advance shared interests.

D. Angel and Venture Capital Funds

Angel and venture capital funds, equity crowd-funding and other seed funding options are designed to provide funding for early staged companies with limited operating history and no access to traditional lenders. Venture capitalists usually take an equity stake in the company while angel investors are often motivated to invest for entirely different reasons, often having to do with supporting the next wave of entrepreneurs.

With the county's growing interest and support for technology commercialization, early staged companies are likely to be attracted to locate in Lexington Park to achieve less expensive and more flexible leases. Identifying angel and venture investors who would support technology commercialization business locating in Lexington Park could prove to be a very successful marketing tool for the area.

E. Arts, Entertainment and Heritage Tourism District

An arts, entertainment and heritage district can play a role in the revitalization of Lexington Park. Year-round performances at the Three Notch Theater, the gallery for local artists located in the Lexington Park Library, annual summer stock performances at Great Mills High School, and the Patuxent River Navy Museum and Visitor Center are existing heritage tourism and arts and entertainment destinations. A designated arts,

1 entertainment and heritage district will allow the community to
2 compete for state capital improvement and programing grants.
3 A Lexington Park Arts, Entertainment and Heritage District
4 would further the positive brand identity of the community and
5 provide additional opportunities for weekend and nightlife to
6 diversify the attractiveness of the Downtown. It could attract
7 artists and young professionals to the Downtown.

8 F. Community Development Financial Institutions Program
9 (CDFI)

10 The purpose of the CDFI Program is to use federal resources to
11 invest in CDFIs and to build their capacity to serve low-income
12 people and communities that lack access to affordable financial
13 products and services. Either the Community Development
14 Corporation or the Housing Authority of St. Mary's County
15 should be encouraged to secure a CDFI designation. CDFIs may
16 use the funds to pursue a variety of objectives, including:

- 17 • To promote economic development, to develop businesses,
18 to create jobs, and to develop commercial real estate;
- 19 • To develop affordable housing and to promote
20 homeownership; and
- 21 • To provide community development financial services, such
22 as basic banking services, financial literacy programs, and
23 alternatives to predatory lending.

24 6.2 Economic Development Recommendations

25 In addition to using the tools and implementing the actions offered
26 above, the following economic development initiatives should be
27 undertaken to attract business and encourage job growth throughout
28 the Development District.

29 6.2.1 Create an inventory of existing federal, state, local and private
30 assets including airport runways, labs and research facilities to
31 use in marketing the Development District for technology
32 business growth.

33 6.2.2 Work with the University System of Maryland and other
34 educational institutions to develop state-of-the-art research
35 facilities accessible to private industry and designed to drive
36 innovation and the development of new commercial
37 technologies and applications.

38 6.2.3 Support advanced work force educational opportunities to
39 ensure job employment skills are available to meet existing and
40 new technology requirements.

41 6.2.4 Update zoning regulations, when required, to:

- 42 A. Ensure availability of property for office, business and
43 technology parks, industrial and research labs,
44 warehouses, production, and flex space.
- 45 B. Streamline the development approval processes to
46 reduce the time between application and permitting.
- 47 C. Provide incentives to attract new businesses.

48 6.2.5 Expand availability of high-speed Internet service and address
49 the "last mile" connectivity for neighborhoods located
50 throughout the Development District.

51 6.2.6 Provide incentives, training and other tools to encourage
52 business growth and diversification.

53 6.2.7 Emphasize business diversity and international marketing, and
54 invite research and technology companies seeking a highly-
55 skilled and educated workforce. Encourage renewable, clean
56 and green energy development.

57 6.2.8 Attract businesses offering products, services and amenities to
58 support consumer and community demand.

- 59 A. Attract specialized retailers and other businesses such
60 as specialty shops and outdoor recreation experiences.
- 61 B. Increase cultural, recreational and entertainment
62 amenities and venues.
- 63 C. Promote retailing of antiques, local handy-crafts, and
64 restaurants serving local fare.
- 65 D. Publish a marketing campaign for business recruitment.

- 1 E. Promote the proximity of the airport to Lexington Park
 2 as a benefit that can be used to attract new businesses
 3 to Lexington Park.
- 4 F. Actively pursue extension of the regional airport
 5 runway, apron and road improvements.
- 6 6.2.9 Revitalize established business and commercial centers.
- 7 A. Ensure availability of supportive infrastructure and
 8 public services.
- 9 B. Encourage mixed-use development that reinforces
 10 existing small businesses or attracts locally-owned
 11 businesses.
- 12 6.2.10 Support the diversity of the arts, cultural, entertainment and
 13 sports (indoor and outdoor) enterprises as important and
 14 necessary to attracting and retaining a highly-skilled and
 15 educated workforce, including young professionals and growing
 16 families who represent an increasing portion of the local
 17 workforce.
- 18 A. Provide infrastructure to support arts programing
 19 accessible to residents and visitors alike.
- 20 B. Encourage participation in state and national programs
 21 to develop arts and cultural heritage focal areas in
 22 appropriate sectors of the Development District.
- 23 C. Support the incorporation of public art and art spaces
 24 where appropriate.
 25

- 26 6.2.11 Improve the physical environment.
- 27 A. Provide design standards for buildings and public spaces to
 28 foster attractive architecture on Complete Streets. Urban
 29 design overlay districts should be adopted for Downtown, the
 30 Great Mills Road Corridor and the FDR Boulevard Corridor.
 31 Development in these districts will favor the creation of
 32 walkable places supported by transit and cycling.
- 33 B. Design new street connections to break away from suburban
 34 street patterns, to improve accessibility, visibility and security,
 35 and to open up land for new development. First priority should
 36 be given to transportation improvements that serve retail areas.
 37 The proposed network of road connections will help transform
 38 these areas into walkable commercial and civic destinations.
- 39 6.2.12 Improve public safety.
- 40 A. Provide more street lights. The lack of adequate street lighting
 41 was identified as a key concern of residents, business and
 42 property owners. Adequate street lighting deters crime, creates
 43 a sense of place and develops a visual boundary for the
 44 commercial area. No public street in Lexington Park should be
 45 built or improved without the installation of streetlights. Create
 46 incentives to encourage property owners to enhance lighting on
 47 private property. Lighting must adhere to policies to avoid
 48 illuminating the night sky and avoid offsite glare.
- 49 B. Support establishment of a Sheriff's District 4 Station on Great
 50 Mills Road as discussed in Chapter 5.
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1 **7. Housing**

2 *Vision: A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes and addresses issues of*
3 *homelessness, blight removal and community revitalization. Housing locations and densities help achieve a mixed-use, mixed income,*
4 *pedestrian-, bicycle- and transit-oriented community.*

5 The mission of the county and the Housing Authority of St. Mary's
6 County is to optimize homeownership, rental opportunities, community
7 improvements, housing preservation and neighborhood rehabilitation
8 for all residents and for the benefit of the county economy. This Plan
9 supports that mission and recognizes the importance of strong
10 neighborhoods to quality of life. There must be an adequate supply of
11 housing in proximity to employment, public transportation, and
12 community facilities, such as public schools. To meet the needs of all
13 residents, and to ensure community viability, the housing stock must
14 include a range of affordable and accessible Introduction

15 This chapter draws from a report entitled "Multifamily Rental Market
16 Assessment St. Mary's County, Maryland," by the
17 RealPropertyResearchGroup (RPRG) completed in May 2010¹⁹, and a
18 supplemental update completed in the 4th Quarter of 2012. This
19 assessment was prepared for the Maryland Department of Housing and
20 Community Development, Community Development Administration,
21 BRAC Market Study Services Contract. The assessment was made for
22 the Lexington Park market area, which is much larger than the
23 Development District that is the subject of this Plan; hence there is a
24 discrepancy between population and other statistics mentioned in this
25 chapter compared with the balance of the Plan.

26 7.1 Perspectives

27 Enhancing the affordability, diversity, quantity, quality and accessibility
28 of Lexington Park's housing supply and stock will require efforts by both
29 the public and private sectors. Housing remains for the most part a
30 market commodity that involves property rights and investments that
31 are affected by federal, state and local tax codes, and critical to a



¹⁹<http://www.stmaryshousing.org/docs/Multifamily%20Rental%20Market%20Assesment%202010.pdf>

1 community’s economy. The decline and deterioration of this 34
2 commodity directly impacts families, neighborhoods, the county’s 35
3 economy and investments coming into the county. 36
4 Lexington Park is defined as a Census-Designated Place (CDP) in St. 37
5 Mary's County, and also is designated as a Micropolitan Statistical Area. 38
6 That is, it includes an urban core with a population of at least 10,000, 39
7 but less than 50,000. Within this area are a significant number of 40
8 households with only elderly persons. Housing and services must 41
9 remain available for this segment of the population, because a majority 42
10 of these households have incomes that remain static or fall well below 43
11 any ability to pay for their homes, or afford rental housing without 44
12 some form of subsidy. 45
13 7.1.1 Tools and Incentives to Promote Affordable Housing 46
14 Some of the numerous tools and incentives available to support 47
15 affordable home ownership have been grouped in three general 48
16 categories below. This Plan recommends that the county 49
17 utilize the following tools and incentives (and others that may 50
18 be identified during the planning period) as necessary to
19 achieve the housing recommendations of this chapter:
20 A. Housing Production:
21 i. housing trust funds
22 ii. inclusionary zoning ordinances
23 iii. low-income housing tax credits
24 iv. tax increment financing
25 v. the county’s workforce capital fund
26 vi. state financing programs
27 vii. flexible development standards
28 viii. property tax exemption
29 ix. parking reductions
30 x. fee waivers or exemptions
31 xi. fees paid at closing
32 xii. process revisions
33 xiii. expedited reviews

xiv. Quick turn-around for County Commissioners
support letters, resolutions or funding
applications
xv. Mixed income housing communities
B. Owner Occupancy:
i. Individual Development Accounts (IDAs)
ii. Homeownership and Education Counseling
iii. Earned Income Tax Credit
iv. Section 8 Homeownership Program
v. Below Market Mortgage Products
vi. Down Payment and Closing Cost Assistance
C. Housing Retention. Items in the Housing Production list
of tools & incentives apply to preserving affordable
workforce housing. The following also apply:
i. Code Enforcement
ii. Ongoing Property Assessment and Inventory
iii. Tax Relief Assistance

1 7.1.2 Housing Affordability

2 Citing the RPRG 2012 4th Quarter update, the 2013 population
3 of Lexington Park was 49,603 and projected to be 52,192 in
4 2018. Renter households in Lexington Park numbered 7,034 in
5 2013, and their incomes, based on a 4-person household, are
6 shown in the following table.

7 There are many variables in a calculation to determine the
8 housing price range that a household can afford, including the
9 amount of down payment, monthly debt (credit card, auto
10 loans, and student loans, health care costs), mortgage interest
11 rate, property taxes, and homeowner insurance. Housing
12 affordability to rent or own remains a challenge for households
13 at or below \$50,000 per annum in the study area. Market
14 products and suitable locations for these households will
15 require public and private sector support in order to achieve
16 communities for a range of incomes.

17 Housing affordability calculators are available on the Internet.
18 In using the median household income for Lexington Park from
19 the Census, and manipulating the amounts of the different
20 variables in the calculators, it appears that many households

21 with the median household income can afford to buy a house
22 priced at or higher than the median value owner-occupied
23 house. It is overly simplistic to say that all who work on the
24 base or in the Lexington Park Development District would
25 choose to live in the Development District. But the simple
26 finding that the median household income is sufficient to
27 purchase the median value house does confirm that there is a
28 potential housing market in the Development District (see
29 Figure 7-1).

30 **Figure 7-1: Rental Affordability Based on Income in Lexington Park**

Renter Income Per 4-Person Household		
Renter Income	Number of Households	Maximum Gross Affordable Rent
Less than \$25,000	1,793	\$643
\$25,000 to \$50,000	2,208	\$714 to \$1,189
\$50,000 to \$100,000	2,293	-
Greater than \$100,000	939	-

31

1 Analysis of US Census and American Community Survey data found in
 2 the table below shows that the Lexington Park Census Designated Place
 3 (LP-CDP), an area targeted for revitalization, has an estimated median
 4 household income that is 28.3% less than that of the California Census
 5 Designated Place (C-CDP) and 24.2% less than that of St. Mary's County
 6 as a whole. The table also shows that monthly costs for owners without
 7 a mortgage are higher in the LP-CDP. While the median value of owner
 8 occupied homes is lower, the monthly costs for owners with a mortgage
 9 show that housing less affordable for residents; consuming
 10 approximately 38.3% of the median household income in LP-CDP, versus

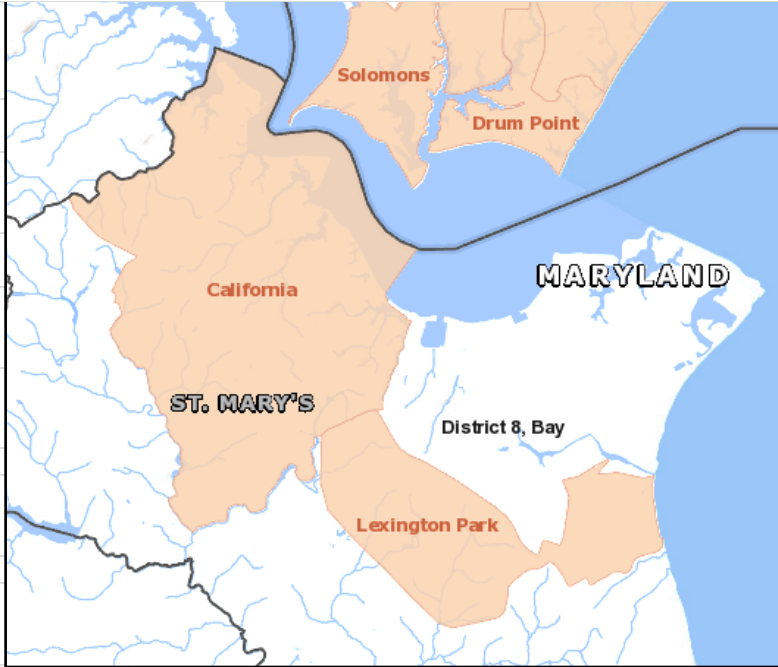
11 23.4% in the C-CDP, and 28.6% of the median household income in the
 12 county as a whole.

13 According to the U.S. Department of Housing and Urban Development,
 14 housing affordability means that a household does not pay more than
 15 thirty percent of its annual income on housing. Thirty percent of the
 16 median household income for Lexington Park is \$17,904. Dividing that
 17 by 12 is \$1,492, which, as a starting calculation, is the maximum amount
 18 a renting household in Lexington Park can afford to pay per month.

19

7. Figure 7-2 Comparison of Household Statistics by Location

	UNITED STATES	Maryland	St. Mary's County	Lexington Park CDP	California CDP
Median household income (in 2013 dollars), 2009-2013	\$53,046	\$73,538	\$85,672	\$64,948	\$90,694
Per capita income in past 12 months (in 2013 dollars), 2009-2013	\$28,155	\$36,354	\$36,017	\$29,382	\$38,102
Owner-occupied housing unit rate, 2009-2013	64.9%	67.6%	72.9%	46.2%	67.1%
Median value of owner-occupied housing units, 2009-2013	\$176,700	\$292,700	\$304,700	\$236,000	\$276,400
Median selected monthly owner costs -without a mortgage, 2009-2013	\$452	\$582	\$555	\$733	\$511
Median gross rent, 2009-2013	\$904	\$1,196	\$1,233	\$1,178	\$1,456
Persons without health insurance, under age 65 years, percent	15.3%	11.5%	8.5%	11.2%	8.1%
Persons in poverty, percent	14.5%	10.1%	8.4%	17.5%	5.6%
Median selected monthly owner costs -with a mortgage, 2009-2013	\$1,540	\$2,037	\$2,045	\$1,966	\$1,804



Source: US Census QuickFacts Beta. QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

1 7.1.3 Housing and poverty

2 It is also important to be aware of Census data on persons
 3 below the poverty level. As shown in the table below, 11.2% of
 4 the LP-CDP population has an income below the poverty level
 5 and the median gross monthly rent in the Lexington Park CDP
 6 was \$1,178. According to Census data, this rent is unaffordable
 7 for those making less than \$47,120, particularly for those
 8 households which are below the U.S. poverty thresholds
 9 (highlighted in orange in the table below).

Poverty Thresholds for 2014 by Size of Family and Number of Related Children Under 18 Years

Size of family unit	Related children under 18 years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....									
Under 65 years.....	12,316								
65 years and over.....	11,354								
Two people.....									
Householder under 65 years.....	15,853	16,317							
Householder 65 years and over.....	14,309	16,256							
Three people.....	18,518	19,055	19,073						
Four people.....	24,418	24,817	24,008	24,091					
Five people.....	29,447	29,875	28,960	28,252	27,820				
Six people.....	33,889	34,004	33,303	32,631	31,633	31,041			
Seven people.....	38,971	39,214	38,375	37,791	36,701	35,431	34,036		
Eight people.....	43,586	43,970	43,179	42,485	41,501	40,252	38,953	38,622	
Nine people or more.....	52,430	52,685	51,984	51,396	50,430	49,101	47,899	47,601	45,788

Source: U.S. Census Bureau. Highlighting added by DLUGM

10 In the state of Maryland, 10.1% of the population is below the
 11 poverty level. While the percentage of persons below the
 12 poverty level for St. Mary’s County is 8.4%, in Lexington Park it
 13 is 17.5%, which is more than 73% higher than the state level,
 14 and more than double the overall county rate. Lexington Park
 15 needs ongoing public and private investment to overcome the
 16 causes of poverty and to improve blighted neighborhoods that
 17 have substandard housing.
 18

19

20 7.1.4 Location of Housing

21 The location of housing is an important consideration. The
 22 commute to the NAS, the technology-based businesses “outside
 23 the gate” and to other primary employers will consume
 24 increasing time and resources as the private automobile-
 25 dependent population grows within the Development District.
 26 Strategies to reduce the number of cars during peak hour travel
 27 times are needed. Concentrating new and rehabilitating
 28 existing housing close to employment centers and to transit
 29 routes will help address this problem for all residents regardless
 30 of income.

31 7.2 Housing Recommendations

32 7.2.1 Maintain current and representative inventories of housing
 33 conditions and trends by improving collection and analysis of
 34 supporting data for housing programs. Track data gathered and
 35 maintained by social services.

36 7.2.2 Collaborate with the navy to understand and address off-base
 37 housing needs.

38 7.2.3 Ensure that neighborhoods achieve a mixture of single-family
 39 homes (custom-built or modular), multi-family homes
 40 (townhouses, duplexes, apartments), multi-story complexes,
 41 manufactured housing, independent and assisted care
 42 residential facilities, and accessory apartments.

- 43 A. Create opportunities for specialized housing types, such
 44 as accessory apartments, single-room-occupancy (SRO)
 45 housing or group homes.
- 46 B. Promote housing options for the elderly, including
 47 independent living facilities, assisted living
 48 accommodations, and nursing care facilities that are
 49 linked to services.

1	7.2.4	Improve the collaboration between the Housing Authority and	24		
2		County Government, to foster a working partnership, possibly	25		
3		providing working capital funds and other supporting tools.			
4	7.2.5	Create incentives for housing preservation and rehabilitation,	26	7.2.8	Assure adequate privacy and comfort, safety from fire, flood
5		including adaptive reuse projects.	27		and other hazards, and protection from health threats while
6	7.2.6	Consider options to integrate a reasonable number of housing	28		maintaining home affordability.
7		units for all income groups into all new housing developments	29	A.	Increase awareness of code requirements, their impact
8		to minimize the extent to which the Development District is	30		on affordability, and availability of programs and
9		comprised of income based neighborhoods	31	B.	Utilize building designs and materials that increase
10	A.	Develop an inclusionary zoning policy.	32		overall housing affordability, considering not only initial
11	B.	Utilize available tools and incentives (see 7.1.2).to	33		construction costs but also including energy efficiency,
12		promote construction and retention of affordable	34		structural durability (maintenance), and access to
13		housing	35		infrastructure and transit.
14	7.2.7	Develop strategies and programs to improve substandard	36	7.2.9	Promote, recognize and reward good design.
15		housing stock.	37		
16	A.	Enforce regulations for property maintenance and	38	A.	Provide bonus densities and other incentives for
17		elimination of unsafe structures and blight.	39		enhanced design of neighborhoods.
18	B.	Encourage public-private partnerships dedicated to	40	B.	Seek planning commission recognition for innovative
19		bringing investment to the Lexington Park housing stock	41		and effective community design.
20		and preserving the existing affordable housing stock as	42	C.	Seek Chesapeake Bay Commission recognition of "Bay
21		demonstrated by St. Mary's County Housing Authority's	43		Friendly" environmental design.
22		public – private partnerships.	44		Support green building design for energy efficiency and
23	C.	Invite land assembly strategies and land banking.	45		long-term affordability of housing
			46		

1 **8. Community Health and Wellness**

2 *Vision: The built environment of the Lexington Park Development District supports healthy lifestyles and overall well-being. Livable communities have*
3 *mixed-use zoning and are designed for active living, with affordable and environmentally friendly housing, and multiple transportation choices for*
4 *residents of all ages. Education is highly valued as a key to healthful and successful living. .*

5 Implementing community development concepts that promote
6 health enables the health of the residents of the Lexington Park
7 Development District to be optimized. The resulting improvements
8 in population health may reduce disease-related economic strain on
9 families and businesses in the Development District.

10 8.1 Impact of Community Design on Population Health

11 Community design and the environment in which people live, learn,
12 work, and play, critically impact the health of a population and the
13 opportunity for individuals within that population to make healthy
14 choices. The built environment – the physical design and parts of a
15 community, such as buildings, infrastructure, open spaces, and
16 transportation corridors – influences a variety of population health
17 indicators, including key health measures linked to chronic disease
18 and behavioral health.

19 This Plan recommends adding health impact assessments (HIAs) into
20 decision making processes to advance the building of a safe and
21 thriving community. HIAs differ from other commonly used tools,
22 such as health risk assessments and public health assessments. HIAs
23 are intended to 1)inform deliberations on a specific proposal such as
24 legislation, rulemaking, or development authorization; 2)
25 systematically assess the multiple influences on health that can
26 occur as a result of social, economic, and environmental changes;
27 and 3) use a broad definition of health that includes physical and
28 psychological health and general well-being. HIAs bring together
29 scientific data, health expertise and public input to identify the
30 potential—and often overlooked—health effects of proposed new
31 laws, regulations, projects and programs. They offer practical
32 recommendations for ways to minimize risks and capitalize on
33 opportunities to improve health.



1 As supported by the U.S. Centers for Disease Control and Prevention
2 (CDC)²⁰, healthy community design improves residents’ health in the
3 ways discussed below.

4 8.1.1 Increasing physical activity and access to healthy food.

5 Numerous case studies demonstrate the positive impact of
6 community design practices on the physical activity levels and
7 nutritional choices of residents²¹. Increasing physical activity
8 and eating healthier foods reduce chronic diseases such as
9 diabetes and heart disease²². Transportation planning
10 decisions, including those related to sidewalks, bike paths, and
11 mass transit, affect population health and physical activity
12 levels.²³ Complete Streets and other community design
13 principles supporting pedestrian and bicycle transportation are
14 key factors in promoting physical activity. Convenient and
15 affordable public transit can increase access to a variety of
16 grocery stores to take advantage of weekly sales prices, while
17 walking to and from bus stops provides more exercise than
18 driving. Easy access to nearby healthy food options, including
19 fresh produce available in grocery stores and farmers markets,

²⁰ Centers for Disease Control and Prevention, US Department of Health and Human Services. www.cdc.gov/healthyplaces. “Designing and Building Healthy Places.” Accessed March 31, 2013.

²¹ Guide to Community Preventive Services. “Environmental and policy approaches to increase physical activity.” www.thecommunityguide.org/pa/environmental-policy. Accessed March 14, 2013.

Active Living Research, Robert Wood Johnson Foundation. “Designing for Active Living Among Adults.” 2008. http://www.activelivingresearch.org/files/Active_Adults.pdf
Boone-Heinonen, J. et al., What neighborhood area captures built environment features related to adolescent physical activity? *Health and Place*. November 2010. 16(6):1280-1286.

²² Auchincloss, A. H., A. V. Diez Roux, et al., Neighborhood resources for physical activity and healthy foods and incidence of type 2 diabetes mellitus: the Multi-Ethnic study of Atherosclerosis. *Arch Intern Med*. 2009; 169(18): 1698-704.

²³ Litman, T. “Integrating Public Health Objectives in Transportation Planning.” *American Journal of Health Promotion* 18(1): 103-108, 2003.

Wener, RE and Evans, G.W. “A Morning Stroll: Levels of Physical Activity in Car and Mass Transit Commuting”. *Environment and Behavior* 39(1): 62—72, 2007.

20 is essential to ensuring adequate fruit and vegetable
21 consumption by residents. Similarly, an abundance of
22 unhealthy food options in proximity to schools, workplaces, and
23 homes demonstrated by the density of fast food retailers may
24 be linked to poor nutritional decisions.

25 8.1.2 Improving air and water quality while minimizing the impact of
26 climate change.

27 Air quality is largely influenced by transportation-related
28 pollutants, including respiratory irritants that trigger asthma
29 and lead to poor population-level control of asthma.
30 Community design practices promoting non-motorized
31 transportation, such as walking and bicycling, may reduce air
32 pollutants linked to asthma and other respiratory diseases.
33 Public transit availability that results in decreased vehicular
34 congestion²⁴ and compact, mixed-use development²⁵ that
35 reduces the distance between work and home can have positive
36 impacts on air quality.

37 8.1.3 Strengthening the social fabric of a community and decreasing
38 mental health stresses.

39 Community design policies which ensure easy access to
40 nature/green spaces is positively associated with decreased
41 depression, anxiety, stress, mental fatigue, and problems with
42 attention deficit in children²⁶. The American Planning
43 Association also suggests that “Green residential spaces are
44 gathering places where neighbors form social ties that produce

²⁴ Friedman MS, Powell Ke, Hutwagner L, et al: Impact of changes in transportation and commuting behaviors during the 1996 Summer Olympic Games in Atlanta on air quality and childhood asthma. *JAMA* 285(7):897-905, 2001.

²⁵ Litman, T. “Integrating Public Health Objectives in Transportation Planning.” *American Journal of Health Promotion* 18(1): 103-108, 2003.

²⁶ Evans GW. “The built environment and mental health.” *Journal of Urban Health* 80(4):536-555, 2003. Sullivan W.C., Chang C.Y. “Mental health and the built environment.” In: Dannenberg A.L., Frumkin H., Jackson R.L. *Making healthy places: designing and building for health, well-being, and sustainability*. Washington DC: Island Press, 2011.

1 stronger, safer neighborhoods.”²⁷ Housing should be located
2 near active and passive parks and open space, and all recreation
3 areas should be accessible by sidewalks, bicycles, and transit.

4 The concept of behavioral health includes the prevention and
5 control of substance misuse and abuse, such as that related to
6 alcoholic beverages. Community design policies and
7 management practices may impact substance abuse at the
8 population level. For example, excessive alcohol consumption
9 has been linked to increased alcohol outlet density in
10 communities²⁸. Regulation of alcoholic beverage outlet density
11 through licensing is an evidence-based community strategy to
12 decrease population-level problems with excessive alcohol
13 consumption harms²⁹.

14 8.1.4 Reducing injuries to pedestrians and bicyclists from motor
15 vehicles.

16 Ensuring safe recreational places and safe transportation
17 corridors for pedestrians and bicyclists not only encourages
18 physical activity (as residents often cite lack of safe places to
19 exercise as a reason for physical inactivity), but also results in
20 decreased injuries from motor vehicles³⁰. Traffic calming
21 measures, sidewalks, bikeways, and separating major motor
22 vehicle traffic from housing areas are examples of

23 environmental interventions to reduce injuries to pedestrians
24 and bicyclists³¹. Residents who live in communities applying
25 Smart Growth policies in land use and transportation planning,
26 such as compact and mixed-use development, connectivity of
27 transport paths for various types of use, and greater walkability
28 experience substantially lower traffic casualty rates than do
29 residents living in communities allowing automobile-dependent
30 sprawl³².

31 8.1.5 Providing equitable access to worksites, education, health care,
32 and community resources.

33 Poor health is often linked to failure to use available preventive
34 and early treatment health care services. At the population
35 level, the lack of appropriate screening and treatment leads to
36 worse community health outcomes and costly complications of
37 advanced disease. Evidence demonstrates that inadequate or
38 excessively costly transportation options are a significant reason
39 for not making use of medical, behavioral health, and dental
40 health care services – particularly among people with
41 disabilities and people with less financial means. Transportation
42 policies supporting short walks and transit routes that include
43 stops at health care service locations are especially critical in
44 addressing these barriers to access, as are community design
45 practices which limit automobile-dependent sprawl³³.

46 8.2 Priority Health Needs

47 Multiple community health needs assessments have been conducted in
48 St. Mary’s County over the past decade. These assessments, as well as

²⁷ American Planning Association. “How Cities Use Parks to Create Safer Neighborhoods.” <https://www.planning.org/cityparks/briefingpapers/saferneighborhoods.htm>. Accessed March 31, 2013.

²⁸ Campbell C.A., Hahn R.A., Elder R., Brewer R., Chattopadhyay S., Fielding J., Naimi T.S., Toomey T., Briana Lawrence B., Middleton J.C., Task Force on Community Preventive Services. “[The effectiveness of limiting alcohol outlet density as a means of reducing excessive alcohol consumption and alcohol-related harms.](#)” *Am J Prev Med* 2009;37(6):556-69.

²⁹ Task Force on Community Preventive Services. “[Recommendations for reducing excessive alcohol consumption and alcohol-related harms by limiting alcohol outlet density.](#)” *Am J Prev Med* 2009; 37(6):570-1.

³⁰ Cummins S.K., Jackson R.J., “The Built Environment and Children’s Health”. *Pediatric Clinics of North America* 48(5): pp. 1241-1252.

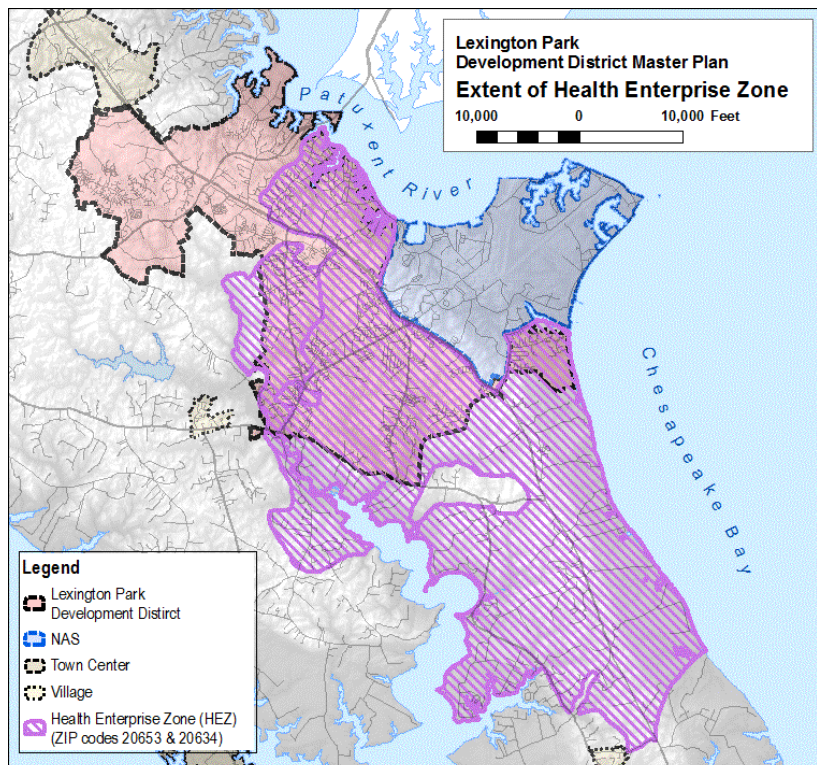
³¹ Roberts I., Norton R., Jackson R., et al. “Effect of environmental factors on risk of injury of child pedestrians by motor vehicles: a case-control study.” *BMJ* 310(6972):91-94, 1995. Roberts, I.G. “International trends in pedestrian injury mortality.” *Arch Dis Child* 68:190-192, 1993.

³² Reid Ewing, Richard A. Schieber and Charles V. Zegeer (2003), “Urban Sprawl As A Risk Factor In Motor Vehicle Occupant And Pedestrian Fatalities.” *American Journal of Public Health* 93(9): 1541–1545, 2003.

³³ Litman, T. “If Health Matters: Integrating Public Health Objectives in Transportation Planning.” Victoria Transport Policy Institute, March 12, 2013.

1 other population level health data, have identified several priority
 2 health concerns for residents of St. Mary's County; the identified
 3 problems are disparately impacting the residents of the Lexington Park
 4 Development District. According to 2010 Census data, Lexington Park
 5 has the greatest number of residents living at or below the federal
 6 poverty level in the county, and it has the highest percentage of
 7 minorities living with health and economic inequities. The poor health
 8 outcomes demonstrated in the greater Lexington Park area have led to
 9 the state's designation of the region as a Health Enterprise Zone (HEZ).

10 **Figure 8-1: Health Enterprise Zone (HEZ)**



11
 12 This designation highlights the need for greater community level action
 13 to improve the health of the residents living in the Lexington Park
 14 Development District.

15 8.2.1 Healthy eating and physically active lifestyles are critical in
 16 preventing and controlling chronic diseases like obesity,
 17 cardiovascular disease, diabetes, arthritis, and certain cancers.
 18 With billions of dollars being spent annually in health care
 19 treatment costs for the top chronic diseases and lost workplace
 20 productivity related to chronic diseases³⁴, these conditions are
 21 the most costly to both individual quality of life and the
 22 economic sustainability of families and businesses.

23 Although limited, information does suggest that poor nutrition
 24 and inadequate exercise continue to be a significant issue for
 25 residents of Lexington Park, St. Mary's County, and the State of
 26 Maryland overall. Over 13% of the population in St. Mary's
 27 County has low access to grocery stores³⁵. Over 72% of
 28 Marylanders report eating less than five servings of fruits and
 29 vegetables per day³⁶. Less than 20% of Marylanders participate
 30 in enough exercise to meet recommended levels³⁷. These all
 31 contribute to an extraordinary 65% of Marylander adults who
 32 are either overweight or obese. Significant health inequities
 33 exist related to obesity. African-American adults and children in
 34 St. Mary's County are disparately impacted by risk factors for
 35 obesity when compared to white adults and children in the
 36 county. These health inequalities confirm the need for greater
 37 public health action serving the Lexington Park Development
 38 District, where approximately 27% of the population self-
 39 identified as African-American in the 2010 Census. Data is not
 40 available to adequately describe the disparities affecting other
 41 race or ethnic groups that may be at risk.

42 8.2.2 Behavioral Health, which consists of mental health as well as
 43 prevention and control of substance abuse, remains a top
 44 priority for the Lexington Park area. Past community health

³⁴ DeVol, Ross, and Armen Bedroussian. "An Unhealthy America: The Economic Burden of Chronic Disease." Milken Institute, October 2007.

