COMPREHENSIVE PLAN

ST. MARY'S COUNTY, MARYLAND

Prepared for

ST. MARY'S COUNTY

PLANNING AND ZONING COMMISSION

The preparation of this report was financially aided through a federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

By

HARLAND BARTHOLOMEW AND ASSOCIATES

Consulting Planners

Washington, D. C.

September, 1966

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TO THE RESIDENTS OF ST. MARY'S COUNTY:

St. Mary's Planning and Zoning Commission takes pride in presenting its Comprehensive Plan for the county. The Commission has been actively engaged in the preparation of this plan for over a period of three years.

A general plan must be flexible and must be kept current, if it is to be useful. Our aim has been to draft a basic plan for the county's continuing growth which would contain, among other things, well-planned schools, parks, and other public facilities, attractive living areas, adequate new and improved highways, together with the retention of some areas in productive farmland, small estates, and other open green areas for which the county has been traditionally noted. This plan is essentially a guide to the residents of our area, including homeowners, public officials, provate developers, and all of us who have a stake in the future prosperity of St. Mary's County.

The Commission will be pleased to receive your comments and suggestions, and we urge you to study carefully the Plan as presented herewith.

Sincerely yours,

J. Claude Johnson

J. Claude Johnson,
Chairman

CERTIFICATE OF ADOPTION

This General Plan has been designed to guide the physical development of St. Mary's County pursuant to the provisions of Article 66B, Code of Public General Laws of Maryland. The Plan was adopted by resolution of the St. Mary's County Planning and Zoning Commission on July 13, 1967, after a duly advertised public hearing held March 30, 1967.

J. Claude Johnson

J. Claude Johnson, Chairman
St. Mary's County Planning
and Zoning Commission

ATTEST:

Neils R. Rogers

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INTRODUCTION

The Comprehensive Plan represents over two years work on the part of the consultants, the Planning and Zoning Commission, numerous public officials and many private citizens. Its preparation has been a community effort and, while in an undertaking so broad in scope, complete unanimity of opinion on every detail obviously could not be obtained, there is little difference of opinion on its basic principles and objectives. To the greatest extent possible, the plan combines the idealistic and the practical with the ultimate objective of creating a county that the citizens will be proud of because of its beauty, convenience and productiveness.

The plan is principally directed toward securing the coordinated physical development of St. Mary's County during the next 20 to 25 years. In a rural area faced with increasing pressures for urbanization, wide choices are available in the use of land areas between urban and agricultural functions. The collective community interest as expressed in the Comprehensive Plan must recognize the inherent potentials or limitations of any given area and guide urban development into areas so best suited, while preserving other areas valued for their agricultural productivity or recreational opportunities.

The transitional phase of growth from an area of predominantly rural character to one of increasing urbanization within reach of the Washington Metropolitan complex will be attended by economic problems if foresight and guidance are not applied. The provision of high quality in county services such as educational, health, library, recreational, transportation, sanitary and other facilities cannot be effective if county-wide development proceeds in a helter skelter fashion. While wide choice should remain available to home seekers and private interests wishing to locate in the county, such choice must also assure overall compatibility of development that can be economically served by essential public facilities. A plan recognizing these and other objectives will permit maximum benefits to be received from those expenditures made for public and private improvements during the next two decades.

The citizens of St. Mary's County have the power to determine whether the future community will be one in which they will be proud to live and rear their children or whether it will become a nondescript, inefficient and unattractive community. The plan contained herein should be a challenge and an invitation to these citizens. Implementation of the plan will not take place automatically; it will require a strong organization, ably directed and dedicated to the welfare of the community as a whole, which will devote its time to keeping the sound objectives of the plan constantly in public view in order that they may not be obscured by demands of special interest groups and by political expediency.

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INVENTORY AND ANALYSIS

The Comprehensive Plan for St. Mary's County consists of three main parts. Parts 1 and 2, contained in this report, cover the following: Chapter I deals with an inventory and analysis of development trends in the county including such topics as Economy, Physiography or Natural Features, Present Land Usage, Housing and Neighborhood Conditions, Transportation, Utilities, Community Facilities and other vital components which collectively make up a well functioning community. Chapter II consists of the Comprehensive Plan itself, divided into the main elements of the Land Use Plan, Transportation Plan and the Community Facilities Plan. The plan thus comprises a guide for future county growth in both written and graphic form. The measures needed to carry out the plan (Part 3) consist of the ordinances and legal tools encompassed by zoning controls, subdivision regulations, housing codes, and Capital Improvements Program. These documents, some of which are already operational in St. Mary's County,are under separate cover.

BACKGROUND FOR PLANNING

HISTORY

St. Mary's County lies at the tip of the western shore of Chesapeake Bay, bordered on the north by Charles County and the Patuxent River and on the south by the Potomac. It is a peninsula,somewhat hilly along its river border, but level in the center. Several islands are included in the land area of 367 square miles.

Except for a small trading post on Kent Island, St. Mary's City, located on the site of an indian village, was the first settlement in Maryland. St. Mary's County was officially established in 1637, three years after the first landing. St. Mary's City served as the colonial capital until 1694. Since 1710, Leonardtown has been the county seat.

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July, 1967

St. Mary's County Planning and
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Gentlemen:

We are pleased to submit to the Commission this report on the Comprehensive Plan for St. Mary's County. This represents the final publication in a series of studies that have included an analysis of the county population, economic base, land use, transportation, public services and facilities, and zoning and subdivision regulations.

The Comprehensive Plan is not the end, but the beginning. It is a realistic and practicable program within the framework of which the growth of the county can be effectively guided during the next 20 to 25 years. It should serve as a basic guide to the Board of County Commissioners, to the Planning Commission, and to the citizens in making day-to-day decisions affecting the development of the county. The end result, which can be obtained only with the understanding and support of the people, is a more affluent economic and social future for St. Mary's County and its people.

We wish to express our appreciation to numerous citizens and officials who have assisted us during the course of the work, and especially to members of the Planning Commission for their patience in the long process of review of the preliminary reports.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES

John I. Cofer
Associate Partner

JIC:jc

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Basically an agricultural area with tobacco and field crops predominating, the county has the least industry of any county in Maryland. Fishing and oystering are important, and it ranks second only to Dorchester County in the number of oyster tongers.

Its agrarian economy is reflected in its pre-World War II population growth. The population of the county had grown to 38,915 by 1960. In the original census of 1790, a total of 15,544 residents were enumerated, but by 1940, the number had dropped to 14,626. Until 1940 there had been practically no significant in-migration. The establishment of the Patuxent Naval Air Test Center in the Lexington Park area provided the impetus for much of the county's population increase after 1940.

NATURAL FEATURES AND RESOURCES

LOCATION AND PHYSIOGRAPHY

St. Mary's County forms a large peninsula which extends southeastwards between the Potomac and Patuxent Rivers into Chesapeake Bay. The Potomac River, for a distance of about 35 miles, separates the county from Virginia. The maximum length of the county is about 50 miles and the average width is about 8 miles. The county has approximately 400 miles of water front formed by numerous river inlets and Chesapeake Bay.

Lying within the Atlantic Coastal Plain, the area is a relatively low-lying series of terraces. Topographically, the area contained within the boundaries of the county consists of the remnants of a once smooth plain, now considerably dissected by a great number of small valleys. Along the watershed, which extends southeastward throughout the maximum length of the county parallel to the Patuxent River and a little nearer that stream than the Potomac, what seems to be the original surface is intact. (This divide is near and more or less parallel to Route 235.) On both sides of this belt the modification of the plain through erosion increases as the boundaries of the county, Patuxent River and Chesapeake Bay on one hand and the Potomac on the other, are approached. Along the rivers the original smooth plain has been thoroughly dissected into belts of hills. The eastern and western border belts of the county are hilly, and the central belt is smooth to rolling. Taken as a whole, the divide of the county is lowest in its southern portion between Chesapeake Bay and St. Mary's River, where it has an elevation of about 60 feet, and rises gradually until its greatest altitude is reached near Oaks, where it has a height of about 200 feet.

The location and physiography have strongly influenced the development of the county, especially its transportation systems. With a land outlet only to the north, the county was long dependent on water transportation. With the advent of rail and road transportation it was still limited by its peninsular position to a northern land outlet. A single line railroad traverses the county to serve the Patuxent Naval Air Test Center.

NATURAL DRAINAGE

St. Mary's County, occupying as it does the southern extension of one of the two peninsulas in Southern Maryland, is entirely surrounded by water except along its northern border, where it joins Charles County. Its northeastern

margin is bounded by the Patuxent River and its eastern and southern margin by Chesapeake, the Potomac River and its estuaries. These three bodies of water receive the drainage of the entire county.

There are eight major natural drainage areas in the county. East of the major divide there is the Patuxent area, extending from the northern limits of the county to Lexington Park, which drains into the Patuxent River. From there south to the tip of the county, water drains into Chesapeake Bay.

West of the major divide there are six drainage areas. These areas drain to Chaptico Creek, Clement Creek, Breton Bay and its tributaries, the Potomac River, St. Mary's River and Smith Creek. These drainage areas are shown on Plate 2.

Natural drainage in the county is generally poor, owing to its association with the Atlantic Coastal Plain and relatively flat land surrounded by extensive bodies of water. About 45 percent of all land is poorly drained. (See Plate 16) Areas so affected have limited agricultural use. Poorly drained soils also act as a deterrent to large scale housing development, unless central sewerage systems are used. Poorly drained soils are ill suited to septic tank use as a means of disposal and in part are the cause of both current and potential water pollution problems.

SOILS AND LAND RESOURCE AREAS

Soil characteristics are an important consideration in the preparation of a long-range land use plan for a region. Those soil conditions most favorable for agricultural use frequently are the same conditions suitable for urbanized development. In areas located directly in the path of sprawling city growth, a demand for agricultural land use will rapidly subside, even if such land is ideally suited for agricultural productivity. In areas somewhat removed from direct urbanization pressures - such as in St. Mary's County - broad alternatives between agricultural and non-agricultural land uses will continue to exist.

And yet the relative proximity of the county to Washington will pose definite changes as competition arises between agricultural and non-agricultural land uses. Continuing improvements in transportation facilities will open up new development opportunities in St. Mary's County. Forseeable conflicts resulting in the misuse of land can be largely avoided if an overall allocation of future land uses recognizes inherent soil characteristcs and their corresponding capabilities. The importance of agricultural productivity in the economy of St. Mary's County serves to underscore the requirement that prime farm land be not needlessly displaced.

Land Resource Areas

The General Soil Map reproduced on Plate 3 delineates four large sub-areas of the county, each containing common characteristics. These sub-areas, or Land Resource Areas, have dominant soil patterns within each area. The soils within any one association may differ from each other in some properties, for example: slope, depth, stoniness, or natural drainage. Thus, the General Soil Map shows, not the kind of soil at any particular place, but patterns in each of which there are several different kinds of soil. Data for the soil survey analysis were compiled by the Soil Conservation Service, U.S. Department of Agriculture.[1]

A description of the major soil associations and their implications for development of the county's land resource areas follows:

Land Resource Area 1: Overall Beltsville-Croom-Sassafras Association (Ald 3). This resource area is the largest in the county, generally occupying the entire central portion of land beyond the tidewater edges. Contains gently rolling to steep, moderately well to well drained, light and medium textured soils, frequently gravelly and sometimes severely eroded. This area, being generally well drained, does not pose many restrictions on potential development.

Land Resource Area 2: Othello-Mattapex-Sassafras Association (A2b1). This resource area is the second largest in the county, encompassing the tidewater areas adjacent to the Potomac River and the Chesapeake Bay. Contains level, poorly to well drained, deep medium and light textured soils. The well drained soils in Area 2 contain the county's prime agricultural lands. Since housing developments will continue to cluster along the water front because of its recreational and visual value, the county faces a threat in the gradual displacement of its agricultural productivity. The poorly drained soils along the water front pose more serious problems of water pollution if high standards of waste disposal are not enforced and encouraged.

Land Resource Area 3: Westphalia-Marr Sassafras Association (Ald 4). Occupies the northeast part of the county alongside the Patuxent River and east of Route 235. Contains moderately rolling to steep, poorly to well drained, droughty deep light textured soil, sometimes severely eroded. Rough topography renders this area as the least valuable for farming. However, well drained soils within areas of gently rolling land offer prime development potential for housing.

1. From unpublished data compiled and mapped during 1956-1960 by the Soil Conservation Service, Conservation Needs Inventory.

Land Resource Area 4: Matapeake-Sassafras-Othello Association (A2b2). This is the smallest resource area in the county, and is occupied entirely by the Patuxent Naval Air Test Center. Contains level, poorly to well drained, deep medium and light textured soil.

A total of 13 different soil types make up the several soil associations found in the county. Each of the many soil types existing in St. Mary's County has its own particular management needs. Management needs may include fertilization, drainage, erosion control, crop rotation, and other practices. The lack of any special management practice for any soil type, or the relative difficulty and expense of required management practices, will in large part determine the usefulness of any soil for profitable agricultural yields.

Land Capability

The many diverse factors of soil characteristics and corresponding management needs are considered in the land-capability classification used by the Soil Conservation Service in their soil survey of St. Mary's County. The land-capability classification is an arrangement of land units according to those natural characteristics that determine how the land can be used safely over a long period. Natural characteristics, such as hardpan or tight subsoil found in some of the soils make it difficult to use. Slope of the land also limits safe land use. Slopes steeper than 15 percent in St. Mary's County, for example, are too steep for a regular cropping system, even if the soils are some of the best. Any natural land factor that affects the permanency of the soil or the difficulty of using the land is considered in the land-capability classification. Eight land-capability classes are defined, as follows:

Land Suited for Cultivation:

Class I. These soils have few or no conditions that limit their use. They can be safely cultivated without special conservation treatment. Soils in this class are suited to a wide range of plants and may be used for cultivated crops, pasture, range, woodland, and wildlife. The soils are nearly level (0.3 percent slope), and erosion hazard (wind or water) is low. They are deep, generally well drained, and easily worked. They hold water well and are either fairly well supplied with plant nutrients or highly responsive to inputs of fertilizer.

Class II. These soils have some natural condition that limits the kinds of plants they can produce or that calls for some easily applied conservation practice when

TABLE 1

LAND-CAPABILITY CLASSES BY ACRES
AND PERCENT IN LAND RESOURCE AREAS

Land-capability Class	LAND RESOURCE AREAS* AREA 1. Acres	Percent	AREA 2. Acres	Percent	AREA 3. Acres	Percent	TOTAL 1, 2 & 3 Acres	Percent
I	1,703	1.2	511	2.0	-	-	2,214	1.0
II	70,605	48.2	11,330	27.3	6,178	24.7	88,113	41.4
III	29,713	20.4	27,532	65.3	2,864	11.6	60,109	28.2
IV	23,650	16.2	-	-	3,114	12.6	26,764	12.1
V	-	-	-	-	-	-	-	-
VI	18,790	12.1	-	-	10,199	40.0	28,989	13.1
VII	1,252	1.0	-	-	2,814	11.0	4,066	2.0
VIII	1,053	.9	2,476	5.4	268	1.0	3,797	1.8
	146,766	100.0	41,849	100.0	25,437	100.0	214,052	100.0
Percent Resource Area of Total Land*		69.0		19.0		12.0		100.0

* Resource Area 4 not shown. Data excludes Federal property, inland water area and built-up areas.
Source: U.S.D.A., S.C.S. Conservation Needs Inventory, compiled 1956-60.

they are cultivated. These soils have 3-8 percent slope. Soils in this class require careful soil management, including conservation practices, to prevent deterioration or to improve air and water relations when the soils are cultivated. The limitations are few, and the practices are easy to apply. The soils may be used for cultivated crops, pasture range, woodland, or for wildlife food and cover. The soils in this class provide the farm operator less latitude in the choice of either crops or management practices than soils in Class I. They may also require special soil-conserving cropping systems, soil conservation practices, water-control devices, or tillage methods when used for cultivated crops.

Class III. These soils have more serious or numerous limitations than those in Class II. They have 8-15 percent slope. They are more restricted in the crops they can produce or, when cultivated, call for conservation practices more difficult to install or keep working efficiently. They may be used for cultivated crops, pasture, woodland, range, or for wildlife food and cover.

Land Suited for Limited Cultivation:

Class IV. These soils have very severe limitations that restrict the kinds of plants they can grow. When cultivated, they require very careful management, and conservation practices are more difficult to apply and maintain. Soils in Class IV may be used for crops, pasture, woodland, range, or for wildlife food and cover.

Land Not Suited for Cultivation:

Class V. These soils have little or no erosion hazard but have some condition impractical to remove that limits their use largely to pasture, range, woodland, recreation, water supply, or wildlife food and cover. Class V soil does not occur in St. Mary's County.

Class VI. These soils have severe limitations that make them generally unsuited for cultivation and restrict their use largely to pasture, range, woodland, recreation, water supply, or wildlife food and cover. Physical conditions of soils placed in Class VI are such that it is practical to apply range or pasture improvements, if needed, such as seeding, liming, fertilizing, and water control with contour furrows, drainage ditches, diversions, or water spreaders.

Class VII. These soils have very severe limitations that make them unsuited for cultivation and that restrict their use to pasture, range, woodland, recreation, water supply, or wildlife food and cover with careful management. Soil restrictions are more severe than those in Class VI because of one or more continuing limitations that cannot be corrected, that make them unsuited for common cultivated crops. Physical conditions of soils in Class VII are such that it is impractical to apply such pasture or range improvements as seeding, liming, fertilizing, and water-control measures such as contour furrows, ditches, diversions, or water spreaders. Depending upon the soil characteristics and local climate, soils in this class may be well or poorly suited to woodland.

Class VIII. These soils and landforms have limitations that prevent their use for commercial plant production and that restrict their use for recreation, water supply, or wildlife food and cover with careful protection. Soils and landforms in Class VIII cannot be expected to return significant on-site benefits from management for crops, grasses, or trees, although benefits from wildlife use, watershed protection, or recreation may be possible. Badlands, rock outcrops, sandy beaches, river washes, mine tailings, and other barren lands are included in Class VIII.

The amount of land in each of the several capability classes occuring in St. Mary's County is shown in Table 1. The acreage and proportionate extent of each class is also indicated by land resource areas. These calculations exclude inland water areas, built-up areas, and land in Federal ownership.

Land resource areas having high percentages of classes I, II, and III have good potential for both agricultural use and urban development. In turn, land resource areas having high percentages of classes IV through VIII are less suited to agricultural use and may be excellent for outdoor recreation and open space development.

In St. Mary's County, 70 percent of all land consists of areas made up of capability classes I, II, and III.

Significance for Planning

As indicated previously in the description of each of the county's four Land Resources Areas, the major challenge in planning for St. Mary's future growth will be to resolve the conflicts that will arise in the use of prime water front

agricultural lands as well as the use of poorly drained water front lands. Development trends in the county have clearly indicated a preference for water oriented land. Well drained soils along the water front make up the county's chief agricultural resource, while poorly drained soils along the water front may bring on pollution problems as development advances in the county. Planning for future development should therefore allocate land so as to avoid any wholesale or untimely encroachment on choice agricultural land and discourage growth in areas that have poorly drained soils with consequent pollution hazards.

Plate 16, page shows the areas containing poorly drained soils. The specific soil types and conditions are described in more detail in the section on Sewage Disposal Requirements.

MINERALS

The mineral resources of the county are neither varied nor especially valuable. Mineral deposits consist of clays, sands, gravels, glauconitic and shell marls, and diatomaceous earth. These materials generally have little economic value for export purposes, but may be of value in supplying local needs. Building and road construction products in particular may assume increased importance as a local resource to meet the St. Mary's future growth or development.

Extensive clay deposits are found which are suitable for the production of a fairly good variety of common red brick. Ample supply of clay exists to meet any local demand. However, others counties in the state, more favorably situated with respect to major markets and transportation facilities, also contain equally extensive clay deposits which in some cases are of a better quality.

Extensive Pleistocene sand deposits also exist in the county. This sand possesses a distinct value for road-making purposes and other building uses. The sand available is considered to be fairly good building sand, but is no better than quantities of sand found in other parts of the state, consequently any demand for it is largely local. Gravel beds are widely distributed throughout the region. These deposits likewise have considerable local value for road building purposes. Sand and gravel for building, paving, fill and surface treatment uses are processed in plants near Leonardtown and Mechanicsville.

Beds of shell marl are also found in the county. This material is of use in the manufacture of artificial fertilizers.

WATER RESOURCES

The principal source of water in the county is ground water obtained from both shallow and deep wells. Most of the wells are less than 500 feet deep and draw water from one of three aquifers, or underlying bodies of sediments capable of yielding water.

The geological structure of the county is made up of sediments consisting chiefly of sand, clay and gravel. The surface sediments are of the Pleistocene Age, forming a flat thin cover of less than a hundred feet in depth over the underlying formations. Ground water occurs under water table conditions in the Pleistocene sediments and under artesian conditions in the underlying formations. The underlying formations dip gently to the east and west, and are composed of unconsolidated sediments of the Chesapeake Group, Jackson Age, Nanjemoy formation and Aquia Greensand.

The county contains many water-bearing formations of which three have been primarily tapped. Water is drawn mostly from aquifers formed by Aquia Greensand, the Nanjemoy formation, and sediments of the Jackson Age, and to a lesser degree from the overlying Pleistocene sediments. The Aquia Greensand yields water to domestic and farm wells in the northern and western parts of the county and to most of the public supply wells.

It is estimated that the communities of Leonardtown, Lexington Park, and St. Clement's Shores, and the Patuxent Naval Air Test Center and the Naval base at Piney Point obtain a total of 1,500,000 to 2,000,000 gallons of water a day from the Aquia Greensand. Approximately 1,000,000 gallons a day are pumped from the Nanjemoy Formation and sediments of the Jackson Age serving wells in the central and southern parts of the county. The overlying Pleistocene sediments yield adequate supplies of water to upland parts of the county, where total pumpage is estimated at 400,000 to 500,000 gallons a day.

Water-bearing sands are also present in the Cretaceous Age formation below the presently tapped Aquia Greensand aquifer, but few wells have tapped the former aquifer. The Cretaceous aquifers are an important potential source of ground water in the county.

The Cretaceous water-bearing strata lie at relatively great depths in most of southern Maryland and have not been fully explored as to quantity of potential ground-water that may be withdrawn. It has generally been estimated that the total amount of ground water that may be economically withdrawn from all aquifers in southern Maryland is about 5 to 10 times the present daily consumption.[1]. Water resource specialists point out, however, that the drilling of additional wells (in particular those serving central water systems) should be preceeded by studies and analysis in order that the wells may be so spaced as to permit the most efficient withdrawal of water from the aquifers.