³⁵ USDA Food Environment Atlas, accessed Feb 2013

³⁶ 2009 Maryland Behavioral Risk Factor Surveillance System

³⁷ 2011 Maryland Behavioral Risk Factor Surveillance System

1 needs assessments indicated that addressing substance use
2 disorders is a top priority for community members. According
3 to the St. Mary's County Department of Aging and Human
4 Services, rates of substance abuse have consistently increased
5 in the county over the last several years. Get Connected to
6 Health, a mobile primary care service offered in the Lexington
7 Park region by MedStar St. Mary's Hospital, documents
8 approximately 60% of its patients in its first three years of
9 operation as having primary or secondary mental health
10 conditions. Alcohol abuse and other substance use disorders
11 frequently occur with mental health conditions such as anxiety,
12 depression, or other mood disorders³⁸.

13 8.2.3 The greater Lexington Park area is federally designated as a
14 Health Professional Shortage Area for primary medical, mental
15 health, and dental providers. In the Lexington Park area Health
16 Enterprise Zone, residents experience a disproportionately high
17 number of hospital emergency department visits related to
18 barriers in accessing health care services within the community.
19 According to the 2010 American Community Survey (ACS), at
20 least 10% of adults in Lexington Park did not own a vehicle.
21 Additionally, past community health needs assessments found
22 transportation to be a barrier in accessing health care services.

23 8.3 Community Health and Wellness Recommendations Based on
24 the Healthy St. Mary's 2020 Plan

25 The Healthy St. Mary's Partnership, the County's health improvement
26 coalition, has adopted the Healthy St Mary's 2020 Plan to address issues
27 identified in community health needs assessments. This LPDD Plan
28 directly addresses key health issues affecting those currently living in
29 the Lexington Park area. The following recommendations are relevant
30 to land use and community design:

³⁸ Conway K.P., Compton W., Stinson F.S., Grant B.F. Lifetime comorbidity of DSM-IV mood and anxiety disorders and specific drug use disorders: results from the National Epidemiologic Survey on Alcohol and Related Conditions. *Journal of Clinical Psychiatry*, 2006 Feb; 67(2):247–257.

31 8.3.1 Increase access to healthy foods and beverages.

- 32 A. Identify “food deserts, utilizing an accepted definition of
33 a Food Desert as developed by the US Department of
34 Agriculture (USDA)³⁹ or Johns Hopkins Center for a
35 Livable Future⁴⁰, modified as appropriate for St. Mary's
36 County.
37 B. Support recruitment and retention of markets providing
38 fresh and healthy foods, including grocery stores, with
39 particular attention to identified food deserts.
40 C. Ensure transportation options to support easy access to
41 markets carrying fresh produce, with particular
42 attention to identified food deserts.
43 D. Increase access to locally produced, healthy food via
44 transit-accessible farmers markets and stands that
45 accept the Electronic Benefits Transfer (EBT)
46 Supplemental Nutrition Assistance Program (SNAP)
47 E. Assess feasibility of converting vacant lots to
48 community gardens.

49 8.3.2 Increase opportunities for regular physical activity.

- 50 A. Establish and implement a complete streets policy that
51 considers the needs of all users, including pedestrians,
52 cyclists, and people with disabilities through strategies
53 suggested by or adapted from the National Complete

³⁹ United States Department of Agriculture (USDA) Food Environment Atlas. Accessed February 2013.

⁴⁰ Johns Hopkins Center for a Livable Future. “2012 Baltimore City Food Environment Map Methodology,” page 2. Food Desert: “An area where the distance to a supermarket is more than ¼ mile, the median household income is at or below 185% of the Federal Poverty Level, over 40% of households have no vehicle available, and the average Healthy Food Availability Index score for supermarkets, convenience and corner stores is low (measured using the Nutrition Environment Measurement Survey).”

- 1 Streets Coalition of Smart Growth America⁴¹ and as
2 supported in this Plan:
- 3 i. Work with the county health improvement
4 coalition, the Healthy St. Mary's Partnership, to
5 establish a multi-disciplinary collaboration that
6 will develop and implement a complete streets
7 policy.
 - 8 ii. Systematically review and revise county design
9 documents related to transportation and
10 community planning affecting the Lexington
11 Park Development District to include **complete**
12 **streets** language, ensuring that **complete**
13 **streets** considerations are applied to new
14 construction, retrofitting/reconstruction, repair,
15 resurfacing/restoration/rehabilitation, master
16 planned neighborhoods and planned unit
17 developments, transit, and other project types.
 - 18 iii. Formally prioritize multi-modal projects,
19 including those projects that close gaps in the
20 multi-modal network.
 - 21 iv. Adopt or update relevant plans, such as: Bicycle
22 & Pedestrian Master Plan (or the relevant
23 components in the St. Mary's County
24 Transportation Plan), and Non-Motorized
25 Network Plan to include **complete streets**
26 concepts.
 - 27 v. As recommended in Section 4.4.1, require
28 consultants and developers to use a **complete**
29 **streets** approach in project design.
 - 30 B. Implement traffic calming measures⁴² (e.g., narrowing
31 lanes, traffic circles, chokers, reduced speed limits, use

- 32 of trees next to streets, and raised pedestrian crossings)
33 in new and maintenance construction projects.
- 34 C. Prioritize availability of parks and open green spaces for
35 resident recreational use by establishing a policy for
36 new housing development to incorporate green space.
- 37 D. Prioritize development and maintenance of trail
38 transportation corridors and trail-related facilities for
39 pedestrians and bicyclists.
- 40 E. Prioritize development of a network of bikeways and
41 bicycle facilities safely connecting cyclists from housing
42 to transit stops, worksites, schools, recreational areas,
43 and key community destinations.
- 44 F. Attract adequate indoor recreation facilities.
- 45 G. Achieve national recognition as a Bicycle Friendly Com-
46 munity by the League of American Bicyclists.
- 47 H. Implement a policy ensuring that housing and other
48 community development projects include safe and
49 continuous sidewalks buffered from busy roadways, and
50 that sidewalks link to locations of interest, such as
51 schools, workplaces, community centers, and
52 recreational areas.
- 53 I. Improve availability of the St. Mary's Transit System and
54 increase hours of service.
- 55 8.3.3 Improve behavioral health outcomes, including those related to
56 mental health and substance abuse.
- 57 A. Use community design practices that encourage social
58 support networks and improve mental health, including
59 housing projects with open green spaces adjacent to
60 homes and sidewalks to enhance sense of community
61 through better connections to neighbors.
- 62 B. Recognize the health impacts of the number of alcoholic
63 beverage outlet locations.
- 64

⁴¹ Smart Growth America. "Changing Procedure and Process."
www.smartgrowthamerica.org/complete-streets/implementation/changing-procedure-and-process. Accessed March 31, 2013.

⁴² Bunn F., Collier T., Frost C., Ker K., Steinbach R., Roberts I., Wentz R. Area-wide traffic calming for preventing traffic related injuries. Cochrane Database of Systematic Reviews 2003, Issue 1.

- 1 8.3.4 Improve access to health care and human services.
- 2 A. Identify physical sites for medical, behavioral, and
- 3 dental health care providers in community
- 4 development plans.
- 5 B. Ensure affordable and easily accessible transit options
- 6 that link housing developments to health and human
- 7 service delivery locations, such as primary care
- 8 providers, behavioral health care providers, dentists,
- 9 and pharmacies – for example, by sustaining the Health
- 10 Enterprise Zone Medical Transport Route as part of the
- 11 St. Mary’s Transit System.
- 12 C. Expand transport and mobility services for individuals
- 13 with varying disabilities.
- 14 8.3.5 Include Health Impact Assessments (HIA) in the development
- 15 review process of approving community design and
- 16 transportation policies and projects.
- 17 A. Train community and transit planners on HIA utilization,
- 18 such as through the online training course offered by
- 19 the American Planning Association and the National
- 20 Association of City and County Health Officials.
- 21 B. Integrate HIA into the process of decision-making by
- 22 community, transit planners, appointed boards, and the
- 23 Commissioners of St. Mary’s County.

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1 **9. Community Design**

2 *Vision: To foster the attractiveness and functional utility of the community as a place to live and work, to protect public investments in the area, and to*
3 *raise the level of community expectations for the quality of its environment.*

4 9.1 Design Recommendations

5 This Plan recommends the development and adoption by ordinance of
6 guidelines and standards that address the design elements to ensure
7 that new construction and improvements fit into and enhance the
8 community. Community design can provide more privacy in residential
9 areas and encourage more activity in the public realm. Ultimately,
10 implementing these community design recommendations will create a
11 cohesive community image and draw people to more actively use the
12 Development District.

13 The goals and policies in this section address design quality, public
14 places and connections, and neighborhoods. Design quality policies
15 apply to the design of individual developments in commercial and
16 multifamily areas. Public places and connections policies apply to the
17 design of streets, parks, public facilities, etc. that are used by the
18 general public. Neighborhood policies apply to residential areas,
19 especially where they interface with smaller commercial areas.

20 9.2 Community Design Goals

21 9.2.1 Promote community development and redevelopment that is
22 aesthetically pleasing, functional and consistent with the
23 Development District’s vision.

24 9.2.2 Design streets to create a cohesive image and improve the
25 experience of pedestrians and drivers while minimizing safety
26 issues.

27 9.2.3 Enhance the identity and appearance of residential and
28 commercial neighborhoods.

29 9.2.4 Investigate incentives to achieve the vision.



1	9.3	<u>Community Design Policies</u>	37		
2	9.3.1	Site and Building Design	38		
3	A.	Encourage design of major private and public buildings to create important focal points in the community.	39		
4			40		
5	B.	Ensure that development proposals are consistent with adopted design standards so that new projects contribute to the community and complement adjacent development.	41		
6			42		
7			43	9.3.2	Signs
8	C.	Investigate incentives to encourage development that is visually stimulating and thoughtful, and that convey quality architecture.	44		
9			45	A.	Encourage signage to be unique and complimentary to the building's architecture.
10			46	B.	Encourage signage to be in keeping with the character of the community in which the sign is located.
11			47	C.	Discourage multiple or large signs that clutter, distract, and dominate the streetscape of commercial areas.
12	D.	Ensure that development and redevelopment relates, connects, and continues design quality and site functions from site to site in multifamily, public facilities and commercial areas.	48	D.	Initiate removal of billboards using an amortization schedule.
13			49	E.	Encourage the consolidation of road-oriented signs on a single structure where a commercial development includes multiple businesses.
14	E.	Encourage human-scaled new development that surrounds or is located adjacent to public spaces that will enrich the public space, and encourage use of enhanced architectural elements and building materials (e.g., windows with displays or activity inside, and street furniture) to provide interest.	50		
15			51	9.3.3	Vegetation and Landscaping
16			52		
17			53	A.	Public projects and those on county owned property should use native, drought tolerant plantings and natural pesticides and fertilizers.
18			54	B.	Encourage large scale, residential and commercial development to consolidate onsite landscape areas, especially when site frontage can be enhanced.
19	F.	Encourage development to provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.	55	C.	Preserve the Chesapeake regional environmental character through the retention of existing vegetation and use of native plants in new landscaping.
20			56	D.	Encourage water conservation in landscape designs.
21			57	E.	Preserve significant trees and mature vegetation.
22			58	9.3.4	Open Space
23	G.	Encourage private and institutional developers to incorporate artwork into public areas of their projects.	59		
24			60	A.	Preserve, encourage, and enhance open space as a significant element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.
25	H.	To minimize negative visual impacts, encourage rooftop mechanical equipment, loading areas and waste receptacle screening to be designed so that it is integral to the building's architecture.	61		
26			62		
27			63		
28	I.	Buffer the visual impact of commercial, office, industrial and institutional development on residential areas by requiring appropriate building and site design, landscaping, and shielded lighting to be used.	64		
29			65		
30			66		
31			67		
32			68		
33			69		
34			70		
35			71		
36					

1 B. Encourage development to integrate public and private
 2 open spaces where appropriate.

3 9.3.5 Public Spaces

4 A. Encourage designs and practices that preserve and
 5 enhance views from public places of unique landmarks
 6 as valuable civic assets.

7 B. Provide public spaces of various sizes and types
 8 throughout the community.

9 C. Encourage public spaces that are designed to provide
 10 public amenities and facilities such as seating,
 11 landscaping, kiosks, connections to surrounding uses
 12 and activities, lighting, appropriate noise levels and a
 13 sense of security.

14 D. Consider the edges of public spaces that abut
 15 residential property for special design treatment to
 16 create a buffer effect, while providing visual access and
 17 security.

18 9.3.6 Public Art

19 A. Encourage a variety of artwork and arts activities in
 20 public places, such as parks, public buildings, rights-of-
 21 way, and plazas.

22 B. Encourage private donations of art to the county.

23 9.3.7 Sidewalks, Walkways and Trails

24 Provide sidewalks, walkways, and trails with lighting, seating,
 25 landscaping, street trees, public art, bike racks, railings, trash
 26 receptacles, etc.

27

28 9.3.8 Street Corridors

29 Develop a program to implement “Green Street” improvements
 30 that prioritizes connections to schools, parks, neighborhood
 31 centers and other key destinations.

32 9.3.9 Transit Facility

33 Encourage site and building designs that support and connect
 34 with existing or planned transit facilities in the vicinity.

35 9.3.10 Neighborhood Commercial Areas

36 A. Develop attractive, functional, and cohesive commercial
 37 areas that are harmonious with adjacent
 38 neighborhoods, by considering the impacts of land use,
 39 building scale, views and through traffic.

40 B. Encourage buildings to be sited at or near the public
 41 sidewalk as long as safe access and space for
 42 improvements (e.g., benches, lighting) are not
 43 diminished.

44 9.3.11 Residential Areas

45 Encourage improvements to neighborhood appearance and
 46 function, including supporting neighborhood improvement
 47 projects with Development District grants. Appropriate
 48 neighborhood improvement projects include, signs, crosswalks,
 49 traffic calming, fencing, special lighting, landscaping, etc., as
 50 long as pedestrian and vehicular safety are ensured.

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10. Appendices

10.1 Maryland's Twelve Planning Visions

The Twelve Planning Visions prescribed by the enabling statutes (Annotated Code of Maryland, Land Use Article, Section 1-201) are embodied by the St. Mary's County Comprehensive Plan (see Chapter 3 of the 2010 St. Mary's County Comprehensive Plan), and are in turn supported by this Plan:

1. **Quality of life and sustainability:** a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
2. **Public participation:** citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. **Growth areas:** growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. **Community design:** compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. **Infrastructure:** growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. **Transportation:** a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. **Housing:** a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes and addresses issues of homelessness, blight removal and community revitalization.
8. **Economic development:** economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
9. **Environmental protection:** land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. **Resource conservation:** waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. **Stewardship:** government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. **Implementation:** strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

1 10.2 Planning History

2 Prior to World War II, St. Mary's County was largely rural (for a brief
3 summary of and introduction to St. Mary's County's general history, see
4 "Painting a Self Portrait, A Historic Preservation Plan for St. Mary's
5 County," March 2000.)

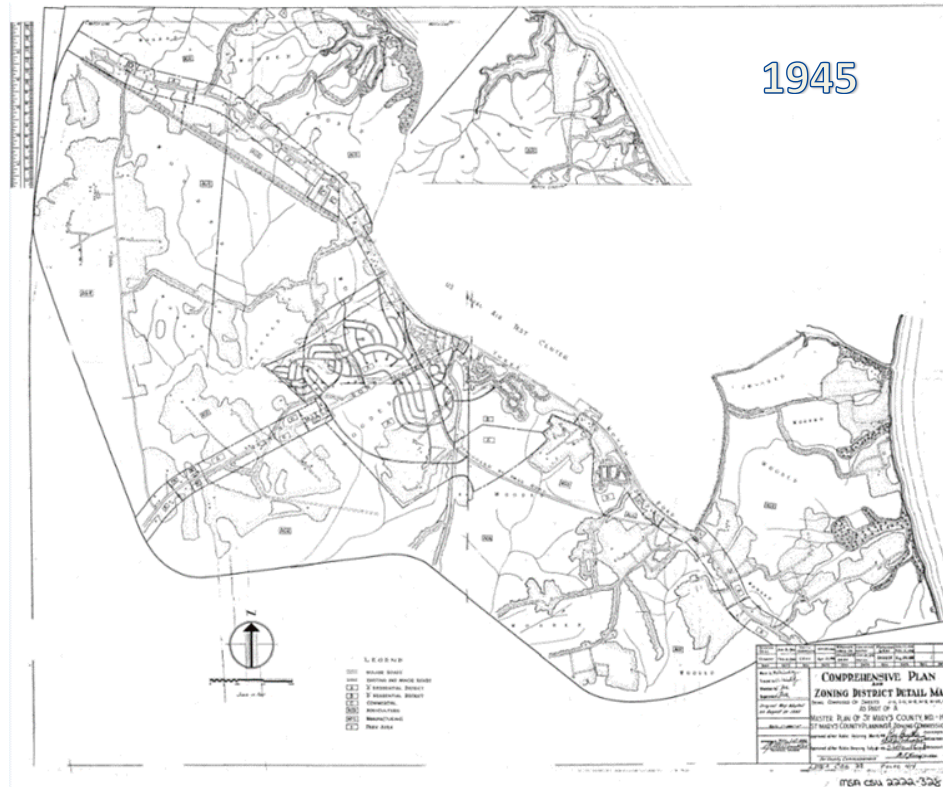
6 From 1790 to 1940 the county's population remained fairly constant,
7 never rising above 15,000. After 1940, the population of the county and
8 of Lexington Park rose steadily.

9 Two factors have had the greatest effects on Lexington Park's
10 development since 1940. First, in 1941-1942 the U.S. Navy condemned
11 the approximately 6,400-acre area that today is the NAS. The Navy base
12 with its current workforce of over 22,000 has become the driving force
13 behind the county's economy. Second, the Governor Thomas Johnson
14 Bridge over the Patuxent River was opened on December 17, 1977. The

15 bridge made the county far more accessible and helped expand the
16 focus of Lexington Park north towards California and Hollywood.

17 Lexington Park has developed in four main phases:

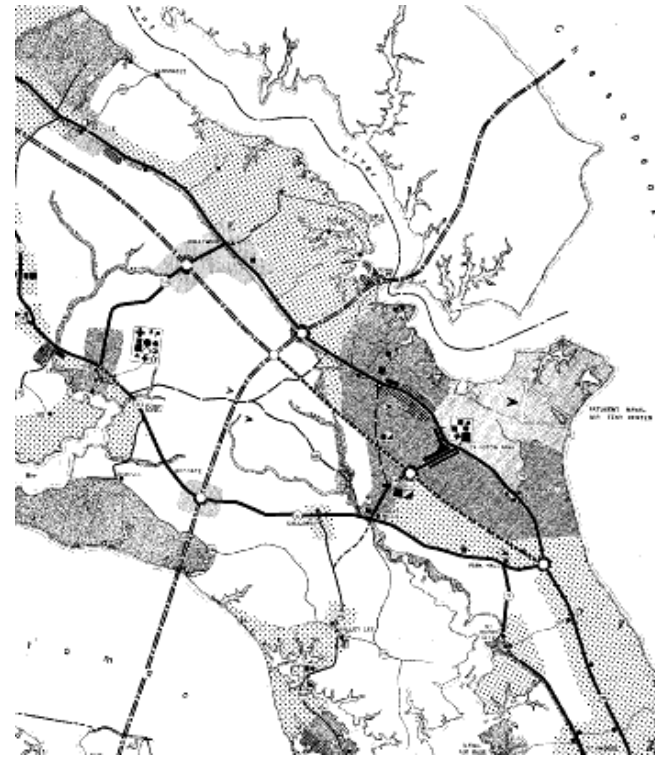
18 **Early 1940s.** The Downtown area outside what was the main base gate
19 at the intersection of Three Notch Road and Great Mills Road includes
20 Tulagi Place and a new housing development that was known as
21 Lexington Park. This housing, a collection of duplexes, was built
22 between 1942 and 1944, and was named after the World War II aircraft
23 carrier USS Lexington. The neighborhood was also referred to as the
24 "flattops. As other buildings went up, people began referring to the
25 whole area as Lexington Park (in the 1960s the housing was renamed
26 "Lexington Manor"). In 1945 a plan for this vicinity was prepared by the
27 planning and zoning commission.



- 1 **1940s to 1960s.** A residential ring grew up around the Downtown
- 2 including Patuxent Park. This period also saw the beginnings of
- 3 development towards California including Town Creek.



- 4 In 1966 the planning and zoning commission prepared an updated plan
- 5 for the county that included the above general development plan for
- 6 the central business district. The following figure is taken from that
- 7 same 1966 plan's county-wide concept map.
- 8



- 9 Three major conclusions drawn from the 1966 plan are:
- 10 • Broaden the economic base of the region and reduce its
- 11 vulnerability to fluctuations at the two Naval installations;
- 12 • Counteract declining economic sectors: tobacco, seafood, travel on
- 13 Route 301 and slot machines;
- 14 • Alleviate fiscal strains on local government.
- 15 **1970s and 1980s.** This period saw two main trends: i) An outer
- 16 suburban residential ring including the first portions of Wildewood; and
- 17 ii) commercial strip development along Great Mills Road and Three
- 18 Notch Road between Great Mills Road and Pegg Road, the latter of
- 19 which was facilitated in large measure by a new sewer main connecting
- 20 Wildewood to the Marlay-Taylor water reclamation facility (formerly
- 21 known as the Pine Hill Run wastewater treatment plant).

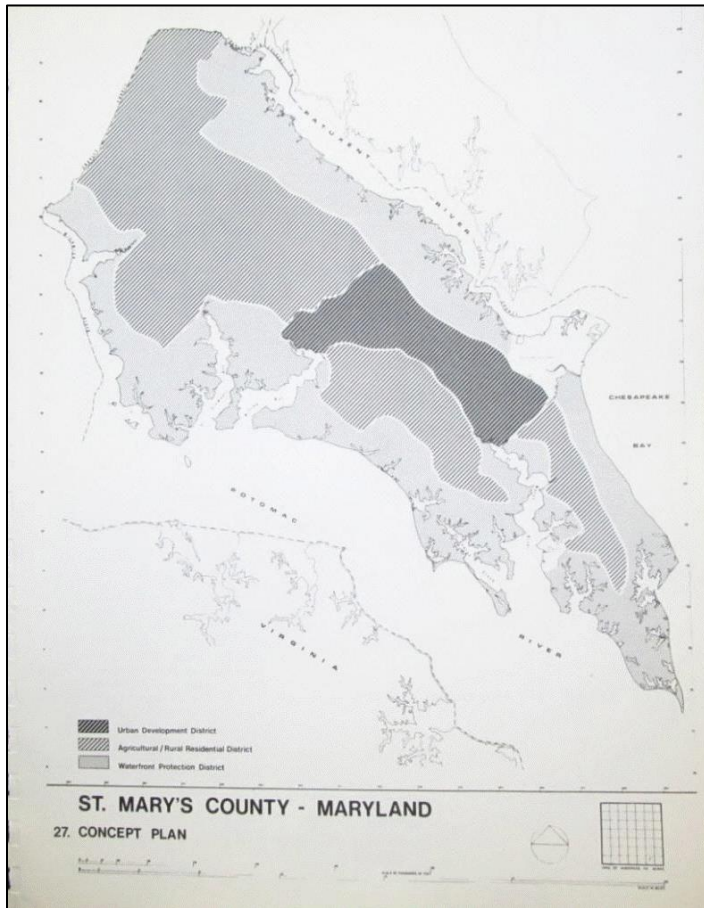
1 **The 1978 Comprehensive Plan**

2 The 1978 Comprehensive Plan identified an Urban Development District
3 (UDC) in the central part of the county. The plan envisioned that the
4 UDC would ultimately be served by public water and sewer. Note the
5 following:

- 6 • The UDC is envisioned as a single district covering Lexington Park
7 and Leonardtown.
- 8 • The UDC does not extend east of Three Notch Road.

9 **1978 Plan**

10

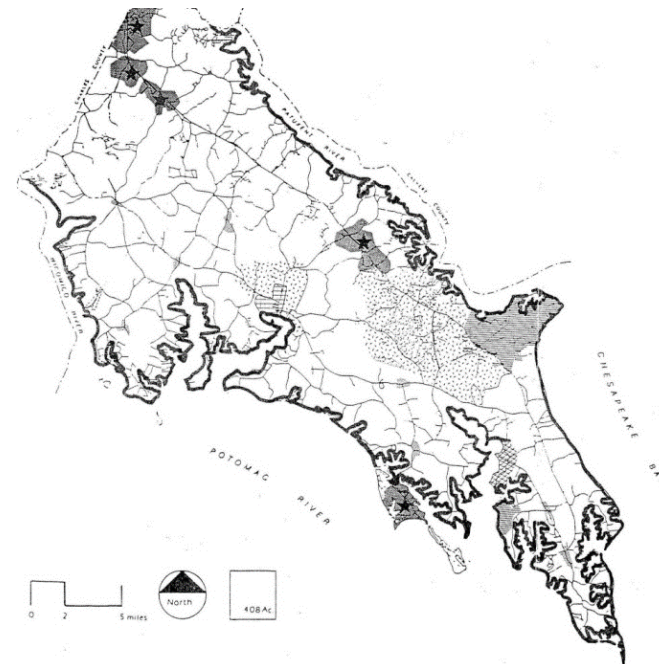


11 **The 1988 Comprehensive Plan**

12 The 1988 Comprehensive Plan replaced the Urban Development District
13 concept with a Development District concept, similar to the UDC in that
14 the area would be served by public water and sewer. The plan created
15 two Development Districts. Note the following:

- 16 The Leonardtown and Lexington Park Development Districts are
17 separate districts with a rural preservation district between them.
- 18 Although the boundaries are not drawn with precision, on the west side
19 the Lexington Park Development District boundary follows the boundary
20 of the 8th Election District, and extends west of Indian Bridge Road.
- 21 The Lexington Park Development District boundary extends east of
22 Three Notch Road.
- 23 A small area designated Rural Preservation separates the Lexington Park
24 Development District and Hollywood, on the east side of Three Notch
25 Road.

26



1988 Plan

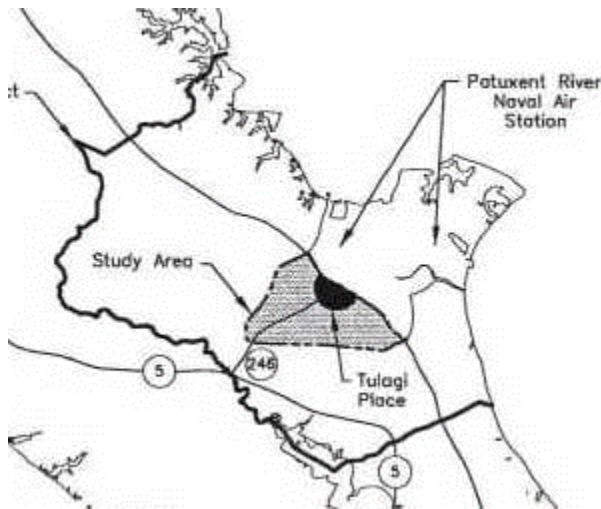
1 **1990s and early 2000s:** i) Increased residential growth in the outer
 2 suburban ring included along Chancellor’s Run Road, Wildewood,
 3 Willows Road, and Cedar Cove; ii) commercial strip development along
 4 Three Notch Road between Pegg Road and St. Andrew’s Church Road.

5 **1990 Comprehensive Zoning**

6 In 1990 the county adopted a new zoning ordinance and zoning map
 7 that implemented the 1988 Comprehensive Plan. Many of the planned
 8 unit developments (PUDs) in the Development District such as Hickory
 9 Hills, Greenview West, and Westbury were approved under this
 10 ordinance.

11 **1999 Lexington Park-Tulagi Place Master Plan**

12 This Plan was primarily an urban design plan for the area known as the
 13 “wedge”, an area of around 2,900 acres between Pegg Road, Great Mills
 14 and Hermanville Road, but focused primarily on a revitalization plan for
 15 Tulagi Place and “Downtown” Lexington Park. This Plan was prepared
 16 between 1995 and 1996, but was not formally adopted until 1999.



17
 18 **The “Wedge”, 1999 (shown as “Study Area”)**

19
 20

21 **1999 Comprehensive Plan**

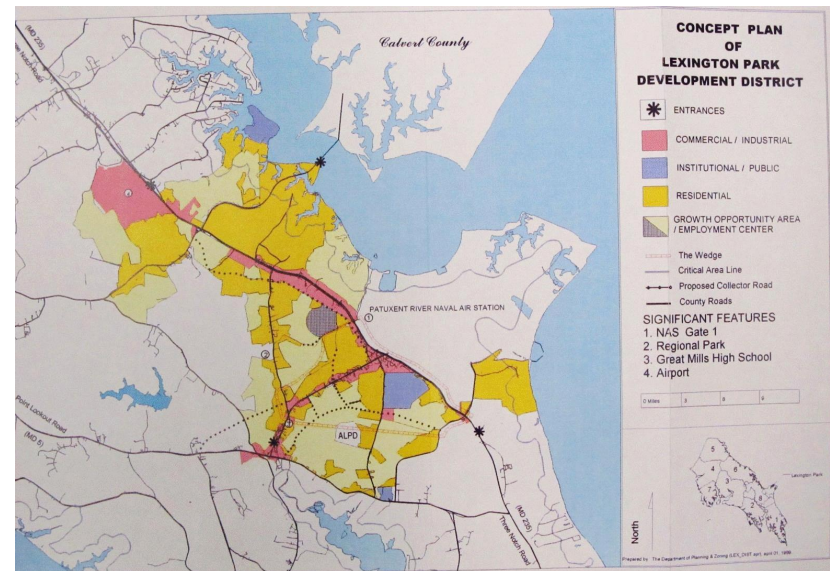
22 In April 1999, after several years of debate, the county adopted a new
 23 Comprehensive Plan. Note the following compared to the 1988
 24 Comprehensive Plan:

- 25 • The Leonardtown and Lexington Park Development Districts
 26 remained separate.
- 27 • The Lexington Park Development District boundary no longer
 28 extended west of Indian Bridge Road. The area west of Indian
 29 Bridge Road was designated Agricultural District Overlay, as was St.
 30 Mary’s River State Park.
- 31 • The separation between the Lexington Park Development District
 32 and Hollywood, on the east side of Three Notch Road was
 33 maintained.

34
 35 **1999 Plan Recommendations for Lexington Park Development District**

36 **Findings**

- 37 • Lexington Park is a true town center that serves as a destination and
 38 a focus for all of St. Mary's County. It offers a mix of governmental,
 39 retail, office, residential, entertainment, and recreational uses. It is



1 a special place with a distinct and recognizable character. It has
2 landmarks, town greens, gateways, and appealing streetscapes that
3 distinguish it from surrounding suburban development. Located
4 prominently across from the main gate to the NAS, Tulagi Place
5 remains the heart of Lexington Park.

6 • Lexington Park is a people-place. Public squares, pedestrian friendly
7 streets, recreation areas, the library, post office, Lexington Park
8 Elementary School, and community centers provide places for
9 people to gather and socialize. The community also provides for the
10 needs of its residents. Senior care, child care, and various social
11 service functions are conveniently located in the downtown area.
12 Local police and fire stations provide for enhanced public safety.
13 Existing affordable housing is rehabilitated and new housing near
14 the elementary school brings additional residents to the downtown
15 area.

16 • Lexington Park takes advantage of the development restrictions
17 associated with the Air Installation Compatible Use Zone (AICUZ) to
18 create a downtown area with abundant open space. This includes
19 the preservation of natural areas, development of active recreation
20 areas connected by hiker-biker trails, and the creation of formal
21 village greens.

22 • The NAS is the heritage of Lexington Park, and the town is proud of
23 its association with the base. The Naval Air Museum offers an
24 exciting collection of naval airplanes and military artifacts and
25 attracts visitors from across the country. Many of the landmarks
26 and monuments that are found in the town center celebrate the
27 base's important role and accomplishments in naval aviation.

28 • Congestion along Three Notch Road and Great Mills Road is relieved
29 by an improved interconnected road network that enables
30 employees to access the base and related contractor and services
31 safely and efficiently. Streetscape improvements (continuous
32 sidewalks, street trees, access consolidation, facade improvements)
33 encourage pedestrian activity. The impact of overhead utilities is
34 minimized through burial, relocation or consolidation. A greenway
35 encircles the entire downtown area, which enables local residents

36 to walk or bike to the post office, community center, library, parks,
37 or shops.

38 *Goals and Objectives*

39 These goals, in conjunction with the vision, provide guidance and
40 direction for the development of this [1999] master plan and the
41 implementation of its recommendations.

- 42 1. Create a town of interconnected neighborhoods with a distinct
43 and recognizable town center that is a special place: a
44 destination and a focus for all Lexington Park
- 45 2. Improve Lexington Park's image.
- 46 3. Move traffic safely and efficiently through the town.
- 47 4. Make Lexington Park green with large areas of open space and
48 town greens.
- 49 5. Capture the greatest amount of economic activity that will
50 occur as a result of employment growth at the NAS.
- 51 6. Promote development and redevelopment that respects the
52 safety goals of the Air Installation Compatible Use Zone (AICUZ).

53 *Objectives:* the following objectives add specificity to the goals listed
54 above.

55 A. Town Center

56 Create a lively center for public life and activity in the town center.

- 57 1. Make the character of the town center more urban than
58 suburban.
- 59 2. Cluster uses to provide opportunities for critical mass and
60 appropriate relationships.
- 61 3. Make the town center safe, pedestrian friendly, and visually
62 attractive.
- 63 4. Make the town center a green oasis, taking advantage of AICUZ
64 mandated open space.

65 B. Air Installation Compatible Use Zone (AICUZ)

- 66 1. Create predictability for property owners with respect to land
67 development within the AICUZ

- 1 2. Take advantage of the high open space requirements within the
- 2 AICUZ to create a town center with large amounts of attractive
- 3 green space.
- 4 C. NAS
- 5 1. Strengthen visual and physical connections between the NAS
- 6 and Lexington Park.
- 7 D. Community
- 8 1. Locate public services such as police, fire, library, post office,
- 9 social services, convenient to town residents.
- 10 E. Recreation
- 11 1. Create a greenway through Lexington Park.
- 12 2. Increase recreation and open space opportunities.
- 13 F. Transportation
- 14 1. Increase and improve transportation connections between
- 15 communities within "the Wedge" and the town center.
- 16 2. Improve traffic flow within and outside "the Wedge" by
- 17 increasing road connections and reducing dependence on Great
- 18 Mills Road.

19 **2002 Comprehensive Plan**

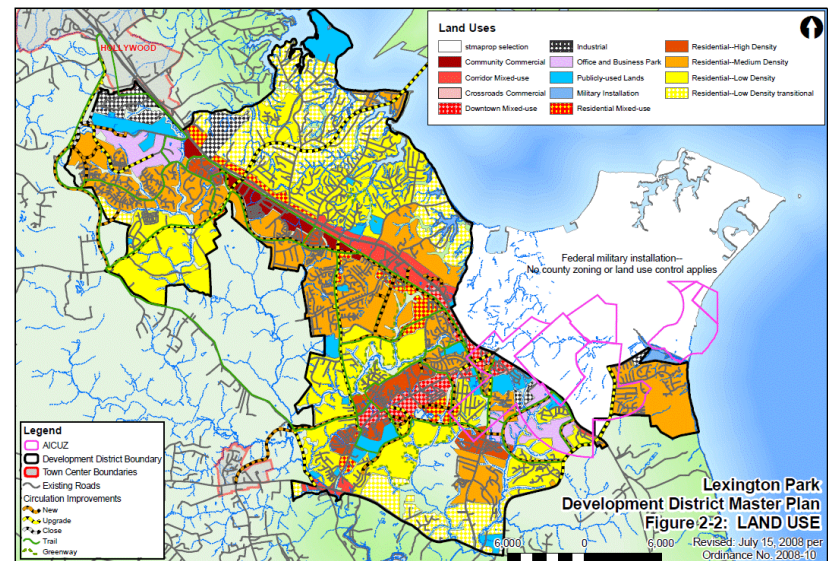
20 The county adopted major revisions to the 1999 Comprehensive Plan in
 21 February 2002. The revisions primarily affected the rural area, which
 22 was under intense consideration during the rewrite of the 1990 zoning
 23 ordinance. There were no changes to the Lexington Park Development
 24 District boundary.