CLIMATE

St. Mary's County has a temperate climate which is affected by the water masses of the Potomac River and Chesapeake Bay. These increase the humidity and provide a greater tendency toward rainfall than is found further north.

The average monthly temperature and precipitation recorded at the Solomons Weather Station (Lexington Park vicinity) during the 1931-1955 period is shown in the following table.

The mitigating effect of the Bay waters results in lower extremes in temperature, thereby lengthening the growing season somewhat. In St. Mary's County the mean lowest temperature of the coldest month, February, is 39.0 degrees; and the highest mean temperature of the warmest month, July, is 79.0 degrees. This may be compared to temperature extremes reported further north in neighboring Charles County, where the coldest month reaches 26.5 degrees, and the warmest month reaches 87.2 degrees, as recorded in La Plata during January and July, respectively.

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1. Ground Water Resources of the Southern Maryland Coastal Plain, Department of Geology, Mines and Water Resources; State of Maryland Board of Natural Resources, Baltimore, 1955. Estimate based on 1951 consumption data, for area including St. Mary's and Calvert Counties, and parts of Charles, Prince George's and Anne Arundel Counties.

The milder climate conditions prevailing in St. Mary's County may be considered as a definite asset for tourism, recreational and seasonal home building opportunities, The beauty of the county's rolling landscape along an extensive waterfront, likewise, will serve to enhance such opportunities. The factors of mild climate and natural amenities place St. Mary's County in a favored position within the region.

TABLE 2

TEMPERATURE AND PRECIPITATION
(Monthly Mean)

Month	Temperature In Degrees Far.	Precipitation In Inches
January	39.1	3.71
February	39.0	2.68
March	45.8	3.62
April	55.2	3.49
May	66.0	3.89
June	74.7	3.50
July	79.0	5.23
August	77.9	5.11
September	72.2	3.65
October	61.3	2.96
November	50.3	3.13
December	40.4	2.89
Annual	58.4	43.86

POPULATION AND ECONOMIC BASE

St. Mary's County is one of three counties forming Southern Maryland.[1] Together these three counties form a distinct economic region which shares a unique heritage and looks to a common future. Characteristics of this region which set it apart as an economic, political and geographic entity are its geographic isolation on a peninsula, its proximity to Washington, D. C., the fastest growing metropolis in the United States and its sparce but growing population. Surrounded by water it is rich in recreational and seafood potential. Agriculture and fishing has long been a major source of employment but has been steadily declining. Today, one-fifth of all civilian jobs are in two federal establishments - the U. S. Naval Propellant plant in Charles, and in St. Mary's County, the Patuxent Naval Air Test Center. The region has conspicuously failed to attract new industry and other sources of employment. Reasons for this include absence of a trained labor force, competition of higher wage rates in the Washington market, isolation and a general lack of community facilities essential for most industries - including a broad range of housing types.

Mineral resources of the region appear to be limited and are of uncertain economic value. The region is rich in history and recreational opportunities, and is attractive for summerhomes and retirement living. These potentials have not been fully exploited.

A higher proportion of relatively untrained and lower income is concentrated within the region than in the state as a whole. A greater-than-average level of dependency, lower levels of family income and housing adequacy result in social hardships and subject the local governments to high demands for public service in relation to revenues.

There are, however, striking dissimilarities within the region. Residential development in the northern fringes is spurting ahead of development in the South. Religious heritage varies dramatically among the counties. The pattern of commutation to the Washington area differs sharply between the region's northern and southern parts.

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[1] The following population and economic study is taken from Robert Gladstone and Associates, The Economy and Population of Southern Maryland, prepared for the Maryland State Planning Department in 1965, and reprinted here with permission.

The three Southern Maryland counties also differ markedly in population and geographic size. Charles County, with better than 37,000 residents, has twice the population size of Calvert County at about 18,000, while St. Mary's population is nearly 44,000. In geographic size, Calvert is the smallest of all Maryland counties with only 219 square miles of land area. In contrast St. Mary's has 367 square miles and Charles 458 square miles.

The fact remains, taking the characteristics as a whole, the tri-county area emerges as an integral, identifiable economic region.

POPULATION TRENDS AND CHARACTERISTICS

In the year 1900 the population of the three Southern Maryland counties stood at 45,000. For the next 30 years, population declined steadily following employment decreases in agriculture and fishing, the region's economic mainstays. Increasing somewhat between 1930 and 1940, population level for the entire region was still only 42,700 in 1940, 2,300 less than in 1900.

By 1950 however, war-time expansion in the region's government establishments boosted population to 65,000. In the following decade, Tri-County population again jumped, to a 1960 level of 87,000. Increases in the 1950-1960 decade were the dual result of continued high-level employment in the region's two Navy installations and the "ripple effect" of metropolitan Washington population growth. It is significant that the substantial population gains of the past decade were made in spite of steady declines in agriculture and seafood employment, once the sole support of the region.

Every evidence points to continued strong population growth in the first half of the current 1960-1970 decade, although the annual growth rate appears to have slowed slightly from the 1950-1960 rate in both Calvert and St. Mary's counties. Charles, on the other hand, shows an accelerating pace of growth. January 1965 population for the region is estimated at just under 100,000.

Distribution and Density

Distribution and density of population throughout the region clearly reflect the combined influence of local employment as well as proximity to Washington. The Indian Head and Lexington Park areas contain population densities markedly greater than elsewhere in the region, each the result of the

TABLE 3

POPULATION CHANGES IN SOUTHERN MARYLAND
1930-1965

Year	Population	Number	Percent
Calvert County			
1930	9,528		
1940	10,484	956	10.0
1950	12,100	1,616	15.4
1960	15,826	3,726	30.8
1965 1.	17,500	1,674	10.6
Charles County			
1930	16,166		
1940	17,612	1,446	8.9
1950	23,415	5,803	32.9
1960	32,572	9,157	39.1
1965 1.	37,500	4,928	15.1
St. Mary's County			
1930	15,189		
1940	14,626	-563	-3.7
1950	29,111	14,485	99.0
1960	38,915	9,804	33.7
1965 1.	43,000	4,085	10.5
Tri-County Total			
1950	64,626		
1960	87,313	22,687	35.1
1965 1.	98,000	10,687	12.2
State Wide			
1930	1,631,526		
1940	1,821,244	189,718	11.6
1950	2,343,001	521,757	28.6
1960	3,100,689	757,688	32.3
Urban			
1930	974,869		
1940	1,080,351	105,482	10.8
1950	1,425,707	345,356	32.0
1960	1,742,138	316,431	22.2
Rural			
1930	656,657		
1940	740,893	84,236	12.8
1950	917,294	176,401	23.8
1960	1,358,551	441,257	48.1

1. January 1, Estimate
Source: Census of Population, Bureau of the Census, U. S. Department of Commerce

TABLE 4

POPULATION AND DENSITY BY ELECTION DISTRICT
TRI-COUNTY REGION, 1960

County and Election District:	Population	Persons Per Square Mile of Land
CALVERT		
1. Solomons Island	5,423	70.8
2. Prince Frederick	4,760	71.0
3. Sunderland	5,643	74.9
County Total	15,826	72.3
CHARLES		
1. La Plata	3,353	82.4
2. Hill Top	1,089	29.2
3. Nanjemoy	1,962	30.3
4. Allens Fresh	2,182	35.9
5. Thompkinsville	2,056	55.4
6. Waldorf	5,036	87.0
7. Pomonkey (includes Indian Head)	9,252	258.4
8. Bryantown	3,698	53.8
9. Hughesville	1,735	61.3
10. Marbury	2,209	81.8
County Total	32,572	71.1
ST. MARY'S		
1. St. Inigoes	3,496	80.0
2. Valley Lee	2,438	68.9
3. Leonardtown	5,023	78.7
4. Chaptico	1,858	35.0
5. Mechanicsville	2,481	53.4
6. Patuxent	3,841	81.7
7. Milestown	2,392	89.3
8. Bay (includes Lexington Park)	16,510	332.2
9. Island	876	79.6
County Total	38,915	106.0
TRI-COUNTY TOTAL	87,313	83.6

local Navy installation. Otherwise, heaviest population concentrations are found in the northern portion of the region in almost direct relationship to accessibility to Washington. See Plate 5.

The Tri-County region is still very sparsely populated, both in relation to other parts of the State and in reference to the "holding capacity" of its land. Population density - persons per square mile of land - was approximately 84 in 1960 in contrast to 314 for the State as a whole. Interestingly, of the three counties, St. Mary's is the most densely populated with 106 persons per square mile as compared with 72 in Calvert and 71 in Charles.

Age and Dependency

Youthfulness is a distinguishing and important characteristic of the Southern Maryland population. The average (median) age of residents in each Southern Maryland county is lower than in any other county of the State, and significantly lower than the State average.

As a direct result, the public and parochial school systems of Southern Maryland face greater demands in relation to means of support than do schools elsewhere in the State. Further, the "dependency ratio" in Southern Maryland is much higher than the State average, suggesting that the average Southern Maryland worker - whose income is less than the State norm - has a greater burden of support than is typical statewide.

At the root of lower-than-average age and higher-than-average dependency is the unusually high "fertility ratio" found in Southern Maryland - the number of children ever born to women 15-44 years of age. While the State average was 1.70 children per woman in 1960, the ratio in St. Mary's County was 2.06, the figure for Charles 2.08 and Calvert County lead all counties in the State with 2.17 children born to each woman 15-44 years old.

Family Income

By any standard, income levels in the Tri-County area are low. Better than 39 percent of Southern Maryland families had incomes of less than $4,000 in 1959 as compared with only 24 percent of families state-wide. Similarly, less than 12 percent of Southern Maryland families had incomes of $10,000 or more, while almost 20 percent of Maryland families were in this income bracket.

Table 5

EMPLOYMENT BY INDUSTRY, TRI-COUNTY REGION AND COMPONENT COUNTIES, MARCH 1963

	Calvert	Charles	St. Mary's	Tri-County Total
Non-Agricultural Wage and Salary Workers				
Manufacturing	355	590	262	1,207
Construction	149	412	381	942
Transportation & Utilities	65	306	348	719
Wholesale & Retail Trade	535	2,376	1,253	4,164
Finance, Insurance & Real Estate	71	192	127	390
Services	360	694	814	1,868
Government 1/	160	4,250	2,730	7,140
Other Non-Agricultural Employment 2/	760	1,250	1,420	3,430
Agriculture	850	815	1,155	2,820
Total Employed	3,305	10,885	8,490	22,680

1/ Federal, State and Local. Data are from the Maryland Department of Employment Security, and vary somewhat from Census of Government figures.

2/ Domestics, self-employed, unpaid family workers.

Table 6

DISTRIBUTION OF EMPLOYMENT BY INDUSTRY, TRI-COUNTY REGION AND COMPONENT COUNTIES, MARCH 1963

(Percent of Total Employed)

	Calvert	Charles	St. Mary's	Tri-County Total
Non-Agricultural Wage and Salary Workers				
Manufacturing	10.7%	5.4%	3.1%	5.3%
Construction	4.5%	3.8%	4.5%	4.2%
Transportation & Utilities	2.1%	2.8%	4.1%	3.2%
Wholesale & Retail Trade	16.2%	21.8%	14.8%	18.4%
Finance, Insurance and Real Estate	2.1%	1.8%	1.5%	1.7%
Services	10.9%	6.4%	9.6%	8.2%
Government	4.8%	39.0%	32.1%	31.5%
Total	51.3%	81.0%	69.7%	72.5%
Other Non-Agricultural Employment *	23.0%	11.5%	16.7%	15.1%
Agriculture	25.7%	7.5%	13.6%	12.4%
TOTAL EMPLOYED	100.0%	100.0%	100.0%	100.0%

* Self-employed, domestics and unpaid family workers

In spite of the generally low level of Southern Maryland incomes in the past, rapid gains are being made. The 1950 Census reported a median family income for the region only $2,500, nearly one-half the figure reported in 1960. In 1950, almost 80 percent of Tri-County families had incomes less than $4,000 contrasted with a much lower 39 percent in 1960.

EMPLOYMENT TRENDS AND CHARACTERISTICS

Intra-Regional Job Trends

In March 1964, Southern Maryland provided jobs for some 22,700 persons. Almost half of these - 10,900 - were in Charles County; 8,500 were in St. Mary's County and 3,200 were in Calvert. The region's two dominant employment centers account for one-fifth of all civilian jobs in the region. The U. S. Naval Propellant Plant at Indian Head employs about 2,600 civilians and the Patuxent Naval Air Test Center near Lexington Park has some 1,900 civilian employees and 3,000 military personnel.

Overall employment in the region has been virtually stable for at least five years. Only 730 new jobs were added between 1961 and 1964, a growth rate barely exceeding one percent per year. A basic reason is the relative stability of the two Navy installations to date. 1964 employment at the Propellant Plant is about 400 persons above the 1960 level while the Air Test Center civilian employment is only 100 less than in 1960.

However, Southern Maryland's economy is far from static. Stability in overall employment masks dramatic shifts within the economy, with sizeable gains in some sectors offsetting nearly equal declines in others. Agriculture has been the principal declining sector, followed by "other non-agricultural employment" - domestic servants, self-employed persons and unpaid family workers. Compensating gains have been made in wholesale and retail trade, services and government.

Wage and salary jobs account for only 51 percent of Calvert County's employment base, contrasted with 70 percent in St. Mary's and 81 percent in Charles. The role of government employment is evident here with only five percent of Calvert's jobs in the government sector - nearly all in county government - as compared with 32 percent in government in St. Mary's and almost 40 percent in government in Charles County. Agriculture, on the other hand, still represents about 26 percent of the jobs in Calvert County but less than eight percent in Charles. In St. Mary's County agricultural jobs now stand at about 18 percent of the total.

Seasonality

There are wide seasonal fluctuations in employment in Southern Maryland. The summertime peak is about 3,000 jobs above the wintertime low. Greatest variations occur in two unrelated sectors: agriculture on the one hand and trade and services on the other. A smaller fluctuation also occurs in the seafood industry.

Employed Residents and Commuting

A smaller percentage of St. Mary's County workers find employment outside the county than is the case for any other county in the State. This condition is the dual result of remoteness on the one hand and the presence of the Patuxent Air Test Center on the other, and underscores the vulnerability of the county's economic base by reason of its dependence on this one government installation.

In 1960 the percentage of all resident workers working outside of St. Mary's County was 3.4 percent; those working outside of Charles County amounted to 22 percent, and those working outside of Calvert County amounted to 23 percent.

Analysis of the data on employed residents tells a story essentially similar to the findings of the previous discussion of jobs within the region: government accounts for the largest share of the Tri-County workers, followed by retail trade and agriculture.

Unemployment

Despite other economic problems, unemployment does not appear to be usually high in Southern Maryland. Moreover, the number of unemployed persons has declined in recent years. In 1964 unemployment in the region as a whole was under five percent - less than the national average.

KEY ECONOMIC SECTORS

Farming

As recently as 1950, agriculture accounted for one-third of all Tri-County employment - some 6,000 jobs. By 1963, farm employment in the region had dropped to about 2,800, and represented only one-eight of the area's total employment. Responding to the familiar "cost-income squeeze" smaller and less efficient farmers have rapidly abandoned production. Between 1954 and 1959 - the dates of the most recent agricultural Censuses - the number of farms in Southern Maryland declined by 23 percent and the acres devoted to farming decreased by 13 percent while the average size of farms grew by an equivalent percentage. A number of signs point to the need for continued consolidation and mechanization of farm operations; average farm size in Southern Maryland is smaller than State norms; farm income in the region is well below the State level; and the percentage of Tri-County farms with sales less than $2,500 is greater than found in the State as a whole.

It is a significant fact however, that in terms of the value of agriculture to Southern Maryland, past declines in employment and acreage have been more than offset in increased productivity. The annual value of all farm output grew by almost $3 million or 25 percent during the 1954-59 period, chiefly in response to expansion in tobacco yields and generally rising prices for tobacco.

Agriculture is a vital element in the Southern Maryland economy, contributing some $15 million per year to the region's income. Despite a difficult period of adjustment which still lies ahead, there is reason for cautious optimism: that the outlook will be for continued expansion of the total value of the region's agricultural output - barring total collapse of demand for tobacco which does not now seem likely. There is little question, however, that agricultural employment will continue to shrink, as marginal producers leave the field and mechanization of bigger farms continues.

Seafood Industry

The seafood industry of Southern Maryland is a historic and still significant element in the region's economy. Today, almost ten percent of the region's workers are directly employed full or part-time on the water and in the packing houses. The industry is not unlike agriculture, and many of the same forces which are revolutionizing agriculture also are at play in the seafood industry. In addition there are a series of

other complicating issues. These are: a complex system of State laws regulating virtually every aspect of oyster production, increasing pollution of seafood waters, and growing competition from states which produce at lower cost.

Southern Maryland needs the economic support of its seafood industry, particularly in St. Mary's and the southern portions of Calvert and Charles counties where other forms of economic development are not likely to materialize rapidly. There is basic potential for expansion of the industry in this area, containing as it does some of the best oyster producing waters in the United States. However, the factors listed above do not favor growing seafood activity in the region. Unless these conditions are corrected, Southern Maryland may lose a much needed economic asset.

Also needed to insure a growing and competitive seafood industry is promotion and quality control of the Maryland product to bolster demand and assure the acceptability of Maryland's seafood products in the markets in which they must compete.

Construction

The construction industry of Southern Maryland consists of some 180 general and special trade contractors providing employment for approximately 1,000 persons, or some four percent of total area jobs. Of this employment, Charles County contains nearly 40 percent. The construction industry in Southern Maryland has one of the fastest growth rates in the region.

Manufacturing

There is no major manufacturing industry in Southern Maryland. Of the 80-odd area firms which are officially classified as manufacturing most fall within three broad categories: 1) food precessing, including seafood packers, dairies, bakeries, and bottling works; 2) printing and publishing; and 3) some 50 logging and sawmill contractors employing all together about 400 persons. Also included in the manufacturing category are a boat building establishment, a wood veneer plant, a small garment factory and concrete block and ready mixed concrete plants.

In 1964, manufacturing accounted for fewer than 1,200 jobs in Southern Maryland - about five percent of total area jobs. In the previous six years manufacturing employment in the region grew by only 150 persons or 15 percent, while manufacturing employment in St. Mary's County actually declined.

Transportation, Communication and Utilities

In 1964, transportation, communication, and public utilities accounted for some 750 jobs in the region, up by 110 or 18 percent over a six year period. In addition to telephone and electrical companies, this category includes operators of school buses, trucking firms, and taxi companies.

Wholesale and Retail Trade

In terms of numbers of employees, trade is the fastest growing economic activity in Southern Maryland. Between 1958 and 1964 nearly 1,000 jobs were added in this category, with the largest proportion of the gain taking place after 1961. In Tri-County better than 4,200 persons are now employed in trade, ranking second only to government in numbers of employed persons. There are in addition an estimated 600 self-employed proprietors in retail trade not included in the 4,200 employment figure cited above.

Sales of retail establishments have also shown good growth, increasing by $30 million or 43 percent in the five year period 1958 to 1963.

In the face of rising sales, the number of retail establishments declined sharply in each county in the 1958-1963 period, for a total drop of eight percent or 66 establishments. Analysis indicates that very small establishments, principally sole proprietors, comprised the bulk of the establishments which discontinued.

The picture in wholesale trade is essentially similar with a trend toward larger sales volumes distributed among fewer firms.

Finance, Insurance and Real Estate

Banking, insurance and real estate account for less than two percent of the region's employment, but these activities have shown good growth in recent years. Currently there are better than 400 jobs in these fields in Southern Maryland representing an increase of 150 jobs or about 55 percent over 1958 levels.

Services

Services are a major "industry" in Southern Maryland, ranking only behind government installations, retail trade and agriculture in the numbers of persons employed. In numerical job growth, services are second only to retail trade and in percent growth services lead all other employment categories for the period 1958-1964.

Government

Government - Federal, State, and local - is the biggest single employer in Southern Maryland, accounting for more than 7,000 jobs - nearly one-third of all employment within the region. Together, the U. S. Naval Propellant Plant and the Patuxent Naval Air Test Center have 20 percent of the region's jobs, while seven percent are in county government and four percent are in other Federal, State, and local government categories.

In addition to civilian employment, better than 3,000 military personnel are stationed at these installations.

Estimated military and civilian payrolls at the Propellant Plant are about $20 million annually, and at the Patuxent base the estimate is $30 million per year. Fifty to sixty percent of the Propellant Plant payrolls remain in Southern Maryland, while a much larger proportion of the Patuxent payroll "stays home". In addition to payrolls, these installations contribute to the economy through local procurement and contract services - about $250,000 for the Propellant Plant and $400,000 for the Naval Air Test Center. Thus in total, the installations contribute approximately $37 million per year to the economy of Southern Maryland, principally in Charles and St. Mary's counties.

County government is also an important generator of local employment and payrolls. Including school teachers, county government provided nearly 1,500 jobs in 1962, up by 45 percent over the previous five years as tabulated by the U. S. Census of Governments.

The future outlook is uncertain for Southern Maryland's two Navy installations - the region's biggest individual employer. Nationally, the number of civilian jobs in national defense dropped by about 100,000 between 1957 and 1962, a nine percent reduction. In view of this trend as well as recent closings of military installations coast to coast, it is hazardous to speculate about the longevity of any military oriented government installation.

It is clear that Southern Maryland's two biggest economic assets are also potential and unpredictable sources of economic vulnerability and instability. This situation alone is persuasive evidence of the strong and immediate need for economic development and diversification throughout the region.

Tourism, Recreation and Retirement Living

There is no comprehensive statistical measure of the importance of tourism, recreation and retirement living to the economy of Southern Maryland.

Eleven percent of the area's total employment is in tourist-oriented activities, roughly twice that found in the Washington metropolitan area. The proportion of tourist-oriented employment in relation to total employment varies from a low of five percent in St. Mary's County to a high of 17 percent in Calvert County.

Tourism and recreation activities are increasing far more rapidly than the growth of population. Nationally, between 1951 and 1959, while population and income each increased by about 15 percent, visits to national parks grew by 86 percent, out-board motors in use increased 94 percent, inter-city travel jumped 46 percent and fishing license holders were 25 percent more numerous.

The forecasts of demand for recreation and tourism suggest enormous expansion in the years ahead. For one thing, there will be more people. Between 1960 and 1975 the Baltimore-Washington region will have added almost as many people as lived in the Washington metropolitan area in 1960. For another thing, incomes will be much higher. By 1975 about 40 percent of the consumer units will have incomes over $10,000, up from 14 percent in 1957. Shifts in occupational composition and educational levels of the population will also reinforce stronger demand for recreation and tourism. Furthermore, people will have more free time. At least one-fifth of free time goes to outdoor recreation today, and the proportion is expected at least to hold steady in the future and probably to increase markedly.

However, in this area of tourism and recreation - where economic potential appears to be greatest of all opportunities available to Southern Maryland - achievement of the potential is likely to be among the most difficult. Nothing less than a concerted, well planned and well funded effort, principally on the part of the county and state government with federal assistance, will be adequate.

Slot Machines

In 1963 the Maryland General Assembly adopted legislation providing "for the gradual and eventual total abolition by July 1, 1968, of all slot machines within the state." The act further provided that reductions in the number of slots, estimated to be 3,700 in Southern Maryland, would commence effective July 1, 1965.

There can be little question that sharp and difficult readjustments in private and public economies of these three counties will be required. Specifically, more than $800,000 per year in license and gross receipts taxes will be lost to the counties. The loss will also include an estimated $7 million annually paid to the machine owners and business operators in three counties.

Opponents of the slot point out that the long-run effects of the abolition of slots should be benificial - that the more desirable forms of industrial, tourist, recreational and residential development are not likely to take place where slots are such an important aspect of community life. They contend also that with slots in drug stores, supermarkets and other places primarily serving the local populace, the machines have the effect of draining off local income, especially from groups which can least afford the loss.

CONCLUSIONS: ECONOMIC OBJECTIVES AND PUBLIC POLICY

Three key conclusions that emerge from the economic and population analysis which have been summarized are: 1) There is an urgent need for economic development in Southern Maryland; 2) There are concrete development opportunities available; 3) However, these opportunities are not likely to be realized unless specific programs of action are undertaken.

The Need for Economic Development

Few regions of Maryland have as pressing a need for economic development as does Southern Maryland. The economy of Southern Maryland has fallen well behind the State average. A declining agricultural base resting on tobacco, slowing down of the seafood industry, decreasing travel on Route 301, and the fiscal pressures of explosive urban growth to the northern fringes with no offsetting revenue from industry - these are all contributing factors. A final blow will be the phasing out of slot machines, eliminating up to $7 million from the region's economy. As if the foregoing were not enough, the unpredictable future of the region's two big Naval installations casts a shadow of uncertainty over the very foundation of the region's present economic viability.

Specifically, the region's needs are: 1) To broaden the economic base of the region and reduce its vulnerability to fluctuations at the two Naval installations; 2) To counteract declining economic sectors: tobacco, seafood, travel on Route 301 and slot machines; 3) To alleviate fiscal strains on

local government which will inevitably occur unless the region's tax base grows at least as fast as population; 4) to raise the standard of living and correct social prcblems.

Gradually in the south and more rapidly in the north the traditional agricultural-rural character of Southern Maryland is giving way to a non-farm and even suburban way of life. In years ahead this shifting character of the region will accelerate as better highways magnify the ripple effect of Washington metropolitan growth and as the traditional agricultural mainstays of the region continue their decline. Change and the need to change will ensue.

Typically, wherever these kinds of forces are at play the problems and stresses of development are brought sharply into focus as public issues. Should development be permitted? Is it beneficial or detrimental? Where should it take place? How fast? - Already these issues are being raised and sharply debated in Southern Maryland. On one side there are those who point to the undesirability, even destructiveness of development. They cite the inevitable pollution of the region's water; the probable destruction of the seafood industry; the loss of recreational opportunities; the burden upon the fiscal resources of local government; and the destruction of the native charm and beauty of the region which is its greatest asset. On the other side are those who respond to the greater land values, better employment opportunities, business and profit opportunities, broader tax base, improved family incomes and superior community facilities which development can also offer.

However, this debate seldom comes to grips with the real issue. The real issue is not "whether development" but "what kind of development?" Three propositions underscore this observation: 1) In one form or another, development in Southern Maryland is inevitable and it must be accommodated; 2) Growth is inevitably destructive to economic and aesthetic values and is also burdensome for local government; 3) Planned growth is more desirable, less destructive, less burdensome fiscally and, in the long-run, more profitable than uncontrolled growth. Fortunately, there are development opportunities available to Southern Maryland as well as tools to direct development into constructive paths. These are discussed in the next section.

Summary of Development Opportunities

Fundamentally, Southern Maryland's potential rests with its water, its land, its proximity to Washington, its history and its people. These are the sum total of things with which Southern Maryland has to work - the raw materials of development. Beyond these, this study has not uncovered any dramatic

new development opportunities - but the study finds that no new opportunities are needed. Existing assets and opportunities, properly developed and exploited, offer prospects for a viable, stable economy with living standards and social conditions on a par with the State as a whole. In fact, Southern Maryland is far more fortunate in its location and resources than several other areas of the State and many parts of the country. There are five basic development opportunities - or perhaps more accurately development challenges - upon which the future of the region can be built:

1. A Stabilized Agricultural Base. For many years to come, agriculture will be the principal land-use of economic importance in Southern Maryland. Agriculture faces grave problems but short of total collapse of tobacco demand, none appears insurmountable. While further declines in agricultural employment seem inevitable and in fact desirable, the trend of total agricultural income in the area has been up. The opportunity and challenge is to continue this upward trend.

2. An Expanded Seafood Industry. Of all the economic activities presently in Southern Maryland, none has a greater potential for immediate expansion than the seafood industry, provided appropriate steps are taken to permit greater volume of production, to keep the industry competitive and to check pollution in seafood producing waters.

3. Recreation, Tourism, Retirement, and Second Home Living. Already a keystone in Southern Maryland's economy, these activities have potential for expansion to many times their present importance. An effective, region-wide program of development and promotion is needed.

4. New Forms of Employment. Industrialization has not been successful in Southern Maryland, but this is not evidence that the area is incapable of attracting other forms of new employment. Two broad opportunities for employment attraction are apparent: waterfront in the south and the growing population base in the north.

5. Residential Development of Good Quality. Residential development can be a significant and growing source of economic strength. It can be a sizeable industry in its own right and it can be the key to further

employment growth. Positive benefits are not automatically achieved, however. Poorly planned and low quality development can be blighting, damaging to economic growth and detrimental to the fiscal health of local government.

Regional Development Goals

Before effective action can be undertaken, the region will require agreement on fundamental goals and objectives - much as a business enterprise plots its course and establishes specific targets. In absence of community recognition of broad policy guidelines, economists and planners are handicapped in their work and politicians cannot come together on a unified program of action.

There is now little agreement within the region as to what its economic future should be. Segments of the community are embarked upon diametrically opposing and mutually defeating courses. The Tri-County region is no different in this respect than countless other "suburbanizing" areas where the problems of transition from a predominantly rural to a predominantly non-farm society are difficult and painful.

The region is faced with three basic challenges which may be expressed as targets or goals for action:

1) To accommodate the development which will inevitably come in the least destructive manner: to make an asset rather than a liability of residential and commercial development.

2) To stimulate the local economy and broden the area's economic base: to provide jobs for the area's labor force; to reduce reliance on a single dominant form of employment; to provide a growing tax base.

3) To upgrade the region's human resources.

FORECASTS OF EMPLOYMENT AND POPULATION

Looking to the future, steady increases in jobs and residents are forecast for Southern Maryland. Forecasts of "most likely" conditions call for a regional population of about 112,000 in 1970 contrasted with an estimated 98,000 in 1965 and 87,000 at the time of the 1960 Census. In 1985, population might range between 140,000 and 172,000 with 166,000 considered likely.

Population gains will be products of a complicated set of forces, including births, deaths, and migration into and out of the region. Migration in turn, which is the most dynamic of the forces, will be determined largely by economic opportunity: jobs within the region and the ease with which residents can commute to jobs outside of the region - as well as the availability of such jobs. Growth in economic opportunity adequate to sustain an upward trend of in-migration is forecast - with area jobs moving from about 23,000 in 1964 to 27,000 in 1970 and swelling to a possible 43,000 by 1985. Reinforcing internal job growth will be expected increases in commuting: perhaps 17 percent of employed residents will commute outside of the region in 1970 as compared with an estimated 15 percent in 1964. By 1985, a 25 percent rate of out-commuting is possible as new highways penetrate the area - very probably a new Washington circumferential linked to a Bay crossing - and as the employment base of Washington expands south and east toward Southern Maryland.

However, future economic gains are not assured, as has been repeatedly emphasized in this report. Decreased activity at either Navy installation could severely retard the outlook discussed above. Failure to act on the recommendations set forth in the previous chapter would also have a stultifying effect.

Fundamentally, however, there are dynamics at work in the Southern Maryland economy which support the reasonably "optimistic" medium and long-range outlooks discussed above. Recent good growth in population and modest gains in total employment have been made in the face of major declines in the region's historic economic supports. Obviously there are counter forces at work - notably out-commuting - which have more than offset the declining sectors. As the declining sectors "bottom-out" the net effect of the growth forces will become much stronger and more evident. This is a phenomenon which has been observed in numerous regions on the suburban fringes of eastern metropolitan areas, where predominantly rural economies are evolving into predominantly non-rural economies.

Phasing-out of the slot machines will undoubtedly slow up the short-run growth which would have ordinarily occurred. Even so, the medium and long-range outlooks discussed above are considered possible provided a vigorous program of regional development is undertaken as recommended in the previous chapter. This is not to say, however, that all parts of the region will survive the loss of slots with equal ease or that some of the effects will not be difficult to overcome for a

number of years. The current fiscal plight of Calvert County, which will be hard hit by the loss of slot machine revenues, is a particular case in point.

Finally, it should be emphasized that quantitative growth is not necessarily accompanied by equal qualitative gains. Development will need to be of good quality to produce growing personal incomes and net fiscal benefits for the counties. It needs to be emphasized also that the benefits of economic growth will not automatically accure equally to all areas of the region and equally to all segments of the population.

Employment Forecasts

Forecasts of jobs within Tri-County are contained in the table following this page. Possible highs and lows are shown as well as "most likely" possibilities. "Most likely" figures for individual employment sectors are based on the specific outlook for each sector. Total job figures are also linked to and reconciled against likely population totals through a process discussed below.

Primarily, 1970 figures reflect continuance of present trends. 1985 data however, definitely assume a stabilized agriculture, a growing seafood industry and sizeable gains in recreation, tourism and supporting employment. An imponderable is the outlook for the two Navy installations. Their employment has been held relatively stable throughout the period.

Employment - Population Links

The linkages between jobs within the area and likely future population levels are illustrated in Table 8 . The table contains forecasts of labor force, unemployment, and commuting. A growing "labor force participation rate" is considered probable - in 1985 approaching a typical suburban figure. The rate of unemployment has been assumed constant as has the number of persons commuting into the area to work. As shown in the table, both the rate and number of out-commuters are expected to grow substantially.

Population Forecasts

Population forecasts for the region and component counties are contained in Table following this page. In Tables 9 & 10 "most likely" forecasts for each county have been broken down by Election Districts. In large measure, the county forecasts were prepared by "linking" population to economic opportunity through the process illustrated above. At the same time, recognizing that there are short-term population dynamics

Table 7

EMPLOYMENT FORECASTS BY MAJOR EMPLOYMENT CATEGORY, TRI-COUNTY REGION, 1970 AND 1985

(Table Relates to Jobs Within Southern Maryland)
(000)

	1964	1970			1985		
		High	Most Likely	Low	High	Most Likely	Low
Agriculture	2.8	2.8	2.5	2.0	3.0	2.0	1.0
Construction	0.9	2.8	2.0	1.5	5.0	4.0	3.0
Manufacturing	1.2	2.5	2.0	1.5	7.0	5.0	4.0
Government							
Navy Installations	4.6	5.0	4.5	4.0	5.0	4.5	4.0
All Other	2.5	3.9	3.5	3.0	7.0	6.5	5.0
All Other Employment 1/	10.7	13.0	12.5	12.0	24.0	21.0	20.0
TOTAL	22.7	30.0	27.0	24.0	51	43.0	37

1/ Transportation, Communication, Public Utilities, Wholesale Trade, Retail Trade, Finance, Insurance, Real Estate, Services and Self Employed

Table 8

RELATIONSHIP BETWEEN EMPLOYMENT AND POPULATION, TRI-COUNTY REGION, 1964, 1970 AND 1985
(1,000)

	1964 (Estimated)	1970 (Illustrative	1985 Example)
Population	95.8	112.0	166.0
(Labor Force Participation Rate)	(28%)	(29%)	(35%)
Labor Force	27.0	32.5	58.0
(Unemployment Rate)	(4.8%)	(4.5%)	(4.5%)
Unemployment	1.3	1.5	2.5
Employed Residents	25.7	31.0	55.5
(Commutation Rate)	(15.5%)	(17%)	(25%)
Out-Commuters	4.0	5.0	13.5
In-Commuters	1.0	1.0	1.0
Jobs Within the Region	22.7	27.0	43.0

independent of economic opportunity, population estimates were also separately prepared by considering births, deaths, and the historical record of migration. Implicit in the final "most likely" population forecast for 1970 are the conclusions shown below. "Natural increase" refers to the excess of births over deaths within the ten year period.

1960 Regional Population	87,000
Natural Increase, 1960-1970	+ 20,000
New In-Migration, 1960-1970	+ 5,000
1970 Population	112,000

By contrast, population growth by natural increase was about 17,900 between 1950 and 1960 and net in-migration totaled approximately 4,800. Forecasts for the 1960 to 1970 period are based on a natural increase expectancy of about 20 persons per 1,000 population per year, consistent with present birth and death rates. The forecasted net in-migration of 5,000 - 500 per year - is only slightly greater than the 50-60 period, reflecting the conclusion that the out-migration component of the overall net figure will be at least as large, and probably larger in the current decade as in the past decade.

Table 9

POPULATION FORECASTS, TRI-COUNTY REGION AND COMPONENT COUNTIES, 1970 AND 1985

	Calvert	Charles	St. Mary's	Tri-County Total
1960 Census	15,826	32,572	38,915	87,313
1970 Forecast				
Possible High	21,000	46,000	51,000	118,000
Most Likely	20,000	44,000	48,000	112,000
Possible Low	19,000	42,000	45,000	106,000
1985 Forecast				
Possible High	28,000	77,000	67,000	172,000
Most Likely	27,000	74,000	65,000	166,000
Possible Low	23,000	62,000	55,000	140,000

TABLE 10

POPULATION FORECASTS BY ELECTION DISTRICTS,
ST. MARY'S COUNTY, .1970 and 1985

A: Most Likely Forecast

Election District	1960	1970	1985
1. St. Inigoes	3,496	4,300	5,200
2. Valley Lee	2,438	2,900	3,900
3. Leonardtown	5,023	6,700	10,200
4. Chaptico	1,858	2,400	3,900
5. Mechanicsville	2,481	4,300	7,800
6. Patuxent	3,841	5,300	7,200
7. Milestown	2,392	2,900	3,900
8. Bay (includes Lexington Park)	16,510	18,300	22,000
9. Island	876	900	900
County Total	38,915	48,000	65,000

B: Possible High Forecast

Election District	1960	1970	1985
1. St. Inigoes	3,496	4,570	5,360
2. Valley Lee	2,438	3,080	4,020
3. Leonardtown	5,023	7,120	10,510
4. Chaptico	1,858	2,550	4,020
5. Mechanicsville	2,481	4,570	8,040
6. Patuxent	3,841	5,630	7,420
7. Milestone	2,392	3,080	4,020
8. Bay (includes Lexington Park)	16,510	19,440	22,650
9. Island	876	960	960
County Total	38,915	51,000	67,000

HOUSING AND NEIGHBORHOOD CONDITIONS

Characteristics of housing are of primary concern in community planning. Since investment in housing represents a major sector of total national wealth, it is to the community's interest that appropriate land use planning and zoning controls be adopted to protect and enhance that wealth.

CHANGES IN HOUSING UNIT INVENTORY

Changes in the housing unit inventory are an important index of a community's future land needs. An upward trend in house construction may signify competition in the available supply of land for non-agriculture purposes. Such competition may result in a misuse of available land resources if the community does not act to guide its growth with adequate planning and zoning controls.

Changes in the housing unit inventory during the past three decades are shown in the table below. The data does not, however, take account of housing demolitions.

TABLE 11

CHANGES IN HOUSING UNIT INVENTORY

	Maryland Rural Counties, All Units		St. Mary's County All Units		St. Mary's County Non-farm Units	
	Number	% of H.U. 1960	Number	% of H.U. 1960	Number	% of H.U. 1960
Total Units 1960	934,344	-	11,218	-	7,812	-
Built 1950 to 3/1960*	303,846	33	4,406	39	2,969	38
Built 1940-49	168,958	28	3,140	28	2,095	27
Built 1930-39	89,841	10	1,120	10	946	12
Built 1929 or before	371,699	23	2,552	23	1,802	23

Source: U.S. Census of Housing, 1960, Maryland State and Small Area Report

* Since 1950 to March 1960 period is somewhat more than a decade, some exaggeration in the established trend must be recognized. The additional one year in census count does not, however significantly overstate the trend's direction.

During the period 1950 to 1960 the construction of new housing in St. Mary's County increased by 64 percent. This increase is substantially higher than the 48 percent increase that occured in all other of Maryland's rural counties during the same period.

The construction of new non-farm housing at an upward rate can be seen as a definite demand in residential land consumption in terms of acreage needs. Such a trend becomes increasingly significant because present day lot sizes are typically larger than those of former years. In St. Mary's County, the construction of rural non-farm housing during the past three decades has occurred at an increasing rate. In the decade 1930-1940 a 43 percent increase was experienced; in the decade 1940-1950, an 85 percent increase; and between 1950 and 1960, a 64 percent increase.

The increases in construction of non-farm housing in St. Mary's County may be compared with increases taking place in neighboring Charles County during the same three-decade period. In Charles County, between 1930 and 1940, there was a 49 percent increase; between 1940 and 1950, a 63 percent increase; and from 1950 to 1960, a 62 percent increase.[1] While the corresponding increases in St. Mary's County indicate a definite fluctuation between the 1940 and 1950 decades, a sustained rate of new house construction has continued up to the present. In fact, St. Mary's County has a higher net average increase during the three-decace period--64 percent as compared to 58 percent for Charles County.

The rate of new house construction in St. Mary's County is thus comparable to construction activity taking place in neighboring Charles County, which has a more advantageous time-distance relation to the Washington Metropolitan Area. The less advantageous time-distance factor applying to St. Mary's County would suppose a corresponding lower rate of activity which is, however, not borne out in the reported changes occuring in the housing unit inventory.

A major explanation for the high and irregular rate of house construction in St. Mary's County may be seen in the demand for housing created by the Naval and other government establishments in the past years. Other factors are less clear, and suggest that forces currently at work in the county's housing market tend to overcome St. Mary's "remoteness" of location. To some extent this disadvantage of remoteness may be

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1. Charles County, about 1,000 units were added in the 1930 decade; 1,900 in the 1940 decade; and 3,100 units in tne 1950 decade. Some allowance must, however, be made for housing demolitions during the period.

offset because St. Mary's County has more appealing home sites- an abundance of water front land with a gently rolling landscape and a cooler summertime climate. Assets such as these cater to home sites for retirement and resort living, if not to large scale commuter-oriented living. Even so, higher rates of out-commuting are also probable in the years ahead, as dualization of Routes 5 and 235 is completed, as well as the probable construction of a lower bridge across the Potomac River. These improvements, as well as other changes, indicate that St. Mary's County will continue to see increasing house construction activity in the years ahead.

CONDITION OF HOUSING UNITS

The table below indicates the condition of housing units for St. Mary's County as reported by the 1960 U.S. Census of Housing. Condition is categorized by the ratings of sound, deteriorating, and dilapidated. Conditions are also shown for the entire state exclusive of the Baltimore and Washington Metropolitan Areas. This affords a more reliable comparison between predominantly rural counties.

TABLE 12

CONDITION OF HOUSING UNITS, 1960

	Maryland Rural Counties, All Units		St. Mary's County, All Units	
	Number	Percent	Number	Percent
Sound	166,162	76	8,865	79
Deteriorating	37,652	18	1,453	13
Dilapidated	14,440	6	900	8
Total Units	218,254	100	11,218	100

Source: U.S. Census of Housing, 1960.

The 1960 Census for St. Mary's County reported 79 percent of all housing in sound condition, 13 percent in deteriorating condition, and 8 percent in a dilapidated condition. These ratings compare favorably with conditions prevailing in other rural counties in the state, where 76 percent of all housing is in sound condition.

The ratings sound, deteriorating, and dilapidated are defined by the Census of Housing as follows:

1. Sound housing is defined as that which has no defects, or only slight defects which normally are corrected during the course of regular maintenance. Examples of slight defects are: Lack of paint; slight damage to porch or steps; slight wearing away of mortar between bricks or other masonry; small cracks in walls, plaster or chimney; cracked windows; slight wear on floors, door sills, door frames, window sills, or window frames; and broken gutters or downspouts.

2. Deteriorating housing needs more repair than would be provided in the course of regular maintenance. Such housing has one or more defects of an intermediate nature that must be corrected if the unit is to continue to provide safe and adequate shelter. Examples of intermediate defects are: Holes, open cracks, rotted, loose, or missing materials over a small area of the foundation, walls, roof, floors, or ceilings; shaky or unsafe porch, steps, or railings; several broken or missing windowpanes; some rotted or loose window frames or sashes that are no longer rain-proof or wind-proof; broken or loose stair treads, or broken, loose or missing risers, balusters, or railings of inside or outside steps or floors; missing bricks or cracks in the chimney which are not serious enough to be a fire hazard; and makeshift chimney such as a stovepipe or other uninsulated pipe leading directly from the stove to the outside through a hole in the roof, wall or window. Such defects are signs of neglect which lead to serious structural deterioration or damage if not corrected.

3. Dilapidated housing does not provide safe and adequate shelter and in its present condition endangers the health, safety, or well-being of the occupants. Such housing has one or more critical defects; or has a combination of intermediate defects in sufficient number or extent to require considerable repair or rebuilding; or is of inadequate original construction. The defects are either so critical or so widespread that the structure should be extensively repaired, rebuilt, or torn down. Critical defects result from continued neglect or lack of repair, or indicate serious damage to the structure. Examples of critical defects are: holes, open cracks, or rotted, loose, or missing material (clapboard siding, shingles, bricks, concrete , tile, plaster of floorboards) over a large area of the foundation, outside walls, roof, chimney, or inside walls, floors, or ceilings; substantial sagging of floors, walls, or roof; and extensive damage by storm, fire or flood.