25 **2005 Master Plan Highlights**

26 The Lexington Park Development District (LPDD) Master Plan directs and
 27 encourages orderly growth and development. It addresses the
 28 following questions:

- 29 • How can the Lexington Park - California - Great Mills area become a
- 30 better place to live, work, and play?
- 31 • Which areas are most suitable for growth? Which areas may be
- 32 unsuitable?

- 33 • How should the LPDD relate physically and economically to other
- 34 parts of the County?
- 35 • How should the different parts of the LPDD relate physically to each
- 36 other?
- 37 • What public facilities such as schools, roads, and parks as well as
- 38 transportation and public safety services are needed to serve the
- 39 area?
- 40 • How should environmentally sensitive areas be best protected?
- 41



42
 43 **2005 Lexington Park Development District Master Plan**

44 The plan focused on themes intended to improve how the LPDD
 45 functions, support economic development, maximize use of available
 46 capacity in roads and schools, protect the environment, and enhance
 47 neighborhoods.

48 ***The 2005 Plan provided specific guidance for planning areas defined by***
 49 ***subwatersheds:***

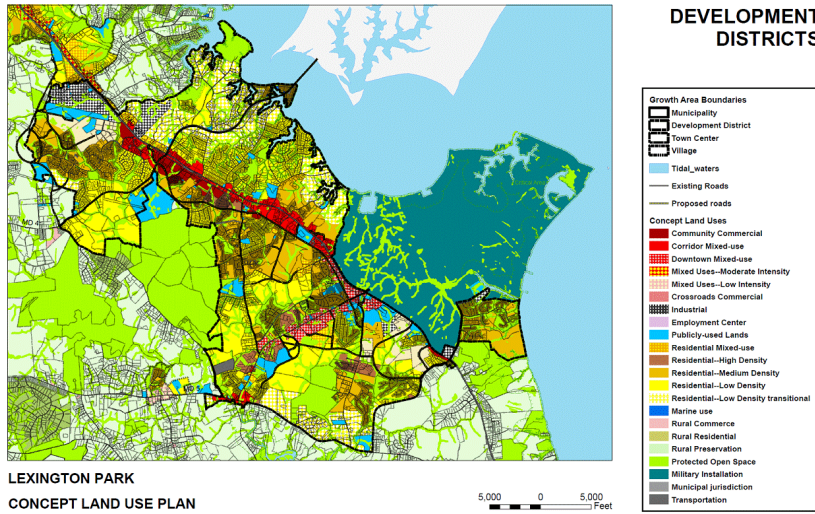
- 50 • Upper St. Mary's River – Consider a school site in or adjacent to the
- 51 Wildewood planned unit development.

- 1 • Jarboesville Run – mix of residences and offices; cross-county
2 transportation connections.
- 3 • Patuxent River – Gate 1 vicinity: enhance this emerging
4 employment center with respect to traffic, complimentary uses, and
5 pedestrian and bicycle connections. Prescribe residential use of
6 those unimproved lands to the northeast of this center.
- 7 • Hilton Run – expand downtown mixed-use capacity, support with
8 interconnected street system, and ensure protection of sensitive
9 areas.
- 10 • Pembroke Run – Willows Road corridor: guide and encourage
11 opportunities for mixed residential and office use, with supporting
12 transportation connections.
- 13 • The plan specifically recommends the following objectives.
- 14 • Revitalize Downtown Lexington Park. Continue the cooperative
15 efforts of government and businesses following the County’s 1999
16 adoption of the Lexington Park – Tulagi Master Plan.
- 17 • Build a supportive transportation network. The plan addresses
18 phasing development to preserve road capacity, building pedestrian
19 and bicycle facilities along with road improvements, and increasing
20 transit service to reduce reliance on private automobiles.
- 21 • Protect stream conditions, water quality and the health of the
22 biological communities. Support green infrastructure.
- 23 ***The 2005 Plan’s major recommendations were to:***
- 24 • Direct development to existing developed areas.
- 25 • Implement watershed management plans.
- 26 • Retrofit areas in need of improved stormwater management.
- 27 • Expand wooded buffers along major streams to protect important
28 forested floodplains from development.
- 29 • Create a diverse housing stock. The plan identifies several options
30 to facilitate an increased supply of affordable housing and
31 recommends three areas for high residential density: headwaters of

- 32 Jarboesville Run area, south side of Great Mills Road area, and
33 southern portion of Willows Road.
- 34 • Ensure adequate parks and recreation areas. Support heritage
35 tourism. Continued development in the LPDD will create additional
36 demand for recreation land and programs. The plan recommends
37 the following:
- 38 • Acquire four new neighborhood parks.
- 39 • Connect neighborhoods, employment centers, shopping areas and
40 public open spaces with hiking and biking trails including the Three
41 Notch Trail.
- 42 • Provide natural greenways and trail connections in the Hilton Run
43 and the Jarboesville Run watersheds.
- 44 • Enhance existing neighborhoods. Because the LPDD is large and
45 contains large undeveloped areas, few residents relate to it as a
46 single place. It is, rather, a collection of developments and small
47 places with no single defined center. Over time, as the LPDD
48 continues to grow, these collections of developments will likely
49 coalesce into neighborhoods with their own concerns, needs and
50 interests. The plan identifies potential neighborhood groupings,
51 related to community features such as schools and shopping areas,
52 which over time can be enhanced with physical improvements.
- 53 ***The 2005 Plan created transitional residential areas with reduced base***
54 ***(or by-right) density to direct growth to the core of the Development***
55 ***District.***

1 **2010 St. Mary's County Comprehensive Plan**

- 2 The Comprehensive Plan was updated in February 2010 and contained
3 the following concept and recommendations for the Lexington Park
4 Development District.



5 LEXINGTON PARK
6 CONCEPT LAND USE PLAN

6 **2010 St. Mary's County Comprehensive Plan**

7 ***Lexington Park Planning and Design Recommendations***

- 8 The Lexington Park Development District (LPDD) Master Plan is
9 incorporated by reference into this Comprehensive Plan. The Master
10 Plan directs and encourages orderly growth and development.

11

1	10.3	<u>Successes Since Adoption of the 2005 LPDD Master Plan</u>	36	
2		The 2005 LPDD Plan was based on eight visions of a future that would	37	
3		characterize the quality of life in St. Mary's County. The State's 2009	38	
4		Smart, Green, and Growing Legislation replaced those eight planning	39	
5		visions with the 12 visions listed in the prior section.	40	
6		These visions provide guidance for public decisions concerning how	41	
7		development will be managed and where capital improvements and	42	
8		public services should be provided to support it. In the years since	43	
9		2005, there have been many improvements in the facilities and services	44	
10		provided by the County in the LPDD. While much remains to be done to	45	
11		ensure quality of life, much has been accomplished.	46	
12		The twelve visions also provide a ruler against which the County can	47	
13		measure progress. While the accomplishments that follow are listed	48	
14		under one of the "vision" categories, each may address more than one	49	
15		of the 12 visions	50	
16	10.3.1	Quality of life and sustainability	51	
17	A.	Patuxent Park is a vital neighborhood built in the 1940's. Its	52	
18		revitalization began in 2009 with improvements to enhance the	53	
19		quality of life for current and future residents and preserve this	54	
20		traditional workforce neighborhood. Phase 1 improvements,	55	
21		completed in 2010, included the reconstruction of roads and	56	
22		sidewalks, the installation of a storm drainage system and	57	
23		stormwater management facility, and installation of new	58	
24		water/sewer lines for a five block area. Phase II was completed	59	
25		in 2015 for Great Mills lane and a portion of North Essex Drive.	60	
26		A final phase of improvements is pending.	61	
27	B.	A Blight Ordinance went into effect in 2014 that offers a means	62	
28		to remedy, via a legal process, neighborhood concerns about	63	
29		deteriorated buildings and unsafe properties.	64	
30	C.	The County acquired the Lexington Manor property to protect	65	
31		the Air Installation Compatible Use Zone (AICUZ), safeguard the	66	
32		economic contribution of the Navy, and contribute to the	67	
33		revitalization of Lexington Park. The south property (50.5 acres)	68	
34		is now a park (an adjunct to Lancaster Park). The north	69	
35		property (33.86 acres) is available for either open space or for	70	
		future development of AICUZ compatible uses. The acquisition	71	
		of these properties involved the relocation of residents and	72	
		demolition of all but one "Flat Top" structure. That remaining		
		structure has been converted to a small museum and meeting		
		space that also provides restroom facilities for the park.		
	D.	The Great Mills Road Streetscape improvement project was		
		begun in 2009 and completed in 2012. Project goals were to		
		improve safety, accessibility, create a more attractive		
		environment for businesses, pedestrians and motorists. This		
		State Highway Administration (SHA) project reconstructed a		
		heavily-used, 1.4 mile section from Coral Drive to the entrance		
		of St. Mary's Square. The work included the construction of		
		brick-edged sidewalks, a median strip from Coral Drive to FDR		
		Boulevard, and sewer and water line replacement.		
		Landscaping, lighting and other improvements were also		
		installed.		
	E.	Street tree plantings and other streetscape improvements have		
		been installed along designated county roadways. Projects that		
		support revitalization efforts in Lexington Park included:		
	i.	Street trees installed along Great Mills Road (MD 246)		
		adjacent to Dorsey/Decesarius, St. Mary's Motors/Taylor		
		Gas, Toyota of Southern Maryland, Decker LineX, Memorial		
		Sitting Garden and Lore's Laundry. (Future projects may		
		include Crystal Car Wash, CVS Pharmacy, Checkers		
		Restaurant and Aldridge Ford.)		
	ii.	Approximately 83 decorative street lights installed using FY		
		2005 funds along South Shangri-La Drive and on the east		
		side of South Essex Drive to complete the Pathways to		
		Schools sidewalk project funded by the Maryland		
		Department of transportation (MDOT) in FY 2003		
	F.	St. Mary's County Department of Human Services began		
		operations July 1, 2008. This new department represents a		
		consolidation of many existing County functions (Community		
		Services and Marcey House) along with the integration of the		
		programs and funding that had previously been handled by an		
		array of public and private entities. This department integrates		
		all forms of assistance, including health, mental health, housing,		

1 training, employment, and transportation needs. Individuals
 2 and their families now have access to a system of care and
 3 services across all segments of the population (children, adults,
 4 individuals with disabilities, senior citizens, and their families).
 5 G. The Department of Human Services is partnering with the faith-
 6 based community to coordinate and provide transportation for
 7 the WARM (Wrapping Arms 'Round Many) program where area
 8 churches provide shelter and meals for homeless individuals
 9 during winter months. The Department also developed the
 10 Three Year Strategic Plan Addressing Homelessness in St. Mary's
 11 County ([http://www.co.saint-](http://www.co.saint-marys.md.us/docs/HomelessnessPlan.pdf)
 12 [marys.md.us/docs/HomelessnessPlan.pdf](http://www.co.saint-marys.md.us/docs/HomelessnessPlan.pdf)).
 13 H. In an effort to reduce crime and substance abuse, an Adult Drug
 14 Court is providing a comprehensive program and resources to
 15 help non-violent drug users break the cycle of addiction. This
 16 collaborative partnership operates through a program where
 17 participants commit to an intensive rehabilitation process.
 18 I. A Teen Court Program was established as a juvenile crime-
 19 deterrent program allowing first time, non-violent offenders the
 20 opportunity to have their case heard in front of a jury of their
 21 peers.
 22 J. In 2006, new Mobile Data Terminals were installed in all
 23 Sheriff's cars as standard equipment on law enforcement
 24 vehicles and are helping law enforcement officers respond to
 25 crimes. The Sheriff's Office also received a new Mobile
 26 Command Center.
 27 K. In 2007, a Words on Wheels (WoW!) Program was begun by the
 28 St. Mary's County Public Libraries to provide library services to
 29 child care providers.
 30 L. The Department of Recreation and Parks has invested in land,
 31 facilities, and programs necessary to meet the recreation and
 32 sports needs and to support the well-being of the community.
 33 (See 10.2.5.C for discussion of facility improvements.) The
 34 Department manages leisure programs, youth camps, after
 35 school programs, recreational facilities, parks, and historical
 36 sites in Lexington Park. In addition to meeting the leisure
 37 passive recreation needs for the community, the Department

38 provides the fields, courts and facilities needed for 12,000 youth
 39 participants on 870 youth sports teams and for over 4000 adult
 40 participants on more than 270 teams. The Department assists
 41 the leagues by providing safe playing fields, game and practice
 42 scheduling and coaches training and certification.

43 10.3.2 Public Participation

- 44 A. Each comprehensive plan, small area and master plan,
 45 functional plan, regulation, implementation strategy, and
 46 budget includes a public process. Each process seeks to
 47 understand community and specific stakeholder concerns, to
 48 develop community priorities, and to develop plans that guide
 49 government and community action to address those priorities.
 50 The plans, regulations or strategies that have been updated
 51 since 2005 or are in the process of development include:
 52 i. 2005 update of the Comprehensive Solid Waste
 53 Management and Recycling Plan (and subsequent
 54 amendments)
 55 ii. 2005 update of the Land Preservation, Parks and Recreation
 56 Plan
 57 iii. 2006 Transportation Plan
 58 iv. 2008 Energy Management & Conservation Action Plan
 59 v. 2009 MDE Stormwater Design Manual (local adoption)
 60 vi. 2010 Comprehensive Plan update (county-wide)
 61 vii. 2010 Comprehensive Zoning Ordinance (and subsequent
 62 amendments)
 63 viii. The Housing Authority of St. Mary's County, Maryland 5
 64 Year Public Housing Authority (PHA) Plan for Fiscal Year
 65 2010-2014 and the Annual PHA Plan for Fiscal Year 2010
 66 ix. 2010 update of the St. Mary's County Road Ordinance
 67 x. 2011 Hazard Mitigation Plan
 68 xi. 2012 Land Preservation, Parks and Recreation Plan
 69 xii. St. Mary's County Transit Development Plan Final Report
 70 June 2013
 71 xiii. 2014 Comprehensive Water and Sewerage Plan
 72 xiv. Economic Development Strategy (May 2015)

- 1 xv. 2015 Naval Air Station Patuxent River Joint Land Use Study 38
- 2 (JLUS) 39
- 3 xvi. Watershed Implementation Plan and 2-year milestones 40
- 4 xvii. Lexington Park Development District Master Plan (update in 41
- 5 progress) 42
- 6 xviii. Calvert -St. Mary's Metropolitan Planning 43
- 7 Organization's development of a 25+ year Long Range 44
- 8 Transportation Plan is in progress with development of a 45
- 9 Transportation Improvement Program to follow. 46
- 10 xix. The St. Mary's River Watershed Restoration Action Strategy 47
- 11 (WRAS) being prepared by St. Mary's River Watershed 48
- 12 Association, to be completed in 2015 focuses on problem 49
- 13 identification and citizen involvement. 50
- 14 B. An agreement between the Commissioners of St. Mary's County 51
- 15 and the U.S. Navy was signed in 2007 to officially mark their 52
- 16 ongoing partnership. The Commissioners committed to 53
- 17 preventing encroachment upon operations at the Naval Air 54
- 18 Station. This commitment, combined with a dedication to the 55
- 19 community's rural character, has led to several key land use 56
- 20 decisions. Notably, the Transferable Development Rights (TDRs) 57
- 21 program was simplified and revised to promote its use as a land 58
- 22 preservation tool. Per the Memorandum of Understanding
- 23 (MOU), the Commissioners and the Navy leadership have been
- 24 meeting twice a year to discuss relevant issues. The MOU was
- 25 cited as a criterion for the 2008 Commander-in-Chief
- 26 Installation Excellence Award received by NAS Patuxent River.
- 27 C. The Healthy St. Mary's Partnership (HSMP) is a community-
- 28 driven coalition of partners working together to improve health
- 29 in the county. Ongoing meetings with teams of health care
- 30 professionals, social service agencies, public health
- 31 representatives, and other local organizations were held to
- 32 determine health priorities for St. Mary's County. Key health
- 33 priorities were chosen according to the seriousness of the issue
- 34 and the ability of the community to make an impact on
- 35 improving the condition. The coalition has mobilized members
- 36 and community involvement through four action teams to
- 37 address the priority health issues: Access to Care, Behavioral

Health, Healthy Eating & Active Living and Tobacco Free Living. Each team is working, in part, to advocate for community design, land use decisions that support active lifestyles and adequate infrastructure and services that can improve health outcomes in the LPDD.

10.3.3 Growth areas

- A. A growth policy established in 2008 directs that residential growth not exceed 1.9 percent per year; and that 70 percent or more of new home development occur in growth areas, and that no more than 30 percent occur in rural areas. This policy is designed to preserve rural land. In FY2009, almost 80 percent of the county's growth occurred in the Development District, reversing the trend of the previous several years. This, along with changes in the TDR program and periodic zoning text changes, has helped preserve rural character by concentrating development in areas planned to accommodate growth and meet the needs of a high-tech economy.
- B. The table that follows summarizes concentration of growth (as quantified in Planning Commission annual reports) that has occurred in the LPDD and other designated growth areas from 2005 to the beginning of 2015.

**New Occupied Residential Development
Jan. 1, 2005 through Dec. 31, 2014**

	Total Non-residential Square feet	Total Residential Units
LPDD Certificates of Occupancy (CO's)	1,643,757	4,537
LPDD CO's as a percentage of Growth Area CO's	81.61%	96.92%
Growth Area CO's as a percentage of County-wide CO's	81.78%	70.56%

1 Based on the US Census average of 2.77 persons per household 37
 2 in the county, the increase in occupied LPDD dwelling units 38
 3 translates to an estimated 12,570 residents added in the LPDD 39
 4 from 2005 through 2014. 40
 5 10.3.4 Community Design 41
 6 A. The 2005 *Lexington Park Development District Master Plan* was 42
 7 adopted and incorporated by reference into the 2002 43
 8 Comprehensive Plan. Plan adoption was followed in 2006 by an 44
 9 update of the comprehensive zoning. Regulations added cluster 45
 10 provisions and density/intensity incentives to foster more 46
 11 efficient development and accommodate “live where you work” 47
 12 objectives of Smart Growth. 48
 13 B. The adoption in March 2010 of a new Comprehensive Plan was 49
 14 followed in August 2010 by a comprehensive rezoning (text and 50
 15 maps) and revisions to the Subdivision Ordinance. Notable 51
 16 changes to the ordinances related to the Lexington Park Plan 52
 17 were: 53
 18 i. A low density transitional zone was adopted for areas at the 54
 19 edges of the development district adjacent to the Rural 55
 20 Preservation District or near the shoreline in areas 56
 21 encumbered by sensitive areas. 57
 22 ii. Scenic highway corridors, which occur at fringes of the LPDD 58
 23 along MD 5 and MD 4 were designated for increased 59
 24 protection through zoning regulations. 60
 25 iii. Subdivision regulations were amended to require 61
 26 preservation of a minimum of 50% open space for major 62
 27 subdivisions in low density residential (RL) zoning districts. 63
 28 iv. Forest conservation provisions were augmented to 64
 29 streamline processing of projects that fully protect sensitive 65
 30 areas. 66
 31 10.3.5 Infrastructure 67
 32 A. In 2008, the Comprehensive Water and Sewerage Plan (CWSP) 68
 33 was revised and re-adopted. 69
 34 i. Areas removed from the Development Districts by the 2002 70
 35 Comprehensive Plan were designated as not planned for 71
 36 service.

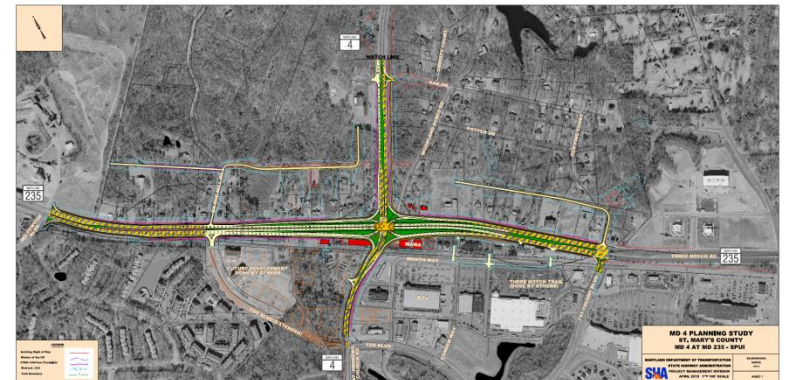
ii. The policy was carried forward to prohibit extension of
 public water and sewer service from within a designated
 growth area into a rural preservation area except to correct
 health hazards such as septic system failures.
 B. The State-adopted Sustainable Growth and Agricultural
 Preservation Act of 2012 (aka “Septic Bill”) resulted in an
 amendment of the subdivision ordinance to define minor
 subdivisions as 7 or fewer lots and required local adoption of
 Growth Tiers as part of the next comprehensive plan update.
 The Septic Bill serves to direct growth primarily into areas
 planned for water and sewer in the Lexington Park and
 Leonardtown Development Districts, until Growth Tiers are
 adopted by the county.
 i. Any development, including within growth areas, of more
 than 7 lots must be served by public sewer.
 ii. The RPD, the rural RNCs, and most town and village centers
 are not planned for sewer except to address environmental
 concerns; therefore, new major subdivisions are prohibited
 by the Septic Bill in these places.
 C. The 2012 Land Preservation Parks and Recreation Plan’s analysis
 of recreation facilities indicated that District 8, which includes
 the Lexington Park Development District, had the most local
 recreation land (442 acres) but needed another 126 acres to
 serve the District’s 2011 population⁴³. By 2030, District 8 is
 projected to have a population of 61,800 and to require 927
 acres of recreation land. To meet current and future needs,
 Recreation and Parks has continued to acquire land and to
 manage, enhance and develop parks and facilities within the
 LPDD:
 i. The Great Mills swimming pool opened in 2005.
 ii. Myrtle Point Park Master Plan was adopted October 2005.
 iii. John G. Lancaster Park was improved with an off-leash dog
 area, disk golf course, and fitness trail.
 iv. Chancellors Run Park was improved with a 90' baseball field,
 playground, and pavilion.

⁴³ Based on a local area recreation demand of 15 acres per 1,000 population

1	v.	2005 Nicolet Park facilities expansion, including two	38		active recreational uses such as ball fields, bleachers, and
2		basketball courts, a picnic pavilion, hard surface walkways,	39		shooting ranges.
3		baseball fields, and nature trails. Design for a new entrance	40	D.	In 2006, a consultant conducted a study to determine the
4		from FDR Blvd is in progress.	41		county-wide need for library facilities through 2025. The report,
5	vi.	The former Carver Elementary School in the AICUZ has been	42		St. Mary's County Library Comprehensive and Integrated System
6		reused as a recreation center. The multi-purpose building is	43		Analysis, was approved by the Library Board in March 2007 and
7		used for a youth afterschool program, youth and adult	44		presented to the County Commissioners to guide future growth
8		sports, and rental events. The facility has space for	45		of the library system.
9		workshops, meetings and holiday parties. A new	46	E.	Library access has been improved:
10		playground, pavilion and additional parking were added in	47	i.	Sunday hours were reinstated at Lexington Park Library,
11		2009. In 2014, a boxing training program began leasing	48		increasing access to the computer lab, public Wi-Fi and
12		space at the center.	49		study materials for LPDD students and residents who lack
13	vii.	The United State Colored Troops (USTC) Memorial	50		access at home.
14		Monument was dedicated in Lancaster Park in 2012 and the	51	ii.	Public transportation is available to all three library
15		last "Flat Top" house remaining from Lexington Manor was	52		branches through STS.
16		renovated to become the USTC Memorial Interpretive	53	F.	An Educational Facilities Master Plan is updated annually. The
17		Center which opened in 2014.	54		2015 Plan notes two sites in the LPDD currently planned for new
18	viii.	Phase III of the Three Notch Trail runs from Wildewood	55		schools, one on the same property as Evergreen Elementary and
19		Condominiums to Wal-Mart. The Wildewood, South Plaza	56		a second "south of Great Mills." In August 2015 the County
20		and Wal-Mart sections are now complete. The County	57		accepted 249 acres of land donated for a new public school
21		completed construction of Phase IVA, from Wal-Mart to	58		complex or other governmental use located in the LPDD on St.
22		Chancellors Run Road. Phase IVB, from Chancellors Run	59		Andrew's Church Road (MD 4) across from St. Andrew's Lane.
23		Road to Pegg Road, will be constructed in the future as part	60		There have been numerous improvements to school facilities
24		of the FDR Blvd. community road project. The county is	61		servicing the LPDD including:
25		considering funding options to complete trail sections	62	i.	Greenview Knolls Elementary: Security site lighting
26		adjacent to St. Mary's Marketplace, First Colony, and Laurel	63		improvements completed 2005; security vestibule
27		Glen developments,	64		completed 2010; HVAC renovation, asbestos abatement,
28	ix.	The Beavan property, 76 acres on the west side of Indian	65		fire protection, window replacement, exterior lighting
29		Bridge Road, has been purchased for a future central county	66		completed 2013; security improvements 2015
30		park at the boundary of the LPDD.	67	ii.	The replacement George Washington Carver Elementary
31	x.	Shannon Farm, a 212 acre property, was purchased in 2015.	68		School was completed 2005. The school meets the capacity
32		The site is to become a park that, once planned and	69		needs generated by new student growth for planned
33		developed, will provide for unrestricted public access for	70		housing developments in the Lexington Park development
34		fishing, hiking trails, nature study, educational and cultural	71		district. The 61,385 square foot facility has a 541 student
35		activities, historic interpretation, wildlife observation,	72		state-rated capacity. A solar photovoltaic system installed
36		kayaking, canoeing, sailing and horseback riding. Funding	73		on roof and grounds was completed in 2011. Security
37		restrictions for the purchase will not allow development for	74		initiative upgrades were completed in 2014

- 1 iii. Green Holly Elementary: Asbestos Hazard Emergency 38
- 2 Response Act (AHERA) project 2006, folding wall 39
- 3 improvements 2008 40
- 4 iv. Town Creek Elementary: Kindergarten Classroom addition 41
- 5 2006; ADA playground improvements completed 2009; 42
- 6 security cameras and locks 2015 43
- 7 v. Esperanza Middle: Security vestibule completed 2008; 44
- 8 security initiative completed 2014; soil erosion project in 45
- 9 progress 2015 46
- 10 vi. Great Mills High: Gymnasium floor resurfacing completed 47
- 11 2008; tennis court resurfacing completed 2010; lighting 48
- 12 improvements in 2012; energy efficient exterior lighting in 49
- 13 2013; and interior door locks in 2014 50
- 14 vii. Park Hall Elementary: security vestibule completed 2009; 51
- 15 bathroom renovations, playground renovations completed 52
- 16 2013; security cameras and locks 2015, 53
- 17 viii. Evergreen Elementary School: The LPDD's newest 54
- 18 elementary school, completed 2008, earned a Silver LEED 55
- 19 certification, and is integrating energy conservation into the 56
- 20 daily curriculum for the students. Security initiative 57
- 21 upgrades completed 2014
- 22 ix. Lexington Park Elementary: Security initiative completed 58
- 23 2014 59
- 24 x. Spring Ridge Middle (which serves the LPDD): Limited 60
- 25 renovation underway in 2015 to renovate or replace the 61
- 26 HVAC, roof, fire sprinkler, lighting and security systems; 62
- 27 provide new public address and wireless data; renovate 63
- 28 restrooms, replace flooring, refurbish lockers, modernize 64
- 29 media center and fine arts areas, and modify kitchen and 65
- 30 serving line. 66
- 31 xi. Fairlead Academy opened in 2008 to offer freshmen and 67
- 32 sophomores who may be at risk of dropping out a smaller 68
- 33 school with low class sizes in a bid to stem the dropout rate. 69
- 34 The academy is housed in an old elementary school in Great 70
- 35 Mills. Nearly all of the 120 students who attended in the 71
- 36 first three years were on track to graduate. In 2011, 72
- 37 Fairlead Academy II opened with 62 students housed in the

- Dr. James A. Forrest Career and Technology Center; the school serves juniors and seniors who attended the original Fairlead Academy as freshmen and/or sophomores.
 - G. A new Bay District Rescue Squad was constructed adjacent to Phase II of FDR Blvd.
 - H. A residential sprinkler ordinance was adopted requiring automatic fire sprinkler systems to be installed in new homes served by a publicly maintained water system.
 - I. Fifteen of the 103 stormwater management retrofit projects identified by DPWT through the Watershed Implementation Plan process have been designed and are funded for construction using state grants and county monies.
- 10.3.6 Transportation;
- A. In 2006 a County-wide transportation plan was adopted, incorporating the recommendations of the 2005 LPDD Master Plan and the 2005 master plan for the airport. In addition to new road connections, the Lexington Park Master Plan and the Transportation Plan call for an expanded network of sidewalks and bicycle trails to accommodate alternatives to automobile use.



- B. Public transportation has expanded. St. Mary's Transit System (STS) connects with Charles and Calvert counties, and with the Maryland Transit Authority's commuter service to Washington, DC. STS expanded coverage to the southern portion of the county and offers weekend service. A Transportation

1 Development Plan (TDP) was completed in 2007 and approved
2 by the County and Maryland Transit Administration.

- 3 C. Airport Master Plan implementation projects in the capital
4 budget include:
- 5 i. Airport Drive realignment (Design and construction of a
6 2,000' relocation of Airport Drive in front of the St. Mary's
7 Higher Education Center, Improvements required to meet
8 the separation requirements from the relocated taxiway,
9 utility relocation);
 - 10 ii. Taxiway separation and extension (Design and
11 construction of taxiway relocation and parallel extensions
12 at both runway ends to provide required 240' runway to
13 taxiway centerline separation) ;
 - 14 iii. Obstruction removal to meet the current 7:1 and
15 proposed 34:1 approach surfaces.

- 16 D. In June 2015, SHA approved a design alternative (Single Point
17 Urban Interchange) for the Three Notch Road (MD 235) –
18 Patuxent Beach Road (MD 4) intersection. See inserted map
19 below.
- 20 Interim improvements, expected to be complete in fall 2015,
21 include an acceleration lane on Patuxent Beach Road (MD 4)
22 northbound between Three Notch Road (MD 235) and Patuxent
23 Boulevard. SHA District 5 has also investigated potential
24 alignments of a connector road between the Woodland Acres
25 community and Three Notch Road (MD 235).
- 26 E. In June 2015, SHA also selected a design alternative (Four-Lane
27 Parallel Span) for a second span on the Thomas Johnson Bridge.
28 See the two maps that follow:

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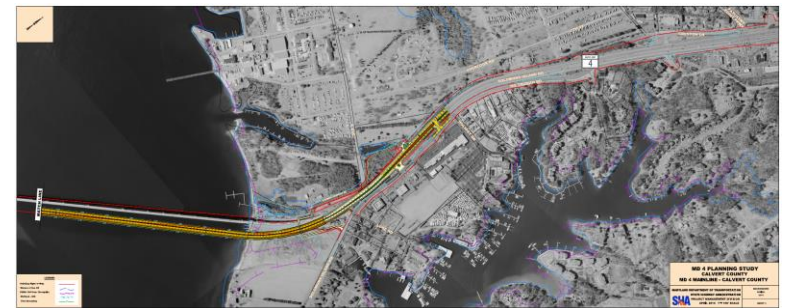
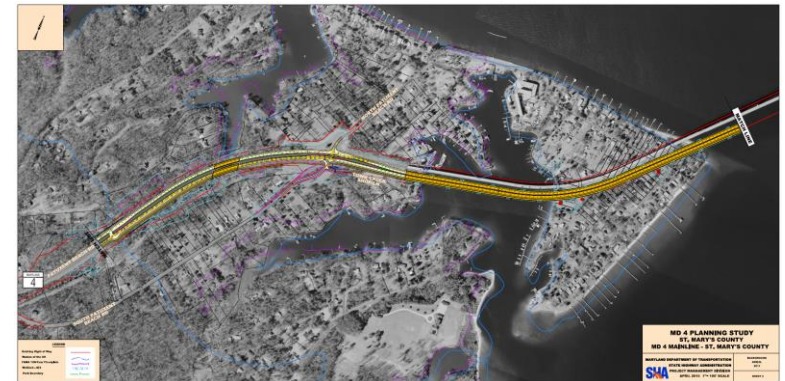
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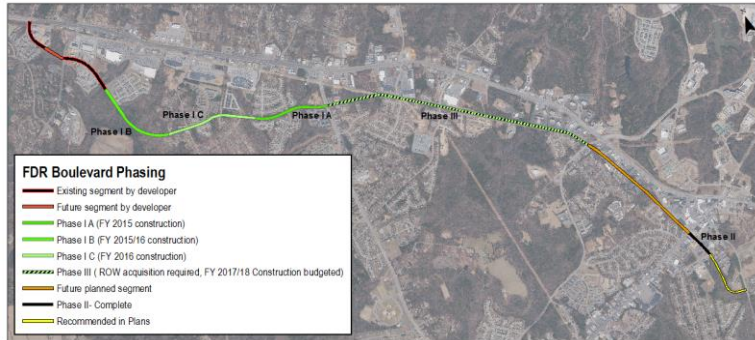
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- F. A State Highway Access Control Plan has been developed for Three Notch Road (MD 5 and MD 235) from Patuxent Beach Road (MD 4) to the Charles County line. This Plan is not yet adopted by the County.
- G. Public informational meetings were held to discuss the widening of Point Lookout Road (MD 5), widening of St. Andrew's Church Road (MD 4) and the extension of Pegg Road to Point Lookout Road, a critical intra-county connector.
- H. Trails:
 - i. A planned network of bicycle paths and trails was adopted as a component of the 2006 Transportation Plan.
 - ii. The Three Notch Trail alignment has been confirmed through the Land Preservation, Parks and Recreation Plan, the Transportation Plan and the Lexington Park Development District Master Plan. The trail, which serves pedestrians, runners, bikers and rollerbladers, is continuing to attract significant state and federal grants. Portions of

- the trail in Lexington Park have been completed adjacent to South Plaza and from Walmart to Chancellors Run Road.
- iii. The abandoned roads in Lexington Manor are being used as trails. These are connected to paved paths and sidewalks in Lancaster Park and in the adjacent Glen Forest housing development.
- I. Transportation project implementation in the LPDD since 2005 has included:
 - i. FDR Boulevard alignment has been confirmed through the Lexington Park Development District Master Plan and the Transportation Plan. The entire right-of-way (ROW) is mapped, portions of ROW purchased and portions of road are constructed or funded for construction. See map and information below for phasing information:



- a. New traffic lights have been added on St. Andrew’s Church Road (MD 4) at FDR Blvd and Wildewood Parkway.
- b. Phase II, a publicly constructed segment, was completed between Great Mills and South Shangri-La Roads in 2014.
- c. Phase I ROW acquisition is completed and construction plans are ready to bid for the segment from Chancellor’s Run Road to Pegg Road. Project is expected to begin construction in 2015.
- d. Phase III funded in FY 2017/18.
- ii. Chancellor’s Run Road (MD 237) has been widened to 4 travel lanes plus bike lanes and planted median from Pegg

- Road to Three Notch Road (MD 235). The project also aligned Norris Road with Buck Hewitt Road, and placed signals at high volume intersections.
- iii. Buck Hewitt Road improvement design is finalized, easement acquisition is complete, and funding has been secured.
- iv. Wildewood Boulevard culverts and stormwater pipe were upgraded.
- v. ROW was preserved for extension of Carver School Boulevard to Bay Ridge Road and, at the time of the construction of Carver Elementary, was rough graded to point of planned intersection.
- vi. Carver School Boulevard improvements included design and installation of a traffic signal; installation of advanced hazard identification beacons, video detection and an Opticom system; and construction of a right hand turn lane on the Carver School Boulevard approach to Great Mills Road (MD 246).
- vii. Pacific Drive has been extended to Pegg Road.
- viii. Portions of ROW are preserved for Pegg Road extension from Chancellor’s Run Road (MD 237) to Point Lookout Road (MD 5) at the Piney Point Road (MD 249) intersection. Part of the road has been constructed in the Elizabeth Hills Subdivision.
- ix. Service road connections were constructed (between First Colony, South Plaza, Laurel Glen, and Walmart shopping centers) creating a continuous vehicular connection paralleling Three Notch Road from BJ’s to Walmart.
- x. Lawrence Hayden Road alignment study has been completed. The extended road is planned to serve the new Evergreen Elementary School and to connect with Indian Bridge Road as part of a system of cross-county connector roads.
- xi. Improvements were made to the parking lots and sidewalks at the former Lexington Park Library and at the Chancellors Run Activity Center.