A survey of housing conditions throughout St. Mary's County was also conducted by the Consultant during the period of July and August, 1965. Exact comparisons with the 1960 Census survey cannot, however, be drawn inasmuch as the 1965 survey was based on exterior inspection while the survey by the Bureau of the Census was based on both exterior and interior observations. The differences in approach result primarily in a quantitative understatement of the extent of substandardness. The Consultant's 1965 survey reported 538 units as deteriorating, and 584 units as dilapidated.

The noted differences apparent between the 1960 and 1965 condition surveys do not, however, significantly conflict with each other. This is because the purpose of the current 1965 survey was to determine the locational incidence of housing blight - information not available from the 1960 Census. Plate 6 shows the location and distribution of substandard housing in St. Mary's County. It can be reasonably assumed that the quantitative differences reported by the 1960 Census are distributed with somewhat increased intensity in approximately the same pattern as shown on the Housing Conditions Map.

Location of Blight and Neighborhood Conditions

The distribution of substandard housing conditions in St. Mary's County follows a widely dispersed pattern, as shown on Plate 6. Relatively few concentrations or pockets of slum housing exist. The dispersed pattern of substandard housing also reflects the numerous farm houses that have been left vacant or abandoned. In St. Mary's County during the 1954 to 1959 period alone about 340 farms were abandoned.[1] This reduction in number of farms is a continuing trend as farm sizes increase and smaller farms go out of business.

The distribution of substandard housing by election district is given in Table 13. The nearly uniform distribution of substandard units reflects the number of farm houses abandoned and left to deteriorate or occupied by low-income groups, when no longer economically productive. While the demand for housing is increasing the structural and functional obsolescence in such cases makes improvements uneconomic. Consequently, they are occupied by low-income families unable to command better housing.

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[1] Census of Agriculture, 1959.

TABLE 13

LOCATION OF SUBSTANDARD UNITS, 1965

Election District	Number of Units
1. St. Inigoes	174
2. Valley Lee	114
3. Leonardtown	209
4. Chaptico	111
5. Mechanicsville	123
6. Patuxent	172
7. Milestown	89
8. Bay	119
9. Island	11

For the purposes of planning analysis the election districts are considered as planning areas. With few exceptions these are "communities" of interest, loosely related by physical, social and economic ties. The community generally comprises a small trade center and surrounding rural area. With the exception of Election Districts 3 and 8, which include Lexington Park and Leonardtown, environmental conditions of the communities or neighborhoods are strikingly similar. Public services and facilities are limited. The housing in rural areas is often scattered along existing county or state roads or in small subdivisions, generally without community water and sewerage systems, and provides less than a desirable neighborhood environment. Because of this scattering the provision of public services and facilities to relieve conditions is made difficult economically. The lack of adequate building and housing codes and zoning and subdivision regulations and enforcement has contributed to this condition.

Substandard conditions - both structures and environment - are scattered and relatively limited. To bring these up to a desirable level it is essential that development be limited to those areas that can be provided with public services and facilities and that remedial action be taken to eliminate substandard conditions and blighting elements. Not least among these is the wide-spread incidence of junked and abandoned automobiles throughout the county

Occupancy of Housing Units

The majority of housing units in St. Mary's County are occupied, but the vacancy rate is somewhat higher than the state's total for all rural counties combined. According to the 1960 U.S. Census of Housing, the county's vacancy rate was 20 percent as compared with 12 percent for all rural counties combined. A good part of this difference may be owing to vacancies in farm houses as a result of the continuing cut-back in the number of farms. The vacancy rate for the entire state was 7.7 percent in 1960.

TABLE 14

OCCUPANCY OF HOUSING UNITS, 1960

	Maryland Rural Counties Combined		St. Mary's County	
	Number	Percent	Number	Percent
Total Housing Units	218,256	100.0	11,218	100.0
Occupied Units	190,595	87.9	8,915	79.5
Owner Occupied	119,237	62.2	4,652	52.2
Renter Occupied	71,358	37.8	4,263	47.8
Vacant Units	27,659	12.1	2,303	20.5
Year-Round	15,560	56.8	1,272	55.2
Seasonal	12,099	43.2	1,031	44.8
Vacant Year-Round By Condition	15,560	-	1,272	-
Sound or Deteriorating	13,143	84.7	1,136	89.3
Dilapidated	2,417	15.3	136	10.7

Source: U.S. Census of Housing, 1960

The level of owner occupancy, as contrasted with renter occupancy, also shows differences with comparable rural counties combined data. St. Mary's County has a higher proportion of renter occupied houses - a fact due in large measure to multi-family units catering to the county's military and government personnel. The county has only 78 percent of its units in single-family use.

SOCIAL AND ECONOMIC FACTORS

Housing conditions in St. Mary's County reflect local income levels. Some 79 percent of all housing was in sound condition in 1960, and 21 percent was deteriorating or dilapidated compared with 86 percent and 10 percent, respectively, for the entire state. As noted above, much of the substandard housing is associated with the rural areas of the county and is often farm housing no longer required for its original use, and has "filtered down" to those less able to command adequate housing. The large proportion of young people and quality of housing combined indicates that housing conditions for many families in the county are substantially below the level considered socially desirable. This problem is associated with levels of income. The median family income in 1960 in St. Mary's County was $4,642 as compared with $6,309 for the state and $5,305 for the rural areas of the state. About 27 percent of the families in the county had incomes of less than $3,000 in 1960 compared with about 15 percent for the state as a whole. The situation is particularly acute among the non-white population. The median family income for non-whites in 1960 was $2,552 compared with $3,819 for rural farm families in the county and $4,642 for the entire population. Of the non-white population 58.9 percent had annual incomes of under $3,000 in 1960 compared with 21.4 percent for the white population.

The existence of substandard housing is largely a result of the filtering-down of older dwellings to the lower economic groups whose income will not command better housing, and the lack of adequate control over housing that permits substandard units to remain on the market. There is a strong need for the enactment and enforcement of housing and building codes and zoning regulations. Also contributing to substandard conditions is the lack of adequate public services and facilities. For example, only 32 percent of the housing units in the county are served by public or private water systems and 26 percent by public sewage disposal systems. (One-fourth of the housing units are served by outside toilets.)

New housing in the county is of generally good quality. However, such housing is beyond the economic means of the lower-income groups. The long-range solution of the substandard housing problem lies in improving income and education levels of the population. However, immediate remedial action is required to eliminate existing blight and to prevent further substandard constructions.

ACTION PROGRAM

While St. Mary's County has a relatively high incidence of substandard housing, it is scattered rather than concentrated. This reflects the large number of rural units that have become obsolete.

To eliminate blight and to assure all housing meets adequate standards the following steps should be taken.

A. Encourage development around existing centers where public services and facilities are, or can be, provided.

B. Encourage the development of large subdivisions, which may include several hundred houses with all necessary services, facilities and amusements.

C. Guide and regulate new subdivisions so that new neighborhoods are created with adequate public facilities, good design and layout, the most desirable lot arrangement, a good relationship to other residential sections, and with maximum amenities.

D. Protect good neighborhoods by strict enforcement of an adequate building code and zoning regulations to ensure the desirable use of the land.

E. Conserve -- or revitalize -- the older developments that are showing signs of blight. Remove substandard housing or bring such housing up to minimum standards through strict and consistent enforcement of adequate housing laws.

F. Rehabilitate and improve blighted areas by removal of substandard houses and the provision of adequate parks and other public facilities, utilities, traffic improvements, etc.

G. Completely clear deteriorated housing.

H. Enact and enforce a minimum standards housing ordinance so that:

(1) Each unit is structurally safe and in good state of repair. It should give the occupant full and complete protection from the elements.

(2) All dwelling units are provided with both hot and cold running water, a private inside toilet, kitchen sink, a bath or shower, electricity and a properly functioning method of disposing of household fluid wastes by connection to either a public sanitary sewer or a properly functioning and sanitary septic tank.

(3) Every room in a dwelling is provided with adequate natural light and ventilation. All openings should be properly screened for protection against insects. All units should have adequate heating facilities. No units should have rooms without windows.

(4) Each dewlling unit should be of sufficient size in relation to the number of persons in the family and should not have more than an average of one and one-half persons per room.

I. Provide housing for low-income groups.

To provide adequate housing for low-income groups the county should undertake a low-rent public housing program under the Federal Housing Act. This program enables local housing authorities to develop decent, safe and sanitary low-rent housing for low-income families who cannot afford private housing. Special program benefits have been established for elderly families and individuals, families and individuals displaced by public action, and families and individuals who are physically handicapped. Low-rent housing may be provided through new construction, purchase (including rehabilitation where necessary) of existing structures, or long or short term leasing from private owners. The program enables local authorities to borrow funds for construction and purchase at low interest rates, and to receive annual contributions; in turn, enabling them to acheive rents low enough to serve the poor. This program provides direct benefits for low-income people. The Federal share of matching funds is 90 percent; the non-Federal share is 10 percent in cash or kind. To undertake such a program a local housing agency must be established by the county.

SUMMARY

Subdivision control and zoning throughout the county, enforcement of a building code and a housing code, addition of neighborhood services and facilities and amenities all point the way toward improvement of housing conditions in the county. Any major improvement in one neighborhood will have a positive effect not only to the neighborhood, but in the entire county.

EXISTING LAND USE

The early years of settlement in St. Mary's County, like other parts of Maryland, were devoted almost exclusively to the conversion of open and wooded areas to agricultural uses. Waterways provided ready means of transportation over long distances, and most early settlements were established on or near navigable rivers and streams. St. Mary's City - the first capital of Maryland - and Leonardtown typify this settlement pattern. Extensive areas bordering the Potomac River and the Chesapeake Bay were devoted to early agricultural use, and have remained so to the present. The single most extensive land enterprise is still in agriculture, accounting for over half of the county's land area. Activities gradually shifted inward as improved land routes replaced an early dependence on water access. The county's principal highways - Md. 5 and Md. 235 - typify a pattern of development along corridors of transportation. Commercial enterprises along highway routes are increasing with the growth of population. The establishment of military installations in the county and the continuing over-spill of the Washington Area population have acted as major stimuli to residential and commercial development. Residential development is widely dispersed throughout the county, and shows an increasing preference for locating along attractive waterfront property.

St. Mary's long-term pattern of growth is thus characterized by a legacy of the past which is rapidly giving way to contemporary living preferences. Land uses that were formerly tied to water access are no longer dependent on such access. An extensive road network now serves to bring farm produce to principal market centers, and in turn also makes the county's abundant waterfront accessible to new forms of development.

CLASSIFICATION OF LAND USES

As an aid in analyzing the existing land uses, the following system of land use classification was used. This was employed in a field survey to determine lot-by-lot and tract-by-tract use of all land in the county. The types are shown on the detailed maps of existing land uses.

Residential- This classification includes all non-farm and farm housing. Units on unplatted land are assumed to be one acre tracts.

Commercial- This classification includes retail sales, office and service establishments. Where the use was divided between two uses, the classification as "commercial" or "industrial" was made according to the main function of the establishment.

Industrial - This classification includes uses such as manufacturing plants, warehouses, wholesale establishments, junk yards, etc.

Public & Semi-Public - This classification includes military bases, municipal buildings, schools, churches, hospitals, cemeteries, fire stations and similar uses.

Highways & Roads - This classification includes rights-of-way of streets, roads and highways.

Agricultural - This classification includes crop lands, pastures, livestock and poultry raising areas and other related uses.

Woodland & Open - This classification includes commercial and non-commercial forest areas, as well as vacant open areas.

Parklands.- This classification includes county-wide park and recreation areas.

Table 15 shows land uses estimated by acreage and percentages. The several use classes have been grouped under predominantly developed, undeveloped or open land headings, with corresponding percentages.

Developed land uses account for 9 percent of the total land area, and undeveloped uses the remaining 91 percent. The largest single developed use is in Federal property - accounting for 40 percent of all developed land. The Patuxent Naval Air Test Center and the Naval Base occupy the greater part of 8,547 acres involved in this land use. Residential development accounts for the second largest developed land use - amounting to 34 percent, or about 7,360 acres.

Undeveloped or open land uses are predominantly agricultural. Agriculture accounts for 59 percent of all open land, and about 53 percent of the county's total land area. An itemization of agricultural land use is considered in a subsequent section of this chapter.

Table 15

EXISTING LAND USE BY ACRES, 1965

Developed Land	Acres	Percent of Developed Area	Percent of Open Area	Percent of Total Land Area
Residential	7,359	34.5	-	3.13
One-Family	(6,508)	(88.4)	-	-
Two-Family	(65)	(.9)	-	-
Multi-Family	(137)	(1.9)	-	-
Seasonal Home	(584)	(7.9)	-	-
Mobile Home	(65)	(.9)	-	-
Commercial	418	2.0	-	.18
Industrial, light	111	.5	-	.05
Industrial, heavy	391	1.8	-	.17
Public (Federal)	8,547	40.1	-	3.64
Other Public & Semi-Public	500	2.3	-	.21
Streets & Highways	3,800	17.8	-	1.62
Railroads	214	1.0	-	.09
Sub-Total	21,340	100.0	-	(9.00)
Open Land				
Agriculture*	126,455	-	59.2	53.84
Forest & Vacant	87,085	-	40.8	37.08
Parklands	-	-	-	-
Sub-Total	213,540	-	100.0	(91.00)
Total Land Area	234,880			100.00

* Agricultural acreage from 1959 Census of Agriculture.

Plate 7 shows the generalized land use pattern existing throughout the county. This simplified map was prepared from a detailed map not reproduced in the present report.

DEVELOPED LAND USES

Land uses clustered around the townships of Leonardtown, Lexington Park, Mechanicsville and other centers may be categorized as urban. While these and other centers are relatively compact in form, close examination of the map will reveal a pattern of residential dispersion varying according to size of the town. That is, the larger townships exhibit greater dispersion, and the smaller townships have retained a close-in compactness. Residential growth extends outward along established highways, notably between Leonardtown and Hollywood, and between Hollywood and Lexington Park.

Such a linear or attenuated pattern of development may not initially pose a problem, but may eventually call for costly extensions of municipal water, sewage and other facilities. A more desirable alternative is the creation of new neighborhoods to accommodate future growth by opening up additional local streets near to or adjoining the existing town limits. Sizeable subdivisions within Leonardtown and Lexington Park have accommodated much of the recent residential growth. This neighborhood form of development should be encouraged in other town centers as well.

Substantial residential development has taken place along St. Mary's waterfront. Sizeable subdivisions have created both year-round housing and seasonal type housing. This trend can be expected to continue in the future, as more people seek the amenity of being close to water with its advantages for boating, swimming and other recreation. Measures should be taken to assure the best type of development, including the acquisition of sufficient shore front for public beach and park use while sufficient land is still available. Increasing residential development along or near the waterfront will also create a demand for near-by retailing establishments.

The county's principal commercial center is located in Lexington Park. The size and complexion of this center are closely tied to the adjoining Patuxent Naval Air Test Center. Extensive entertainment facilities cater to the base's personnel. The high volume of available retailing and service facilities also reflects a dependence on business being generated by on-base personnel, as well as off-base residents. The form of the center is relatively compact, in that most activity is clustered around the intersection of Md. 235 and Md. 246. Additional facilities have extended outward along Md. 246.

Lesser commercial centers are located in Leonardtown, and by the crossroads of the smaller towns. Facilities in Leonardtown are grouped around a "common", or green area. Some addition of new facilities has taken place along streets extending to the south where sufficient parking area was more readily available. The compact form of these traditional centers originated in the past when there was less reliance on automobile use.

New commercial development in the county can be expected to take place along highways as population growth occurs. Since the pattern of residential development has become increasingly dispersed throughout the county, the dominant mode of shopping will, in turn, be by automobile. Some highway oriented shopping facilities exist along Md. 5 and 235. Though not yet extensive, land along these routes may be gradually developed. Adoption of appropriate planning and zoning controls is essential in order to assure an efficient pattern of development, with adequate set-back and parking space.

Existing industrial uses are mostly of a service type, rather than manufacturing. While industry occupies very little land in St. Mary's County now, the prospect of some future industrial development would indicate a need for more positive control over its location.

AGRICULTURAL AND OPEN LAND

St. Mary's most extensive land use is devoted to farms. The 1959 Census of Agriculture reported 126,455 acres, or 54 percent of all lands in agricultural use. Of the total land in farm use in 1959, 34 percent was actively used for harvesting of crops, and the remainder was used largely for pasture land. The table below shows agricultural land use by acres, and the changes that have taken place in recent years.

TABLE

AGRICULTURAL LAND USE

	Farmland in 1954	Farmland in 1959		
	Acres	Acres	Percent of Total	Percent Decrease
Cropland Harvested	44,015	43,156	34.1	2.0
Cropland Used Only for Pasture	8,869	5,939	4.7	33.0
Cropland Not Harvested or Pastured	11,012	8,676	6.9	21.2
Woodland Pastured	8,015	3,505	2.8	56.3
Woodland Not Pastured	64,011	55,576	43.9	13.2
Other Pasture	6,386	2,905	2.3	54.5
Other Farm Land	7,574	6,698	5.3	11.6
Total Land in Farms	149,882	126,455	100.0	15.6

Source: U.S. Census of Agriculture, 1959

TRANSPORTATION FACILITIES

Transportation contributes to the economic, industrial and cultural development of an area in many ways. In order for an area to grow and develop, there must be adequate facilities for moving goods and people from one place to another. New York's position as the financial capital of the world came only after it had been established as a major seaport, providing water-borne transportation links with Europe. The early growth and later decline of the Colonial tidewater communities of Maryland and Virginia can be related to the rise and decline of water transportation. Today, transportation is one of the greatest forces determining the pattern of community life in urban communities. Transportation facilities are costly and long lasting. Their effects on communities accrue over generations.

Communities vary widely in the forces which shape the demand for transportation. Variations of physical form, land use, population growth rates, income levels, and other factors produce variations in the amount and types of transportation facilities required. There is a close interrelationship between transportation planning and community planning. It is essential that transportation planning be a part of land use and development planning -- a part of total comprehensive planning.

St. Mary's County was largely dependent on water transportation until after the Civil War. The rivers and Bay continued to serve as the main highway; county roads were often impassible. Transportation was by water and road until the late 1930's. Just prior to World War II the first railroad was constructed to serve the U.S. Naval Station at Lexington Park. Roads continue today to dominate the transportation picture.

HIGHWAYS

Of all today's modes of transportation, the most important in terms of expeditious movement of people and goods and influence on development is the highway. Where growth in the Nineteenth Century was influenced by the waterway and the railroad, development in the Twentieth Century has been strongly affected by the highway and motor vehicles. The individual freedom of choice permitted by motor vehicle and the development of highways has become an integral part of the American way-of-life.

Yet in certain areas the continuous development of highways has been self- defeating. Where land is scarce, the highway is often in direct conflict with other land uses. Since there is not a complete highway system, new facilities tend to generate as much traffic as they relieve. Because of this many metropolitan centers, including Washington, D.C., are turning to multi-modal systems combining highways, rails, and other forms of transportation.

While large-scale, long-range planning for the Washington area indicates the need for a multi-modal system, within the scope of this planning study for St. Mary's County, the highway will continue to be the major mode of transportation. Present population and land use forecasts do not foresee any indication that the population growth and land needs will be such that highways will not continue to serve. Perhaps, by the year 2000, when the Washington urban complex draws nearer to St. Mary's, the population and land use needs will require re-thinking the transportation picture; but at present it appears that a good highway network will best serve the needs of the county.

Classification

Highways may be classified as to function and linkage. The functional classification, based on the type service each highway is to provide, includes local and collector streets and arterial highways and expressways. In Maryland, the State Roads Commission breaks these down to include Interstate highways, state primary highways, state secondary highways, county roads and municipal roads. Plate 8 shows the location of all existing public highways and roads, except municipal roads.

A. Interstate Highways There are no existing Interstate highways in the county. One highway is proposed that is intended to be built to Interstate standards and may be incorporated in the Federal Interstate network. This is the Southeast Expressway, a radial from Washington traversing Charles and St. Mary's Counties. Also affecting the future development of St. Mary's County will be the proposed Third Beltway around Washington which will intersect the Southeast Expressway in Charles County.

These expressways are the highest types of roads, and have the function of moving large numbers of people and goods between population centers. The expressway is distinguished from other types of major roads because it provides controlled access and grade separations, without which rapid and safe movement of traffic would be seriously impeded.

B. State Primary Highways. These include the roads connecting the cities and towns of the state and such other highways as form important interstate and intrastate connection where justified by population density and development. There are three such highways in St. Mary's County:

Md. 5 - A paved two and four lane highway carrying an average of about 5,000 vehicles per day on the Charlotte Hall section. Route 5 enters the county near Charlotte Hall and links Washington and La Plata with Leonardtown and St. Mary's City, terminating at Point Lookout. From its junction with Route 235 near Mechanicsville to St. Mary's City, the average daily traffic is between 2,000 and 3,000 vehicles.

Md. 235 - A paved two and four lane highway carrying an average of between 3,000 and 4,000 vehicles a day between a junction with Route 5 near Mechanicsville and Lexington Park, and about 2,000 vehicles per day between Lexington Park and Ridge. Higher traffic counts are recorded in the Lexington Park area.

Md. 246 - A short two lane route connecting Lexington Park and Route 5 at Great Mills. The daily traffic volume is between 5,000 and 6,500 vehicles per day.

C. State Secondary Highways. These highways link towns and villages within the county, or roads which provide access to centers not on the primary system. Plate 8 shows all existing secondary highways in the county. Of these, the only routes having an average daily traffic flow of about 1,000 vehicles or more are Md. 245 between Half Pone Point and Leonardtown; Md. 235 between Hermanville and Dameron; Md. 252 between Ridge and Wynne; Md. 5 between St. Mary's City and Ridge; Md. 249 between St. Georges Island and Callaway; Md. 244 in the vicinity of Beauvue; and Md. 234 near Chaptico.

Most of the secondary highways link centers of employment with rural subdivisions in the county.

D. County Roads. County roads are those publicly owned and maintained by the county and serve largely as "farm to market" roads. They also include streets in residential subdivisions and in unincorporated towns. They provide only local service and small volumes of traffic. See Plate 8.

Linkage

Basic to any discussion of linkage or continuity of the highway network is the premise that the economic well-being and, thus, the growth potential of the area, is related to its accessibility. The first type linkage is that of St. Mary's County and Washington Metropolitan region with other metropolitan areas. The existing and projected Interstate system and major expressways and arterials provide good linkage with the Eastern Seaboard areas. The improvement of Md. 5 and Md. 235 together with the proposed Southeastern Expressway will provide good linkage with the Washington Metropolitan region. However, on a peninsula, St. Mary's lacks good east-west communications.