- 1 xii. Solar bus shelters were added on certain routes; and an
- 2 improved parking and maintenance facility (“bus barn”) for
- 3 STS buses was provided at DPWT’s St. Andrews Church Road
- 4 site.
- 5 xiii. Low interest loans area being used for shoreline projects
- 6 including a Patuxent Beach Road Revetment to bolster the
- 7 deteriorated timber bulkhead and provide the needed
- 8 shore erosion protection to the County maintained road.

9 10.3.7 Housing

- 10 A. The table below summarizes the number and percentage of
- 11 new dwellings by type (quantified in the Planning Commission
- 12 Annual Reports) that have been occupied in the LPDD and other
- 13 designated growth areas from 2005 to the beginning of 2015.

New Occupied Dwellings Jan. 1, 2005 through Dec. 31, 2014

Dwelling Type	Units	% of Total
Single family dwelling	1,792	39.50%
Modular homes	2	0.04%
Attached dwellings	780	17.19%
Duplex dwellings	131	2.89%
Multifamily dwellings	1,832	40.38%
Total	4,537	100.00%

- 14 B. 2007 Completed “Workforce Housing: A Report of The St.
- 15 Mary’s County Community Workforce Housing Task Force,
- 16 Spring 2007” [http://www.co.saint-](http://www.co.saint-marys.md.us/docs/WorkforceHousingReptMay07.pdf)
- 17 [marys.md.us/docs/WorkforceHousingReptMay07.pdf](http://www.co.saint-marys.md.us/docs/WorkforceHousingReptMay07.pdf)
- 18 C. Workforce housing and affordable housing initiatives were
- 19 implemented through efforts of the Housing Authority,
- 20 including:
- 21 i. Offering payment in lieu of taxes;
- 22 ii. Impact fee waivers and deferrals;
- 23 iii. Rental assistance to over 1400 families;
- 24 iv. Revitalization projects in neighborhoods.

- 25 D. New housing initiatives that have opened include
- 26 i. Gateways, a 4-story rental/ownership condominium
- 27 building with 42 homes comprised of one, two and three
- 28 bedroom units opened in 2007 in Lexington Park;
- 29 ii. In 2010 Hunting Creek Apartments on Willows Road were
- 30 developed on County -owned land by the Southern
- 31 Maryland Tri County Community Action Agency with the
- 32 assistance of Impact Aid Waivers. Single family homes are
- 33 also being built on the Hunting Creek site by partnering
- 34 families.
- 35 iii. Following acquisition of the Fenwick property (150 acres) as
- 36 a site for a year-round farmers market adjacent to the
- 37 southern LPDD boundary, 5 lots in the Fenwick Ridge
- 38 subdivision on the property were donated by the County to
- 39 Patuxent Habitat for Humanity and two homes have been
- 40 constructed as of 2015.
- 41 iv. Lincoln Military Housing opened two new neighborhoods
- 42 for military residents: Columbia Colony, located in First
- 43 Colony in California; and Challenger Estates, sited within the
- 44 Wildewood Residential Subdivision.
- 45 v. Phases of Victory Woods, a 75-unit affordable housing
- 46 complex for seniors, were completed on land donated by
- 47 the Archdiocese of Washington.
- 48 vi. Both Abberly Crest and Wildewood Apartments opened up
- 49 new phases in these market-based apartment communities.
- 50 10.3.8 Economic development

- 51 A. Agricultural efforts include expansion and support for new farm
- 52 stands and farmers markets in the LPDD. The Home Grown
- 53 Farm Market on Three Notch Road adjacent to the southern
- 54 boundary of the LPDD was developed and has become an
- 55 important outlet for local produce growers and a popular
- 56 resource for fresh food and value added goods in the
- 57 surrounding community.
- 58 B. A streamlined process for approval of roadside stands was
- 59 adopted. The total number of roadside farm stands has
- 60 increased adjacent to and within the LPDD, with temporary

- stands often locating in the parking lots of existing commercial businesses.
- C. The new 22,000 square foot Patuxent River Naval Air Museum and visitor’s center will be completed in 2015 and is expected to be a primary tourism destination. The facility includes a mezzanine, exhibition space, auditorium / multipurpose space, gift shop, and administrative offices.
 - D. Tourism has continued to thrive during a tough economy:
 - i. An updated tourism web site encourages visitors to explore the county.
 - ii. A collaborative “Celebrate 375” campaign drew visitors to St. Mary’s County to mark the 375th birthday of Maryland.
 - iii. The existing Patuxent River Naval Air Museum continues to attract individuals and groups,
 - iv. Lodging and dining opportunities have increased with the opening of multiple new hotels and many new restaurants.
 - v. New regional programs include the State Tourism Area Corridor Signs, Southern Maryland Heritage Area, Religious Freedom By-way Corridor Management Plan, State Civil War Trails program, Potomac Heritage Trail, Southern Maryland Trails and Southern Maryland Bicycle Routes.
 - E. Over 100,000 square feet of hangar space and 8 research and development facilities have been proposed by the private sector at the St. Mary’s Regional Airport. A University of Maryland Unmanned Aircraft Systems (UAS) test site is currently operating out of the regional airport terminal building. A new 11,050 square foot office hangar facility for research and development is under construction at the airport.
 - F. Lexington Park business retention and revitalization efforts included:
 - i. Implementation of a business loan guarantee program, Lexington Park Enterprise Zone, and a restructured Community Development Corporation.
 - ii. Matching grants for a streetscape improvement program to enhance land or streetscape of commercial and industrial properties located on Great Mills Road (MD 246), Three Notch Road (MD 235) and Point Lookout Road (MD 5).
 - iii. Collaboration with the Small Business Development Center and the College of Southern Maryland to develop business programs and services to expand St. Mary’s County’s economic base.
 - iv. Cooperative efforts with the Maryland Department of Business and Economic Development (DBED) to stimulate private investment, create jobs, attract new businesses, encourage the expansion and retention of existing companies, and provide businesses with workforce training and financial assistance.
 - v. On-going collaboration with the Maryland DBED-International to capitalize on international business opportunities for St. Mary’s County companies in an effort to expand and diversify the local economy.
 - vi. Working with the St. Mary’s Chamber of Commerce, the Patuxent Partnership, Southern Maryland Navy Alliance, Leonardtown Business Association and St. Mary’s County Economic Development Council continued fostering close relationships with local contractors concerning upcoming base programs.
- G. Participation continued in industry conferences and annual publication of the Technology Handbook for St. Mary’s County.
 - H. Maintenance and provision of a list of available commercial buildings and sites was published to assist potential businesses in locating in the county.
- 10.3.9 Environmental protection
- A. Implementation of zoning regulations for protection of sensitive areas preserves streams, wetlands, steep erodible soils, floodplains and other important habitats as open space.
 - B. To better protect water quality and better manage adverse impacts of runoff (flooding, erosion, and damage to infrastructure and property), stormwater management review and approval was expanded to include review of individual properties in 2010. New staff was added in 2011 to more efficiently accomplish this State mandated requirement.
 - C. In 2006 the County received approval from the Maryland Department of the Environment to construct and operate a

1 12,000 square foot Transfer Station & Processing Facility
 2 (Refuse Disposal Permit & Operating License #2006-WPT-0624)
 3 to serve the solid waste disposal needs for the citizens and
 4 commercial sector of St. Mary's County. The proposed state-of-
 5 the-art facility, to be located on the St. Andrews Landfill
 6 property, has an estimated design capacity of 500 tons per day
 7 Partially because Charles County was willing to provide an
 8 interim reduced tipping fee rate of \$45/ ton for St. Mary's
 9 County to transport it's solid waste to their facility, it was
 10 deemed more cost effective to defer the capital construction
 11 costs and additional annual operational costs. However the
 12 County has kept the 2008 MDE Refuse Disposal Permit and
 13 Operating License, the 2009 Local Building Permit, and the 2010
 14 Conditional Use approval CUAP#06-132-030 current. At some
 15 time in the future, a transfer station may serve as the primary
 16 means to manage solid waste generated by both residential and
 17 commercial waste haulers in St. Mary's County. Until that time,
 18 residents will continue to utilize existing facilities as they
 19 historically have.

20 D. In 2014 the county updated its solid waste plan and regulations
 21 to comply with state mandates for recycling facilities in
 22 multifamily residential developments and for source reduction.
 23 A major update of the Solid Waste Plan is currently in progress,
 24 which will include recommendations for reuse of landfills (e.g.
 25 for solar application), use of waste to energy, and development
 26 of resource recovery facilities. Other accomplishments related
 27 to Solid Waste Management and Recycling include:

28 i. Since December 2006 when single stream recycling was
 29 implemented, residents using the six (6) convenience
 30 centers have not needed to sort recyclable items. This
 31 change also expanded the range of materials collected for
 32 recycling.

33 ii. In 2010, in an effort to reduce recycling contractor costs,
 34 provide more convenient service to customers and defer
 35 the immediate need to expand rural convenience centers,
 36 30 yard recycling compactors were installed at St Andrews

37 Convenience Center in the LPDD and at the other five (5)
 38 convenience centers.

39 iii. The St. Andrews Landfill gas mitigation project was
 40 completed in 2014.

41 iv. As a result of its proactive programs, St. Mary's County
 42 currently receives 4% out of a total of 5% of the Source
 43 Reduction credit offered by the Maryland Department of
 44 the Environment.

45 10.3.10 Vision 10—Resource conservation

46 A. Ordinances in 2006 implemented non-residential development
 47 bonuses for construction standards that improved energy
 48 efficiency or incorporated "green building" design. These
 49 bonuses were removed at the time of a 2007 TDR program
 50 update on the, as yet unimplemented, condition that
 51 requirements for improved energy efficiency and "green
 52 building" design become general development standards.

53 B. Countywide mapping of sensitive areas and improved access to
 54 the mapping via geographic information system (GIS) software
 55 has allowed improved identification of potential impacts, faster
 56 and more thorough review of projects, and increased
 57 protection of sensitive areas.

58 C. Forest protection is recognized as critical to protection of water
 59 quality and sensitive resources. Regulations to protect forest
 60 land were made more consistent in and out of the Critical Area
 61 by rules governing conversion of harvested lands, countywide
 62 protection of forest interior dwelling species (FIDS) habitat, and
 63 requirements for maintaining state mapped green
 64 infrastructure when sites are developed.

65 D. Native vegetation is required for mitigation planting to enhance
 66 and restore native habitats. Regulatory incentives are provided
 67 to allow removal of non-native invasive vegetation that is
 68 harmful to natural habitats.

69 E. A watershed restoration action strategy (WRAS) for the St.
 70 Mary's River watershed, developed by the St. Mary's Watershed
 71 Association in cooperation with many County and State
 72 agencies, is nearing completion.

- 1 F. The County’s Commission on the Environment (COE) and its 38
 2 Water Policy Task Force have been active in efforts to conserve 39
 3 resources. The COE has concentrated on expanding county 40
 4 composting and recycling efforts and increasing incentives for 41
 5 green building practices. 42
- 6 G. Pursuant to 2007 legislation adopted at the state level, a Water 43
 7 Resources Element was incorporated into the 2010 44
 8 Comprehensive Plan. This element addresses watershed 45
 9 protection, planning to meet water supply and septic/sewer 46
 10 needs, groundwater conservation, stormwater, requirements 47
 11 for a County NPDES permit, and for meeting Clean Water Act 48
 12 mandated total maximum daily load (TMDL) limits. 49
- 13 H. The County’s recycling program has been expanded. County 50
 14 government has increased its use of recycled products. 51
 15 Commercial recycling services provided to residential customers 52
 16 by waste management companies have increased. Current 53
 17 State mandates for waste stream reduction are being met or 54
 18 exceeded. 55
- 19 10.3.11 Stewardship 56
- 20 A. The County was assigned TMDL caps for nutrients and 57
 21 sediments entering impaired water bodies in 2010. State and 58
 22 local Watershed Implementation Plans (WIP) and 2 year 59
 23 milestones have identified actions necessary to meet Bay TMDL 60
 24 limits by 2025. 61
- 25 B. Evergreen Elementary School earned a Silver LEED certification 62
 26 and is integrating energy conservation into its daily curriculum. 63
- 27 C. Reuse of obsolete and abandoned structures included: 64
- 28 i. In 2007 the Chesapeake Public Charter School (CPCS) was 65
 29 established in a rented facility (a former racquet club 66
 30 renovated for the school) on Great Mills Road. In 2015, the 67
 31 school’s purchase of its building was enabled through a 68
 32 USDA loan to the CPCS Alliance. The purchase will allow the 69
 33 school to renovate unoccupied areas of the building to 70
 34 meet its current and future needs. It will also allow the 71
 35 school to begin expanding. In 2014/2015, the CPCS serves 72
 36 360 students in grades kindergarten through 8. In 2016/17 73
 37 it plans to expand by one kindergarten class of 20 students.
- CPCS will continue to rent space to tenants (which in 2015
 included PAE Applied Technologies, Heron Systems,
 MedStar Medical Group, MedStar St. Mary’s Hospital
 Laboratory Center and Essex South Management, LLC).
- ii. The former Carver Elementary School on Lincoln Avenue in
 the AICUZ is being reused as a recreation center
- iii. The old Lexington Park Library on Coral Drive is now the
 Three Notch Theater, home of the Newtowne Players.
- iv. Habitat for Humanity ReStore, which has occupied the
 former Bay District VFD since 2007, outgrew its space and
 relocated in September 2015 to a much larger space in St.
 Mary’s Square.
- v. The county accepted bids in 2015 for a design-build
 renovation of the former Bay District Rescue Squad on
 Great Mills Road to provide a new District 4 Sheriff’s Office.
- vi. Other notable vacant buildings that have been renovated to
 meet alternative uses include a former 7-Eleven building
 renovated as corporate offices, a former bicycle shop
 converted to a restaurant /wine shop, and a former tire &
 auto service outlet converted to a Verizon store.
- D. Transit routes have been restructured and streamlined to
 improve system efficiency, reduce travel time for riders,
 improve on-time performance, reduce idling time spent at
 transfer stations; all without increase to ticket and fare costs.
- E. In 2010, in an effort to reduce recycling contractor costs,
 provide more convenient service to customers and defer the
 immediate need to expand rural Convenience Centers, 30 yard
 recycling compactors were installed at St. Andrews Convenience
 Center in the LPDD and at the other five convenience centers.
- F. Grants and federal funding have aided the County in
 maintaining/reconstructing bridges and correcting flood areas.
- 10.3.12 Implementation
- A. The strategic partnership with the U.S. Navy includes a signed
 memorandum of understanding on encroachment mitigation
 and prevention.
- B. Grants.

- | | | | | | |
|----|------|---|----|------|--|
| 1 | i. | Certified Local Government grants have been utilized and | 37 | F. | The County agencies have encouraged alternative energy, |
| 2 | | continue to be available for historic preservation initiatives. | 38 | | renewable energy and reliability for demand and growth. |
| 3 | ii. | State grants continued to partially fund salaries for the | 39 | i. | Solar panels were installed at George Washington Carver |
| 4 | | County's implementation of the Critical Area Program. | 40 | | School. |
| 5 | iii. | Program Open Space and other state grants are being used | 41 | ii. | Investigation of potential for a solar farm on closed portions |
| 6 | | for park and trail acquisition and development. | 42 | | of the St. Andrews landfill was initiated |
| 7 | iv. | Transportation enhancement funds and Maryland Bikeways | 43 | iii. | Two 260-kilowatt generators and a 49,000-square-foot gas |
| 8 | | Program funds were obtained in 2012 for Three Notch Trail | 44 | | storage structure convert methane into electricity that is |
| 9 | | development outside the LPDD and will be sought for future | 45 | | used at the MetCom sewage treatment plant. The facility is |
| 10 | | phases of the trail inside the development district. | 46 | | expected to save \$175,000 a year in energy bills. |
| 11 | C. | The County obtained a Sustainable Community designation for | | | |
| 12 | | developed areas in the LPDD that would benefit from | | | |
| 13 | | revitalization. This state-approved designation allows | | | |
| 14 | | municipalities and counties to target revitalization areas by | | | |
| 15 | | financing the cost of infrastructure improvements in designated | | | |
| 16 | | strategic areas and to use Tax Increment Financing (TIF) to | | | |
| 17 | | leverage increases in property tax value resulting from new | | | |
| 18 | | development to pay for public improvements. | | | |
| 19 | D. | Other funding resources utilized include: | | | |
| 20 | i. | The annual budget and five-year capital improvements | | | |
| 21 | | program (CIP) is directed at implementing comprehensive, | | | |
| 22 | | small area, and functional plans. | | | |
| 23 | ii. | A fee in lieu schedule provides an alternative to the | | | |
| 24 | | purchase of TDRs for development in certain areas. These | | | |
| 25 | | funds are available for agricultural land preservation | | | |
| 26 | | programs. Fees in lieu are also collected to mitigate for | | | |
| 27 | | future development related traffic impacts. | | | |
| 28 | iii. | Economic Impact Fees are collected. | | | |
| 29 | iv. | Tax credits for restoration of designated local historic | | | |
| 30 | | landmarks are available. | | | |
| 31 | v. | Grants are offered by federal, state or local | | | |
| 32 | | agencies/programs, and by companies, organizations and | | | |
| 33 | | individuals | | | |
| 34 | E. | A Transportation Policies and Procedures Manual was adopted | | | |
| 35 | | in 2010 to implement energy efficiency standards for | | | |
| 36 | | transportation vehicles and equipment and promote carpooling, | | | |

10.4 Background Metrics

Table 1: Population, Housing and Labor Force Data

	2000	2010	2020	2030	2040	Change 2010-2030	
						Number	Percent
St. Mary's County							
Population	86,211	105,151	125,150	148,750	163,350	43,600	41%
0-19	26,620	30,800	34,690	40,030	43,450	9,230	30%
20-64	51,776	63,580	74,010	83,580	91,460	20,000	31%
65 and Over	7,825	10,780	16,460	25,150	28,450	14,370	133%
Households	30,642	37,600	46,050	55,947	61,750	17,600	47%
Housing Units	34,081	40,541	48,244	55,947	63,650	15,406	38%
Jobs	46,032	56,880	66,320	77,010	84,080	20,130	35%
Lexington Park Development District							
Population	24,481	35,582	54,775	70,135	79,735	34,553	97%
Housing Units	10,174	14,737	20,155	26,345	30,471	15,734	107%
Jobs	14,950	17,269	19,948	23,042	26,616	5,773	30%

Source: U.S. Census 2010, Maryland Department of Planning Demographic and Socio-Economic Outlook 2015 projections and County estimates of growth for the LPDD (Assumes 70% of all development occurs in designated growth areas and that 70 % of growth area development occurs in the LPDD).

Table 2: Selected Population and Household Data

	MDP Projections*				DLUGM estimate based on MD projections*					
	County Population	County Households	Persons per house hold	Dwelling increase	LPDD Population	LPDD Households	Persons per household	Dwelling increase	Increase above 2010 LPDD Population	Percent increase above 2010 LPDD population
2010 Census	105,151	37,600	2.80	--	35,311	14,737	--	--	--	--
2015 estimate	113,900	41,050	2.77	3,450	47,183	17,005	2.77	2,268**	11,872	33.6%
2020 estimate	125,150	46,050	2.72	5000	54,775	20,155	2.72	3,150	19,464	41.3%
2025 estimate	137,200	51,075	2.69	5025	62,645	23,321	2.69	3,166	27,334	49.9%
2030 estimate	148,750	55,875	2.66	4800	70,135	26,345	2.66	3,024	34,824	55.6%
2035 estimate	156,150	58,975	2.65	3100	74,925	28,298	2.65	1,953	39,614	56.5%
2040 estimate	163,350	62,425	2.62	3450	79,735	30,471	2.62	2,174	44,424	59.3%

* The figures highlighted in yellow are based on 2010 U.S. Census data.

The yellow highlighted figures for LPDD Population and LPDD Households are based on 2010 U.S. Census Tract data for tracts located within the LPDD boundary.

** This figure is the actual dwelling unit increase in the LPDD based on Certificates of Occupancy issued from January 1, 2010 to December 31, 2014

Table 3: Population by Age

Development District			St. Mary's County		
Age	Number	Percent	Age	Number	Percent
0-19	10,029	28%	0-19	27,339	26%
20-64	23,004	65%	20-64	67,297	64%
65 and older	2,349	7%	65 and older	10,515	10%
Total	35,382	100%	Total	105,151	100%

Source: U.S. Census 2010 and Maryland Department of Statistical Preparations

Table 4: Population by Race

Race	Development District		St. Mary's County	
	Number	Percent	Number	Percent
White	22,570	64%	83,069	79%
Black	8,588	24%	14,721	14%
All Other Races	4,224	12%	7,361	7%
Total	35,382	100%	105,151	100%

Source: U.S. Census 2010 and Maryland Department of Statistical Preparations

Table 5: Household Income 2010

Income	Development District		St. Mary's County	
	Number	Percent	Number	Percent
\$14,999 or less	798	6%	2,538	7%
\$15,000 to \$24,999	687	6%	1,813	5%
\$25,000 to \$34,999	936	7%	2,175	6%
\$35,000 to \$49,999	1,479	11%	3,625	10%
\$50,000 to \$74,999	2,489	19%	6,526	18%
\$75,000 to \$99,999	2,126	16%	6,520	18%
\$100,000 and Over	4,543	35%	13,051	36%
Total	13,058	100%	36,254	100%

¹ Development District Data tables 3-5 include the Census Block Groups which contain the Development District and additional blocks.
Source: American Community Survey 2006-2010 and Maryland Department of Planning Statistical Preparations.

Table 6: Selected Housing Data 2010

	Lexington Park Development District*				St. Mary's County			
	2000	2010	Change 2000 to 2010		2000	2010	Change 2000 to 2010	
			Number	Percent			Number	Percent
Total Housing Units	10,174	14,737	4,563	45%	34,081	40,541	6,460	19%
Occupied	9,159	13,542	4,383	48%	30,642	36,253	5,611	18%
Vacant	1,016	1,195	179	18%	3,439	4,288	849	25%
Percent Vacant	10%	8%	n/a	-2%	10%	11%	n/a	1%
Tenure								
Owner Occupied (percent)	58%	52%	n/a	-6%	72%	73%	n/a	1%
Renter Occupied (percent)	44%	40%	n/a	-4%	28%	27%	n/a	1%
Unit Type¹	Number, percent of total housing units in parenthesis				Number, percent of total housing units in parenthesis			
Single-family Detached	5,117 (50)	8,180(56)	3,063	6%	24,672(72)	29,966(74)	5294	22%
Single-family Attached	1,261 (12)	1,819	558	1%	2,154(6)	2811(7)	657	31%
Multi-family	2,763 (27)	3,717(26)	954	-1%	4,594(13)	7,764(14)	3,170	69%
Other	1,033 (10)	835(6)	-198	-4%	2,661(8)	2,235(6)	1,054	40%

¹ Lexington Park Development District Unit Type Data from 2010 represents the Block Groups containing the LPDD and additional Census Tracts. Source: American Community Survey 2006-2010 and U.S. Census Community Survey 2006-2010 and Maryland Department of Planning and Statistical Preparations.

Table 7: Units in Structure. 2006-2010

Dwelling Type	Total Units	1 Unit Detached	1 Unit Attached	2 Units	3 or 4 Units	5 to 9 Units	10 to 19 Units	20 to 49 Units	50 or More Units	Mobile Homes
Estimated	14,551	8180	1819	101	700	1257	953	344	362	835
Margin of Error +/-	568	456	314	144	239	324	255	170	167	257

Source: U.S. Census Bureau American Survey 2006-2010.

Table 8: Building Permits in LPDD from 2011-2014

Unit Type	Location	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Unit Type Subtotals by Location	Total Permits by Type
SFD	LPDD	319	272	292	112	152	101	155	135	121	94	1753	3850
	Other GA	27	14	20	23	46	18	59	47	43	36	333	
	Rural	348	242	208	199	139	70	112	128	156	162	1764	
MH	LPDD	1										1	66
	Other GA								1			1	
	Rural	11	13	13	7	2	1	8		6	3	64	
Mod H	LPDD	1							1	1	1	4	45
	Other GA		1							1		2	
	Rural	13	7	8	2	3		2		4		39	
Attached SFD	LPDD	86	91	214	54	48	2	94	74	68	83	814	818
	Other GA	1										1	
	Rural	3										3	
Duplex	LPDD		6	60	5	3	14	36	1	2	2	129	131
	Other GA											0	
	Rural				2							2	
Multifam 3-4	LPDD	12	7	15							0	34	34
	Other GA											0	
	Rural											0	
Multifam 5+	LPDD	52	84	250	81		30	240	30	192	0	959	959
	Other GA											0	
	Rural											0	
Year Subtotals by Location	LPDD	471	460	831	252	203	147	525	241	384	180	3694	
	Other GA	28	15	20	23	46	18	59	48	44	36	337	
	Rural	375	262	229	210	144	71	122	128	166	165	1872	
Total permits by Year		874	737	1080	485	393	236	706	417	594	381	5903	
Percent of Permits by Location	LPDD	53.9%	62.4%	76.9%	52.0%	51.7%	62.3%	74.4%	57.8%	64.6%	47.2%	62.6%	
	Other GA	3.2%	2.0%	1.9%	4.7%	11.7%	7.6%	8.4%	11.5%	7.4%	9.4%	5.7%	
	Rural	42.9%	35.5%	21.2%	43.3%	36.6%	30.1%	17.3%	30.7%	27.9%	43.3%	31.7%	

1

2 **Table 9: Area and Population for Selected Places**

	Population 2000	Population 2010	Population 2020	Population 2030	Population 2040	Area Square Miles (2010)	Persons per square mile (2010)
Lexington Park Development District*	24,104	35,582	46,782	59,998	68,174	26	1,369
Waldorf	22,312	67,752	205,734	624,726	1,897,026	12	5,646
City of Rockville	47,386	61,209	79,064	102,128	131,920	13	4,708
Columbia	88,254	99,165	112,439	126,913	143,251	28	3,558
Salisbury	23,743	30,343	38,778	49,557	63,333	11	2,758

3

Source: U.S. Census 2010

4

*Population projections for the Lexington Park Development District were projected off of the St. Mary’s County population projections from the Maryland Department of Planning. They were derived by the assumption that 70% of the growth area development will be located within the district boundaries.

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1	10.5	<u>Planned Bicycle Routes</u>	34		Clements Island Route, Leonardtown Route, St. George Island
2		Various bicycle plans have been developed for St. Mary’s	35		Route and Point Lookout Route.
3		County. These plans recommend county and state roads that	36	10.5.4	Three Notch Trail
4		provide a safe environment for bicycles. There are three	37		St. Mary’s County Department of Recreation, Parks and
5		principle sources that provide this information. The State of	38		Community Services is moving forward with plans to construct a
6		Maryland Bicycle Map identifies State routes within each county	39		recreational trail along the 28-mile county railroad ROW which
7		that have the potential to accommodate bicycle traffic. The	40		runs south from Hughesville (in Charles County) to Lexington
8		Southern Maryland Bicycle Map evaluates both state and local	41		Park (to the NAS). The trail will be a non-motorized pedestrian,
9		roads in Charles, Calvert, and St. Mary’s Counties. The Southern	42		bicycle and equestrian trail.
10		Maryland Regional Trail and Bikeway System (SMRTABS) study	43		Phase one of the trail begins at MD 236 in New Market and
11		provides an analysis of both existing and planned facilities for	44		proceeds approximately one mile north to the new Northern
12		the tri-county area (Charles, Calvert, and St. Mary’s Counties) of	45		County Senior Center in Charlotte Hall. This section of the trail
13		Southern Maryland. These and associated plans are presented	46		will provide a connection between the southern Maryland
14		below:	47		Regional Library, the St. Mary’s County farmers market, the
15	10.5.1	Maryland State Bicycle Map	48		Veteran’s Home, the Charlotte Hall Welcome Center, and the
16		The Maryland State Bicycle Map is one source that identifies the	49		Northern County Senior Center, and link the villages of New
17		suitability of State routes for cyclists. The criteria used to	50		Market and Charlotte Hall. Phase II will continue north from the
18		identify these routes include a generalization of shoulder widths	51		senior center, another two miles to the county line. The
19		and the average daily traffic (ADT).	52		remainder of the trail – from Lexington Park north to New
20	10.5.2	Southern Maryland Bicycle Map	53		Market – may be constructed in phases over the next several
21		The Southern Maryland Bicycle Map classifies state and county	54		years as funding permits. Some of the sections are proposed to
22		roads with a rating scheme of “Good” to “Dangerous”. There	55		be constructed by private developers.
23		are ten (10) loops represented in the three Southern Maryland	56		A trails advocacy group, the Friends of the Three Notch Trail,
24		Counties. These loops are linked roads that form a circuitous	57		was recently formed to assist with promoting awareness of the
25		path for cyclist and have the common thread of providing a	58		Three Notch Trail project and will coordinate volunteer work on
26		connection to historic and/or scenic sites.	59		the trail once completed. The “Friends” group is comprised of
27	10.5.3	Southern Maryland Regional Trail and Bikeway System	60		cyclists, runners, equestrians and hikers who are dedicated to
28		The Southern Maryland Regional Trail and Bikeway System	61		the creation and maintenance of the non-motorized trail.
29		(SMRTABS) study recommends a network of on-street and off-	62	10.5.5	Potomac Trail Council
30		road bicycle routes, multi-use trails and greenways that will	63		Numerous opportunities to explore the Potomac shoreline are
31		provide access to the environmental, historic, cultural,	64		offered throughout St. Mary’s County. However, the
32		recreational, residential and commercial areas. The five routes	65		topography of this area does not provide a practicable route for
33		identified in St. Mary’s County are the Amish Country Route, St.	66		a continuous trail. The Potomac Heritage System utilizes existing
			67		roads along the Potomac River between Point Lookout State

1	Park and Piscataway Park in Charles County to identify an on-	26	10.6	<u>Sustainable Communities</u>
2	road bicycle route connecting numerous points along the	27		Provide more transportation choices. Develop safe, reliable,
3	Potomac River.	28		and economical transportation choices to decrease household
4	10.5.6 Maryland Scenic Byways	29		transportation costs, reduce our nation’s dependence on
5	The Maryland State Highway Administration (SHA) has	30		foreign oil, improve air quality, reduce greenhouse gas
6	designated 31 scenic byways, reflecting the rich heritage of the	31		emissions, and promote public health.
7	region surrounding each of the routes. The southern scenic	32		Promote equitable, affordable housing. Expand location- and
8	byway explores the shores of the Chesapeake Bay, its tributary	33		energy-efficient housing choices for people of all ages, incomes,
9	rivers, Maryland’s first capital, St. Mary’s City, and the	34		racess, and ethnicities to increase mobility and lower the
10	Chesapeake Bay’s rich maritime history.	35		combined cost of housing and transportation.
11	10.5.7 Star Spangled Banner National Historic Trail Study	36		Enhance economic competitiveness. Improve economic
12	The purpose of this study is to evaluate the feasibility and	37		competitiveness through reliable and timely access to
13	desirability of designating the routes used by the British and	38		employment centers, educational opportunities, services and
14	Americans during the Chesapeake Campaign of the War of 1812	39		other basic needs by workers, as well as expanded business
15	as a National Historic Trail. The proposed National Historic Trail	40		access to markets.
16	would commemorate the British invasion of Washington, DC	41		Support existing communities. Target federal funding toward
17	and the Battle for Baltimore in 1814.	42		existing communities—through strategies like transit-oriented,
18	10.5.8 Southern Maryland Bicycle Routes	43		mixed-use development, and land recycling—to increase
19	The Southern Maryland Bicycle Route map has four routes in St.	44		community revitalization and the efficiency of public works
20	Mary’s County. The routes were developed by the Southern	45		investments and safeguard rural landscapes.
21	Maryland Travel and Tourism Committee. The bicycle route	46		Coordinate and leverage policies and investment. Align policies
22	names are “To the Point Route,” “Rolling Hills and Tall Timbers	47		and funding to remove barriers to collaboration, leverage
23	Route,” “The Historic Seventh Route,” and Hollywood on the	48		funding, and increase the accountability and effectiveness of all
24	Patuxent Route.”	49		levels of government to plan for future growth, including
25		50		making smart energy choices such as locally generated
		51		renewable energy.
		52		Value communities and neighborhoods. Enhance the unique
		53		characteristics of all communities by investing in healthy, safe,
		54		and walkable neighborhoods—rural, urban, or suburban.