There is need for better linkage between the county and Washington, the Virginia counties to the west and the Eastern Shore and Delmarva Peninsula. The dualization of Md. 5 along with the proposed Southeast Expressway will provide better access to the Virginia counties and to Calvert and Anne Arundel Counties and to the Baltimore area. A second Chesapeake Bay crossing carrying the extended Southeast Expressway would provide access to the Eastern Shore and Delmarva Peninsula. This Bay crossing would have great economic potential for Southern Maryland and the Eastern Shore. It would further reduce the isolation of both Southern Maryland and the Shore and would provide access to the recreational and historical areas of both. Consideration must also be given to a future crossing of the Potomac River, linking St. Mary's with Virginia's Tidewater region.

The continuity of highways within the county is good and should require little change in the future.

Pavement Types

The state primary and secondary highways in St. Mary's County are all paved as are the more important county roads. The paved highways and the type paving or surface treatment are shown on Plate 9. The high percentage of paved highways in the county, especially in view of the rural character of most areas, is advantageous to its further development.

While all major highways are paved, it should be noted that some, of both state and county, do not meet required design speeds. The deficiencies in these roads generally occur in width and structural qualities of pavement, alignment and passing sight distances.

Right-of-Way Widths

The Thoroughfare Plan will project highway needs on the basis of function, continuity, and traffic volumes. Some highways will be classified as expressways, requiring a right of-way width of from 200 to 400 feet. Some will be classified as arterial. These will be of two types, one with right-of-way widths of 120 to 150 feet, the other with widths of 80 to 120 feet. Collector-distributor streets will have a minimum right-of-way width of 60 feet. The system will also include minor streets with minumum right-of-way widths of 50 to 60 feet.

To determine the additional rights-of-way required for future highway construction the existing widths were obtained from the State Roads Commission and classified as one of five groups of widths. The rights-of-way for the highways in St. Mary's County are shown on Plate 10. (It should be noted that the width of most roads often varies widely over a few miles. The width recorded is the general or average width for a given section.)

The widths of highways in the county vary from a minimum of 30 feet to over 150 feet. This reflects in part the function of the various highways over the years. In recent years many of the state routes have been widened from 30 feet to 60 feet or 80 feet when new pavement was constructed.

With few exceptions, most county highways have rights-of-way of less than 39 foot width. In recently developed areas wider rights-of-way are found, these due to control of new subdivisions by the county. On the older county roads pavement widths, alignment and sight distances, as well as rights-of-way widths are major deficiencies. Strict control of new subdivision development can prevent the recurrence of this problem.

Traffic Volumes

The rapidly expanding traffic growth on the state highway system requires more roads with greater capacities than ever before. Travel on Maryland roads has increased at a rate of approximately 6 percent per year (1952 - 1962), or nearly 75 percent for the ten year period. Even though this rate of increase should decrease as the saturation point is approached, the State Roads Commission has stated that there are no indications this will occur in the next twenty years, saying, "it appears more likely that this rate might even become greater as the accelerated use of automation affords more leisure time for travel." [1] Based on this, the Roads Commission estimates that by 1983 the traveled mileage on the state system could be three times as high as it is today.

1. State Roads Commission, Statewide Highway Needs Study. The Commission: Baltimore, 1964

In general, the deficiencies on the state primary and secondary system are in sufficient capacities on the higher volumed routes and in alignment, surface (both structure and width), and in design for today's speed on the lower trafficked roads. While the county roads rarely are called upon to accomodate volumes of less than one thousand vehicles per day, and thus are not lacking in traffic carrying capacity, the public's experience of comfort and high speed of travel afforded by modern highways has created a desire for greater speed on all roads of the system--including county roads. Thus, the deficiencies noted on the state routes apply, in large, to county roads and as a result many miles of the county system will require some reconstruction or complete rebuilding on new location within the next two decades.

The State Roads Commission maintains annual information on the average daily traffic at various points on the state network of primary and secondary highways. The traffic volumes are shown graphically for 1963 and numerically for 1950, 1963, and 1964 on Plate 11.

There has been a relatively slow but steady increase in traffic volumes recorded in St. Mary's County since 1950. On the primary system, there was roughly a doubling of traffic between 1950 and 1963, with some decrease in the year 1964. There has been little change in traffic volumes on the secondary system, reflecting the limited population growth in the rural areas. See Plate 11.

Accidents

The traffic carrying capacity of the highway is affected by its intersections and their capacities. Moreover, the intersection where large traffic volumes merge or intersect is a potential point of congestion and, as a corollary, a potential accident point. Relatively few intersections in the county-- rural or urban--are signalized. The remainder are signed.

There are no limited access highways in the county so that all points of egress and access to the highways, and especially the heavy trafficked and high speed routes, are potential accident points. This fact is reflected by the number of accidents on Md. 5 in the Mechanicsville-Callaway area, and on Md. 235 between Mechanicsville and Lexington Park. The number of accidents for various sections of the highway network are shown on Plate 8.

Motor Vehicle Registration

The influence of the motor vehicle on the American economy began with the Twentieth Century. In 1900 there were 80 automobiles in Maryland. By 1940 there were over 444,000 vehicles registered in the state, and by 1960, over 1,145,000 or one for every 2.7 persons.

With the anticipated increase in population and the increasing economic availability of the motor vehicle to the consumer, it is estimated that Maryland will have nearly two million vehicles by 1981.

Registered vehicles in St. Mary's County have increased from 8,637 in 1954 to 12,747 in 1963, an increase of 48 percent for the period. The Maryland State Planning Department estimates that the number of vehicles will increase to 19,100 by 1981. However, if present trends continue, vehicle registration should exceed this by 1985. The doubling of registrations and the local nature of much of the traffic in St. Mary's indicates a similar increase in traffic volumes, placing major demands on the county's highway system over the next twenty years.

Projected Traffic Volumes

The projected traffic volumes to 1983 are shown on Plate 12. The projections are for the State Road Commission's Highway Needs Study Program, supplemented where necessary by projections by the consultants. Projections are not shown for those routes where future volumes are obviously less than the highway design capacity. This pertains generally to the county road network where future volumes are in the range of 2,000 vehicles per day or less.

A comparison of Plate 11 (Traffic Volumes) and Plate 12 (Projected Traffic Volumes) will give a visual comparison of the projected increase in traffic over the next two decades. In general this increase will follow the existing traffic pattern. Significant changes will occur on Route 5 and 235, the main routes between the county's population centers and Washington. Improved and new highways will be required to serve this development and to relieve existing heavily trafficked routes.

BUS SERVICE

Bus service in St. Mary's is provided by the Atlantic Greyhound System and Atwoods' Transport Lines.

Greyhound operates a Washington, D. C. - Waldorf - Hughesville - Lexington Park service with three buses per in each direction. Atwood's Transport Lines operates five schedules per day in each direction over the same route. Leonardtown is served by Greyhound on its Washington-Lexington Park route.

RAIL TRANSPORTATION

The only rail service in St. Mary's County is provided by a Government railway to the Patuxent Naval Air Station which connects in Prince George's County with the Pennsylvania Railroad. It parallels Md. 235 through the county.

AIR TRANSPORTATION

National and international airlines operate from Washington National Airport, Dulles International Airport, and Baltimore's Friendship Airport.

The area listed in the National Airport Plan for St. Mary's County is Lexington Park. The area does not have a publicly-owned airport, but is served by private fields open to the public. The National Airport Plan calls for the establishment of a new airport in the area, possible between Lexington Park and Leonardtown. The acquisition of the Navy's Webster Airfield (as surplus property) has been considered. The type facility recommended would include a paved and lighted runway of about 3500 feet adequate for handling a twin Beach aircraft.

Private fields in St. Mary's are at Park Hall and Piney Point Airport. These airports are generally small and offer limited service; however, in the absence of publicly owned airports they serve a vital function in the county

The Patuxent River Naval Air Station at Lexington Park is a permanent installation. Its effect on adjacent land uses and the effect of surrounding land uses on the Air Station is of major importance in developing the long-range land use plan for the county.

WATER TRANSPORTATION

There are no public bulk or general cargo terminals serving ocean-going vessels in the county. A private bulk petroleum terminal is located at Piney Point. The port of

Baltimore, 60 miles to the northeast, and one of the nation's largest ports, provides bulk and general cargo terminals. The Maryland Port Authority's Dundalk Marine Terminal is one of the most modern terminals on the Eastern Seaboard.

There are numerous marinas and docks for small commercial boats and pleasure craft in the county. These are privately operated.

COMMUNITY FACILITIES

In rural areas the services provided by community facilities (including transportation) act as significant determinants of future growth. Inadequate and obsolete public facilities will tend to discourage future development, while a wide range of effective services will not only benefit present residents, but also invite future growth and prosperity.

The present section is concerned with an inventory and evaluation of community facilities in St. Mary's County. Included are the vital services provided by public schools, libraries, hospital and health facilities, police and fire protection, and sanitary facilities.

General standards for the planning of community facilities are outlined below. Judging present and future needs of community facilities is in part dependent on an evaluation which considers inter-related factors of location, size, utilization, functional suitability, condition and other measures that may determine usefulness.

With regard to location, public facilities fall into two general groups: (1) Centralized facilities that serve the entire community and which are best located in the county seat; and (2) De-centralized facilities that serve particular sections of the community and are accordingly distributed throughout the county at various locations. In St. Mary's County the first group includes such buildings as the Court House, the Health Center, the Hospital and Nursing Home, and the Library. The second group includes schools, fire stations, post office branches and other facilities.

Further measures of the usefulness of a public facility concern its size and relation to present and expected extent of utilization, and whether its functional arrangement satisfies the special purpose it serves and how adaptable that arrangement may be for possible changes or enlargements. Condition as well as functional suitability will also determine whether a facility is obsolete and in need of replacement. The adequacy of the site must also be considered. The site should have sufficient area for parking and landscaping.

An evaluation of existing public facilities and a determination of needs for future facilities therefore involves several related criteria. And yet these criteria cannot be absolute because particular needs and existing conditions vary greatly in different localities. The following seven factors, however, are generally applicable and should be considered in an evaluation of existing and needed public facilities.

(1) Efficient Location

Location must be considered in relation to elements of the comprehensive plan, such as existing and future population distribution, zoning, major thoroughfares, topography and utilities. A centralized location is required for facilities that furnish services to intermittent visitors where a time-distance factor is not critical. De-centralized locations are required for facilities that serve day-to-day needs of the population, and where a short time-distance factor becomes important.

(2) Accessibility

The site should be accessible to major thoroughfares providing the best possible access to the largest number of citizens who will use the facility.

(3) Linkage With Related and Supporting Facilities

There are advantages to grouping of related central-type facilities within one complex or area. Convenience to the public is thereby enhanced, operational economies are achieved and less land is required to provide group parking and other shared accessory facilities. Central-type facilities are also more effective when located adjacent to the central business district of an urban area, thereby assuring the greatest convenience to the largest number of people. Public facilities should not be located in the very heart of the retail core, but preferably near the periphery of the commercial center.

(4) Condition and Obsolescence Rating

The present state of repair needs to be determined. Existing building space arrangements and special mechanical equipment requirements to meet the function which the building houses must be considered. The operational efficiency of the facility and its possible adaptation to change and enlargement are factors which must be reviewed to determine the relative obsolescence of the building plant. Poor condition and high obsolescence may indicate a need for replacement.

(5) Capacity in Relation to Present and Future Utilization

The current level of performance of any particular service or function must be related to optimum present and future utilization. Increased demands for service will normally require increased staff and equipment resources with a corresponding need for more space.

(6) Adequate Site

The site for each building should be ample to provide for (a) the space needs of the building and any probable future additions, (b) parking space for vehicles of both visitors and employees and (c) sufficient open, landscaped area necessary for satisfactory appearance.

(7) Architectural Quality

A measure of usefulness is also contained in the buildings ability, by its appearance and arrangement, to inspire higher civic achievement in those who see it. An unattractive public building is either a mistake or a monument to indifference, while an architecturally attractive building is a reflection of cultural attainment and a credit to its citizens.

EDUCATIONAL FACILITIES: PUBLIC SCHOOLS

A good educational system is a result of many factors. Among the more important are the quality of the teachers, sources of instruction, and the physical building in which classes are held. Unless all three of these factors meet satisfactory standards, the school system will be weakened. A functional and aesthetically attractive school building, situated on an adequate amount of land, will add to the general quality of education. The principal reason for analyzing the physical characteristics of the schools is that health and safety standards and fire regulations have so changed in the past decades that a number of older buildings may be outdated and considered unsafe. The standards for equipment and the site requirements for school buildings have also changed over the years. New and shifting population adds to the need to analyze school plant facilities on a county-wide basis. Some existing school buildings may be overcrowded or not used to capacity; others may no longer be located in the center of attendance areas.

The survey is primarily concerned with an evaluation of the school system's physical plant facilities and future needs, as an evaluation of the curriculum and effectiveness of the educational program are beyond the scope of this report. A community's school facilities and future building needs have to be related to the community's comprehensive plan. The selection of new school sites and the construction of schools act as a stimulus to neighborhood development, and can, therefore, be viewed as an instrument of community planning which

attempts to guide future growth. Maintaining the effectiveness of the school system in years ahead is dependent on a plan which recognizes population trends, the existing school plants in light of present and anticipated enrollment, and establishes building priorities for new schools with possible advance acquisition of sites in order to assure proper locations and economy of cost.

Forecasts of population growth for St. Mary's County show an increase in the population to 51,000 by 1970 and to 67,000 by 1985. By 1970, estimates based on growth trends indicate that there will be nearly 10,000 pupils in the county's public schools. St. Mary's County thus faces a problem of how best to increase and improve its school facilities to meet the needs of growing population.

Existing School Plant Facilities

St. Mary's County has 21 public schools in operation. The organization of the school system is based mainly on grades one through six and grades seven through twelve. The School Board's high school organization policy aims at including grades nine through twelve in senior high schools. The remaining junior high school grades seven and eight are predominantly incorporated with senior high schools as combined junior-senior high schools, but in some cases these two grades are adjuncts to elementary schools. Kindergarten classes are provided for in three of the schools, one of which houses only kindergarten and special classes.

The 20 schools housing grades one through twelve presently have the following class organization. There are 12 elementary schools serving grades one through six, except for one school which houses only grades one through five; three schools house grades one through eight; one school houses grades seven through eight; two schools house grades nine through twelve; one school houses grades seven through twelve; and one school houses grades one through twelve.

Plate No. 13 indicates the location of each of the schools.

Relevant data regarding the physical characteristics of each school are shown in Table 17. The tabular summary includes site acreage, year of construction, year of additions, condition rating and remarks concerning current plans for renovation, expansion or other significant changes. The condition ratings for each school were established mainly from evaluations provided by the Board's Director of Business Administration. This was supplemented by site inspections of schools by the consultant, but such review does not purport

Table 17

PHYSICAL PLANT CHARACTERISTICS, ST. MARY'S COUNTY SCHOOLS, 1965

Elementary	Site Acreage	Year Built	Year of Additions	Rating	
Banneker	72.0	1951	1959, 62	Satisfactory	Size precludes expansion
Bethune	4.8	1960		Satisfactory	Expansion potential
Dynard	14.5	1964		Satisfactory	Expansion potential
Frank Knox	7.0	1948		Satisfactory	Size precludes expansion
Great Mills	6.0	1936	1955, 59	Fair	Obsolescence precludes exp.
Greenview Knolls	10.1	1965		-	In construction, 10 rooms
Hollywood	8.5	1950		Satisfactory	Site precludes expansion
Lexington Park	8.0	1953		Satisfactory	Size precludes expansion
Mechanicsville	9.2	1950	1960	Satisfactory	Size precludes expansion
Park Hall	37.2	1965		Satisfactory	Size precludes expansion
Piney Point	17.5	1952	1959	Satisfactory	Site precludes expansion
Ridge	13.9	1957	1965	Satisfactory	Has new addition
Town Creek	8.9	1959	1964	Satisfactory	Size precludes expansion
White Marsh	7.0	1957		Satisfactory	Site precludes expansion
Charlotte Hall	7.1	-		Poor	To be abandoned in 1966
Leonardtown	17.1	1954	1958, 61	Satisfactory	Size precludes expansion
Jr. & Sr. High					
Chopticon	49.0	1965		Satisfactory	Expansion being considered
Esperanza	17.8	1961		Satisfactory	Addition in construction
G. W. Carver	23.6	1947	1949, 55, 57	Satisfactory	Old part vacated
Great Mills	25.0	1927	1942, 56	Fair	Exp. & renovation planned
Margaret Brent	11.6	1931	1939, 57	Fair, Poor	Feasibility for renovation being studied

Sources: Board of Education records and site inspections.

to be a comprehensive structural inspection. The rating "satisfactory" covers conditions ranging from good to excellent, where schools are generally capable of continuing in service for 15 to 20 years or longer. The rating "fair" covers conditions requiring renovation in order to extend the life expectancy of the building for an additional period of from 10 to 15 years. A "poor" rating indicates conditions of obsolescence or disrepair that justify abandonment of the facility.

The majority of the county's public schools are rated as being in satisfactory condition. Most of the schools are less than 15 years old, and reflect generally excellent conditions achieved through a continuing program of maintenance and school replacement, much to the credit of the public school system in St. Mary's County.

The four schools rated as either fair or poor are older school buildings for which renovation or replacement plans are in preparation. The Great Mills Elementary School, rated as fair because of obsolescence attributable to the original part of the building which is a frame structure with two masonry additions, is being considered for conversion to a special school with limited utilization. Costs of enlarging the site and replacing the original building do not justify continued use of this facility as an elementary school in the same location. The Charlotte Hall Elementary School, rated as poor, is a temporary facility consisting of three mobile classrooms which are to be abandoned within a year. The Margaret Brent Junior High School, rated as fair to poor, was originally constructed in 1931, with two succeeding additions. Studies are in progress to determine if renovation is feasible or whether the facility should be abandoned. The Great Mills High School, condition rated as fair, was originally built in 1927 with two later additions. Renovation and expansion plans are proceeding for this school.

Two other schools, while rated in satisfactory condition, are of construction dating prior to 1950 with consequent higher obsolescence. Of these, the original building of the George Washington Carver Junior-Senior High School has been vacated for teaching purposes and is to be used for storage or other accessory uses. The Frank Knox Elementary School in Lexington Park was built in 1948 on a site directly adjoining the Naval Air Test Center with Route 235 intervening between the school and the residential community. The school has been renovated in recent years. The optimum size of the school and its poorly located site indicate the need for eventual abandonment of this school.

All other public schools in the county were constructed after 1950. Three new schools were completed within the past few years, including the large Chopticon Senior High School. An additional elementary school - Greenview Knolls - is under construction on a site of 10 acres.

An analysis of school site acreage discloses that some of the older schools are deficient in this respect. The newer schools, however, are being constructed on sites of ample size, conforming to acceptable acreage standards. Elementary school sites acquired during the first half of the 1950 decade range from 7 to 9 acres, while school sites of more recent acquisition range from 10 to 15 acres. Most sites occupied by the county's junior and senior high schools range from 12 to 25 acres.

The elementary school usually forms the nucleus of the neighborhood, and for this reason many communities utilize the school grounds during the summer and during the school year for recreation purposes. A 15 acre site is therefore a desirable minimum standard in order to make use of the site for an organized community recreation program. In St. Mary's County cooperative arrangements with the Youth Commission provide several indoor and outdoor recreation programs at public school sites as well as at parochial and private school sites. Plans should aim at an expansion of this highly successful recreation program, and all new elementary school sites acquired should be of at least 15 acre size.

Applicable school acreage standards recommend sites of 20 to 25 acres for junior high schools, and for high schools 40 to 50 acres. The County Board of Education's current policy in regard to site acreage for new schools calls for a minimum of 10 acres for elementary schools, and a minimum of 20 acres for high schools. The new Chopticon Senior High School, completed in 1965, commands a site of 49 acres.

The Board of Education's policy in regard to optimum school sizes calls for a maximum of 16 classrooms for elementary schools, and 35 to 40 rooms for junior-senior high schools. An analysis of the present elementary school sizes and factors otherwise discouraging additions in cases where optimum school size has not been reached, indicates that the county's elementary school plant is generally limited in terms of further expansions. Future school needs will have to be met predominantly through site acquisition and new school construction. Within the capacity limits set by the optimum school size of 16 rooms, it is estimated that the elementary

school plants, in all, will be able to accommodate approximately 30 to 35 classrooms through future additions. (See remarks column, Table 17.) Dynard, Bethune, Greenview Knolls, and Ridge elementary schools appear capable of expansion when the need arises. Expansion of the eight classroom Hollywood School is prevented by its limited site and by the building's layout and insufficient set-back. The eight classroom Piney Point School has been constructed in an area where soil conditions prevent any extensive use of septic tanks as a means of sewage disposal, thereby prohibiting further expansion unless the disposal problem is solved. The small five classroom White Marsh School is restricted because of inadequate site acreage to the north and by limitations of mechanical equipment in the building.

The adaptability of the school plant to allow for eventual expansions to optimum school size is an essential part of sound school planning and design. During the past few years the County School Board has adopted a more aggressive approach regarding school design and site planning in order to forestall premature obsolescence and allow for future expansion of its schools. Qualified architects are employed and the special services of a consulting engineer are used to assure that mechanical equipment of new schools will be of sufficient capacity to facilitate expansion when needed. Such an approach will avoid costly oversights that have occurred in the design of limited classroom capacity schools, where expansion has been frustrated because of short-sighted original planning. Sound school planning will enable the expansion of first-stage new school construction to optimum design capacity, and help to minimize the proliferation of numerous new schools in order to meet future enrollment demands in St. Mary's County.

School Capacities and Enrollments

The capacity of elementary schools has been calculated at 30 pupils per classroom; that of junior high schools at 30 pupils per homeroom (including standard classrooms and general science rooms). Capacity of each of the high schools was determined as shown in Table 19: standard classrooms at 27 pupils, science rooms at 24 pupils, commercial typing rooms at 30 pupils, home economics rooms at 20 pupils, industrial arts shops at 20 pupils, music rooms at 35 pupils and gymnasiums at 70 pupils. It should be noted that each type of teaching space is assigned a number of pupils on the basis of the size of class a teacher can supervise and teach effectively. This results in the maximum number of pupils a school should contain. Since it is not possible in high schools to schedule every space in the school every period, the normal operating

Table 18

CAPACITIES AND ENROLLMENTS, ST. MARY'S COUNTY SCHOOLS, 1964-65

Elementary	Grades Housed	Number of Classrooms	Capacity	Enrollment 1965-1966	Over-Under Capacity	Remarks
Banneker (Ele)	1-6	12	360	334	- 26	
Bethune	1-6	5	150	145	- 5	
Dynard	1-6	6	180	187	+ 7	
Frank Knox	1-6	17	510	574	+ 64	
Great Mills	1-6	8	240	282	+ 42	
Hollywood	1-6	8	240	293	+ 53	
Lexington Park	1-6	16	480	534	+ 54	
Mechanicsville	1-5	14	420	433	+ 13	
Park Hall	1-6	18	540	532	- 8	
Piney Point	1-6	8	240	255	+ 15	
Ridge	1-6	9	270	159	- 111	-New addition completed
Town Creek	1-6	14	420	393	- 27	
White Marsh	1-6	5	150	159	+ 9	
Charlotte Hall	1-8	3	75	79	+ 4	-Temporary mobile class-room school
Leonardtown (Ele)	1-6	14	420	331	- 89	
Totals			4,695	4,690	- 5	
Junior-Senior High						
Banneker High	7-12	*	320	322	+ 2	-Grades 9-12 to be phased-out
Leonardtown J-H	7-8	*	320	215	- 105	
Chopticon	9-12	*	878	873	- 5	-Addition considered
Esperanza	7-8	*	377	497	+ 120	-Addition in construction; will house grades 7-9
G. W. Carver	7-12	*	369	339	- 30	
Great Mills High	9-12	*	566	742	+ 176	-Expansion in planning
Margaret Brent	6-8	*	373	255	- 118	
Totals			3,203	3,243	+ 40	

* See Table 6. Mobile Classrooms excluded from capacity figures, except for Charlotte Hall: enrollments for October, 1965, used. Excludes Felix Johnson Educational Center.
Source: Board of Education records.

Table 19

CAPACITIES OF ST. MARY'S COUNTY HIGH SCHOOLS, 1965

School & Space	Pupils	Capacity
Banneker 7-12		
6 Classrooms	27	162
2 Science	24	48
2 Home Economics	20	40
4 Industrial Arts	20	80
1 Gymnasium	70	70
Total No. of Pupils		400
Capacity at 80% Utilization		320
Leonardtown 7-8		
10 Classrooms	27	270
1 Science	24	24
1 Home Economics	20	20
1 Industrial Arts	20	20
1 Gymnasium	70	70
Total No. Of Pupils		404
Capacity at 80% Utilization		320
Esperanza 7-8		
11 Classrooms	27	297
1 Science	24	24
1 Home Economics	20	20
1 Music	35	35
1 Art	25	25
1 Gymnasium	70	70
Total No. of Pupils		471
Capacity at 80% Utilization		377
Margaret Brent 6-8		
11 Classrooms	27	297
1 Science	24	24
1 Home Economics	20	20
1 Industrial Arts	20	20
1 Music	35	35
1 Gymnasium	70	70
Total No. of Pupils		466
Capacity at 80% Utilization		373

School & Space	Pupils	Capacity
Chopticon 9-12		
23 Classrooms	27	621
4 Science	24	96
4 Business	30	120
2 Home Economics	20	40
4 Industrial Arts	20	80
2 Music	35	70
1 Gymnasium	70	70
Total No. of Pupils		1,097
Capacity at 80% Utilization		878
G. W. Carver 7-12		
9 Classrooms	27	243
2 Science	24	48
2 Business	30	60
1 Home Economics	20	20
1 Industrial Arts	20	20
1 Gymnasium	70	70
Total No. of Pupils		461
Capacity at 80% Utilization		369
Great Mills 9-12		
19 Classrooms	27	513
1 Science	24	24
2 Business	30	60
1 Home Economics	20	20
1 Industrial Arts	20	20
1 Gymnasium	70	70
Total No. of Pupils		707
Capacity at 80% Utilization		566

Classroom counts exclude mobile classrooms.

capacity was estimated at 80 percent of the total number. In some instances the room sizes of commercial typing, music, gymnasium and other special facility rooms may not allow for the optimum capacity measure used. Some overstatement of capacity in the county's older high schools must, therefore, be recognized. Mobile classrooms were not counted in determining the capacity of a school as these must be regarded as temporary measures to offset capacity limitations. Table 18 shows the capacities of elementary schools and relates these to October, 1965, enrollments in each school.

Elementary school enrollments exceed school capacities primarily in the Lexington Park-Great Mills area. The Frank Knox, Lexington Park, and Great Mills elementary schools together have 160 enrollments above capacity. The new 10 classroom Greenview Knolls School now in process of construction should relieve the capacity shortage experienced in this area.

The Newmarket-Charlotte Hall area is also faced with a capacity shortage in the three schools serving this area. The temporary Charlotte Hall school cannot justifiably be included in determining capacity. Enrollments in the Charlotte Hall, White Marsh, and Mechanicsville schools, therefore, exceed effective capacity by 100.

Other elementary schools are experiencing either nominal over-capacities or under-capacities. The Hollywood School, with enrollments in excess of capacity by 53, is utilizing a mobile classroom to relieve present overcrowding. The new "North End" School, for which land has already been acquired, should serve to relieve enrollment pressures somewhat for the Mechanicsville and Hollywood Schools.

While total enrollment figures for the entire elementary school plant about equal present capacity totals, this is owing primarily to the recent completion of the new addition to the Ridge School which now has a reserve capacity margin for more than 100 enrollments. Table 18 indicates the disparities in enrollments and capacities from one school to another. Increases in capacity through new school construction and additions are just managing to keep pace with present enrollment demands in the elementary schools. Few schools have sufficient classroom capacity to handle present enrollments comfortably with any reserve margin for enrollment increases in the years immediately ahead.

Schools which are presently at a capacity saturation point or are now faced with some overcrowding include Piney Point,

Park Hall, Mechanicsville, White Marsh, Charlotte Hall, Dynard and Bethune. Current school construction plans will not appreciably affect enrollments in these schools because of location. Expected enrollment increases within the specific areas involved will have to be met by new school construction in the years ahead.

The county's high schools are likewise faced with enrollments in excess of capacity in the Lexington Park-Town Creek-Great Mills area. Esperanza Junior High in the Town Creek area north of Lexington Park is currently undergoing expansion. The new addition consisting of two science rooms, an art room, a language laboratory, and eight standard classrooms will increase the school's capacity from 377 to 693, thereby relieving present overcrowding and making it possible to serve grade nine in addition to grades seven and eight now being served. The Great Mills Senior High School, presently experiencing the greatest amount of overcrowding, is slated for expansion and renovation. The addition to Esperanza of grade nine by next year may initially help to relieve overcrowding in the Great Mills High School serving grades 9 through 12.

The opening of the Chopticon Senior High School this past year has been instrumental in providing sufficient (and reserve) capacity for the junior-senior high schools northwest of the Leonardtown area. The expansion being considered for Chopticon High, and the phasing out of grades 9 through 12 in the Banneker School will add additional capacity for elementary classes. Plans for a Vocational and Technical high school to be located near Leonardtown are in the early stages of preparation with a scheduled opening date of September, 1967.

Enrollment Trends and Forecasts

Total public school enrollments in St. Mary's County have been rising since the school year 1953-54 at an average of 323 pupils per year. Enrollments in grades one through twelve have increased by 100 percent, or doubled, in the twelve year period since 1953. The greatest increase occurred in grades seven through twelve, where enrollments increased by 143 percent in the twelve year period. The elementary grades one through six saw an increase of 79 percent. Table 20 shows past enrollments for all grades for the period 1953 to 1965.

To determine school needs up to 1985, the period covered by the Comprehensive Plan for the county, it was necessary to project enrollments to that date. Enrollment forecasts were also made for the year 1970. Factors which have been considered in arriving at enrollment forecasts include trends in public and parochial enrollments, present percentages of school-aged population by districts, and population forecasts.

Table 20

ENROLLMENTS IN GRADES ONE THROUGH TWELVE
ST. MARY'S COUNTY SCHOOLS, 1953-54 THROUGH 1965-66[1]

Year	1	2	3	4	5	6	Total Elem.	7	8	9	10	11	12	Total High	Total E & H
1953-54	548	527	411	408	384	324	2,602	305	222	271	202	165	119	1,283	3,886
1954-55	557	515	517	419	408	387	2,804	341	280	288	228	163	140	1,440	4,243
1955-56	593	542	525	504	417	416	2,997	367	305	298	241	194	126	1,531	4,528
1956-57	645	610	601	597	512	456	3,421	434	382	353	236	217	171	1,793	5,214
1957-58	593	562	565	560	534	488	3,302	422	392	374	279	196	185	1,848	5,150
1958-59	610	530	540	545	533	543	3,301	471	361	388	296	248	173	1,937	5,238
1959-60	689	606	558	587	550	520	3,510	534	439	418	343	245	219	2,198	5,708
1960-61	735	660	562	582	568	543	3,650	562	490	462	382	320	236	2,452	6,102
1961-62	641	597	588	513	504	509	3,352	508	473	495	404	318	260	2,458	5,810
1962-63	767	677	596	608	527	515	3,690	543	489	543	453	324	287	2,639	6,329
1963-64	916	752	710	662	626	555	4,221	537	520	580	482	426	293	2,838	7,059
1964-65	972	827	759	742	659	628	4,587	597	496	545	513	444	381	2,976	7,563
1965-66	996	815	788	738	696	613	4,646	646	543	530	529	468	403	3,119	7,765

[1] October enrollments; does not include special education & kindergarten pupils.

Table 21

PUBLIC AND PAROCHIAL SCHOOL ENROLLMENTS, ST. MARY'S COUNTY, 1950 - 1965

Grades	Number Enrolled				Percent of Total Enrollment			
	1950-51	1955-56	1960-61	1965-66	1950-51	1955-56	1960-61	1965-66
1-6 Public	1,896	2,997	3,650	4,627	48.0	56.5	59.9	70.6
1-6 Parochial	2,054	2,310	2,443	1,930	52.0	43.5	40.1	29.4
Total	3,950	5,307	6,093	6,557	100.0	100.0	100.0	100.0
7-8 Public	-	672	1,052	1,186	-	53.1	61.9	71.4
7-8 Parochial	345	594	648	474	-	46.9	38.1	28.6
Total	-	1,266	1,700	1,660	-	100.0	100.0	100.0
9-12 Public	-	859	1,400	1,937	-	66.7	67.0	75.3
9-12 Parochial	327	428	691	635	-	33.3	33.0	24.7
Total	-	1,287	2,091	2,572	-	100.0	100.0	100.0
1-12 Public	2,933	4,528	6,102	7,750	55.2	57.6	61.7	71.8
1-12 Parochial	2,381	3,332	3,782	3,039	44.8	42.4	38.3	28.2
Total	5,314	7,860	9,884	10,789	100.0	100.0	100.0	100.0

Sources: St. Mary's County Board of Education and Archdiocese of Washington, Office of Education.

Overall population forecasts, on which estimates of future enrollment are based, were prepared by the economic consultants in their study of Southern Maryland. Population of St. Mary's County may reach 51,000 by 1970, and 67,000 by 1985. The county population forecasts were prepared by linking population to economic prospects in the county. Recognizing also that there are short-term population dynamics independent of economic opportunities, population estimates were also separately prepared by considering births, deaths, and the historical record of migration. Population growth in the tri-county area of Southern Maryland by natural increase was about 17,900 between 1950 and 1960, and net in-migration totalled about 4,800. The forecasts for the 1960 to 1970 period are based on a natural increase expectancy of about 20 persons per 1,000 population consistent with present birth and death rates.

Parochial school enrollments in St. Mary's County account for a significant proportion of all school-aged children. Table 21 compares public and parochial school enrollments for the period of 1950 to 1965. Parochial enrollments increased in numbers until 1960, after which time there was a fairly sharp numerical decline. Parochial enrollments in proportion to public school enrollments, however, have declined throughout the fifteen year period, and especially since 1960. In 1950 parochial school enrollments accounted for 45 percent of all enrollments in the county, and public school enrollments for 55 percent. By 1965, parochial school enrollments had declined to 28 percent, and public school enrollments increased to 72 percent. The forecasts for public school enrollments, therefore, reflect a declining rate of parochial school enrollments. Based on the numerical decline in the last five years, it was assumed that the number of parochial school enrollments would also continue to decline somewhat, although not as greatly as it has recently. The impact of a declining rate of parochial enrollments on public school enrollments must be recognized as a major variable in forecasting public school enrollments in St. Mary's County.

In projecting school age population, school age children were grouped into three age groups corresponding approximately to grade groups: ages 6 to 11 (elementary grades 1 through 6); ages 12 to 13 (junior high grades 7 through 8).; and ages 14 to 17 (senior high grades 9 through 12). See Table 22. Total school age children were projected for 1970 and 1985 by election districts corresponding to the overall population forecasts for each distict. From the 1960 Census data, the county's population in each age group was computed as a percentage of the county's total population. These percentages were applied to 1970 and 1985 projections of population in each election district, to derive the number of school age children in each district in 1970 and 1985. Total enrollment

Table 22

SCHOOL-AGE POPULATION
BY ELECTION DISTRICTS, 1960

Election District	School Ages 6 - 11 #	6 - 11 %	12 - 13 #	12 - 13 %	14 - 17 #	14 - 17 %	6 - 17 #	6 - 17 %	Total Population
Mechanicsville #5	374	15.1	121	4.9	201	8.1	696	28.1	2,481
Chaptico #4	294	15.8	87	4.7	175	9.4	556	29.9	1,858
Milestown #7	320	13.4	112	4.7	207	8.7	639	26.7	2,392
Patuxent #6	594	15.5	185	4.8	301	7.8	1,080	28.1	3,841
Leonardtown #3	731	14.6	224	4.5	377	7.5	1,332	26.5	5,023
Bay #8 (excl.Lex.Pk.)	1,078	11.4	318	3.4	466	4.9	1,862	19.7	9,471
Lexington Park	1,029	14.6	278	3.9	286	4.1	1,593	22.6	7,039
Valleylee #2	372	15.3	123	5.0	196	8.0	691	28.3	2,438
Island #9	152	17.4	51	5.8	59	6.7	262	29.9	876
St. Inigoes #1	543	15.5	161	4.6	219	6.3	923	26.4	3,496
Total	5,487	14.1	1,660	4.3	2,487	6.4	9,634	24.8	38,915

Source: 1960 Census of Population, U. S. Department of Commerce, Bureau of Census. Unpublished material.

Table 23

PROJECTION OF SCHOOL AGE POPULATION
BY ELECTION DISTRICTS, 1970 AND 1985

Election District	School Ages 1970					School Ages 1985				
	6-11	12-13	14-17	6-17	Total[1] Population	6-11	12-13	14-17	6-17	Total[1] Population
Mechanicsville #5	690	210	350	1,250	4,570	1,220	380	620	2,220	8,040
Chaptico #4	380	120	200	700	2,550	610	190	310	1,100	4,020
Milestown #7	470	150	230	850	3,080	610	190	310	1,100	4,020
Subtotal	1,540	480	780	2,800	10,200	2,440	760	1,240	4,420	16,080
Patuxent #6	850	260	440	1,550	5,630	1,120	350	570	2,040	7,420
Leonardtown #3	1,070	330	550	1,950	7,120	1,590	490	810	2,900	10,510
Subtotal	1,920	590	990	3,500	12,750	2,710	840	1,380	4,940	17,930
Bay #8	2,490	700	890	4,080	19,440	2,910	810	1,040	4,760	22,680
Valley Lee #2	470	150	240	850	3,080	610	190	310	1,110	4,020
Island #9	150	40	70	270	960	140	40	70	260	930
St. Inigoes #1	690	210	350	1,250	4,570	810	260	410	1,480	5,360
Subtotal	3,800	1,100	1,550	6,450	28,050	4,470	1,300	1,830	7,610	32,990
Total	7,260	2,170	3,320	12,750	51,000	9,620	2,900	4,450	16,970	67,000

[1] Projected population by Robert Gladstone and Associates, economic consultants.

was computed by adding to the total numbers of elementary and junior high school age children 85 percent of high school age persons in 1970, and 90 percent in 1985. See Table 23.

Enrollment was then distributed between public and parochial schools as follows. From data obtained from the County Board of Education and the Archdiocese of Washington, the percentages of children in each age group enrolled in parochial schools in 1955,1960 and 1965 were computed. The trend in parochial enrollment was extrapolated from these data, and the projected percentage change for each age group was applied uniformly to estimated present parochial enrollments for each district. Projected parochial school enrollments for each district were deducted from the total school age group projections to arrive at public school enrollment forecasts for 1970 and 1985 as shown in Table 24.

In projecting the 1985 school enrollment, an increasing proportion of each age group is expected to be attending school. The percentage increase was obtained by comparing 1960 enrollment percentages of representative suburban Washington population with those of St. Mary's County. It is assumed that St. Mary's County enrollment rates will be in 1985, comparable to those of other suburban counties now. This mainly affects grades eleven and twelve which are projected as growing at a rate higher than that of other grades, and also takes into account an anticipated increased holding power of high schools as vocational and technical programs are made available under current school plans of the Board of Education. However, the growth rate of the upper grades will not long continue to exceed that of the lower grades to the extent that it has in the past. This is because there is less room for increase in the enrollment percentage of the sixteen years and over population than there was in the early 1950's, when this age group had a very low enrollment rate.

Based on the foregoing factors, and on the declining percentage of parochial enrollments, estimates of future enrollments have been made. These are shown by grade groupings and election districts in Table 24. In 1970, when the county's population is expected to be 51,000, public school enrollment would total 9,470. In 1985, enrollment is expected to reach 13,890.

The enrollment forecasts do not include kindergarten children,nor do they account for the increasing numbers of special education students. It should be noted that the Board of Education's enrollment forecasts (shown in Table 25) are higher than those arrived at by the present study. Since the population forecasts prepared by the Board of Education for

Table 24

PROJECTED ENROLLMENTS TO 1970 AND 1985 BY GRADE GROUPS AND ELECTION DISTRICTS, ST. MARY'S COUNTY PUBLIC SCHOOLS

Election District	1970 Enrollments				1985 Enrollments			
	Grades 1-6	Grades 7-8	Grades 9-12	Total 1-12	Grades 1-6	Grades 7-8	Grades 9-12	Total 1-12
Mechanicsville #5	520	170	240	930	1,060	340	500	1,900
Chaptico #4	290	90	130	510	530	160	240	930
Milestown #7	360	120	160	640	510	160	240	910
Subtotal Zone 1	1,170	380	530	2,080	2,100	660	980	3,740
Patuxent #6	650	210	290	1,150	930	310	430	1,670
Leonardtown #3	810	260	370	1,440	1,350	430	630	2,410
Subtotal Zone 2	1,460	470	660	2,590	2,280	740	1,060	4,080
Bay #8	1,890	550	600	3,040	2,340	680	780	3,800
Valley Lee #2	360	120	160	640	510	160	240	910
Island #9	110	30	40	180	100	30	40	170
St. Inigoes #1	530	170	240	940	660	220	310	1,190
Subtotal Zone 3	2,890	870	1,040	4,800	3,610	1,090	1,370	6,070
Total Public Enrollments	5,520	1,720	2,230	9,470	7,990	2,490	3,410	13,890
(Total Parochial Enrollments	1,740	450	600	2,790	1,630	410	600	2,640)

Excludes kindergarten and special education enrollments.

Table 25

PROJECTED ENROLLMENTS TO 1975
BY BOARD OF EDUCATION, ST. MARY'S COUNTY

Year	Elementary	High	Total	Kindergarten	Total
1964 - 1965	4,530	3,200	7,730	150	7,900
1965 - 1966	4,780	3,520	8,300	200	8,500
1966 - 1967	5,005	3,795	8,800	200	9,000
1967 - 1968	5,210	4,135	9,345	200	9,545
1968 - 1969	5,470	4,425	9,895	250	10,145
1969 - 1970	5,660	4,835	10,495	300	10,795
1970 - 1971	6,000	5,145	11,145	350	11,495
1971 - 1972	6,300	5,595	11,895	350	12,245
1972 - 1973	6,600	6,045	12,645	400	13,045
1973 - 1974	6,900	6,545	13,445	450	13,895
1974 - 1975	7,300	7,045	14,345	450	14,795

Note: County population projections by Board of Education indicate growth to 51,000 by 1970 and 62,600 by 1980.

Source: St. Mary's County Board of Education, mimeograph summary, VRK, May 25, 1965.

the year 1970 agree with the forecasts used in the present study,[1] the differences in expected school enrollments may be accounted for primarily because of differences in the estimated rate of decline of parochial school enrollments, and the possibility of children entering school at age five in years ahead. This latter factor was not considered in the forecasts prepared for this study. In comparing the two projections for 1970, the greatest difference is apparent in the forecasts regarding high school grades. For reasons noted previously, high school enrollments are not expected to continue at the rate of growth experienced in the recent past.

School Plant Needs

As shown in Table 13, enrollment forecasts prepared for each of the county's nine election districts have been grouped so as to divide the county into three zones in order to approximately determine where future enrollment increases may require new school construction. Election Districts themselves are of limited use in relating enrollments by residence to school capacities because they do not exist as homogenous service areas for a given school location. The division of the county into three larger sub-areas, however, results in a pattern of centralized elementary school locations well within zone lines, and will enable a comparison of Election District forecasts with capacity requirements. Zone 1 consists of the areas adjoining Charles County made up of Election Districts 4, 5, and 7. Zone 2 consists of the two Election Districts 3 and 6 with Leonardtown as the main population center. Zone 3 consists of Districts 1, 2, 8 and 9 with Lexington Park as the dominant population center. With one or two exceptions, the county's elementary schools are located so as to result in only a nominal drawing of enrollments from any adjoining zone.

The research findings indicate a continuing need for new school construction to keep pace with expected enrollment increases during the 20 year period of the plan. After completion of the elementary schools presently in construction or in planning, the county's needs up to 1970 will require the construction of at least two more schools and likely expansion of two existing schools. During the succeeding 15 year

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1. i.e., the population forecasts developed by the economic consultant, Robert Gladstone and Associates. See preceeding section.

period up to 1985, additional capacity for approximately 2,300 students may be needed or annual construction amounting to about 6 elementary rooms per year.

High school needs up to 1970 may be largely met by schools in construction or currently planned by the School Board. These include the Vocational High School and additions to Esperanza, Great Mills, and Chopticon. The findings indicate a need for 2 additional high schools during the 1970 to 1985 period, each of a size comparable to the new Chopticon High School. The school plan is shown in Chapter II in the Community Facilities Plan section.

Space Needs for School Administration

Continued growth of the county's public school system has left the Board of Education's administrative headquarters with a dire shortage of space. The Board's Central Offices in the Court House Annex contain about one-half of the administrative staff, with the remaining staff operating from the Felix Johnson Educational Center in Lexington Park. This arrangement is far from satisfactory, resulting in problems of communication, duplication of services and other inefficiencies of operation.