1	10.7	<u>Incentives</u>	31	
2	10.7.1	St. Mary’s County and the State of Maryland have a number of	32	
3		financing programs to assist small businesses.	33	
4	A.	County Programs	34	
5		• Community Development Corporation guarantees.	35	
6		• Small Business Loan Guarantee Program provides	36	
7		guarantees for under collateralized loans for startup or early	37	
8		stage small businesses located in one or more of the	38	
9		county’s Priority Funding Areas.	39	
10		• Industrial Revenue Bonds are tax exempt bonds financed by	40	
11		the county.	41	
12		• Brownfields Incentives (Leonardtown) encourage the	42	
13		cleanup and revitalization of brownfields.	43	
14		• PILOT (Payment in Lieu of Taxes) allows property owners of	44	
15		rental complexes to pay an annual percentage of revenues	45	
16		rather than the traditional taxed rate on assessed value to	46	
17		maintain units at affordable rent level.	47	
18		• Impact Fee Waiver/Deferral Program creates an incentive	48	
19		for builders and developers to create communities that are	49	
20		affordable for lower income residents.	50	
21		• State of Maryland Business Finance Programs: Direct Loan	51	
22		Guarantees provides financing for small businesses unable	52	
23		to qualify for financing from traditional lenders.	53	
24		• The Contract Financing Program.	54	
25		• The Equity Participation Investment.	55	10.7.2
26		• The Long-Term Guaranty Program.	56	Types of incentives that may be considered for Plan
27		• The Surety Bonding Program.	57	implementation.
28		• Community Development Block Grant Economic	58	This Plan supports use of incentives as one of the means to
29		Development Program provides funding to commercial or	59	achieve its vision and its goals. While the phrase “provide
30		industrial economic development projects.	60	incentives” is frequently thought of in financial terms, implying
			61	a cost paid from public or private funds, incentives can take
			62	many forms. Although many development incentives <i>do</i>
			63	provide some form of material reward in exchange for acting in
			64	a particular way, those rewards can come from reduced time or
				cost and increased value to the developer/investor.

1	Incentives also exist when a particular choice or action is widely	32	• Property tax exemption
2	regarded as the right thing to do, or is particularly admirable	33	• Parking reductions
3	and where failure to act brings some form of censure.	34	• Fee waivers or exemptions
4	Recognition and branding programs or participation in public-	35	• Fees paid at closing
5	private partnerships can provide the second type of incentive by	36	• Process revisions
6	providing a sense of self-esteem, approval or even admiration	37	• Expedited reviews
7	from the community.	38	• Mixed income housing communities
8	A third form of incentive, which often takes the form of	39	• Individual Development Accounts (IDAs)
9	regulations, sets minimum standards to encourage desired	40	• Homeownership and education counseling
10	performance by the regulated sector, but offers flexibility in the	41	• Earned Income Tax Credit
11	standard in exchange for performance that achieves alternative	42	• Section 8 Homeownership Program
12	desired outcomes. Incentive-based zoning, inclusionary	43	• Below market mortgage programs
13	regulations, and form-based codes fall within this category of	44	• Down payment and closing cost assistance
14	potential incentives.	45	• Code enforcement
15	Incentives may come from various levels of government on the	46	• Ongoing property assessment and inventory
16	local, state and national level or from the private sector. The	47	• Tax relief assistance
17	following provides examples, but not an exclusive list, of	48	B. Steps to promote, recognize and reward good design may
18	incentives that could be considered to encourage	49	include the following.
19	implementation of this Plan.	50	• Provide bonus densities and other incentives for enhanced
20	10.7.3 Potential incentives, tools and minimum regulations identified	51	design of neighborhoods.
21	in the LPDD Plan.	52	• Seek planning commission recognition for innovative and
22	A. Numerous tools and incentives available to support affordable	53	effective community design.
23	home ownership are identified in Chapter 6, including the items	54	• Seek Chesapeake Bay Commission recognition of "Bay
24	item listed below.	55	Friendly" environmental design.
25	• Housing trust funds	56	• Support green building design for energy efficiency and
26	• Inclusionary zoning ordinances	57	long-term affordability of the housing.
27	• Low-income housing tax credits		
28	• Tax Increment Financing		
29	• The County's Workforce Capital Fund		
30	• State financing programs		
31	• Flexible development standards		

1	• Develop a St. Mary’s County “Smart Housing Choice”	33	
2	standard and offer “branding” opportunities for residential	34	
3	and residential-mixed-use developments meeting the	35	
4	standard.		
5	C. Examples of incentives and regulations to serve transit, biking	36	
6	and pedestrian travelers include:	37	
7	• Based on floor area and distance to existing services,	39	
8	dedicate land for and install an approved bus stop.	40	
9	• Provide a bicycle rack if there is none within 100 feet of an	41	
10	approved bus stop	42	
11	• Provide marked pedestrian crosswalks across new and	43	
12	existing public roads and connections to existing sidewalks	44	
13	and hiking and biking trails.	45	
14	D. Incentives and regulations to maintain and enhance tree canopy	46	
15	for community character and energy conservation purposes	47	
16	include:	48	
17	• Provide a greater than 100% credit for natural forest buffers	49	
18	and street trees retained above Farm Credit Association	50	
19	(FCA) thresholds than awarded for planted buffers.	51	
20	• On sites 10 acres or larger, retain and credit existing forest	52	
21	vegetation within the drip line of canopy trees (20 feet tall	53	
22	or taller) whose trunk base is within 35 feet of the rights-of-	54	
23	way for existing roads and proposed streets toward	55	10.7.4 Additional incentives that may be considered for Plan
24	minimum landscaping requirements.	56	implementation
25	• Where there is no retained forest canopy adjacent to the	57	A. Fee waivers for conservation development projects. These
26	street(s), plant large nursery stock native canopy trees at	58	include waivers of application fees, review and inspection fees,
27	approximately 40 feet on center along existing or new	59	permit fees, and park land in lieu fees that are normally charged
28	onsite street centerlines in lieu of requiring standard buffer	60	in association with development projects.
29	yard standards.	61	B. Transfer of Impervious Cover and Conservation Area Credits: If
30	• Utilize height and setback criteria to provide incentives for	62	the owner provides more conservation area than the minimum
31	design goals that are not included as regulations. Examples	63	required or less impervious cover than the maximum allowed,
32	include:	64	the amount of the extra conservation acreage or impervious
		65	cover can be transferred to other conservation development
		66	projects.

1	C. Building Reuse:	37	
2	i. Developed to reutilize vacant downtown buildings built	38	
3	before 1950, the Building Reuse Incentive Program (BRIP)	39	
4	assists developers by reducing the cost of rehabilitation.	40	
5	ii. These "self-amortizing" grants include improvements such	41	
6	as facade updates, fire-safety upgrades, utility upgrades,	42	
7	installation of barrier-free access and facilities, and exterior	43	
8	and streetscape renovations to eligible buildings. Financial	44	
9	assistance may not exceed \$50,000 or 50% of the total	45	
10	project cost.	46	
11	D. Streetscape Improvement: The Streetscape Improvement	47	
12	Incentive Program helps qualifying property owners improve	48	
13	adjacent public sidewalks and other public pedestrian walkways	49	
14	in downtown buildings. The program is a matching grant, with a	50	
15	portion paid by a Downtown Development Authority (DDA)	51	
16	grant, and the remainder paid by the building owner.	52	
17	E. Development Support Policy: The purpose of this program is to	53	
18	provide financial incentives and support for major development	54	
19	projects. For major development projects with a construction	55	
20	value exceeding \$5 million, the DDA can provide support for a	56	
21	development or redevelopment project in the district by	57	
22	reimbursing the developer for eligible expenses related to the	58	
23	construction of necessary public facilities. Program guidelines	59	
24	are available at www.grcity.us/dda (quick link to an example of	60	
25	a Downtown Development Authority).	61	
26	F. Design Manual: Design manual that removes strict use	62	
27	separation of zoning and encourages more creativity to create a	63	
28	traditional, walkable community, make specifications in the	64	
29	manual mandatory in some areas and optional in other parts of	65	
30	the community; however, the planners are giving incentives for	66	
31	developers to use it (setback exemptions, parking exemptions	67	
32	and coverage exemptions). The manual makes sure there's	68	
33	more uniform look between downtown lots and buildings, make	69	
34	communities more pedestrian friendly and encourage people to	70	
35	walk more, reducing the need for parking.	71	
36	G. Green building incentives:	72	
			i. Residential Deconstruction: If you are removing housing, a
			residential deconstruction permit may allow you to begin
			the process before a new building permit for the site is
			issued. (Deconstruction is taking apart a building in order to
			save the maximum amount of reusable building materials.)
			ii. See additional examples in PowerPoint presentations at
			http://www.rmla.org.nz/upload/files/mp_green_building.p
			df
	H. Historic Preservation Tax incentives: Federal, state and local		
	programs offer tax programs that provide substantial savings to		
	property owners that maintain and restore historic structures.		
	i. Special Valuation Program:		
	(reference http://www.clark.wa.gov/planning/historic/incentives.html)		
	ii. A "special valuation" law makes it possible for the county to		
	insure that property taxes will not reflect substantial		
	improvements made to historic properties for 10 years.		
	(Maryland enabling legislation to be confirmed.)		
	iii. Similar program could be extended to substantial		
	improvements made to structures in targeted		
	redevelopment areas such as Downtown and Great Mills		
	focus areas		
	I. Incentive Zoning: Incentive zoning allows developers more		
	density in exchange for community improvements. An increase		
	in density encourages high density development supportive of		
	compact development. In exchange, the developer would be		
	encouraged to include some community improvements in their		
	projects. Community improvements may include additional		
	open space, affordable housing, special building features, or		
	public art. Public benefit zoning (PBZ) – also known as Land		
	Value Recapture - is based on the premise that land use changes		
	and enhancements enacted by a public agency contribute to		
	increased real estate values. It is reasonable to expect that if a		
	private landowner benefits from public action that benefits are		
	extended towards the community as well. In addition to the		
	value created by the up-zoning for the developer (as under		
	incentive zoning) additional value is extracted from the		

landowner and dedicated to community benefits. More information found at:

- i. http://www.dca.state.ga.us/intra_nonpub/Toolkit/Guides/IncentiveZoning.pdf)
- ii. <http://www.abag.ca.gov/files/IncentiveZoning.pdf> includes bibliography for additional references)

J. Small Business Revolving Loan: Funds are available to loan to small businesses for working capital, inventory, leasehold improvements, or fixed asset purchases. To be eligible, a business must create new jobs, increase the county’s tax base or eliminate blight. Terms are negotiable and available for commercial projects only.

K. Vacant Property Tax Reimbursement Program: Property owners who rehabilitate vacant property for commercial reuse are eligible to apply. 50% of the 2.5% payroll tax collected from the new jobs created in the previously vacant building is paid annually to the property owner for a period of five years. 25% of the 2.5% payroll tax collected from any existing jobs relocated to the previously vacant building also qualifies for the reinvestment program. This reimbursement will be paid for five years. The property must have been substantially vacant for the previous 36 months and be at least 50 years old.

L. Grow Lexington Park Fund: Such a fund developed via a partnership between the county and the Grow America Fund, Inc., a nonprofit lending arm of the National Development Council could be designed to provide financing for small businesses that need expansion capital. . In other locations similar funds make loans ranging from \$35,000 to \$2 million at or below market rates, for terms up to 25 years depending on proposed use of funds. All loans must be adequately collateralized. This program does not fund startup businesses.

M. Arts & Technology District Small Business Loan Program: A program designed to encourage the growth and development of arts and technology related small businesses. Existing and startup businesses located within a defined “Loan Zone” (such as downtown and the Great Mills Corridor) would be eligible to

37 apply. All projects must result in the retention and/or creation
 38 of jobs for persons of low and moderate income households.
 39 Loan funds may be used for equipment, inventory, leasehold
 40 improvements, and real estate improvements. The county can
 41 loan up 50% of the total project costs, not to exceed \$25,000.
 42 All loans must be adequately collateralized.
 43 N. New Home Owner Rehabilitation Loan Program: This program
 44 could be administered by the county’s housing authority. Under
 45 the program, households purchasing residential or mixed-use
 46 structures for use as their primary residence are eligible for a
 47 cash incentive of up to \$6,000. This incentive is available only in
 48 a defined area (suggest downtown and Great Mills Corridor)
 49 O. Architectural Assistance Grant: A grant of up to \$2,000
 50 (suggested) made available to pay for the assistance of a
 51 registered architect in mixed-use buildings located in
 52 Downtown and Great Mills Corridors. Architectural assistance
 53 should address obstacles related to converting upper floors of
 54 downtown commercial buildings for residential use. Available
 55 for mixed-use projects.
 56 P. Assessment Moratorium (or property tax freeze): County to
 57 freeze property taxes at the pre-rehab level for a period of five
 58 years. The program is available for the repair, rehabilitation or
 59 restoration of existing commercial and residential buildings 25
 60 years or older.
 61 Q. Investment Tax Credits: A 20% Federal Investment Tax Credit is
 62 available for substantial rehabilitation of certified historic
 63 buildings that are income producing (commercial, industrial, or
 64 rental residential). The project must meet the Secretary of the
 65 Interior’s Standards for Rehabilitation and then be certified
 66 through the State Historic Preservation Office and the National
 67 Park Service. A 10% credit is available for buildings built before
 68 1936 that are not certified as historic. This credit is also
 69 available for income producing properties.
 70 i. The State of Maryland also offers a 30% credit against state
 71 income tax liability for the rehabilitation of historic owner-
 72 occupied residential and a 20% tax credit for the
 73 rehabilitate of other properties. Eligible projects must meet

1	the Secretary of the Interior’s Standards for Rehabilitation	39	
2	and other program requirements.	40	
3	R. Community Development Block Grant (CDBG): The CDBG	41	
4	program provides funds for the rehabilitation of both owner-	42	
5	occupied and investor-owned property. The county has various	43	
6	rehabilitation programs as well as the capacity to design special	44	
7	loans to specific projects with approval of the governing body.	45	
8	All projects must benefit low and moderate income citizens or	46	
9	eliminate blight. Supportive public improvements and	47	
10	acquisition of real estate may also be funded through this	48	
11	program. Available for residential projects only.	49	
12	S. “HOME”: A HOME program provides funds to assist in the	50	
13	development and maintenance of low and moderate income	51	
14	housing. Funds may be used for acquisition, rehabilitation, and	52	
15	new construction. A first time homebuyer’s program is a	53	
16	feature of the program. Available for residential projects only.	54	
17	T. Economic Development Revolving Loan Program: A loan pool	55	
18	that provides access to capital for small businesses,	56	
19	entrepreneurs, developers and non-profits that are seeking to	57	
20	stimulate the revitalization of neighborhoods and promote	58	
21	permanent job creation for low to moderate income citizens.	59	
22	Example found at	60	
23	http://www.yesrichmondva.com/sites/default/files/documents/Arts%20%26	61	
24	%20Cultural%20District%20Micro-	62	
25	Enterprise%20Revolving%20Loan%20Program%20Application.pdf	63	
26	U. CONTRACTORS ASSISTANCE LOAN PROGRAM: The purpose of a	64	
27	CAP Program is to provide access to capital to small contractors	65	
28	that are doing business within community that lack access to	66	
29	traditional financing. The goal is to provide contractors with	67	
30	flexible terms and conditions, which may or may not be	68	
31	available in the conventional marketplace.	69	
32	Example found at	70	
33	http://www.yesrichmondva.com/sites/default/files/documents/ContractorLo	71	
34	anBrochure_Final.pdf	72	
35	V. Economic Development Fund (EDF) incentives for small and new	73	
36	businesses. An Economic Development Fund Authority (EDFA)	74	
37	would commit a set amount for grants in each fiscal year	75	
38	beginning on July 1and would be replenished on a fiscal year		
			basis. Each grant awarded on a first come, first serve basis and provided until the annual funds have been depleted.
			i. Rent Assistance Incentive Program: A program designed to promote and encourage the recruitment of new small targeted businesses locating in a targeted area. Eligible properties that are current on real estate tax payments may be considered for this matching grant incentive, which provides cash grants to property owners to assist in the buy down of lease rates to attract new tenants or the expansion of existing tenants of buildings. Grant is only for small businesses and must be duly authorized. The new businesses selected will be within a specific target industry identified in a strategic plan. The Economic Development Fund Authority (EDFA) will provide a percentage of the monthly lease rate for a twelve month period based on proof of 3-year signed lease with the property owner up to a set limit.
			ii. Property Improvement Matching Grant Incentive: This program is designed to promote and encourage small business recruitment and retention by providing assistance to property owners for renovations and build-out to attract new tenants. All properties located in LPDD that are current on real estate tax payments may be considered for this matching grant incentive. The building must be an existing building or redevelopment project. Projects covered in this improvement incentive include new floors, ceiling tiles, windows, doors, painting and other interior improvements that will not be removed if vacated. The building will also be listed on an inventory to assist in finding a new tenant through the county. To illustrate, begin with an application from the owners of the property to be improved (or the applicant may confirm that the property owner has given permission for the improvements to be made). A quote for the proposed project and photographs of the area identified for improvements would be attached to the application. The application would provide color schemes if painting is being proposed, and material specifications to be used.

- 1 Photographs of the improvements made and proof of 38
 2 payment would be submitted prior to disbursement of EDA 39
 3 funds. The EDFA would then review and consider funding 40
 4 to assist in the buy-down of costs for the property owners 41
 5 portion. If approved, the EDFA would provide \$0.50 for 42
 6 every dollar the property owner spends on interior 43
 7 improvements up to \$5,000. 44
- 8 iii. Façade Improvement Matching Grant: A program is 45
 9 designed to provide assistance to property owners or 46
 10 business owners for exterior façade improvements, new 47
 11 signage and/or landscaping for business retention or to 48
 12 attract new tenants. All properties located in LPDD that are 49
 13 current on real estate tax payments may be considered for 50
 14 this matching grant. To illustrate, begin with an application 51
 15 from the owners of the property to be improved (or the 52
 16 applicant may confirm that the property owner has given 53
 17 permission for the improvements to be made). A quote for 54
 18 the proposed project and photographs of the area identified 55
 19 for improvements would be attached to the application. 56
 20 The application would provide color schemes if painting is 57
 21 being proposed, and material specifications to be used. 58
 22 Photographs of the improvements made and proof of 59
 23 payment would be submitted prior to disbursement of EDA 60
 24 funds. The EDFA would then review and consider funding 61
 25 to assist in the buy-down of costs for the property owners 62
 26 portion. If approved, the EDFA would provide \$0.50 for 63
 27 every dollar the property owner spends on interior 64
 28 improvements up to \$2,000. This grant is awarded on a first 65
 29 come, first serve basis and will be provided until the annual 66
 30 funds have been depleted. 67
- 31 iv. Co-op Advertising Grant Program: A program is designed to 68
 32 provide assistance to small businesses (businesses with at 69
 33 least a one-year lease or own their buildings) with 70
 34 advertising and promotional activities. Funds will be 71
 35 allocated quarterly to this program to enable more 72
 36 participation throughout the fiscal year. The EDFA staff will 73
 37 review the applications for approval in the order in which
- they are received. Funding will be provided until grant
 allocations for the current fiscal year are depleted. A
 maximum quarterly grant of \$500 for multiple
 advertising/marketing projects can be awarded to one
 business. Applications must be submitted with proof of
 advertising and marketing project and prior payment to be
 considered. Funding cannot exceed 25% or \$500 of the
 total advertising/marketing costs.
- v. E-Commerce Matching Grant Program: A program is
 designed to provide assistance with new website design and
 development. All properties that are current on real estate
 tax payments may be considered for this matching grant
 incentive. A new website must be established, where none
 previously existed for the business; or, the applicant's
 existing website must include such upgrades as on-line
 shopping, search engine optimization or other new
 enhancements. Applicants must provide a minimum of two
 quotes from a certified web designer for the website work.
 The grant application must be signed and include the 2
 quotes and selected provider information at time of
 submittal. Upon website completion, the applicant will
 submit the paid invoice and the EDFA will reimburse 50
 cents for every dollar the business owner spends up to
 \$500. Minority, women and veteran owned businesses may
 receive a matching grant up to \$1,000.
- W. Incentives for infill development
- i. Infrastructure-Related Incentives
- a. Upgrading infrastructure and amenities. A key strategy
 for encouraging infill development, particularly housing,
 is a focused public investment strategy to improve
 antiquated infrastructure and add public amenities such
 as parks, libraries and streetscapes. These upgrades can
 make a target area more attractive. Such infrastructure
 upgrades are generally implemented by the
 jurisdiction's public works or parks department in
 response to locally set priorities.

1	b.	Lowering of impact fees. Jurisdictions charge impact	37		
2		fees to offset the costs of public facilities and services	38		through the various departments and processes that
3		necessary to serve the new development. Most	39	c.	constitute the development review process.
4		localities charge a uniform fee that may not account for	40		Reduce lot sizes, setbacks, and parking requirements.
5		the higher costs to serve more distant suburban	41		Many localities are updating their zoning code to
6		locations. Offering lower impact fees for infill projects	42		address the challenges of developing smaller parcels.
7		can more accurately reflect the true costs for providing	43		Key incentives modify regulations to allow for reduced
8		services through existing infrastructure. This more	44		residential lot sizes, reduced setback requirements, and
9		calibrated approach makes infill parcels more attractive,	45		reduced street and parking standards. Older standards
10		and builds greater equity into metropolitan growth	46		often make development of infill parcels impractical
11		patterns. Local governments can also waive	47		because they tie up a large percentage of a site's total
12		infrastructure hookup fees for infill projects to lower	48		land area. Some requirements, in particular for on-site
13		costs to developers. Impact fees are included in the	49		parking, may be inappropriate or unnecessary for infill
14		jurisdiction's development regulations; the lowering or	50		areas where transit service and other alternatives to
15		waiving of such fees in response to priorities enacted by	51		auto use exist.
16		the jurisdiction.	52	d.	Zone for mixed-use development. Traditional zoning
17	ii.	Incentives related to the zoning and development process.	53		has emphasized the separation of land uses. Smart
18	a.	Incentives relating to the zoning regulations and	54		growth principles emphasize the creation of integrated,
19		development permitting process fall under the purview	55		multi-use districts that blend housing, services,
20		of the jurisdiction's planning and building department	56		recreation and jobs. Local governments may put in
21		as well as the planning commission, and are enacted in	57		place a residential/mixed-use zoning designation to
22		response to direction from the county.	58		specifically encourage infill practices such as allowing
23	b.	Fast Track and Streamlined Permitting. Fast track	59		housing development above stores. This enables
24		permitting, applied within targeted infill development	60		residents to be closer to the services they use on a daily
25		areas, allows developers of infill parcels to get their	61		basis. To ensure availability of affordable housing, the
26		application processed ahead of non-infill applications.	62		jurisdiction can amend the zoning regulations to
27		Some localities consolidate or streamline permit	63		establish an overlay zone for the residential/mixed-use
28		processing to allow concurrent review and processing of	64		district that permits the development of affordable
29		related development permits. Since developers face	65		housing "by right" on the areas covered in the overlay.
30		holding costs during the development review process,	66		A "by right" zoning designation makes affordable
31		long delays jeopardize the financial viability of a project.	67		housing development easier by eliminating the need to
32		Affordable housing projects with slim profit margins can	68		obtain a special use permit or undergo a zoning change
33		benefit substantially from speedy development review	69	e.	Increase density allowances. Increasing the maximum
34		and approval. Related strategies include "one stop"	70		allowed density for infill areas in the zoning regulations
35		centers for processing applications, and assignment of	71		is an important incentive. Higher densities permit more
36		one staff as point person to help navigate a project	72		intensive development of a parcel and allow the
			73		developer the opportunity to spread development costs

1 over more units. Local governments can also provide
2 "density bonuses" to developers of infill sites that
3 designate a certain percentage of housing units as
4 affordable. In this way, localities can both encourage
5 efficient use of the land and promote the inclusion of
6 affordable housing units within a project.

7 X. Other Incentives. Localities can offer property tax abatement
8 for infill multi-family housing, or for housing priced under a
9 certain threshold. For example, Portland, Oregon offers tax
10 abatement for affordable homeownership projects in particular
11 districts. Some local governments or regional planning agencies
12 offer grants or loans (usually from federal government sources)
13 to encourage specific infill strategies such as transit-oriented
14 development. Local governments can also facilitate infill
15 development through land assembly by assembling small,
16 individual parcels into large blocks under common ownership.
17 The jurisdiction then undertakes property improvements and
18 packages the properties for resale. Cleveland, Ohio operates a
19 successful land assembly program whereby the city receives
20 delinquent properties and transfers most of the developable
21 parcels to the public housing agency or non-profit affordable
22 housing developers.
23

10.8 Glossary

Terminology	Meaning
AICUZ	Air Installations Compatible Use Zone
Air Installations Compatible Use Zone	A Department of Defense program provided to protect military operational capabilities and the health, safety, and welfare of the public in the vicinity of a military installation. The AICUZ program recommends land uses, zoning and development standards that are compatible with noise levels, accident potential, and flight clearance requirements associated with military airfield operations
American Community Survey (ACS)	The American Community Survey (ACS) is an ongoing statistical survey by the U.S. Census Bureau, sent to approximately 250,000 addresses monthly (or 3 million per year). It regularly gathers information previously contained only in the long form of the decennial census. It is the largest survey other than the decennial census that the Census Bureau administers.
Antidegradation	<p>Maryland has long had an antidegradation policy, and implementation procedures were developed in 2004. The implementation procedures:</p> <ul style="list-style-type: none"> • explain how Tier II waters are identified • identify when the policy applies • outline the basic antidegradation review process • explain what must be done if some degradation of a Tier II water is necessary for social and economic reasons <p>Proposed development projects that could potentially impact high-quality waters may, depending on the specific circumstances, be required to satisfy tougher environmental standards in order to obtain state permits or other approvals (for example water and sewer plan amendments). There are currently 235 identified Tier II stream segments, with at least one in every county in Maryland except Baltimore City.</p>
APZ	Accident Potential Zone is a component of AICUZ.
Below Market Mortgage Products	Housing-related programs that offer loans to qualified applicants at interest rates that are lower than the prevailing market rates. Many jurisdictions have programs in effect that extend below market interest rate (BMIR) loans to individuals with limited incomes, either for buying a home or for making home improvements. The Department of Housing and Urban Development (HUD) also has a BMIR-based rental program for HUD-assisted residents.
Base Realignment and Closure	The Department of Defense base closure and realignment (BRAC) process is a systematic, rational process to bring our nation’s military infrastructure into line with the needs of our armed forces, not only by reducing costs and closing unneeded installations, but also by facilitating the transformation of our armed forces to meet the challenges of the new century.
BID	Business Improvement District

Terminology	Meaning
Bikeways	"Bikeway" is a general term for any trail, path, part of a roadway, surfaced or smooth shoulder or any other travel way that in some manner is specifically designated for bicycle travel; it may be designated for the exclusive use of bicycles, or it may be shared with other transportation modes. The Maryland Bikeways Program will support the provision and upgrade of many types of bicycle facilities
BRAC	Base Realignment and Closure
Business Improvement District	A business improvement district (BID) is a defined area within which businesses are required to pay an additional tax (or levy) in order to fund projects within the district's boundaries. The BID is often funded primarily through the levy but can also draw on other public and private funding streams. BIDs may go by other names, such as business improvement area (BIA), business revitalization zone (BRZ), community improvement district (CID), special services area (SSA), or special improvement district (SID). These districts typically fund services which are perceived by some businesses as being inadequately performed by government with its existing tax revenues, such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. The services provided by BIDs are supplemental to those already provided by the municipality.
Capital Improvement Program	A Capital Improvement Plan (Program), or CIP, is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the Plan. Essentially, the Plan provides a link between the jurisdiction, school district, parks and recreation department and/or other local government entity and a comprehensive and strategic plan and the entity's annual budget.
CBD	Central Business District
CDC (in the context of economic development)	St. Mary's County Community Development Corporation
CDC (in the context of health)	United States Centers For Disease Control and prevention
CDFI	Community Development Financial Institutions
CDP	Census Designated Place
Census Designated Place	A census designated place (CDP) is a concentration of population identified by the United States Census Bureau for statistical purposes. CDPs are delineated during each decennial census as the statistical counterparts of incorporated places, such as cities, towns, and villages.

Terminology	Meaning
Charrette	A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the Plan.
Chesapeake Bay Critical Area	The Critical Area Act, passed in 1984, identifies the "Chesapeake Bay Critical Area" as all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay and its tributaries.
CIP	Capital Improvement Program
Clean Water Act	<p>The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972.</p> <p>Under the CWA, the U.S. Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and setting water quality standards for all contaminants in surface waters.</p> <p>The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.</p>

Terminology	Meaning
<p>Community Development Financial Institutions</p>	<p>A community development financial institution provides credit and financial services to underserved markets and populations. A CDFI may be a community development bank, a community development credit union (CDCU), a community development loan fund (CDLF), a community development venture capital fund (CDVC), a microenterprise development loan fund, or a community development corporation.</p> <p>CDFIs are certified by the Community Development Financial Institutions Fund (CDFI Fund) at the U.S. Department of the Treasury, which provides funds to CDFIs through a variety of programs. The CDFI Fund and the legal concept of CDFIs were established by the Riegle Community Development and Regulatory Improvement Act of 1994. Broadly speaking, a CDFI is defined as a financial institution that: has a primary mission of community development, serves a target market, is a financing entity, provides development services, remains accountable to its community, and is a non-governmental entity.</p> <p>The Housing and Economic Recovery Act of 2008 (HERA) authorized CDFIs certified by the CDFI Fund to become members of the Federal Home Loan Bank implemented by the 12 Federal Home Loan Banks, each of which will evaluate membership applications independently.</p>
<p>Complete Street</p>	<p>Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.</p> <p>Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.</p> <p>There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.</p> <p>A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.</p>

Terminology	Meaning
Conservation Subdivision Design	<p>Conservation development, also known as conservation design, is a controlled-growth land use development that adopts the principle of allowing limited sustainable development while protecting the area's natural environmental features in perpetuity, including preserving open space landscape and vista, protecting farmland or natural habitats for wildlife, and maintaining the character of rural communities. A conservation development is usually defined as a project that dedicates a minimum of 50 percent of the total development parcel as open space. The management and ownership of the land are often formed by the partnership between private land owners, land-use conservation organizations and local government. It is a growing trend in many parts of the country, particularly in the western United States . In the eastern U.S., conservation design has been promoted by some state and local governments as a technique to help preserve water quality.</p> <p>This type of planning is becoming increasingly more relevant as land conversion for housing development is a leading cause of habitat loss and fragmentation. With a loss or fragmentation of a species' habitat, it results in the endangerment of a species and pushes them towards premature extinction. Land conversion also contributes to the reduction of agriculturally productive land, already shrinking due to climate change.</p>
Corridors (in the context of Green Infrastructure)	<p>Connecting Maryland's Green Infrastructure hubs are "corridors" - linear remnants of natural land such as stream valleys and hill ridges that allow animals, seeds, and pollen to move from one area to another. They also protect the health of streams and wetlands by maintaining adjacent vegetation. Preserving linkages between the remaining blocks of habitat will ensure the long-term survival and continued diversity of Maryland's plants, wildlife, and environment.</p>
CPTED	Crime Prevention Through Environmental Design
Crime Prevention Through Environmental Design	<p>Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Generally speaking, most implementations of CPTED occur solely within the urbanized, built environment. Specifically altering the physical design of the communities in which humans reside and congregate in order to deter criminal activity is the main goal of CPTED. Its principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighborhood and the amount of opportunity for "eyes on the street".</p>
CTP	Maryland Consolidated Transportation Program
CWA	Clean Water Act
Development envelope	<p>"Development envelope" means all of the proposed components of a project that are necessary to serve the proposed development, including lots, lot coverage, roads, utilities, stormwater management measures, sewage disposal measures, an active recreation area, and additional acreage needed to meet the development requirements of ordinances.</p>

Terminology	Meaning
DNR	Maryland Department of Natural Resources
Down Payment and Closing Cost Assistance	Programs from employers, developers and community organizations that can help cover down payment and closing costs. These programs may make it possible for first-time homebuyers to afford a mortgage when they would not be able to do so the conventional way.
Earned Income Tax Credit	<p>The United States federal earned income tax credit or earned income credit (EITC or EIC) is a refundable tax credit for low- to moderate-income working individuals and couples—particularly those with children. The amount of EITC benefit depends on a recipient’s income and number of children.</p> <p>Maryland has two earned income credits. The first credit is equal to 50% of your federal EITC and is not refundable. If after that credit is applied, your state tax liability is equal to zero or less, you qualify for an additional refundable credit equal to 25% of your federal EITC. In addition, Maryland also offers the poverty level credit, If your Maryland state tax exceeds 50% of your federal earned income credit and your earned income and federal adjusted gross income are below the poverty income guidelines, you may claim a credit of 5% of your earned income.</p>
EMS	Emergency Medical Services
Enhanced Use Lease	<p>Enhanced Use Lease (EUL) is a method for funding construction or renovations on federal property by allowing a private developer to lease underutilized property, with rent paid by the developer in the form of cash or in-kind services. Currently, EULs are used by the Department of Defense and the Veterans Administration. EUL authority is derived from Congress and is specific to each agency (e.g. 10 USC 2667 for the DoD). The information below is specific to DoD EULs.</p> <ul style="list-style-type: none"> • Granted a ground lease (the term may vary by agency or project), the developer is able to make improvements to the property which can be leased at market rents to any interested tenants. Under EUL, the U.S. government retains control over the leased property, the EUL developer (lessee) retains a lease interest only. • Since the agency can issue enhanced use leases only on land that is unneeded, the improvements must not be directly tied to any programmatic requirements of the installation. • The advantages to the developer include prime secure convenient locations on military installations, and the opportunity to provide sole-source services and products in lieu of rent for the ground lease. • The advantages to the federal agency include the possibility of fast-tracking alterations, repairs or new construction so that the improved space becomes available for lease. In-kind considerations or cash to no less than the fair market value of the property is provided in return by the developer. • The enhanced use lease is becoming a very popular tool to accommodate realignment of military functions under Base Realignment and Closure (BRAC). Military installations are legally bound, but not necessarily funded, to accommodate BRAC-mandated realignments of functions.