The space allocated to the Board of Education in the Court House Annex is itself highly inadequate for present staff requirements. Offices are overcrowded, with two or three staff members sharing single offices. The additional second floor office space that will be assigned to the Board's Central Offices after relocation of the State Police and the Control Center to new quarters will have but a nominal effect on relieving the overcrowded conditions. The Board presently occupies 2,460 square feet of usable floor space in the Court House Annex, and will gain only an addition of about 490 square feet after it takes over the entire second floor.

In order to simply alleviate overcrowding, it is estimated that the Board of Education's Central Offices would require the entire Court House Annex of two floors. (Assuming relocation of the Health Department now occupying the first floor.) In order to relieve both overcrowding and consolidate the Board's administrative functions now in the Felix Johnson Center, the space requirements would be about three times the amount of space now used by the Board in the Annex building. Probable administrative staff increases resulting from overall growth of the school system in years ahead would indicate a need for further space. The space needs of the Board's administrative functions must , therfore, be met by expansion of the Court House Annex, or by new construction elsewhere within the overall Court House building complex in Leonardtown.

EDUCATIONAL FACILITIES: PUBLIC LIBRARIES

St. Mary's public libraries, with those of Charles and Calvert Counties, form the Southern Maryland Library Association. The library system has been operative since 1950. This co-operative makes available expanded services that the counties operating separately could not have afforded. Professional library specialists are shared, and there is a system of reciprocal borrowing by which the materials in any of the three counties' libraries are available to the patrons of the libraries of the other counties, thus making possible a much wider selection. This service is supplemented by the counties' ability to request loans to be sent from the Enoch Pratt Free Library in Baltimore. The centralized administration of the Association also makes possible economies of scale, by reducing expensive duplication of services.

Materials presently available through St. Mary's County libraries include over 29,000 books, as well as pamphlets, periodicals, records, and audio-visual materials such as filmstrips. While the county's book stock per capita has remained fairly static since 1959-60 (it was .65 books per inhabitant in 1965), the circulation has shown steady increases, from 1.46 loans per capita in 1959-60 to 2.60 per capita in 1964-65, or an increase from about 57 thousand items to about 118 thousand items circulated. These figures point up the fact that a strong demand for library services exists in St. Mary's County.

Existing Library Facilities

St. Mary's Memorial Library, Leonardtown is housed in a Georgian plantation house, Tudor Hall, built around 1750. While the use of this historic building as a library would appear in many ways to be an admirable solution, the age of the structure presents many problems of upkeep and repair. Among other things there is evidence of rotting in the wood structural members, and heavy traffic and book loads have caused deterioration of floors and supports. Adequate repair and restoration are hampered by the limited financial resources of the St. Mary's Memorial Library Association, which is responsible for the maintenance of the building. Excluding the two club rooms in the basement, the library has floor space of 4,539 square feet and present seating capacity is 38.

A library survey prepared in 1965 indicated that considerable space shortages exist as well as inefficient arrangement of materials due to architectural lay-out. An extention of Tudor Hall is under consideration, but this could have serious drawbacks. The library has a full time staff of 4, and 3 part time workers. Circulation in 1964-65 was 34,525 volumes.

Lexington Park Branch Library is housed in two rooms with seating space for 17, in the Felix Johnson Educational Center which contains offices of the Board of Education. There has been increasing demand for library services at this branch, as seen by the fact that circulation since 1963-64 has exceeded that of the Leonardtown Library. (In 1964-65 circulation was over 51,000 items) This has resulted in increases in book stock and consequent severe crowding. Plans are underway, however, to build a new, much needed Lexington Park Branch. The building would have about 10,000 or 11,000 square feet of floor space, and has top priority among the county's library building needs.

The Bookmobile serves all the county elementary schools, both public and private, and also the community in general. Circulation in 1964-65 was 32,532 items, of which 18,681 were among the schools and 13,851 among the community. As library facilities in most of the schools are inadequate according to the Library Survey, the Bookmobile provides an important supplement.

Library Standards

Minimum library standards have been developed by the American Library Association on the basis of population. In 1965, the combined population of St. Mary's, Calvert and Charles Counties was estimated to be 98,000. By 1970, this population is expected to grow to 118,000 and by 1985 to 172,000.

A. Book Stock For populations of this size, a book stock of 1.75 to 2 volumes per capita is recommended. This would equal 236,000 volumes in the Tri-County system by 1970, and between 301,000 and 344,000 volumes by 1985. The combined book stocks in 1964-65 totaled 73,617, or only about .75 volumes per capita. While standards are formulated for more densely populated areas, and thus are beyond the means of rural areas such as Southern Maryland, the Library Association obviously will have to make every effort to increase its book stock as much as its resources will allow in order to provide adequate service.

B. Staff National standards for library personnel recommend one staff member for each 2,500 population, with one-third of the staff professional. On this basis, there would be a need by 1970 for 47 staff members in the Association, of whom about 15 would be professional, and by 1985 for 69 members, with 23 professionals. Again, these requirements should be

scaled down somewhat, both because of low population density and because ordering and processing of library materials is done largely by contract with the Eastern Shore Processing Center.

C. Space Library standards recommend .4 to .5 square feet of library space per capita for a population range of from 100,000 to 200,000. Tri-County population which the Southern Maryland Library Association serves is expected to reach 112,000 by 1970 and 166,000 by 1985. On the basis of St. Mary's projected share of this population, this would call for 20,400 square feet by 1970 and 26,800 by 1985. With the building of a 10,000 square foot branch in Lexington Park, and assuming abandonment of the present branch building, the county's short term library space will total about 15,000 square feet.

D. Seating Space A recommended 2 seats per 1,000 population would mean 102 seats in the St. Mary's County libraries by 1970 and 134 by 1985. Seating capacity is presently 55. Again, the requirement can be reduced due to Bookmobile service, and the deficit can be handled if the building program is put into effect.

Library Space Needs

The Southern Maryland Library Association's plans call for an addition to Tudor Hall in Leonardtown after completion of a new library building in Lexington Park. By 1970 the county will require 20,400 square feet of library floor space based upon expected population growth. The combined size of Tudor Hall and the new Lexington Park building will consist of about 15,000 square feet, or 5,000 square feet below recognized standards.[1] By 1985, continuing population growth may create a further shortage of about 6,000 square feet.

In addition to carrying out the current library plan calling for a new Lexington Park Branch building and an addition to Tudor Hall in Leonardtown, future plans must also recognize the need for potential new branch library locations so as to conveniently serve growing centers of population throughout the county. The 20 year Community Facilities Plan

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1. Since the use of the Bookmobile reduces the total space requirements somewhat, the required additional space is estimated at 5,000 rather than 5,400.

accordingly recommends the establishment of a new branch library facility in the Mechanicsville Election District where population growth and density are expected to increase substantially. The plan section of the report outlines the library plan in more detail.

EDUCATIONAL FACILITIES: JUNIOR COLLEGE

St. Mary's Seminary Junior College, located at historic St. Mary's City, presently operates as a two year co-educational Junior State College. The college offers courses in the liberal arts with primary objective of preparing students for transfer to senior colleges and universities. Projects now in the development stage and continuing expansion plans will convert the institution to a four year college by 1968. The educational program will then evolve into a senior college of arts and sciences.

Current Expansion Plans

The 1966 State Capital Improvements Budget allocates funds for the projects listed below:

A. Construction of a library - $662,000 plus $17,000 for site improvement.

B. Construction of an Infirmary - $126,000, plus $5,000 for site improvement.

C. Construction of swimming pool addition to new gymnasium - $242,000.

D. Construction of a maintenance and storage building - $65,000, plus $13,000 for site improvement.

E. Site development in connection with new dining hall, women's dormitory and gymnasium - $72,500.

F. Extension of utilities to new buildings, an elevated water tank, well and pump - $250,000.

G. Renovation of Calvert Hall to provide classrooms and faculty offices - $200,000.

H. Renovation of Kent Hall to provide science labs and classrooms - $393,500.

I. Planning and preparation of preliminary plans and specifications for Fine Arts building - $5,000.

J. Addition for student union-dining hall building - $18,000.

After completion of current expansion plans by 1970, it is anticipated that the full enrollment of the 4 year college will consist of 600 resident students, 250 full-time commuting students and a part- time evening enrollment of 300 students.

COUNTY GOVERNMENT CENTER

The County Court House, including the Court House Annex Building, is situated at the southern end of Leonardtown's central business district. This site is well located in relation to other activities in Leonardtown. Other public facilities are nearby including the main branch of the County Memorial Library, the Town Commissioner's office and the Post Office. These facilities dominate the southern end of the commercial district along Washington Street, and are readily accessible to traffic arriving from Route 5.

The Court House site itself consists of 28 acres of land. While the front yard of the Court House is attractively landscaped and enhanced by the enclosure of space formed by the small Historical Society's Museum, the remainder of the site is deficient in landscaping as extensive areas are simply surfaced for parking or left open as weed patches. The potential of creating an exceptional setting which would serve to inspire civic pride has remained untouched.

Other nearby public buildings include the Court Square Office Building, which contains the Town Commissioners' Office, the County Department of Agricultural Stabilization and Conservation, Soil Conservation and Farmers Home Administration of the U.S. Department of Agriculture, Maryland Department of Forest and Parks and Federal Bureau of Investigation. The Welfare Board is housed in a separate building next to the Post Office Building in Leonardtown. The Maryland Department of Employment Security maintains offices in Lexington Park.

County Offices Space Needs

The main Court House Building dates from 1907, with a major addition in 1957. The County Jail Annex to the rear was constructed in 1941 and contains 35 cells. The Court House contains the majority of the county's governmental functions and is used almost entirely by county agencies.

Departments, agencies and other functions located in the Court House are as follows: County Commissioners, Planning and Zoning Board, Grand Jury Room, Trial Magistrates' Court, Sheriff's Office, Social Security, Treasurer's Office, Clerk of Circuit Court, Law Department, Department of Motor Vehicles, Registrar of Wills, Economic Development Commission, State Parole and Probation, Director of Finance, Assessments, Liquor Board, State's Attorney, Law Library, Record Room for Mortgages and Deeds, and offices of the Maryland University Extension Service.

A detailed analysis of the future space needs of the many governmental agencies in the Court House and elsewhere in Leonardtown is beyond the scope of this report. It is, however, obvious that continuing increases in county population will necessitate an expansion of governmental office space as the demands for public services increase. Since the Court House Building does not readily lend itself to further building additions, the need for future space will have to be met by new construction elsewhere on the Court House site.

Within the past few years the main Court House building has had to accommodate the following new offices: County Engineer, Court Reporter, Youth Commission, and State Police Investigators. Within the next year space will also have to be found for the Parks and Recreation Board, and the Housing Commission.

The Court House Annex, containing 5,900 square feet of space, is severely overcrowded. The Health Department and the Board of Education's Administrative offices occupy most of the building. The Health Officer estimates that his staff is in need of double the amount of space presently in use. The Department is planning to shift the Environmental Health section to Lexington Park in order to relieve overcrowding. As indicated in the school analysis section, the Board of Education requires about three times the amount of present administrative floor space. Administrative offices are also maintained in Lexington Park with attendant inefficiency and expense of operation because of a lack of consolidation.

A new Emergency Operations Center is scheduled for construction later this year on a site opposite the Court House. After completion, the Civil Defense, State Police and Control Center are to be relocated from space now occupied in the Court House Annex. Provisions are being made for the eventual addition of two floors above the underground structure which is to house the Emergency Operations Center. Each floor will contain approximately 4,500 square feet of gross floor area.

In view of both existing and continuing governmental offices space needs the County might well reconsider current plans for the Emergency Operations Center. Construction of an eventual 2-floor super-structure could be accomplished all in one stage, thereby saving money and relieving present overcrowded conditions. Short term plans should in any event aim at early construction of the 2-floor super-structure. Because overall county growth in the years ahead will require additional government building space, it is also essential that any new construction within the Government Center complex be guided by a site plan which would coordinate building locations with landscaped area and parking spaces.

HEALTH AND HOSPITAL FACILITIES

Public health facilities are maintained by the County Health Department in both Leonardtown and Lexington Park. A County Nursing Home is provided in Leonardtown. In addition, two private care homes serve the aged and convalescents.

General hospital facilities are provided in Leonardtown at St. Mary's Hospital.

Voluntary health agencies in the county include the American Red Cross, St. Mary's County Mental Health Association, St. Mary's County Heart Association, St. Mary's County Association for Retarded Children, St. Mary's County Tuberculosis Association, The National Foundation, Alcoholics Anonymous, and the Cancer Society.

County Health Department

The County Health Department's administrative headquarters and main health center are housed on the first floor of the Court House Annex. The Board of Education's central offices occupy most of the second floor. As indicated in a preceeding section, overcrowded conditions prevail in the Court House Annex. The space requirement of the Board of Education as well as that of the Health Department will necessitate relocation of one of these agencies to larger quarters.

The Health Department's branch health center in Lexington Park is undergoing renovation. Additional services are to be provided after completion. The Day Care Center for Retarded Children is also housed in the Lexington Park Health Center.

The Health Department's functions within its broad role of preventative action against disease and health hazards are largely two-fold: Public health nursing services and environmental health services. In addition to these professional functions, a primary administrative function is necessitated by the keeping of vital records and statistics as required by law.

The Department's public health nursing functions are highly diversified, embracing clinical, school health and home visiting services. Programs include the control of communicable diseases, preventative medical services, home medical care for the indigent and chronically ill, and physical therapy. In 1965, the Department' s professional staff consisted of 12 registered nurses, a physical therapist, and three physicians including the Health Officer. The clerical staff consisted of five people. In addition, the Environmental Health staff had four full-time sanitarians, and two part-time sanitarians.

The Health Department's Environmental Health activities assure the maintenance of standards of sanitation in sewage disposal and water supply, in commercial establishments and public facilities. These activities include the collection of water and food samples, percolation tests, establishment inspections, shoreline and other surveys.

Approximately 60 percent of the sanitarians' activities are concerned with water supply and sewage disposal services throughout the county. In 1964 alone, percolation tests were performed on 570 lots in 19 proposed subdivisions. Individual wells and septic tank systems were inspected for all new structures. Monthly collections of water samples were made from all public water supplies. Public sewage treatment plants were also inspected. A ten-week shoreline survey and shellfish water evaluation was conducted.

County Nursing Home

A newly constructed County Nursing Home licensed by the Health Department was completed in 1965. The home has a 40-bed capacity. It is conveniently located next to St. Mary's Hospital where medical services are readily available in case of emergencies.

St. Mary's Hospital

Organized as a non-profit association, St. Mary's Hospital is the only hospital in the county. It is a general hospital with a 63-bed capacity. A new 40-bed addition is nearing completion, and will increase the present capacity by about two-thirds.

FIRE PROTECTION FACILITIES

Fire protection is provided by seven voluntary fire companies in St. Mary's County. These companies are located in the following communities: Leonardtown (Election District 3), Lexington Park, (District 8), Mechanicsville (District 5), Avenue (District 7), Valley Lee (District 2), Hollywood (District 6), and Ridge (District 1). In addition to the seven volunteer companies, there is a private company located at Piney Point Marina near Election District 9. The Naval Air Station Fire Department at Patuxent River furnishes additional support in the Lexington Park area, as all nine companies have established a mutual aid fire fighting plan.

Fire Company Location Standards

The standards prescribed by the National Board of Fire Underwriters are applicable in determining the adequacy of the county's fire protection. In rural areas, the fire company furnishing protection should be within five miles of any building or locality.

Plate 13 shows the location of fire companies with circles of five-mile radius drawn around them. The circles show an approximation of the limits of the response, or service area. The five-mile distance is actually measured by the most direct route over accessible roads.

Areas not included within the response areas of fire companies as shown on Plate 13, are deficient in fire protection. Two such areas occur in the northern parts of St. Mary's County; generally surrounding Chaptico in District 4, and in the southwestern portion of District 5. The Chaptico District is the largest uncovered area.

Need for Additional Fire Stations

Two additional fire companies would be required to offset present deficiencies in the distribution of fire stations. The Plan for Community Facilities considers the locations that would best assure coverage of areas not now adequately protected.

Maryland Fire Underwriters Rating Survey

For built-up areas served by public water supply systems with fire hydrants, more stringent fire protection standards apply. The Maryland Fire Underwriters Rating Bureau in 1965

completed a survey of fire defense standards in Lexington Park and Leonardtown. Recommendations for improvements were made by the Bureau. These recommendations are now being acted upon by the two localities. Deficiencies were noted mainly in water flow pressure for hydrant service.

Numerous other standards as prescribed by the Fire Underwriters Rating Bureau are also applicable. Each station should have a minimum of one pumper and a booster tank, in addition to all accessory items. The county's fire stations all have at least two pumpers, and some have three and four pumpers, such as Leonardtown, Lexington Park, Hollywood, and Valley Lee.

PARK AND RECREATION FACILITIES

Outdoor recreation can serve a two-fold purpose in St. Mary's County: (1) to provide recreational opportunities, both active and passive, for its growing population; and (2) as a basic industry for the county. The development of recreation in the county offers an opportunity to meet local needs and, at the same time, develop a far stronger economy based on tourism, recreation, and second home living. The prospects for recreation development are promising, based on local resources and the other assets that can be developed to take advantage of the increasing demand for outdoor recreation.

The opportunities and potentials--the historical resources, natural features, and existing and planned state parks and recreation areas--in St. Mary's County are substantial. Of prime importance to potential tourism and recreation development are the nearby metropolitan areas of Washington and Baltimore, which by 1980 will have an estimated population of nearly 6 million. Now the major consumers of many present recreational facilities, they will also exert a demand for continued expansion of public and private facilities.

At present, Southern Maryland, including St. Mary's County, is deficient in developed recreation areas. The rapid growth of population in the metropolitan area and ease of accessibility will place an even greater demand on recreation areas in the future.

Publicly Maintained Recreation Facilities

The only public recreation area in St. Mary's County is Point Lookout, where the state has acquired 500 acres of land to be developed as a State Park, and St. Clement's Island

Wildlife Refuge. The county is rich in historical attractions, the most notable being St. Mary's City, where a replica of the first State House has been built to depict Maryland's original capital.

Although the county is strongly water-oriented, there are no publicly-owned waterfront recreation areas in St. Mary's County, other than the partially developed Point Lookout area. The demand for water-oriented recreation activities which has been increasing rapidly in recent years is met to some extent in St. Mary's County by commercial enterprise.

In addition to the regional facilities maintained by the state at Point Lookout and the St. Clement's Island Hunting Refuge, neighborhood and community recreational areas are provided through the County Youth Commission Recreation Program. The County Recreation Department presently maintains outdoor recreation facilities at eight locations throughout the county. The program is primarily a cooperative one, using existing school grounds at public, parochial and private schools during weekends and off-school hours, and during vacations. Four public school and two parochial school facilities are now operative. In-door winter recreation programs are also available at other schools.

In addition, two community parks are maintained independent of school sites: Camp Mohawk in the Hollywood area and Nicolet Park in the Lexington Park area.

Although presently limited in terms of geographic coverage, the diversified activities of the Youth Commission and their recreation staff have proven to be a highly successful means of meeting local recreation needs through cooperative arrangements with public and private schools. The present plans of the Youth Commission call for expansion of both the school ground and community park recreation programs. The cooperative school ground recreation program will be increased to take in four additional public schools and two additional parochial school facilities as shown on the Recreation Plan. Current plans also will add two additional community parks within a year's time, thereby increasing both the geographic coverage and the range of recreational facilities available for both youth and adult activities.

The county can succeed in filling the gap between present supply and increasing demand for recreational park lands only if it commits itself to a continuing acquisition program that will take advantage of available state and federal matching funds. The newly created County Recreation and Parks Board

has already initiated plans to acquire publicly owned boat launching ramps. The present lack of public water-oriented recreation facilities only serves to highlight the shortcomings of existing facilities in view of the county's 400 miles of waterfront. Only those residents living along the river courses or with sufficient means to avail themselves of commercially operated marinas have ready access to this abundant water resource. By making available public boat launch ramps, the county can not only offer its most prized recreational asset to a wider public, but also open up greater inland development opportunities for housing. Four public boat launch ramps are now in the planning stage and several more potential sites have been identified by the County Parks and Recreation Board. The St. Mary's River watershed project under the sponsorship of the Soil Conservation Service will also offer direct participation of the Parks Board in the planning of multi-purpose floodwater retarding and recreation lakes. Now in the early planning stages, the Watershed Project may result in construction of five water-retarding structures, of which it may be feasible to develop two or three for multi-purpose recreation uses. Being within convenient reach of the most populated area of the county, such lakes can offer unrivaled opportunities for fresh water bathing, boating, and related recreation activities.

Privately Maintained Recreation Facilities

Essential recreational opportunities are also provided by numerous commercial marinas and clubs in the county, and by several historic sightseeing attractions. Semi-public or institutional camping grounds also play an important role in the county.

St. Mary's County presently has twelve commercially operated marinas. The Department of Chesapeake Bay Affairs reported 2,151 registered boats in St. Mary's County during the six month period from January through June of 1965. Statewide trends in private pleasure boat ownership have shown a steady increase in recent years.[1] As readily available waterfront land close-in to the Washington area gets used up, St. Mary's County can expect to witness increasing opportunities for commercial marinas and yachting clubs.

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1. Registered boats in the State of Maryland rose from 53,564 in 1963 to 60,865 in 1964.

Institutional camping and recreational facilities include the 342 acre Metropolitan Police Boy's Club, the 95 acre Boy's Club of America summer camp, and several smaller parochial camps.

Small neighborhood parks have also been provided in a few of the larger housing developments through Home Associations. The largest of these, the Aviation and Navy Yacht Club, will offer a wide range of activities including a golf course.

Standards and Demands

The requirements for public outdoor recreation areas in St. Mary's County can only be measured by relating needs to the Washington metropolitan area. This is especially true when the tourism and recreation industry is viewed as a part of the county's economic base. With a projected population of 6 million in the Baltimore-Washington areas by 1980, these areas will undoubtedly play an ever-increasing role in recreation development in the years ahead. According to the University of Maryland's recent study, Southern Maryland Resources, "...not only are these people (residents of Washington and Baltimore) the major consumers of many present recreational endeavors, but they also exert a demand for continued expansion and development of public and private recreational facilities. Their demand is not entirely limited to vacation and weekends...their influence and mobility make them potential consumers of recreation whenever there is leisure time." The relatively high levels of income in the metropolitan area and Washington's tourist attraction as the Nation's Capital add to the potential of the tourism-recreation industry of the county.