Terminology	Meaning
EPA	United States Environmental Protection Agency
EUL	Enhanced Use Lease
Expedited Reviews	A policy establishing criteria for the implementation, fee assessment, and handling of accelerated plan review services for construction documents only. It is expected that the submitted construction plans be complete and, to the greatest extent possible, code compliant when they are logged in for the first review. To be considered for expedited review, the applicant must demonstrate the project is in accordance with criteria approved by the jurisdiction. The applicant must also demonstrate significant adverse scheduling or financial impacts to the project if excluded from the program. Each application is evaluated on a case by case basis. Staff availability and current work load should be determining factors in granting approval. If the department is unable to meet published turn-around times due to high volume and staff limitations, expedited services may not be granted even to projects that qualify.
FAR	Floor Area Ratio
Fee waivers or exemptions	Legislated reduction or elimination of impact fees or fees for service
Fees paid at closing	See “Down payment and Closing Cost Assistance”
Flag stop system	<p>In public transport, a flag stop, or request stop or whistle stop describes a stop or station at which public transit buses stop only on request; that is, only if there are passengers to be picked up or dropped off. In this way, infrequent stops can be incorporated into a route without introducing unnecessary delay. Vehicles may also save fuel by continuing through a station when there is no need to stop.</p> <p>There may not always be a significant savings on time if there is no one to pick up because vehicles going past a request stop may need to slow down enough to be able to stop if there are passengers waiting. Flag stops may also introduce extra travel time variability and increase the need for schedule padding.</p>

Terminology	Meaning
Flexible Development Standards	<p>Development regulations that provide the planning and development director, other review boards, and councils, as applicable, with the authority to allow deviations from the development standards for setbacks, front and corner side setbacks, lot area and dimension, number of parking spaces, signage, open space, landscaping, height, and building floor area etc. set forth in regulation provided that certain conditions exist. The intent is to promote the orderly and efficient development of property.</p> <p>Regardless of the minimum development standards otherwise required in regulation, the planning agency administers flexible development standards for the purpose of facilitating the orderly development and redevelopment of property within the jurisdiction. The planning agency may place conditions on an approval to assure that the circumstances which warranted the application of the flexible development standards are maintained. Decisions are in writing and may be appealed. The cumulative total of any flexible development standard applied to a property by category or location shall not exceed the maximums by such a regulation. Maintaining appropriate records is necessary to insure compliance with provisions.</p>
Floor Area Ratio	<p>The ratio of a building's total floor area (Gross Floor Area) to the size of the piece of land upon which it is built. The terms can also refer to limits imposed on such a ratio.</p> <p>As a formula: Floor area ratio = (total covered area on all floors of all buildings on a certain plot, Gross Floor Area) / (area of the plot)</p> <p>Thus, an FAR of 2.0 would indicate that the total floor area of a building is two times the gross area of the plot on which it is constructed, as would be found in a multiple-story building.</p>
Focus Area	<p>An area defined in this Plan for detailed analysis and recommendations.</p>
Form based zoning	<p>A means of zoning that uses a form based code (FBC) as a means of regulating land development to achieve a specific urban form. Form based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle, with a lesser focus on land use, through local regulations. An FBC is a regulation, not a mere guideline, adopted into city, town, or county law and offers a powerful alternative to conventional zoning regulations.</p> <p>Form-Based Codes are a new response to the modern challenges of urban sprawl, deterioration of historic neighborhoods, and neglect of pedestrian safety in new development. Tradition has declined as a guide to development patterns, and the widespread adoption by cities of single-use zoning regulations has discouraged compact, walkable urbanism. Form-Cased Codes are a tool to address these deficiencies, and to provide local governments the regulatory means to achieve development objectives with greater certainty.</p>
Gateway	<p>A passage by or point at which a region may be entered.</p>

Terminology	Meaning
Green Infrastructure	<p>Maryland's most important natural lands comprise its "green infrastructure," and provide the bulk of the state's natural support system. Ecosystem services, such as cleaning the air, filtering and cooling water, storing and cycling nutrients, conserving and generating soils, pollinating crops and other plants, regulating climate, sequestering carbon, protecting areas against storm and flood damage, and maintaining aquifers and streams, are all provided by the existing expanses of forests, wetlands, and other natural lands. These ecologically valuable lands also provide marketable goods and services, like forest products, fish and wildlife, and recreation. They serve as vital habitat for resident and migratory species, maintain a vast genetic library, provide scenery, and contribute in many ways to the health and quality of life for Maryland residents.</p> <p>Green infrastructure benefits all citizens. For some people, like watermen, those who harvest and process timber, and those who cater to outdoor recreation, it provides their livelihood. For farmers, it provides insect control by birds. For city dwellers, it provides clean drinking water. For those living or farming near shorelines, streams, or steep hillsides, it protects their land from erosion. The green infrastructure provides places for hobbies, recreational activities, and learning opportunities. Children and teachers can, together, learn the wonders of nature by using the green infrastructure as a living classroom. Nature lovers can enjoy hiking, camping, observing, and photographing an impressive diversity of plants and wildlife.</p> <p>Studies have shown that if the values of ecological services are considered, natural lands show a net gain in cost-benefit analyses. While residential areas require public services, natural areas need little, other than protection. Further, they make public construction of many engineered facilities unnecessary.</p> <p>In addition to their ecological and economic contributions, these lands provide a sense of place and a unique identity. Natural landscapes make communities more comfortable and appealing; they link current generations to their heritage and cultural past. For everyone who lives in or visits Maryland, protecting green infrastructure helps to preserve our rich quality of life and safeguard, for future generations, Maryland's Chesapeake Bay and the legacy of Maryland's special natural landscapes, including the picturesque mountains of Western Maryland; the forests and wetlands of Southern Maryland; the expansive tidal marshes of the Eastern Shore; and the stream valleys of the Western Shore and Piedmont region.</p>
Green Streets	<p>A green street uses a combination of vegetated and engineered strategies to manage rain or melting snow (runoff), allowing it to soak into soil, filtering it, reducing the amount of stormwater making its way into sewer pipes.</p>
Greenfield development	<p>The term greenfield development is used in reference to development projects occurring on land that has never been used (i.e. green or new), where there was no need to demolish or rebuild any existing structures.</p>

Terminology	Meaning
Greenway	<p>A greenway is a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad or utility right-of-way converted to recreational use. It is a natural or landscaped course for pedestrian or bicycle passage; an open-space connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas; locally certain strip or linear parks.</p> <p>The term greenway comes from the green in greenbelt and the way in parkway, implying a recreational or pedestrian use rather than a typical street corridor, as well as an emphasis on introducing or maintaining vegetation, in a location where such vegetation is otherwise lacking. Some greenways include community gardens as well as typical park-style landscaping of trees and shrubs. They also tend to have a mostly contiguous pathway. Greenways resemble linear parks, but the latter are only found in an urban and suburban environment..</p> <p>Though a wild life corridors are also a greenways, because they have conservation as their primary purpose, they are not necessarily managed as parks for recreational use, and may not include facilities such as public trails.</p>
Health Enterprise Zone	<p>Jointly administered by the Community Health Resources Commission (CHRC) and Maryland Department of Health and Mental Hygiene (DHMH), the HEZ Initiative is a four-year pilot program with a budget of \$4 million per year.</p> <p>The purposes of the HEZ Initiative are to:</p> <ol style="list-style-type: none"> 1.Reduce health disparities among racial and ethnic minority populations and among geographic areas; 2.Improve health care access and health outcomes in underserved communities; and 3. Reduce health care costs and hospital admissions and re-admissions. <p>To receive designation as an HEZ, community coalitions identified contiguous geographic areas with measurable and documented economic disadvantage and poor health outcomes and proposed a creative plan for targeted investments in community health.</p>
HEC	Southern Maryland Higher Education Center
HEZ	Health Enterprise Zone

Terminology	Meaning
Homeownership and Education Counseling	<p>Programs and services that focus on a set of six core areas.</p> <ul style="list-style-type: none"> • Competency, including strong knowledge of the home buying process, money management, etc. • Training, with recommendations for a minimum number of hours of training. • Code of Ethics and Conduct, which practitioners should sign and abide by. • Skills, including communication and listening skills, adult education and facilitation skills. • Operational Knowledge regarding programs, marketing, etc. • Performance Standards for practitioners, which include standards curriculum, recordkeeping, and reporting.
Housing Trust Funds	<p>Housing trust funds are established sources of funding for affordable housing construction and other related purposes created by governments in the United States. Housing Trust Funds (HTF) began as a way of funding affordable housing in the late 1970s. Since then, elected government officials from all levels of government (national, state, county and local) in the U.S. have established housing trust funds to support the construction, acquisition, and preservation of affordable housing and related services to meet the housing needs of low-income households. Ideally, HTFs are funded through dedicated revenues like real estate transfer taxes or document recording fees to ensure a steady stream of funding rather than being dependent on regular budget processes. By 2009, 700 trust funds in states, cities and counties existed across the U.S. and allocated nearly \$1 billion for housing-related needs.</p>
Hubs	<p>The heart of Maryland’s green infrastructure, called "hubs," are typically un-fragmented areas hundreds or thousands of acres in size, and are vital to maintaining the state's ecological health. They provide habitat for native plants and animals, protect water quality and soils, regulate climate, and perform other critical functions.</p>
Impaired waters (includes “impaired streams,” and “impaired lakes”)	<p>The 303(d) List of Waters (identified by States as required by the CWA) reports on streams and lakes identified as impaired for one or more pollutants. The term “impaired” means these water bodies do not meet one or more water quality standards and require a TMDL. Impaired waters are identified through assessment and monitoring programs conducted by local, state and federal agencies and volunteer networks.</p>

Terminology	Meaning
Inclusionary Zoning Ordinances	Inclusionary zoning, also known as inclusionary housing, refers to municipal or county planning ordinances that require a given share of new construction to be affordable by people with low to moderate incomes. The term inclusionary zoning indicates that these ordinances seek to counter exclusionary zoning practices, which aim to exclude low-cost housing from a municipality through the zoning code. In practice, these policies involve placing deed restrictions on 10%-30% of new houses or apartments in order to make the cost of the housing affordable to lower-income households. The mix of "affordable housing" and "market-rate" housing in the same neighborhood is seen as beneficial by the community. Inclusionary zoning is a tool for local municipalities in the United States to help provide a wider range of housing options than a free market provides on its own. Many economists consider the program as a price control on a percentage of units, which negatively impacts the supply of housing.
Individual Development Accounts (IDAs)	<p>An Individual Development Account (IDA) is an asset building tool designed to enable low-income families to save towards a targeted amount usually used for building assets in the form of home ownership, post-secondary education and small business ownership. In principle IDAs work as matched savings accounts that supplement the savings of low-income households with matching funds drawn from a variety of private and public sources.</p> <p>While anti-poverty policy makers have traditionally focused on issues of income and consumption, an expanded vision of poverty alleviation has emerged in recent years — one that encourages savings, investment, and asset accumulation in conjunction with, not instead of, traditional anti-poverty programs. Assets play a vital role in poverty alleviation by providing not only economic security but also a psychological orientation that encourages low income families to save and plan for the future.</p>
JLUS (Joint Land Use Study)	A JLUS is a common planning process that is conducted around military installations throughout the country to prevent urban encroachment, safeguard the military mission, and protect public health, safety, and welfare.
LID	Low Impact Design
Low Impact Design (LID)	LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. LID has been characterized as a sustainable stormwater practice by the Water Environment Research Foundation and others.

Terminology	Meaning
Low-Income Housing Tax Credits	<p>The Low Income Housing Tax Credit (LIHTC - often pronounced "lie-tech", Housing Credit) is a dollar-for-dollar tax credit for affordable housing investments. It was created under the Tax Reform Act of 1986 (TRA86) that gives incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. LIHTC accounts for the majority (approximately 90%) of all affordable rental housing created in the United States today. As the maximum rent that can be charged is based upon the Area Median Income ("AMI"), LIHTC housing remains unaffordable to many low-income (<30% AMI) renters. The credits are also commonly called Section 42 credits in reference to the applicable section of the Internal Revenue Code. The tax credits are more attractive than tax deductions as the credits provide a dollar-for-dollar reduction in a taxpayer's federal income tax, whereas a tax deduction only provides a reduction in taxable income. The "passive loss rules" and similar tax changes made by TRA86 greatly reduced the value of tax credits and deductions to individual taxpayers. As a result, almost all investors in LIHTC projects are corporations</p>

Terminology	Meaning
Main Street Program	<p>Main Street programs are locally driven, funded, organized, and run. They are independent nonprofits or agencies located in the community and are usually affiliated with the state or regional coordinating Main Street organization and a network of other Main Street organizations within the state. The statewide or areawide coordinating Main Street organization generally has an application process through which a community can be designated as a Main Street program. The coordinating organizations provide direct technical services, networking, and training opportunities to their affiliated programs. See a listing of all state, regional, and local Main Street Coordinating Programs.</p> <p>Maryland’s program “MAIN STREET MARYLAND” (MSM) is a comprehensive downtown revitalization program created in 1998 by the Maryland Department of Housing and Community Development.</p> <p>The program strives to strengthen the economic potential of Maryland’s traditional main streets and neighborhoods. Using a competitive process, Main Street Maryland selects communities that have made a commitment to succeed and helps them improve the economy, appearance and image of their traditional downtown business districts. To accomplish Main Street goals, DHCD has partnered with the National Trust for Historic Preservation’s National Main Street Center, which developed the Main Street Four Point Approach for commercial revitalization. Beginning in 2008, Main Street Maryland programs will also incorporate a Fifth Point: Clean, Safe, and Green. This approach emphasizes the importance of working simultaneously in the following areas:</p> <p>DESIGN: Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning</p> <p>ORGANIZATION: Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process</p> <p>PROMOTION: Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors</p> <p>ECONOMIC RESTRUCTURING: Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities and challenges from outlying development</p> <p>CLEAN, SAFE, and GREEN: Enhancing the perception of a neighborhood through the principles of Smart Growth and sustainability</p>

Terminology	Meaning
Maryland Consolidated Transportation Program	<p>The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP contains projects and programs across the Department of Transportation, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, the Washington Metropolitan Area Transit Authority, the Maryland State Highway Administration, the Maryland Port Administration, and the Maryland Transportation Authority. The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction or the purchase of essential equipment related to the facility or service. An expanded description is shown for each major project, along with a list of minor capital projects.</p> <p>Working together with Maryland's citizens, local jurisdictions and the local and State delegations, projects that preserve transportation system investments, enhance transportation services and expand transportation opportunities throughout the State are added to the CTP</p>
MDE	Maryland Department of the Environment
Median Household Income	Median income is the amount that divides the income distribution into two equal groups, half having income above that amount, and half having income below that amount. Mean income (average) is the amount obtained by dividing the total aggregate income of a group by the number of units in that group.
Metropolitan Planning Organization	<p>A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities.</p> <p>The United States Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process. Congress created MPOs in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3-C") planning process.</p> <p>Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §§ 134–135). Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law. .</p>
MGD	Million gallons per day

Terminology	Meaning
Mixed income housing communities	<p>The definition of mixed income housing is broad and encompasses many types of dwellings and neighborhoods. Generally speaking, a mixed income housing development includes diverse types of housing units, such as apartments, town homes, and/or single-family homes for a people with a range of income levels. Mixed income housing may include housing that is priced based on the dominant housing market (market-rate units) with only a few units priced for lower-income residents, or it may not include any market-rate units and be built exclusively for low- and moderate-income residents</p> <p>Traditionally mixed-income environments did not result from new housing construction, but instead arose organically from migration, income, and household changes at the neighborhood level.</p> <p>New, constructed mixed income housing development includes diverse types of housing units, such as apartments, town homes, and/or single-family homes for people with a range of income levels. Mixed income housing may include housing that is priced based on the dominant housing market (market-rate units) with only a few units priced for lower-income residents, or it may not include any market-rate units and be built exclusively for low- and moderate-income residents</p>
MPO	Metropolitan Planning Organization
NAS	Naval Air Station - In St. Mary's County it refers to the Naval Air Station Patuxent River
National Pollution Discharge Elimination System	<p>As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In most cases, the NPDES permit program is administered by authorized states. Since its introduction in 1972, the NPDES permit program is responsible for significant improvements to our nation's water quality.</p>
NGO	Non-governmental Organization
NPDES	National Pollution Discharge Elimination System

Terminology	Meaning
Paratransit	<p>Special transportation services for people with disabilities, often provided as a supplement to fixed-route bus and rail systems by public transit agencies. Paratransit services may vary considerably on the degree of flexibility they provide their customers. At their simplest they may consist of a taxi or small bus that will run along a more or less defined route and then stop to pick up or discharge passengers on request. At the other end of the spectrum—fully demand responsive transport—the most flexible paratransit systems offer on-demand call-up door-to-door service from any origin to any destination in a service area. In addition to public transit agencies, paratransit services are operated by community groups or not-for-profit organizations, and for-profit private companies or operators.</p> <p>Typically minibuses are used to provide paratransit service, but taxis and jitnies are also important providers. Most paratransit vehicles are equipped with wheelchair lifts or ramps to facilitate access.</p>
Parking Reductions	Legislated reduction or elimination of parking requirements, typically when nearby existing public or shared parking facilities can accommodate the parking need
PDR	Purchase of Development Rights
PFA	The "Smart Growth" Areas Act of 1997, Chapter 759 of the Laws of Maryland of 1997, requires the State to target funding for "growth-related" projects to Priority Funding Areas (PFAs). To qualify as a PFA, areas must be improved with an actual density of at least 3.5 dwelling units per acre or be planned to permit an average density of at least 3.5 dwelling units per acre. This Plan sets a minimum density standard for residential development in the Development District based on the threshold established by this State law.
Poverty Level	<p>Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty.</p> <p>If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds (sometimes called "poverty level") do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).</p> <p>Federal Poverty Levels (which are also called Federal Poverty Guidelines, Federal Poverty Line, or simply FPL) are used to see if you qualify for cost assistance for programs.</p>
Process Revisions	Legislated changes to program and regulatory processes typically used to increase flexibility or reduce processing time.
Property Tax Exemption	Legislated reduction or elimination of property taxes, typically for specific uses or categories of owners

Terminology	Meaning
Purchase of Development Rights	A Purchase of Development Rights program, or PDR program, is a voluntary program that compensates owners of property for their willingness to accept a permanent deed restriction (through a conservation easement) on their land. The conservation easement limits future development allowed on the property in order to preserve the resource value and open space value of the land. The value of the development rights is the difference between the value of the land based on its development potential and the value of the land after easement.
Reforestation	<p>Reforestation is the natural or intentional restocking of existing forests and woodlands that have been depleted through cutting, fire or disease.</p> <p>Outside the Critical Area, reforestation means the establishment of a forest 47 according to procedures set forth in the Forest Conservation Technical Manual through artificial 48 reproduction or natural regeneration that creates a biological community dominated by trees and other 49 woody plants containing at least 100 live trees per acre with at least 50 percent of those trees having the potential of attaining a 2-inch or greater diameter measured at 4.5 feet above the ground, within 7 years.</p> <p>Reforestation or reforested also includes landscaping of areas under an approved landscaping plan establishing a forest at least 35 feet wide and covering 2500 square feet or more of area. In the Critical Area, reforestation means replacement of trees and vegetation cleared in the Critical Area on a not less than equal area basis.</p>
Section 8 Homeownership Program	A HUD program that implements the “homeownership option” authorized by section 8(y) of the United States Housing Act of 1937, as amended by section 555 of the Quality Housing and Work Responsibility Act of 1998. Under the section 8(y) homeownership option, “a public housing agency may provide tenant-based assistance to an eligible family that purchases a dwelling unit that will be occupied by the family.” As required by law, the homeownership option is not available for families receiving section 8 project based assistance.
Sensitive Areas	Maryland’s Land Use Article requires jurisdictions to protect streams and their buffers; the 100-year floodplain; habitats of threatened and endangered species; and steep slopes, wetlands and agricultural and forest lands intended for resource protection or conservation. Jurisdictions, of course, can identify and protect other sensitive areas as well. For more information see the Sensitive Areas - Volume I and Sensitive Areas - Volume II sections from the Models and Guidelines published by the Maryland Department of Planning.
SMCPS	St. Mary’s County Public School System

Terminology	Meaning
St. Mary's Transit System	Public transportation system operated by the county's Department of Public Works and Transportation through a fixed-route, and demand-response transportation service. There are 12 fixed routes: Leonardtown-Lexington Park (two routes), Leonardtown Loop, Charlotte Hall, Great Mills Loop, Calvert Connection, Rt. 5 Express, Northern Route, Southern Route, California/Great Mills Eve, Charlotte Hall Eve and Leonardtown Eve Route. These public transportation routes are also served by complementary ADA service. The portion of the demand-response service that is funded by the Statewide Special Transportation Program (SSTAP) meets the needs of the elderly and persons with disabilities in the entire county. This program also provides transportation for the St. Mary's County Department of Aging nutrition centers.
State Financing Programs	The State of Maryland's Department of Business and Economic Development provides the business community a myriad of business and financing solutions for economic development projects. The programs available involve tax credits, incentives, loan programs and other funds created by the State of Maryland to provide grants, revolving loan funds and early stage capital for a wide range of economic development projects.
Strip Shopping Center	An attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. It may be configured in a straight line or have an L or U shape. There are no enclosed walkways linking the stores. The tenants offer a range of goods and services.
STS	St. Mary's Transit System
Subwatershed	A portion of a watershed defined by the topographic perimeter of the catchment area of a stream tributary.

Terminology	Meaning
Sustainable Communities designation	<p>The Maryland Department of Housing and Community Development's (DHCD) Sustainable Communities Program is a place-based designation offering a comprehensive package of resources that support holistic strategies for community development, revitalization and sustainability. Led by DHCD, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically and socially responsible growth and development in existing older communities.</p> <p>The Sustainable Communities Act of 2010 established a shared geographic designation to promote efficient use of scarce State resources based on local sustainability and revitalization strategies. The Sustainable Communities program consolidated resources for historic preservation, housing and economic development under a single designation with an emphasis on infrastructure improvements, multimodal transportation and "green" development. The legislation established the Governor's Smart Growth Subcabinet as the body charged with final approval of Sustainable Communities designations.</p> <p>The 2010 Sustainable Communities Act defines Sustainable Community Areas as places where public and private investments and partnerships achieve:</p> <ul style="list-style-type: none"> • Development of a healthy local economy; • Protection and appreciation of historical and cultural resources; • A mix of land uses; • Affordable and sustainable housing, and employment options; • Growth and development practices that protect the environment and conserve air, water and energy resources, encourage walkability and recreational opportunities, and where available, create access to transit.
Sustainable Growth and Agricultural Preservation Act of 2012	<p>Sometimes called the "Septics Bill" or "SB 236 of 2012."</p>
Tax Increment Financing	<p>Tax Increment Financing (TIF) is a vehicle for funding the cost of typical infrastructure expenses in a real estate development project (e.g., roads, sidewalks, water and sewerage, and other public amenities such as parks and recreational facilities) through the issuance of municipal bonds by the local governmental agency, such as the county or municipality. The bonds are repaid by the dedication of all or a portion of the increased real property taxes that are generated from the properties included within the district. This is an example of growth paying for itself.</p>
TDRs	<p>Transferred (or transferrable) development rights</p>
Workforce Capital Fund	<p>Grants to assist Maryland businesses to retain and grow their existing workforce are offered by the Department of Labor, Licensing and Regulation, Division of Workforce Development. The program is intended to provide a dollar for dollar match for grants designed to increase the skills of existing employees.</p>

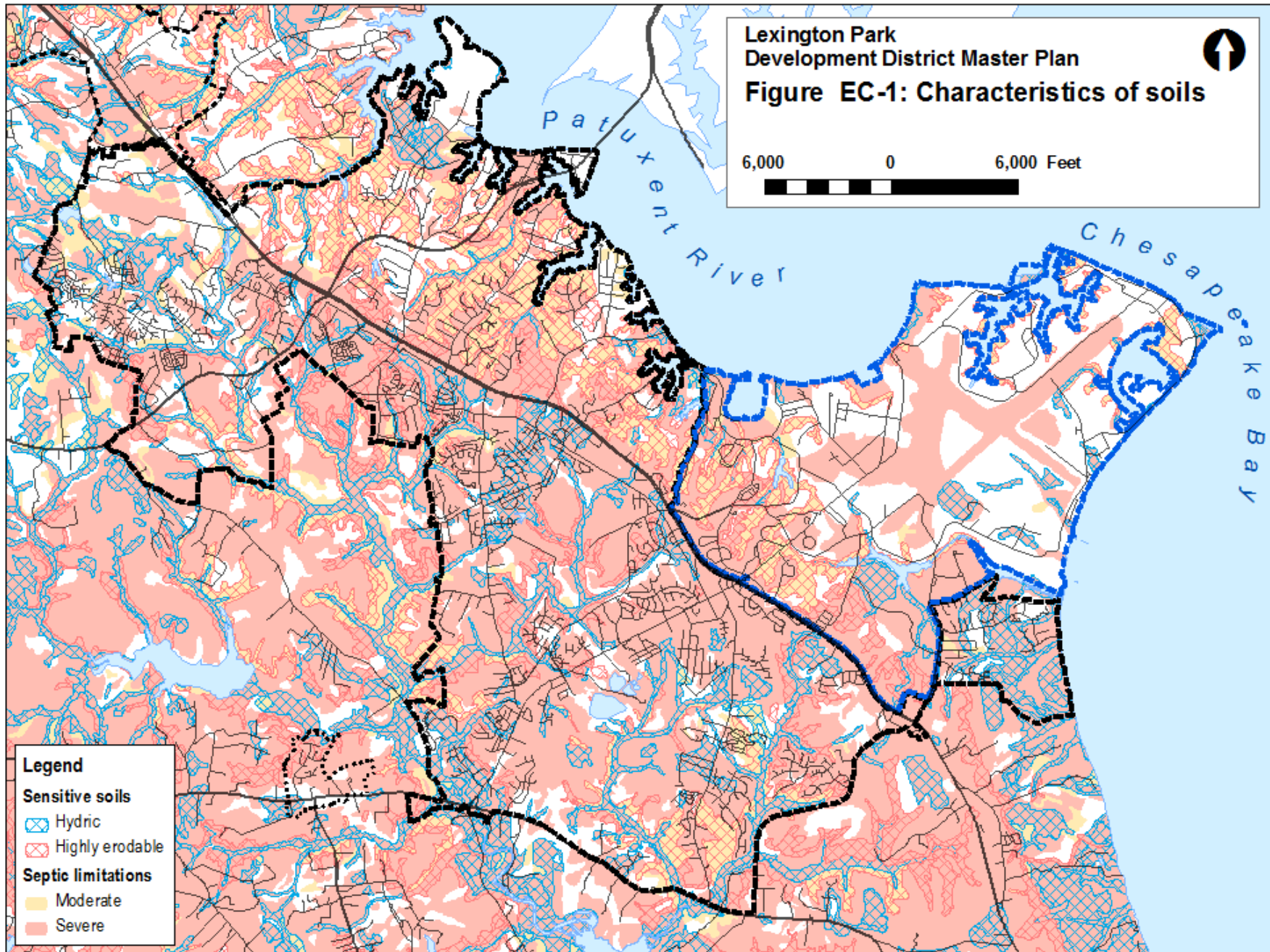
Terminology	Meaning
Tier II Streams	<p>States are required by the federal Clean Water Act to develop policies, guidance, and implementation procedures to protect and maintain existing high quality waters and prevent them from degrading to the minimum allowable water quality. Tier II waters have chemical or biological characteristics that are significantly better than the minimum water quality requirements. All Tier II designations in Maryland are based on having healthy biological communities of fish and aquatic insects.</p> <p>MDE’s responsibility to protect high quality waters includes confirming existing Tier II streams, and identifying any new Tier II streams, every three years. New stream designations are subsequently proposed by MDE for adoption in State regulation. In addition, the agency works internally to ensure that MDE’s relevant permit and approval programs are aware of and, where required, impose special Tier II water quality protections.</p>
TIF	Tax Increment Financing
TMDL	Total Maximum Daily Load
Total Maximum Daily Load	<p>A Total Maximum Daily Load (TMDL) is a regulatory term in the U.S. Clean Water Act, describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting designated water quality standards. Alternatively, TMDL is an allocation of that water pollutant deemed acceptable to the subject receiving waters.</p>
Town Green	<p>In the context of this Plan, a town green is public open space in or near the center of a business district and envisioned to become the focus of community life. The open space should serve as a public park on a daily basis and as a regular community meeting place, and as an occasional venue of community events. Such a green will typically be bordered on all sides by public streets with on-street or diagonal parking and surrounded by buildings overlooking the green to provide 24-hour-a-day “eyes” on the space for enhanced security.</p>
Traffic Calming	<p>Traffic calming consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor vehicle traffic as well as to improve safety for pedestrians and cyclists. Urban planners and traffic engineers have many strategies for traffic calming.</p> <p>Traffic engineers refer to three "E's" when discussing traffic calming: engineering, (community) education, and (police) enforcement. Because neighborhood traffic management studies have shown that residents often contribute to the perceived speeding problem within their neighborhoods, instructions on traffic calming often stress that the most effective traffic calming plans entail all three components—that engineering measures alone will not produce satisfactory results.</p> <p>Traffic calming includes a number of engineering measures that can be grouped by similarity of method, including narrowing, vertical deflection, horizontal deflection (i.e., making the vehicle swerve slightly), blocking or restricting, and access installation of faux or flexible devices that slow cars.</p>

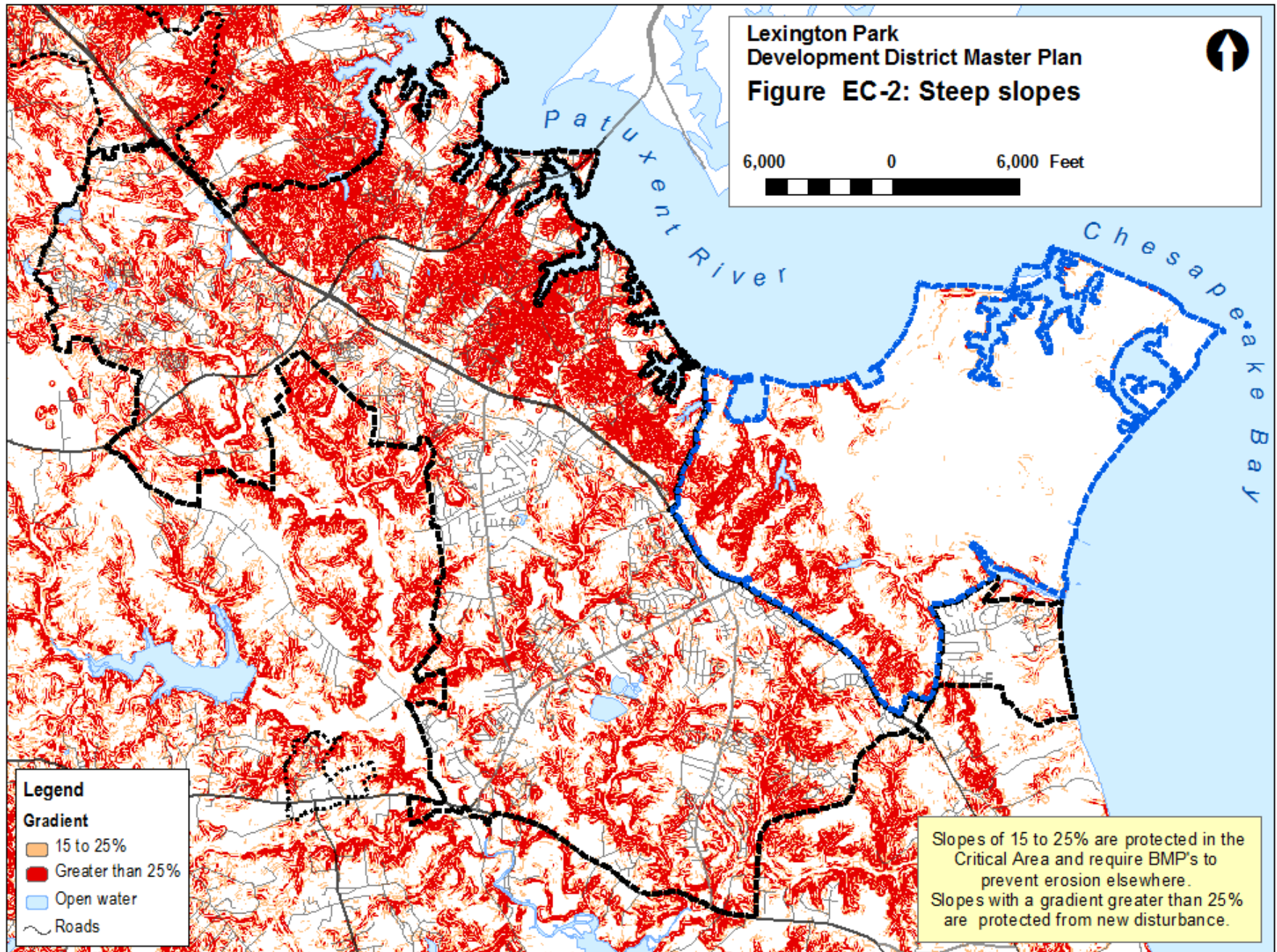
Terminology	Meaning
Trail	A trail is usually a path, track or unpaved lane or road, path or footpath. Some trails are single use and can only be used for walking, cycling, horse riding, snow shoeing, cross-country skiing, etc., others, can accommodate multiple uses. Signage and pavement marking often define the allowed uses.
Transfer of Development Rights	Transfer of development rights is a legal device by which the development potential of a site is severed from its title and made available for transfer to another location. The owner of a site within a transfer area retains property ownership, but not approval to develop. The owner of a site within a receiving area may purchase transferable development rights, allowing a receptor site to be developed at a greater density.
Transit	A system of buses, vans, etc., running on fixed routes, on which the public may travel.
Transit Oriented Development	Transit-Oriented Development (TOD) is a place of relatively higher density that includes a mix of residential, employment, shopping, and civic uses designed to encourage multi-modal access to a defined transit system stop or station.
Urbanized Area	A Census-designated urban area with 50,000 residents or more.
USFWS	United States Fish and Wildlife Service
UZA	Urbanized Area (UZA) defined by the U.S. Bureau of Census
VFD	Volunteer Fire Department
Watershed	<p>A watershed is the area of land where all of the water that is under it or drains off of it goes into the same place. John Wesley Powell, scientist and geographer, explained that a watershed is:</p> <p>"that area of land, a bounded hydrologic system, within which all living things are inextricably linked by their common water course and where, as humans settled, simple logic demanded that they become part of a community."</p> <p>Watersheds come in all shapes and sizes. They cross county, state, and national boundaries.</p>
Watershed Implementation Plan	<p>The term Watershed Implementation Plan is used in the context of this Plan in relationship to the Chesapeake Bay TMDL. Watershed Implementation Plans identify how the Bay jurisdictions (federal, state and local governments and agencies) are putting measures in place by 2025 that are needed to restore the Bay, and by 2017 to achieve at least 60 percent of the necessary nitrogen, phosphorus and sediment reductions compared to 2009.</p> <p>Much of this work already is being implemented by the jurisdictions consistent with their Phase I WIP commitments, building on 30 years of Bay restoration efforts.</p> <p>St Mary's local WIP identifies commitment funded in existing budgets and programs as well as commitment that will need to be funded to meet county specific TMDL targets.</p>
WIP	Watershed Implementation Plan

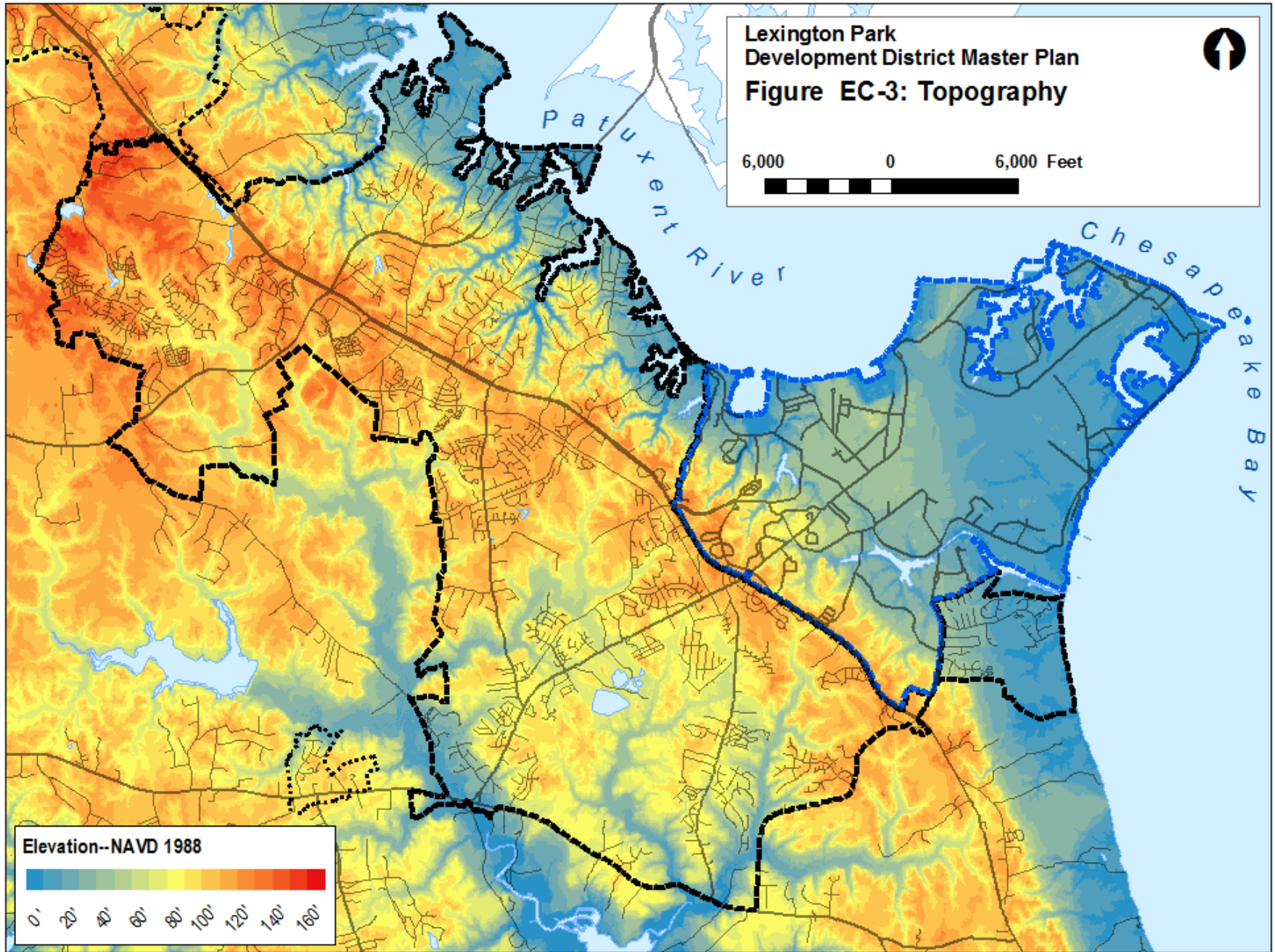
11. Maps

Environmental Context Maps

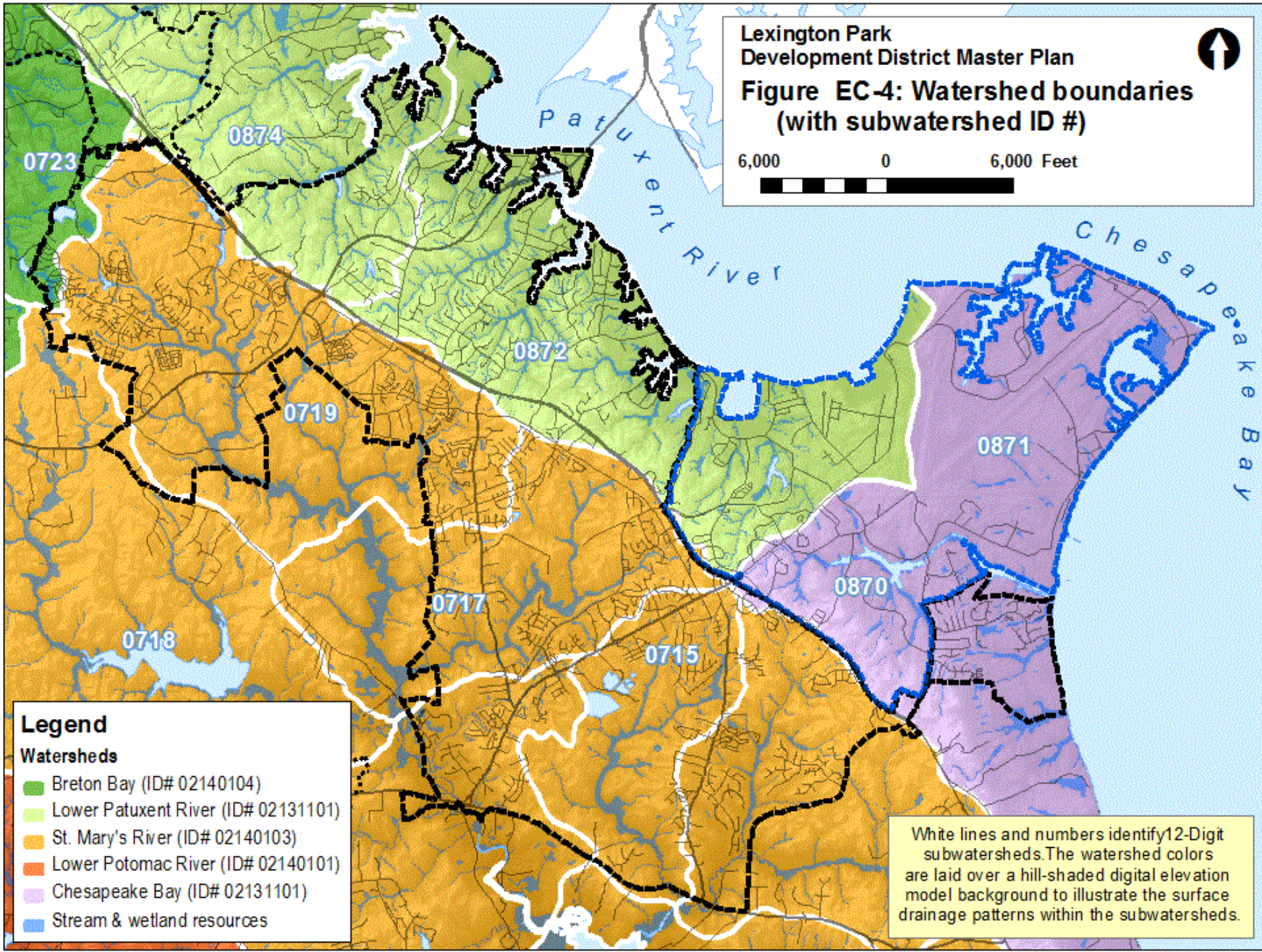
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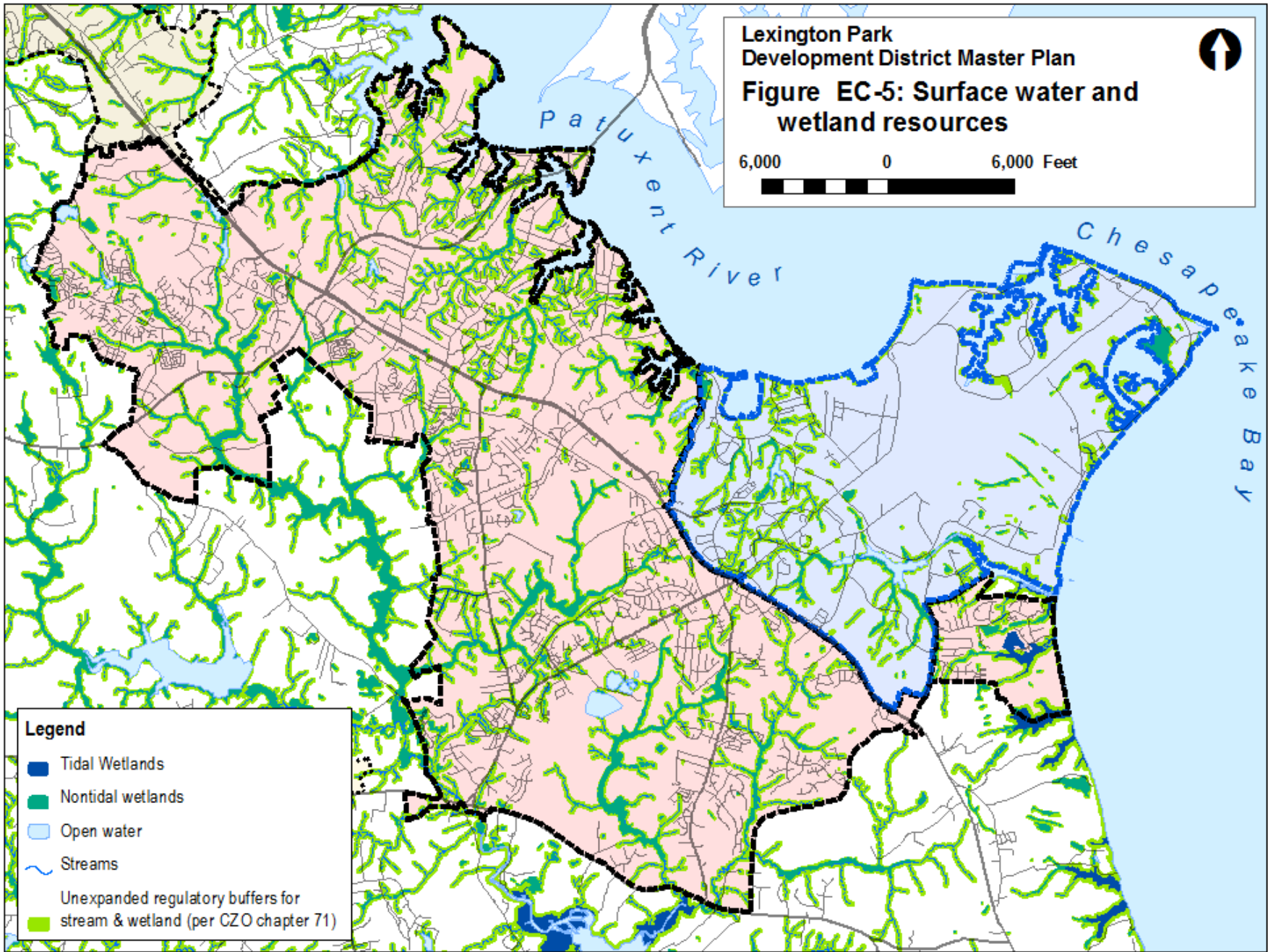


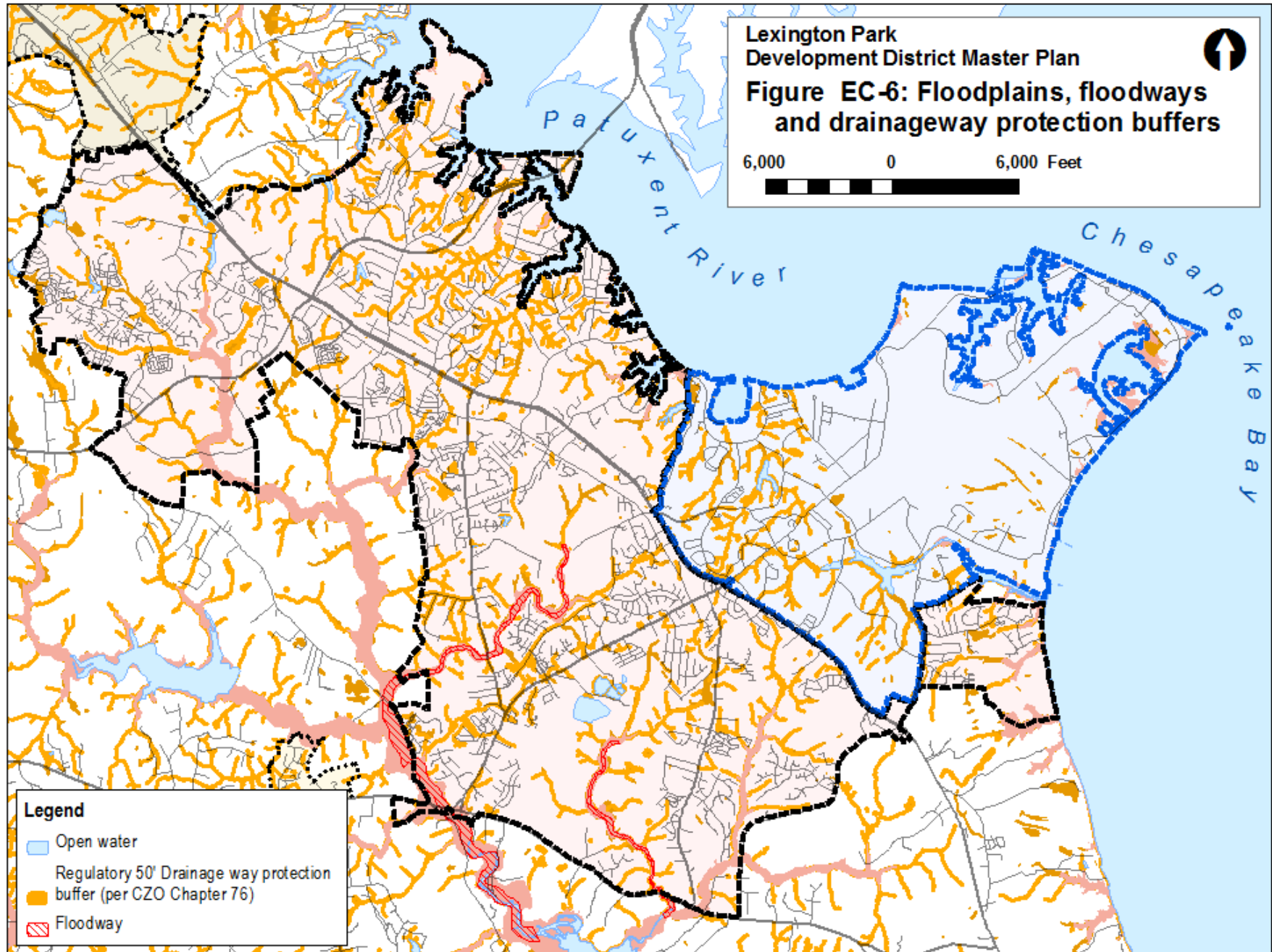


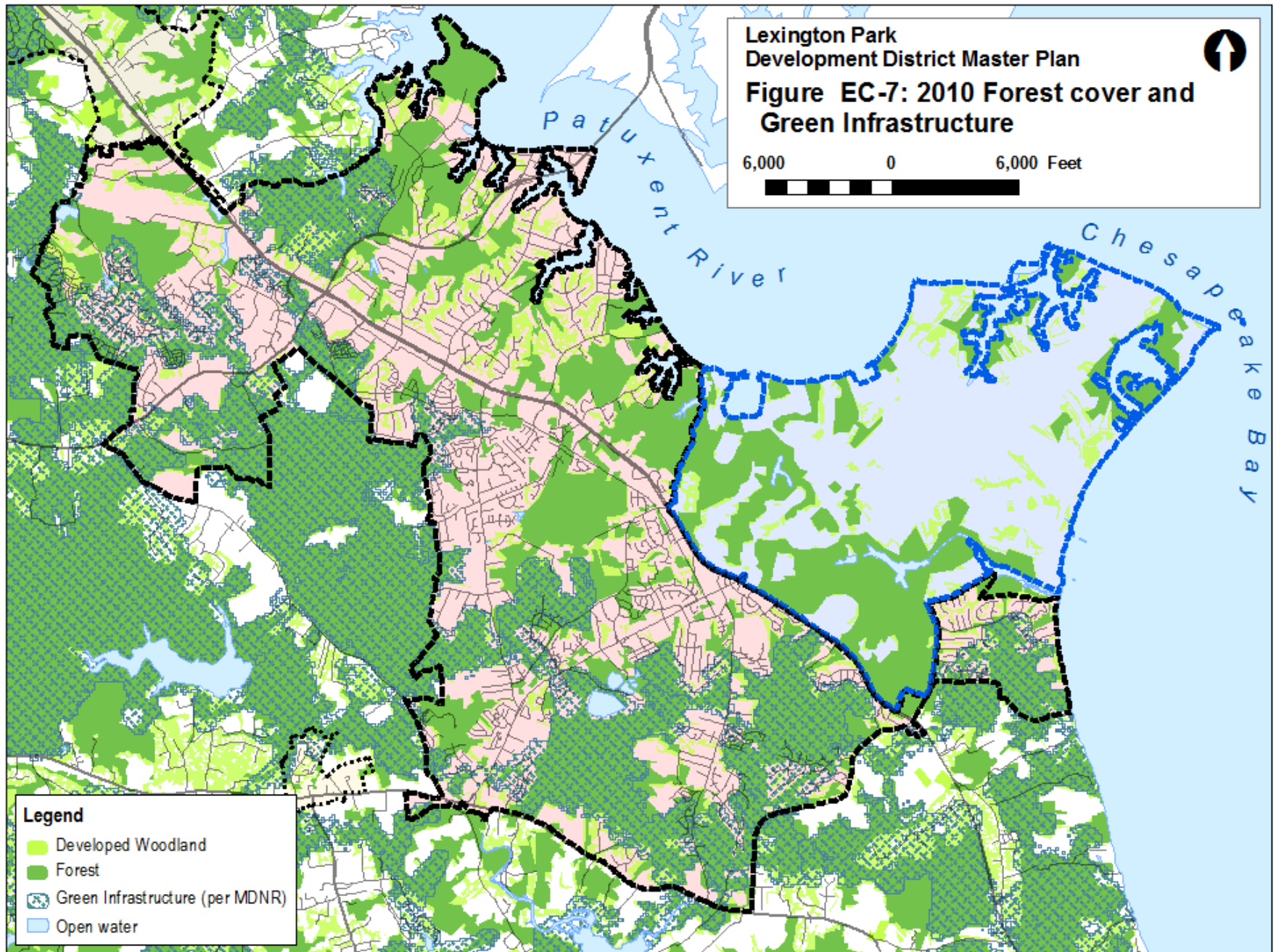


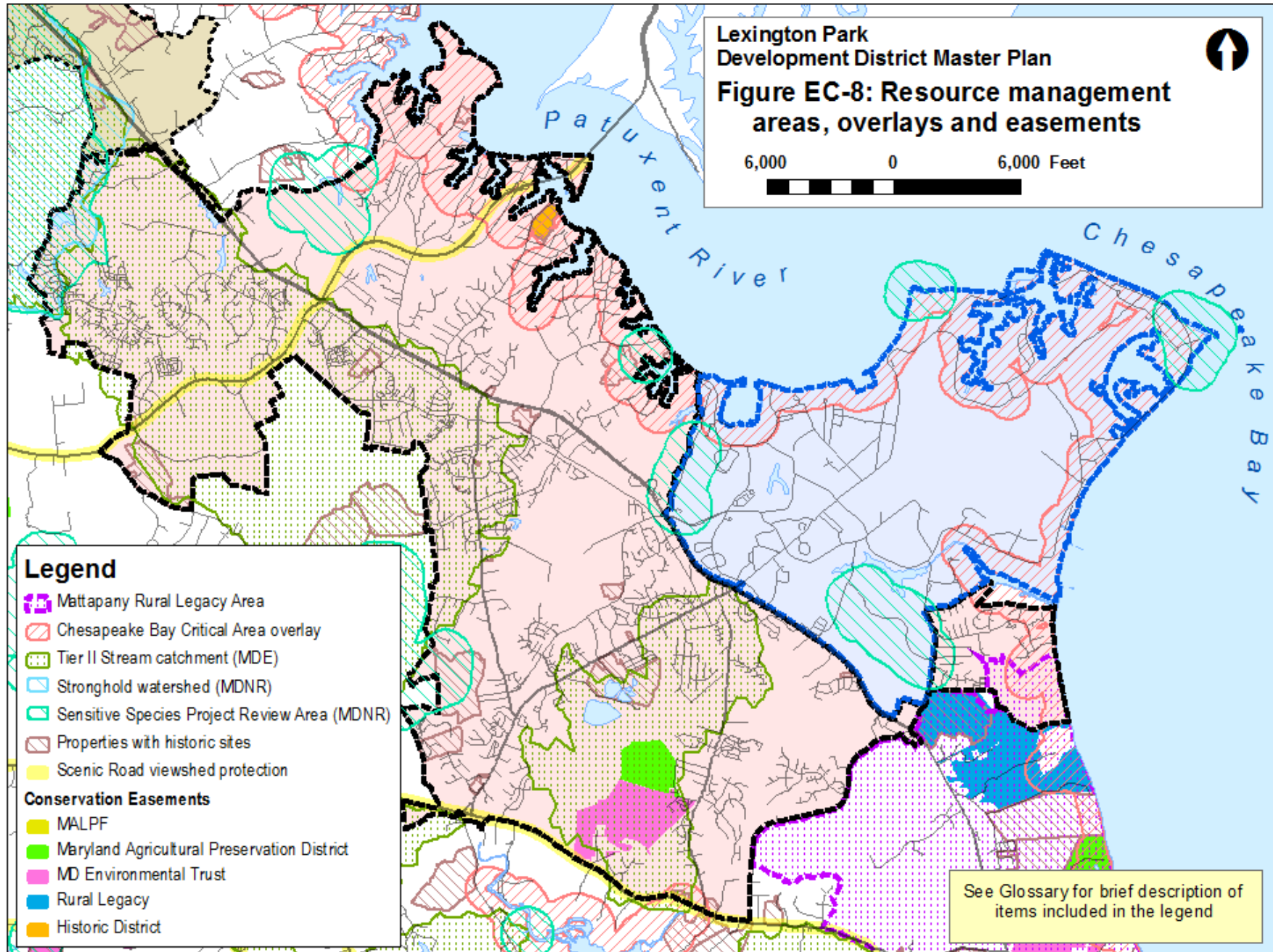
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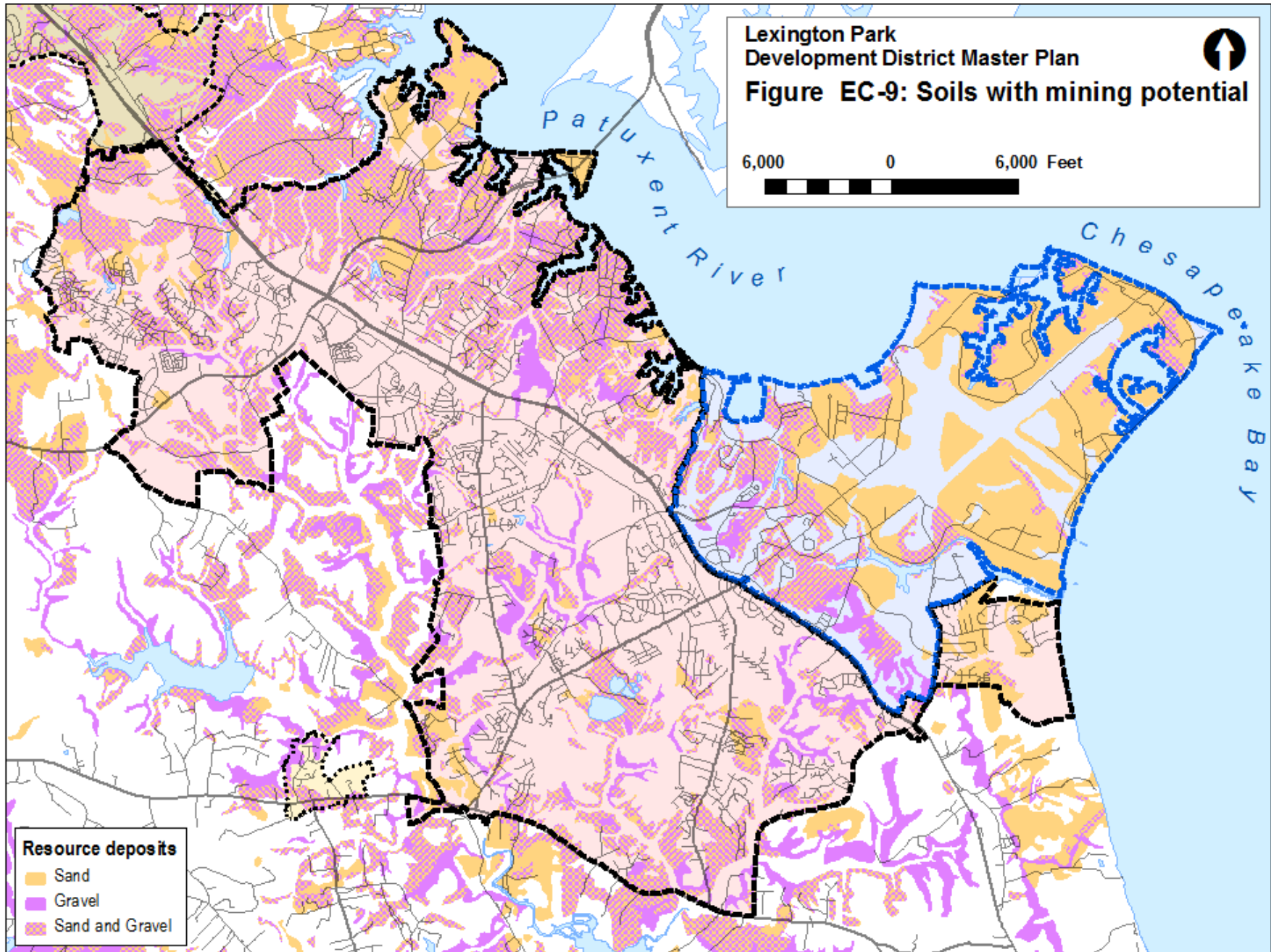


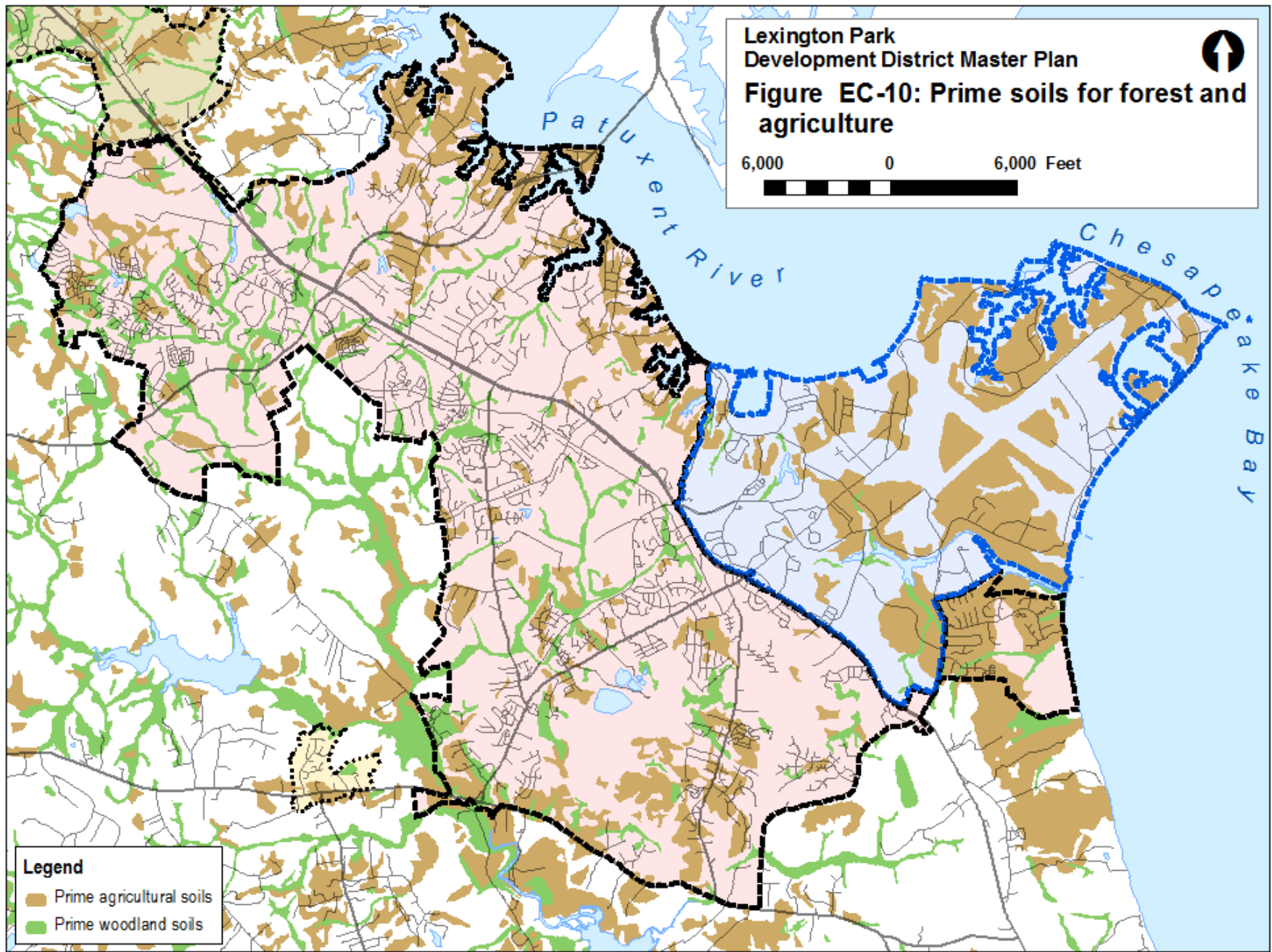












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Development Context Maps

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[Figure DC- 2: 2011 Existing Development](#) 11-16

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[Figure DC- 4: Road Improvement Plan](#) 11-18

[Figure DC- 5: Pedestrian network](#)..... 11-19

[Figure DC- 6: Bike and greenway network](#) 11-20

[Figure DC- 7: Transit Routes and areas within 5 minute walking distance](#) 11-21

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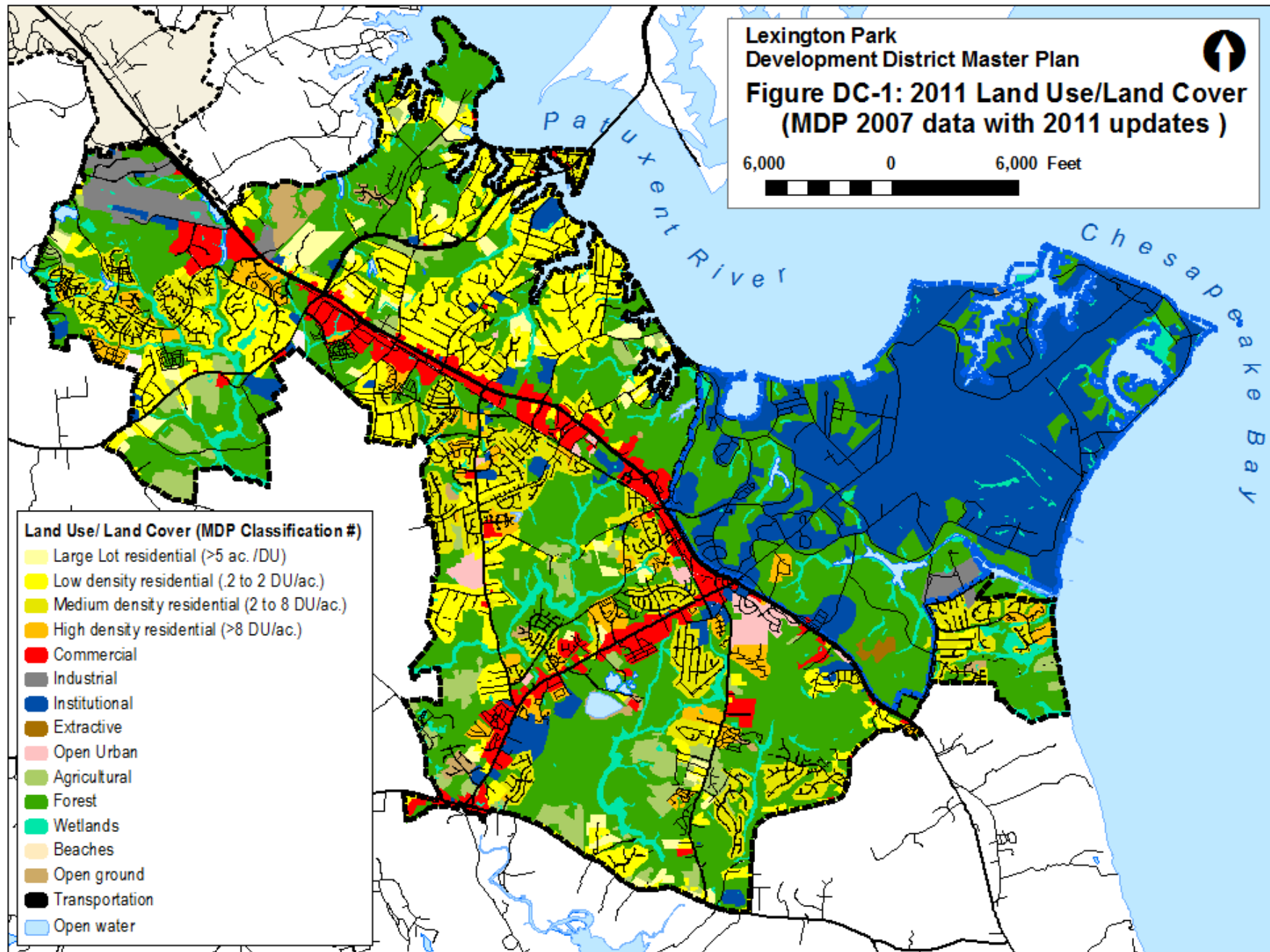
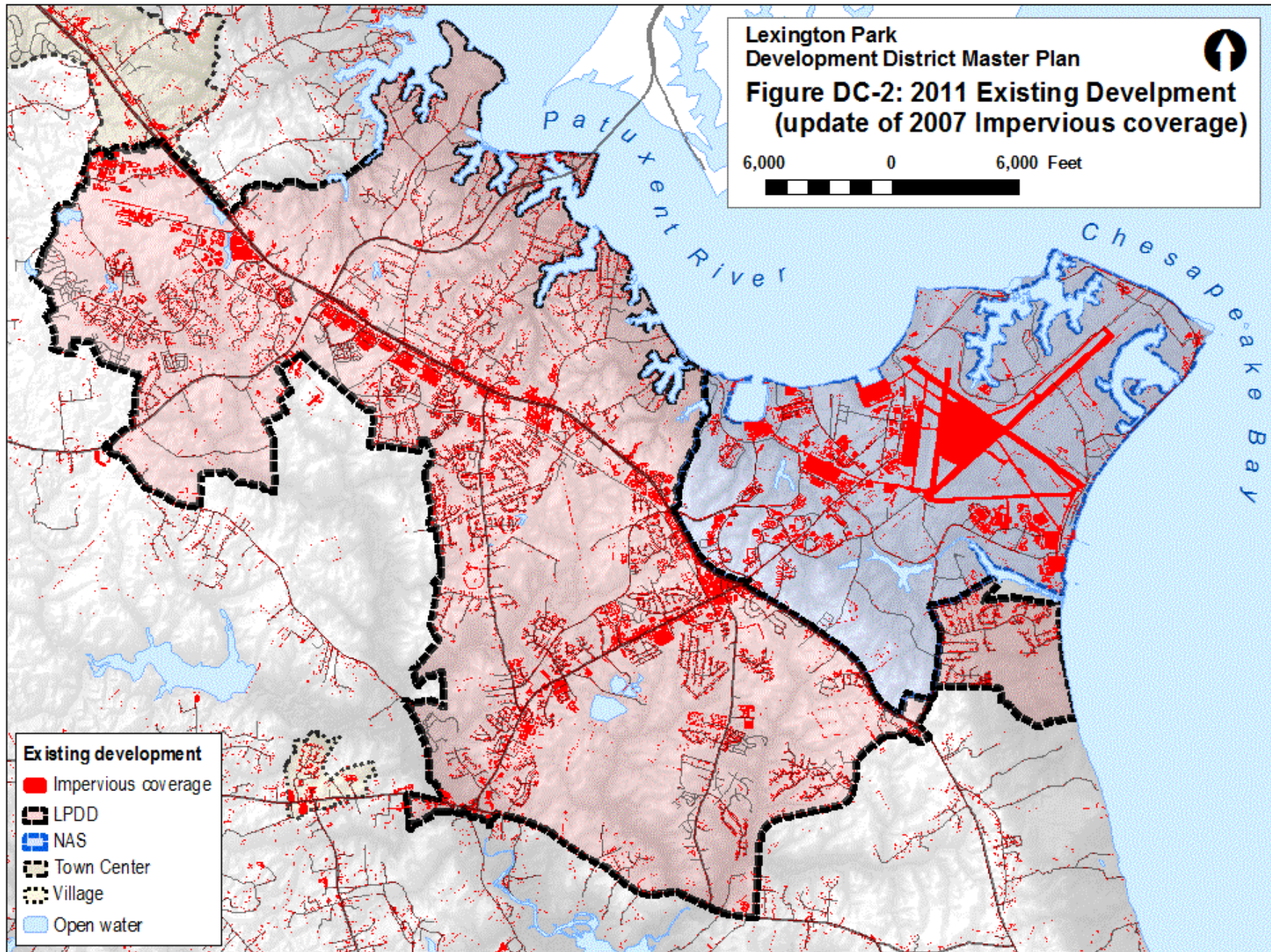
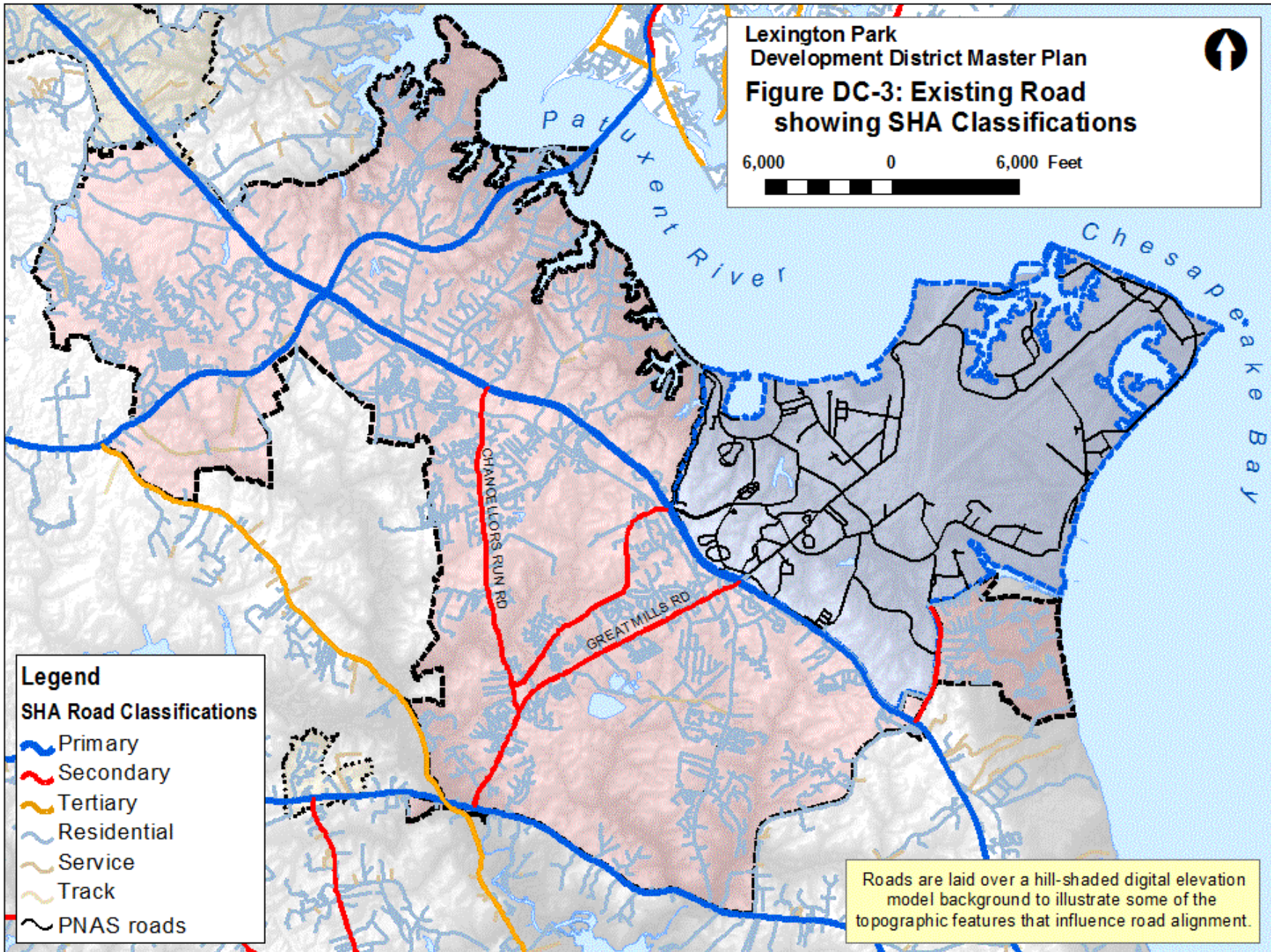
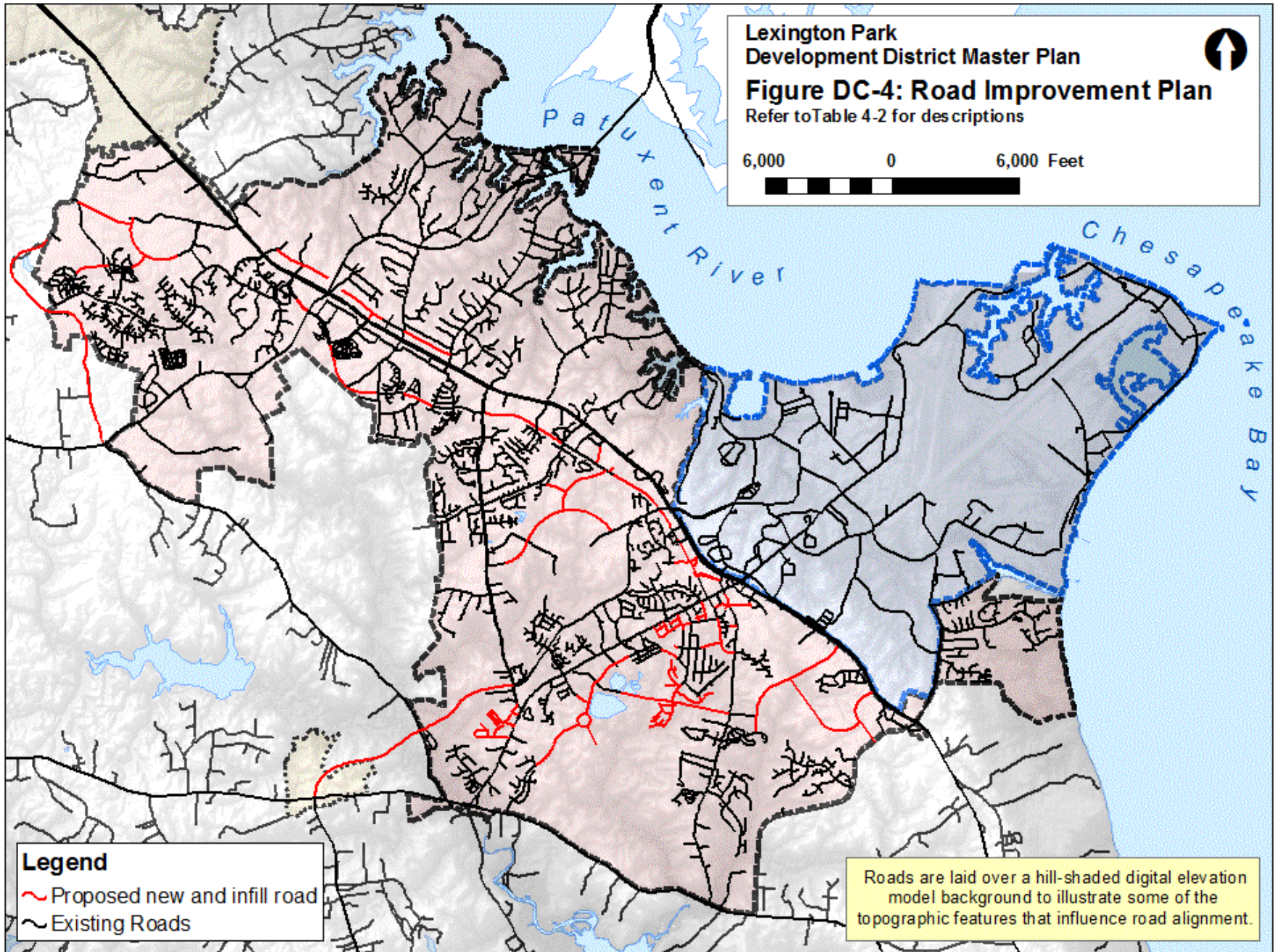


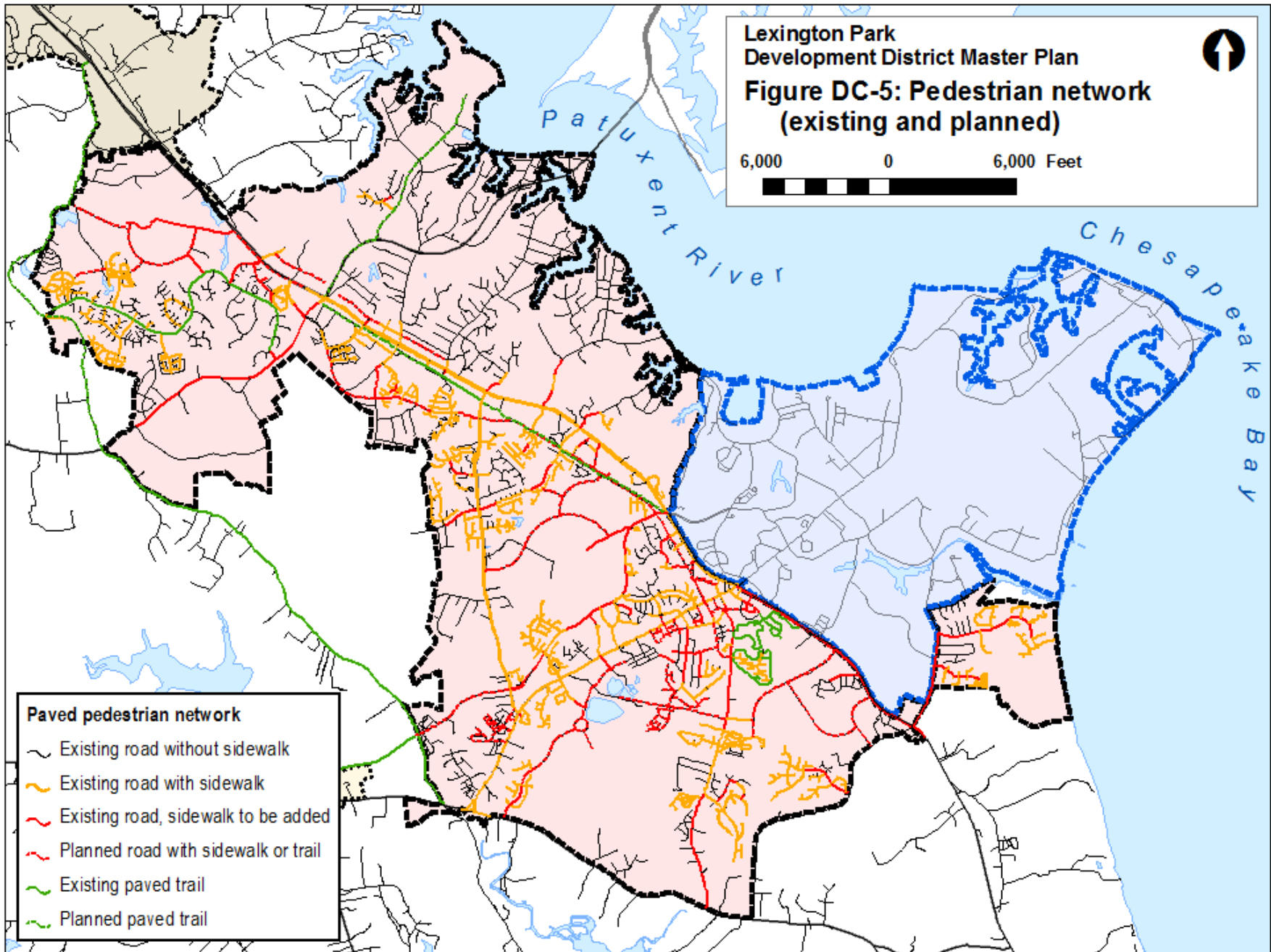
Table DC-1: Land Use/Land Cover Descriptions

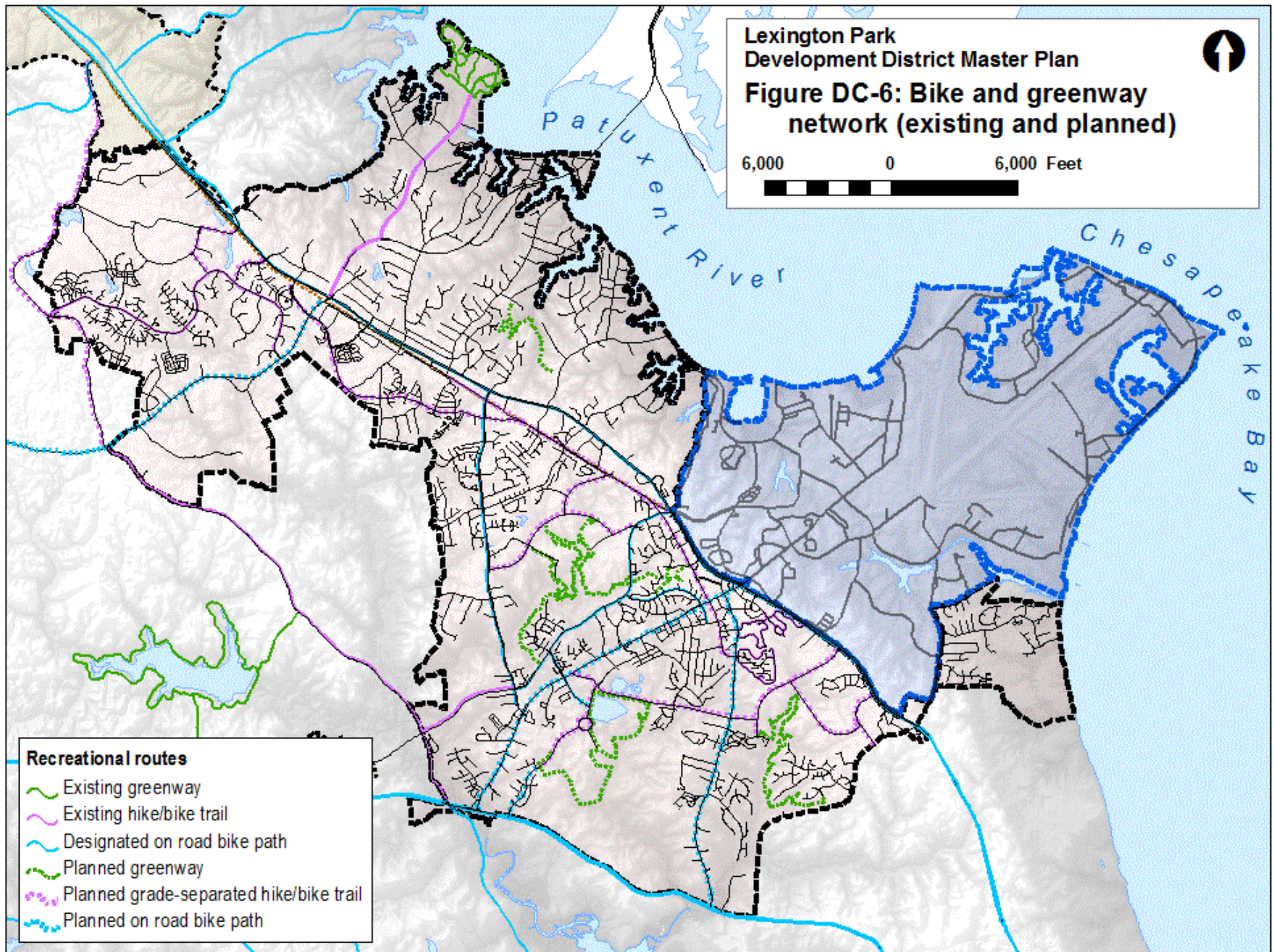
Land Use/Land Cover (MDP Classification #)	Description
Large Lot residential (>5 ac. /DU) (191 & 192)	Large lot subdivision Residential subdivisions with lot sizes of less than 20 acres but at least 5 acres, with ia dominant land cover of open fields or pasture or deciduous, evergreen or mixed forest .
Low density residential (.2 to 2 DU/ac.) (11)	Detached single-family/duplex dwelling units, yards and associated areas . Areas of more than 90 percent single-family/duplex dwelling units, with lot sizes of less than five acres but at least one-half acre.
Medium density residential (2 to 8 DU/ac.) (12)	Detached single-family/duplex, attached single-unit row housing, yards, and associated areas . Areas of more than 90 percent single-family/duplex units and attached single-unit row housing, with lot sizes of less than one-half acre but at least one-eighth acre.
High density residential (>8 DU/ac.) (13)	Attached single-unit row housing, garden apartments, high-rise apartments/condominiums, mobile home and trailer parks; areas of more than 90 percent high-density residential units with more than 8 dwelling units per acre. Includes subsidized housing
Commercial (14)	Retail and wholesale services. Areas used primarily for the sale of products and services, including associated yards and parking areas. This category includes: Airports ,Welcome houses, Telecommunication towers, Boat Marinas
Industrial (15)	Manufacturing and industrial parks, including associated warehouses, storage yards, research laboratories, and parking areas. Warehouses that are returned by a commercial query should be categorized as industrial. Also included are power plants.
Institutional (16)	Elementary and secondary schools, middle schools, junior and senior high schools, public and private colleges and universities, military installations (built-up areas only, including buildings and storage, training, and similar areas), churches, medical and health facilities, correctional facilities, and government offices and facilities that are clearly separable from the surrounding land cover. This category includes: campgrounds owned by groups/community groups (i.e. girl scouts) Sports venues
Extractive (17)	Surface mining operations, including sand and gravel pits, quarries, coal surface mines, and deep coal mines . Status of activity (active vs . abandoned) is not distinguished .
Open urban land (18)	Urban areas whose use does not require structures, or urban areas where nonconforming uses characterized by open land have become isolated . Included are golf courses, parks, recreation areas (except areas associated with schools or other institutions), cemeteries, and entrapped agricultural and undeveloped land within urban areas. When addressing parks, buildings are classified as 18 and ground cover is classified according to imagery.
Agricultural (21, 22, 23, & 25)	Includes Cropland (Field crops and forage crops), Pasture (Land used for pasture, both permanent and rotated; grass), Orchards/vineyards/horticulture (intensively managed commercial bush and tree crops for fruit production, vineyards, sod and seed farms, nurseries, and greenhouses), Row and garden crops (Intensively managed truck and vegetable farms and associated areas)
Forest (41, 42, 43, & 44)	Deciduous forest (in which the trees characteristically lose their leaves at the end of the growing season); Evergreen forest (in which the trees are characterized by persistent foliage throughout the year; Mixed forest (in which there is a combination of deciduous and evergreen species and neither dominate); and Brush (cut-over timber stands, abandoned agriculture fields, or pasture characterized by vegetation types such as sumac, vines, rose, brambles, and tree seedlings)
Wetlands (60)	Forested or non-forested wetlands, including tidal flats, tidal and non-tidal marshes, and upland swamps and wet areas .
Beaches (71)	Shoreline areas of sand and gravel accumulation, with no vegetative cover or other land use);
Open Ground (73)	Areas of exposed ground caused naturally, by construction, or by other cultural processes). Landfills are included in this category
Transportation (80)	Transportation features include Major highways and large "Park „N Ride" lots and County identified road rights of way.
Open Water (50)	Rivers, waterways, reservoirs, ponds, bays, estuaries

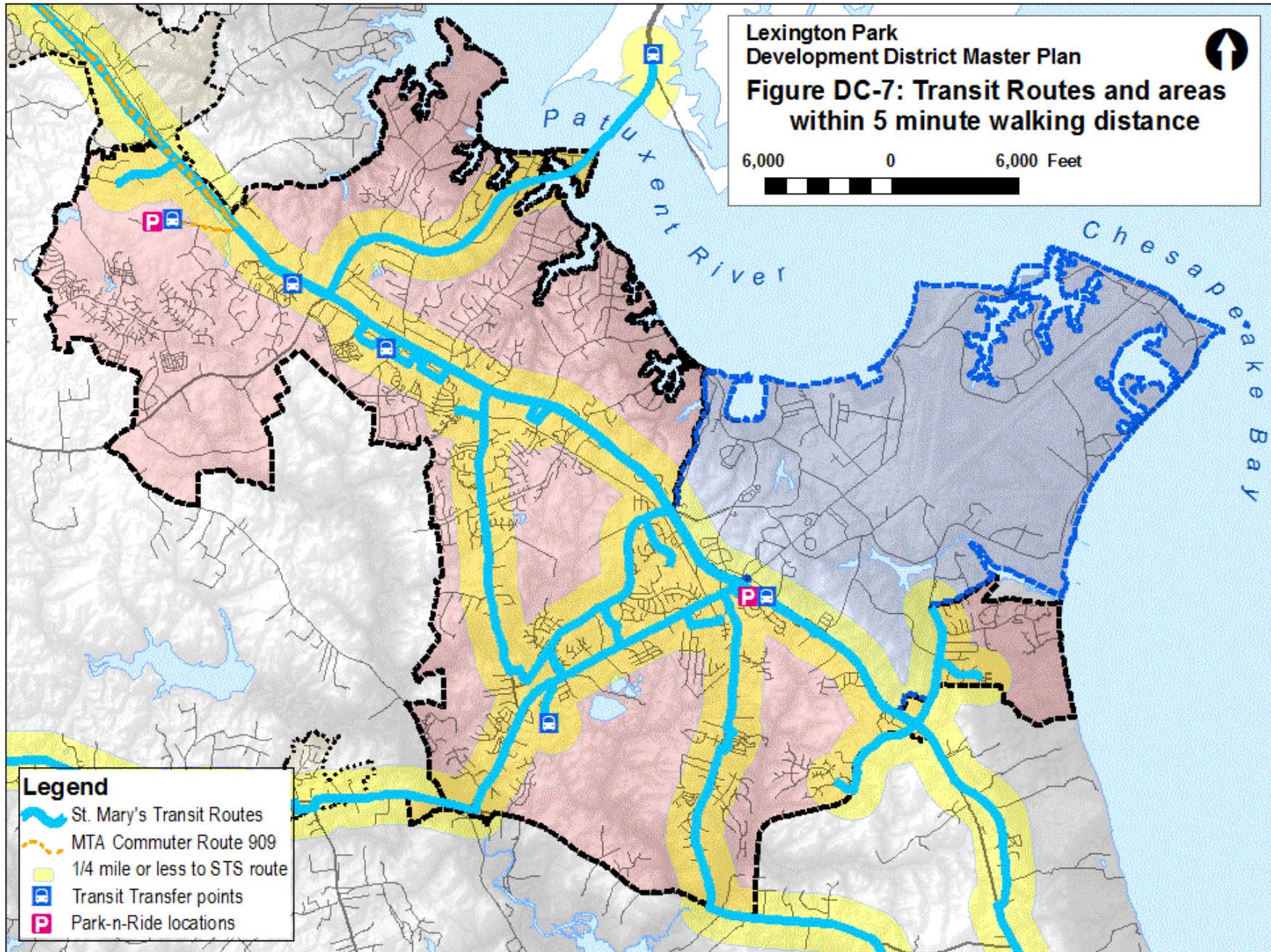


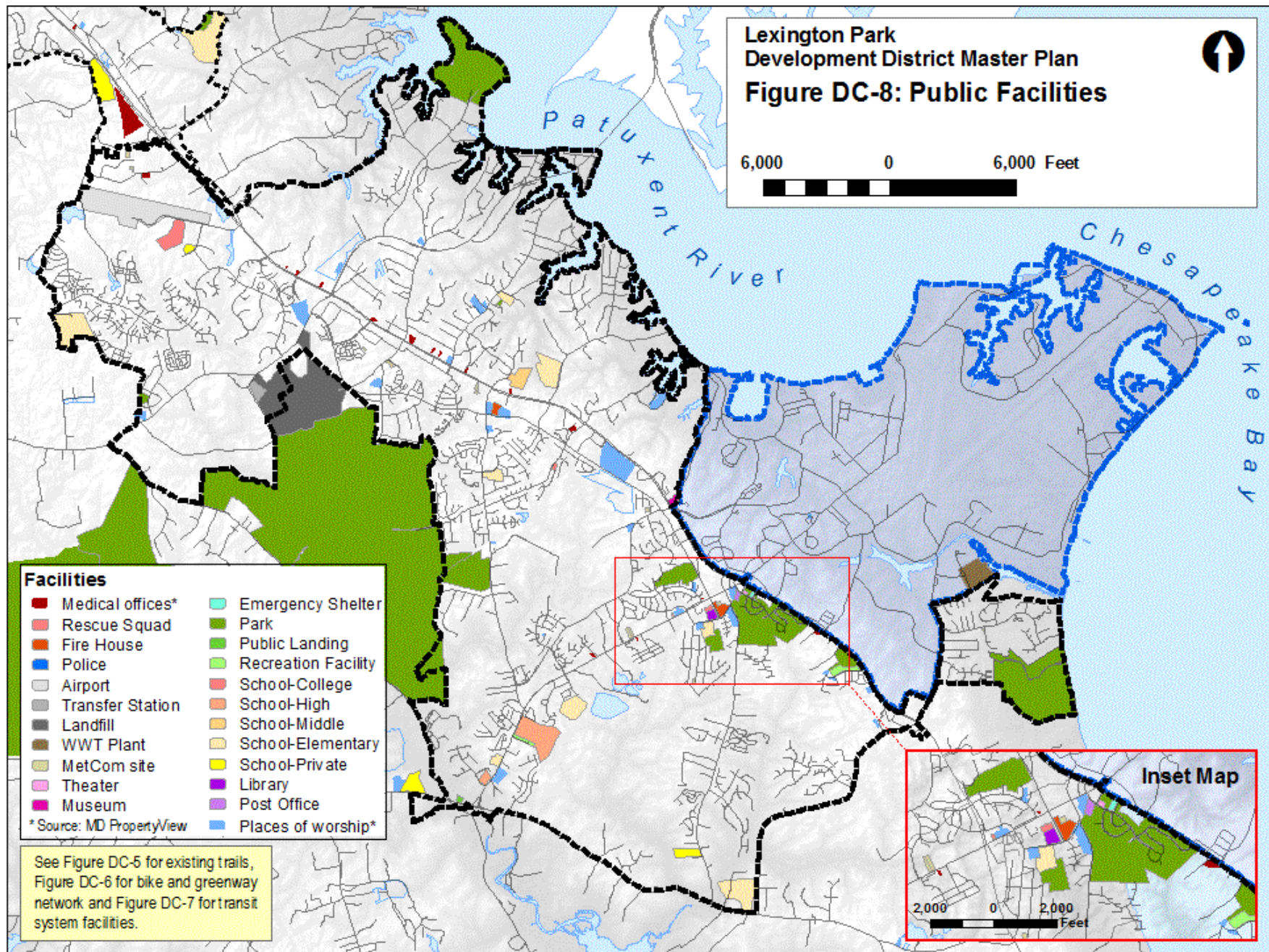






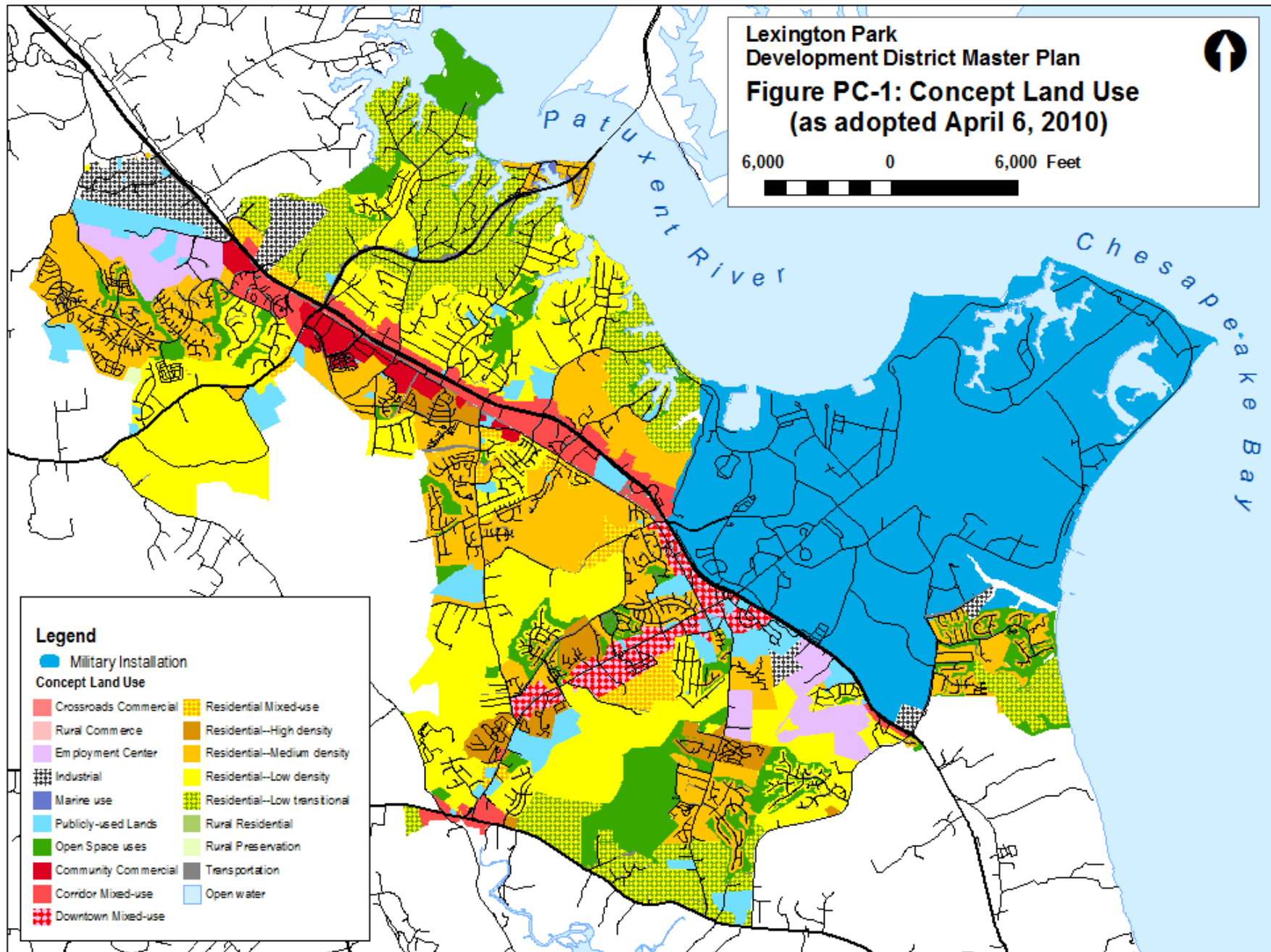


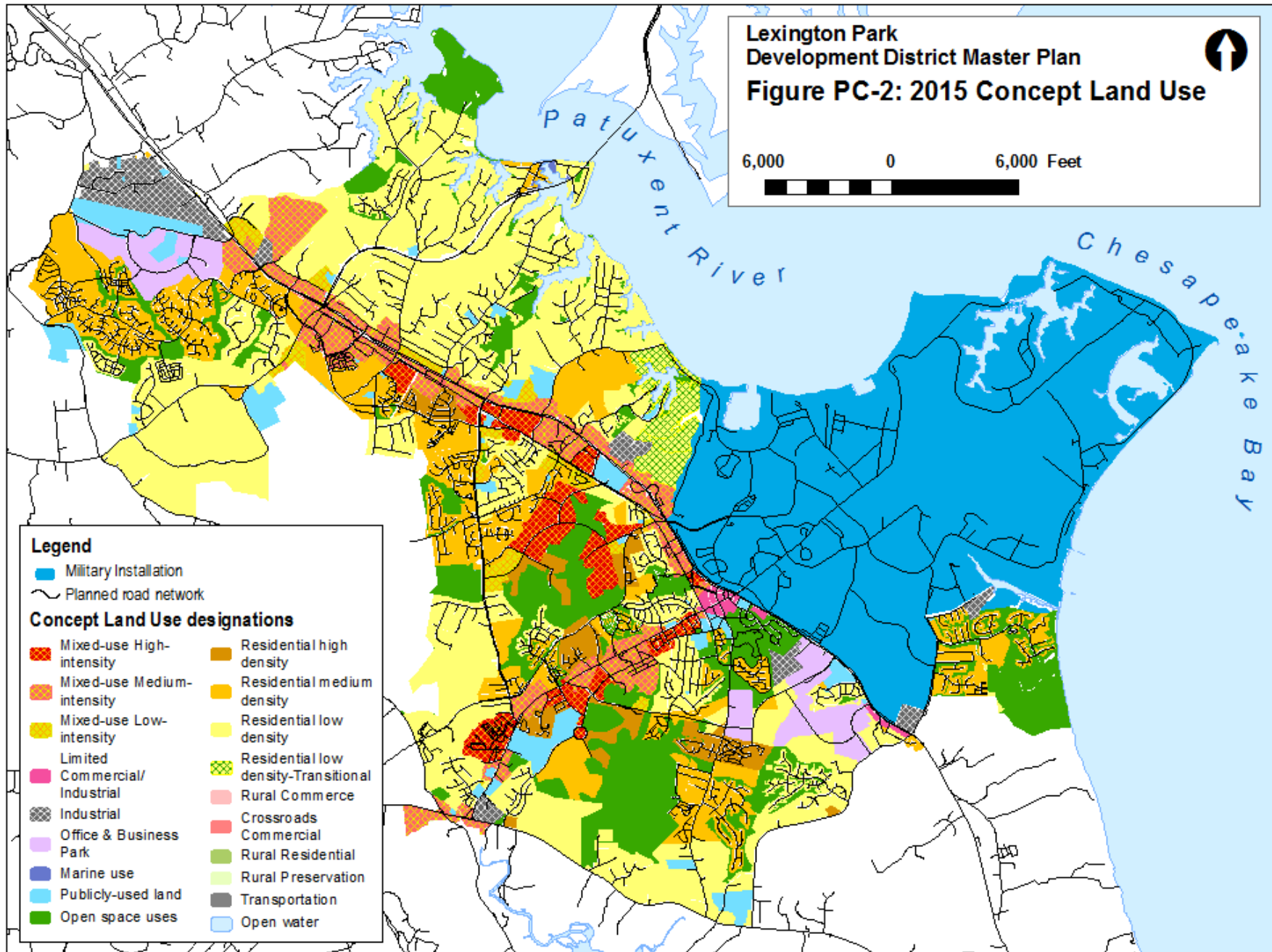




Planning Context Maps

[Figure PC- 1: Concept Land Use \(as adopted April 6, 2010\)](#) 11-24
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Implementation maps

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