The recommended gross acreage of recreational areas to serve the population is 17.5 acres per 1000 people. This includes land for both community recreation and regional recreation. Such standards are useful as general guides to the magnitude of public needs and the resources necessary to meet them. [1] In addition, consideration must be given in any recreation plan to the larger state recreation areas whose functions overlap those of regional recreational facilities. A preliminary study by the State Department of Forests and Parks suggest a standard of 45 acres per 1000 persons (statewide) for a state park.

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1. Standards vary; for example, the National Park Service suggests 20 acres per 1000 persons as a rough requirement for county and regional public recreation areas--five acres for intensive areas and 15 acres of park and natural areas.

TABLE 26

RECOMMENDED RECREATIONAL STANDARDS

Community & Regional Recreation	Recommended Location	Age Group Served	Facility Size (Acres)	Service Area	Standard Acres /1000 People
Playground	Combined with or adjacent to elementary school or part of neighborhood park	5-15	3-7 (5 desirable)	¼ mile high density to ½ mile low density.	1.50
Neighborhood Park	Combined with elementary school, community center	All ages	1-2	¼ mile high density to ½ mile low density.	1.00
Playfield	Combined with junior or senior high school	High School students league teams and adults	12-20 (20 desirable)	½ to 1 mile	1.25
Large District City Park	Depends upon natural features and available vacant land	All ages	100	1 to 2 miles	2.00
Regional Park	At the periphery of urban development	All ages	300 or more	10-15 miles	
Reservation & Game Preserve	Areas of scenic or recreation value	All ages	1,000 or more	25 miles	12.00

Table 26 gives the recommended recreational standards for St. Mary's County. To fully meet this need, an outdoor recreation system is required, one coordinated with both regional and state needs. This need is pointed up by the increasing demand for leisure-time activities. By the year 2000 the nation's population will have doubled; the over-all demand for outdoor recreation will have tripled. The people will have more free time, more money, more mobility. The gap between supply and demand is widening. The kinds of outdoor recreation sought by people are relatively simple: walking and driving for pleasure, games and sports, swimming and sightseeing, picnicking, fishing, bicycling, boating, and hunting are most popular. Ready access to recreation areas is essential; by the year 2000, three out of four Americans will live in metropolitan areas. Water is the focal point of outdoor recreation; water-oriented activities are among the most rapidly growing recreational activities. St. Mary's County is uniquely suited to provide for all these activities.

The following system, covering a full range of outdoor recreation areas, is suggested by the U.S. Bureau of Outdoor Recreation as meeting the needs of a county:

A. <u>High Density Recreation Areas</u>: those developed for intensive use, largely day-use, for such activities as swimming, playing outdoor games, and boating. Natural scenic quality is desirable, but not essential. A county may provide these areas as separate units (beaches, playfields, marinas), as elements of large county or regional parks, or may encourage private development or operation.

B. <u>General Outdoor Recreation Areas</u>: substantially developed for day-use and--in some cases-overnight use, for a wide range of activities such as picnicking, boating, nature walks. There may be trailer parks, and camping at well developed camp-grounds. An attractive natural setting is most desirable. High-density areas, such as beach, picnic, and playground areas, may be found within general outdoor recreation areas. Many county and regional parks fit in this classification.

C. <u>Natural Environment Areas</u>: those suitable for such traditional outdoor activities as hiking, camping with simple facilities, hunting and fishing--all in a natural environment, sometimes in combination with other resource uses such as grazing or logging. National and State forests and large tracts of private timberland typify this classification; some county forests and large county and regional parks may include natural environment areas.

D. Outstanding Natural Areas: those of scenic, natural or scientific importance, managed to permit visitors to enjoy or study the central features preserved in their natural condition. Counties may preserve natural areas as separate units, or as protected parts of larger county areas. Small nature preserves or "conservation parks" are prime county opportunities.

E. Primitive Areas: sizable tracts with natural wild conditions undisturbed by roads, and managed solely to preserve their primitive characteristics. Most protected primitive areas are managed by Federal or State governments. But many counties can offer near-primitive recreation opportunities where large areas of county or regional parks can be left undeveloped.

F. Historic and Cultural Sites: of local, regional or national significance.

To this list may be added the scenic parkway that may link outdoor recreation areas or may be a separate unit of the system.

In St. Mary's County the population is, except for a few urban clusters, dispersed and will remain at a relatively low density. In the rural areas there will be little demand for or justification for active recreation areas (for games, sports, etc.) Through the county, however, school playgrounds can meet an important park need if school and park planning is coordinated. At the time of acquisition of new school sites, adequate land should be obtained for future combined school-park development. A site of 6 to 11 acres should be added for park purposes where a school has a playground of at least 6 acres. In communities of urban population densities, but without a school nearby, a neighborhood park should be provided, its size depending upon the population to be served.

In addition to the standard of gross acreage, all recreation areas should be accessible to the population to be served. This service area will, of course, vary with the type recreation area and the facilities provided. Recreation areas developed for intensive use (playfields, swimming pools, sports, etc.) should be well-distributed in the community and within walking distance of the population served.

St. Mary's has two major recreational and tourism assets: (1) its rivers, bays, and other water areas; and (2) the rich historical heritage of the county. To take full advantage of these assets, recreational areas and facilities should be planned and developed which will serve residents and all segments of the tourist and vacation market generated by residents of the Washington-Baltimore metropolitan area.

To meet this need the county and municipal governments should acquire and develop parks and recreation areas for intensive use in the urban centers and communities. In part these should be developed in conjunction with school playgrounds. The importance of the waterfront in the long-range development of the county is such that early provision should be made for the acquisition and development of small recreation areas for water-oriented activities. These should provide convenient access to the water at various points. Other large recreation areas should be acquired as part of the statewide comprehensive outdoor recreation plan now in preparation and for which there is Federal assistance available.

Alternatives Available for Acquiring Parklands

Budgetary limitations of any municipality or county will always act as a constraint in achieving what one might consider an ideal parkland and recreation plan. But public concern for open space, coupled with new legislation and governmental programs have greatly increased the opportunities for expanding parkland and recreational resources in growing counties. In planning for St. Mary's future it is necessary to identify potential recreation facilities, even if the monetary resources do not initially exist to realize all of the sought after objectives. Through available land planning techniques, the county can help to reserve such land for future park use. Through participation in various federal and state programs, the county can materially offset the full cost of acquisition for specific projects. Maryland has some of the most progressive open space legislation in the country. St. Mary's County should take advantage of all available powers to create a broad open space and recreation program. A review of available techniques in programming and acquisition of open space recreation areas is presented below.

State and Federal Programs. Local governments can obtain financial aid for the purchase of parkland and recreation areas through several programs administered by various federal agencies including the Department of Housing and Urban Development, Department of the Interior, Department of Agriculture,

and the General Services Administration.The municipality of county commonly works through the appropriate state agency (Maryland Department of Forests and Parks). Federal and state funds form a varying share of the total project cost; with a specified percentage of local funds being required.The programs of special significance to St. Mary's County are described below. Further references may be obtained from the publication "Catalogue of Federal Programs for Individual and Community Improvement". [1].

A. Open Space Program (Department of Housing and Urban Development). The U.S. Urban Renewal Administration, under Title VII of the Housing Act, offers financial incentives to local areas for open space acquisition. The open space must be in conformity with a comprehensive plan.

This program provides 50 percent matching grants to public bodies for acquiring, developing, and preserving open space land for permanent public use, thereby helping to prevent urban sprawl, preventing the spread of blight, and providing recreation, conservation and scenic areas.

Grants may cover the following activities: acquisition of title or other permanent interests in open land for permanent public open space use for park and recreation purposes, conservation of natural resources, and historic or scenic purposes; acquisition of title or other permanent interests in developed land in built-up areas to be cleared and used for open space use (including demolition costs) in areas where open space cannot effectively be provided through the use of existing undeveloped land; and, development of open space land acquired under this program, including such items as basic sanitary facilities, paths, walks, landscaping, and shelter, but not such major items as docks, amphitheaters, swimming pools, golf courses, etc.

Grants may be made to State, regional, metropolitan, municipal, or other local public bodies established by State law, local law, or by interstate compact or agreement. The applicant must have the authority to acquire,

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1. Produced by Office of Economic Opportunity, December, 1965, U.S. Government Printing Office: 794-915, Washington,D. C.

develop, and/or preserve open space land, and must be empowered to receive and spend Federal funds for this purpose.

B. Land and Water Conservation Fund Program (U.S. Department of the Interior). Under this program federal grant-in-aids for state and local outdoor recreation planning, land acquisition, and development are available. Funds are available to states on a 50-50 matching basis for state and local open space projects. Each state is required to prepare an adequate statewide outdoor recreation plan as a prerequisite to participating in the grants-in-aid program. Local projects must be in accord with the statewide plan to qualify for assistance.

The program also provides funds, upon appropriation by Congress, for acquisition of certain federal outdoor recreation lands, and for payment into the Treasury to help offset capital costs of public recreation and fish and wildlife enhancement in Federal water development projects.

C. Multiple-Purpose Watershed Projects (U.S. Department of Agriculture). Watershed projects include the construction of artificial lakes for both flood water retention and recreation purposes including boating, swimming, and other activities. The program provides watershed planning assistance and technical and financial installation service and loans to local sponsoring organizations to help develop multiple-purpose watershed projects.

Any state agency, county, or group of counties, municipality, or town or township, soil and water conservation district, flood prevention or flood control district, or any other nonprofit agency with authority to carry out, maintain, and operate water supply improvements may sponsor a watershed project.

D. Outdoor Recreation Program (U.S. Department of Interior.) This program provides technical assistance and advice to, and cooperates with, the states, their political subdivisions and private interests, in areas of recreational programs.

The program encourages interstate and regional cooperation in planning, acquisition, and development of outdoor recreation resources, and provides a means for accepting and using donations of money, property, personal services, and facilities for these purposes.

Matching fund requirements are: federal, 50 percent; state, 50 percent.

E. Neighborhood Facilities Program (U.S. Department of Housing and Urban Development). Under this program grants are made to local public bodies to assist in financing specific projects for neighborhood facilities such as neighborhood and youth centers, health stations, and other public facilities that provide social and related services to neighborhoods. The facilities may be provided through new construction or through acquisition, and rehabilitation, if necessary, of existing buildings. Under this program two-thirds, in some cases three-fourths, of the costs are provided.

Facilities must provide new services or extend or improve existing services in a neighborhood. Existing levels of social service in other parts of the locality must be maintained.

Priority is given projects designed primarily to benefit low-income families or to further the objectives of the Economic Opportunity Act of 1964.

F. Disposal of Federal Surplus Property (U.S. General Services Administration). Real property no longer required for federal use is offered for conveyance to state and local governments and certain nonprofit institutions for use for public purposes before it is placed on sale in the open market. States and local government agencies are eligible to apply for property at a price preference for park, recreation, public airport, health, or educational purposes.

Acquisition of Lands With Less Than Fee Ownership. While outright acquisition of land has been the traditional way of securing public land, it may not be necessary to have all rights of land ownership for park and open space purposes. The local government can negotiate to purchase easements which take away some of the present owner's rights, and in turn give to the public agency specified recreation rights which might include use of the land for fishing, riding, hunting or sightseeing. Through the easement technique, there is also the advantage to the county or municipality of keeping the land on the tax rolls while at the same time realizing its recreation objective.

This device has significance to St. Mary's County, where a great deal of land has open space recreation or conservation potential but only limited public funds are available.

Although not yet extensively used in Maryland, easements to protect parks and forests have been legal in Maryland since 1960. Two types of easements are applicable: a "negative" and an "affirmative" easement. With a negative easement the individual owner retains ownership of the land, but his use of it is restricted by the government for a specified price. The use of such a device can be for the conservation of areas for scenic values, with possible later acquisition for active parkland use. Public right to go on the land does not exist, but the owner is restricted from developing his land. The affirmative easement gives the local government or park agency rights to use the land for hunting, fishing, riding, sightseeing or other specified purpose. The easement technique can thus permit access to the land for certain recreation purposes, but avoids the full cost of outright purchase by allowing the owner to retain certain rights to the use of land in question. In St. Mary's County this device could have application to preserving certain waterfront or stream valley lands for initial limited recreation use, scenic value, or conservation purposes. If appropriate, subsequent acquisition for either county, state or national park use might occur. Securing of easements can be by purchase, lease or gift.

Land Use Planning Regulations. Land use regulations by which open space can be preserved or provided include zoning and land subdivision regulations.

Already in operation in the county, these two sets of regulations can be effectively used to aid in accomplishment of both broad scale and localized planning for open spaces and recreation facilities. The regulations are by no means a substitute for a land acquisition program, but should be adopted and administered to facilitate recreation planning goals. For example, the zoning regulations should be written to permit the private (commercial) recreation facilities to operate in appropriate areas in accord with appropriate standards. If a general openness of certain large sections of the county is necessary for accomplishment of a recreation goal, then this openness should be encouraged by zoning requirements for large lots to minimize the effect of development. For a smaller area with more localized benefits in mind, a zoning device may be employed which permits a developer to reduce the size of individual lots so long as utilities are available and the necessary amount of open space is well arranged and permanently reserved in the development, so that overall population density standards are maintained.

Subdivision regulations may operate directly to obtain sufficient open space or public recreation needs where a careful plan has been developed. Typical applications are the school site and neighborhood park required to be provided in a large subdivision, or at least held open for a reasonable period until public funds are available for purchase. Such applications will be more frequent in the vicinity of the towns.

Rehabilitated Sand and Gravel Sites. Exhausted sand and gravel deposits near urban centers offer several possible uses, one of which being recreation. In cases where streams flow through the site the impoundment of water in the resulting depression can be the means of creating inland lakes for recreation. The use of an exhausted area will depend upon its size, location, accessibility, topography, presence or absence of water, and the market for any contemplated use. Worked-out areas of substantial size, combined with water areas, rough topography, and location on the fringe of a metropolitan area can provide the requirements of a regional park.

UTILITIES AND SANITARY FACILITIES

Communications, power, water supply and sewage disposal are vital to a community and their installation must preceed or keep pace with an area's growth. The lack of, or inadequacy of, any essential utility may effectively discourage or preclude development of an area.

The growth of the various utilities in St. Mary's County presents great contrasts. Due to the abundance of water, the topography of the county and the dispersed population, water supply and sewage disposal have remained decentralized, while communications and power have moved rapidly toward a high degree of centralization.

Communications and Power

No part of the county is without telephone and electrical service. Telephone service is provided by the Chesapeake and Potomac Telephone Company of Maryland. Electricity is furnished by the Southern Maryland Electric Coop. with capacity augmentation available from the Potomac Electric Power Company. These services are extended as necessary to serve new development.

Natural gas is not available in the county but the Washington Gas Light Company has service within the northern end of adjoining Charles County. Liquid petroleum and other fuels are available from local dealers.

Sanitary Facilities

The utilities that most affect the development of an area are water supply and sewage disposal. Without water man cannot survive; and without safe means of sewage disposal man pollutes his own environment. Sources of water supply and means of sewage disposal are largely dependent on natural conditions of an area. Areas lacking in water support only limited development. Where soil conditions do not allow for individual on lot means of sewage disposal, development may likewise be retarded. Thus, the existence or provision of adequate sanitary facilities is a prerequisite to the growth of an area.

In St. Mary's County abundant ground water sources encourage development. Sewage disposal conditions are less favorable, as many areas have soil conditions that limit or preclude the use of septic tanks as a means of disposal. Public sewerage facilities are required to meet the needs of the county's growing population, but existing sewerage facilities are only nominal in extent. Water pollution hazards are thereby created and development is deterred.

Means of Water Supply

Sources of water in St. Mary's County are ground water and surface water. Ground water sources are abundant and supply most of the water used for domestic and industrial consumption. Surface water provides but little of the county's water consumption needs at present although a watershed project currently in the project planning stage will provide surface storage along the branches of the St. Mary's River serving the Lexington Park Area. Water resources are considered in greater detail in the Natural Features and Resources section.

Over half of the county's housing units rely upon individual on-lot wells for their water supply. The 1960 Census of Housing estimates that 64 percent, or approximately 7,000 units were served by individual wells. About 31 percent or 3,500 units were served by public or community water supply systems (See Table 27) The households thus served are concentrated in and around the county's larger communities - Leonardtown and Lexington Park. Communities or subdivisions served by private water utility companies are shown on Plate 15.

TABLE 27

SOURCE OF WATER AND MEANS OF SEWAGE DISPOSAL
ST. MARY'S COUNTY, 1960

Source or Means	Number of Housing Units	Percent
Source of Water		
Public or Private System	3,528	31
Individual Well	7,103	64
Other	587	5
Means of Sewage Disposal		
Public Sewerage System	2,969	26
Septic Tank or Cesspool	5,558	50
Other or None	2,691	24

Source: U.S. Census of Housing, 1960, State and Small Area Report for Maryland.

Public Water Systems. The community of Leonardtown has a municipal water system; systems elsewhere are owned by private water companies as shown on Plate 15.

Leonardtown - Water is pumped from two wells with a capacity of about 871,000 gallons per day into a 100,000 gallon overhead storage tank. The average daily consumption varies from 600 gallons per minute in winter to 700 gallons per minute in summertime, or about 864,000 gallons per day. The capacity of the system is, therefore, limited and has but little reserve margin for periods of peak demand.

The distribution system is composed largely of six and eight inch lines. Outlying two inch lines may hamper expansion of the system.

A survey of the distribution system, establishing the location of water service lines for proposed installations of water meters, was recently completed by the town's engineering consultants. [1]

Engineering plans are in the process of preparation which will provide for an extension of water service along Route 245 north of the town limits and along Route 5 west of the town limits. An additional well, and an additional 300,000 gallon storage tank are also being provided. These improvements are essential in order to serve continued population growth. The provision of increased water storage capacity is also essential in order to overcome present deficiencies in water flow pressure for fire defense needs as pointed out by the 1965 Maryland Underwriters Rating Bureau Survey.

Private Water Systems With the exception of Leonardtown's municipal water system, all other water systems are privately owned and operated. These systems include the Patuxent Water Company serving Lexington Park, and several additional systems serving developments elsewhere in the county. Plate 15 shows the approximate service areas and location of these water systems.

The Town Creek Area east of Hollywood is served by the Town Creek Water Company, Inc. In 1963, the system served an estimated population of 80 with water from two wells. The Municipal Water Facilities Inventory report of 1963 [2] indicated need for improvements in water treatment, elevated storage, and in the distribution system. A 200,000 gallon elevated storage tank has since been built.

The Greenview Knolls water system served an estimated population of 50 in 1963 from a single well source, with an average daily output of 5,000 gallons.

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1. Johnson & Williams, Consulting Engineers, Washington, D. C.

2. Municipal Water Facilities, Volume 3, No. 775; U.S. Department of Health, Education, and Welfare; Public Health Service, U.S. Government Printing Office, Washington D. C., 1964. (1963 Inventory)

The Piney Point water system served an estimated population of 250 in 1963, using 3 wells with an average daily output of 31,000 gallons.

The Saint Clement's Shores water system served an estimated population of 650 in 1963, with an average daily output of 36,000 gallons from a single well. A second well has been provided since 1963.

The Charlotte Hall area with an estimated population of 275 was served in 1963 from 5 springs with an average daily output of 20,000 gallons.

At present 30 homes in the Society Hill area southwest of Leonardtown are served by central water, with growth planned to 200 homes. The Mills Point and Mill Creek area developments are also served by central water systems.

Lexington Park's water system serves an estimated population of 7,500. Water is pumped from four wells with a daily capacity of 1,200,000 gallons. The maximum dependable ground water draft which can be sustained for a period of high demand through five days is 950,000 gallons a day. A fifth well exists which is not in daily operating use because of poor water quality, but can be relied on in emergencies to provide increased capacity. The average daily consumption is reported as varying from 600,000 gallons per day in winter to 1,000,000 gallons a day in summer.

Water is pumped into a single 100,000 gallon overhead storage tank. The 1963 inventory report on Municipal Water Facilities by the U.S. Department of Health, Education and Welfare indicated a need for improvements in the elevated storage tank system. The tank's elevation is too low, and storage capacity is limited.

A subsequent survey by the Maryland Fire Underwriter's Rating Bureau disclosed a problem of insufficient water pressure. Their recommendations, which are now being acted on, called for the installation of two additional elevated storage tanks, one of 400,000 gallon capacity and the other of 100,000 gallon capacity. Recommendations for improvements in the distribution system were also stipulated, including the need for an additional supply main leading to Patuxent Heights. Existing mains are of inadequate capacity in places.

The Patuxent Naval Air Test Center and the Naval Air Base also maintain their individual water systems. The Patuxent Water Company, serving Lexington Park, maintains an emergency connection with the Naval Air Test Center water system.

Summary

Ground water resources, while not unlimited, appear to afford sufficient reserve potential for expected county development in the years ahead. Deficiencies as noted in the supply systems serving Lexington Park and Leonardtown pose problems of needed improvements, rather than in the availability of water. While the quality of water is generally good, a high mineral content has been experienced at some locations which has restricted the use of certain wells. Investigation of local conditions and the efficient location of wells should preceed the installation of water mains for central water systems. As future development extends into areas not now supplied but adjacent to central water supply systems, enlargement of existing water supply facilities will be required. The creation of new or the extension of existing sanitary districts should be considered an alternative, where possible, to the proliferation of small private systems.

Waste Disposal

Sewage disposal and water pollution are obstacles to the county's development and pose environmental health hazards which will require increasing surveillance by health and other officials concerned with the review of proposed developments. Public sewerage facilities to meet the needs of new residents are of nominal extent in some areas and non-existent in most. As a result, heavy reliance is placed on individual means of sewage disposal through the use of septic tanks. Many areas in St. Mary's County, however, have soil conditions that preclude or seriously hamper the effective operation of septic tanks, thereby retarding development and contributing to pollution. Septic tanks themselves have limited effective lives and are subject to failure with resulting danger of water pollution.

Water pollution has been a problem for individual households in the past and has become more serious with the construction of new homes and subdivisions, most of them outside the service areas of public utilities. Pollution from sewerage failures along the water courses has caused the closing of oyster beds. Pollution problems not only require large expenditures of public funds in order to be corrected, but also

seriously erode the economy by damaging the seafood industry of the county. While sparce development has, until now, largely prevented heavy pollution of the Patuxent River system, the Potomac River system has been subject to serious pollution from extensive development further up-river. As growth proceeds further southward into St. Mary's County, adequate controls on the intensity of development and investigation of soil conditions to determine septic tank feasibility will be essential in order to safeguard against water pollution.

Individual Disposal Systems. Most development in the county is dependent upon individual on-lot means of sewage disposal. The Census of Housing in 1960, reported that 50 percent of all housing units used septic tanks or cesspools, and 24 percent used other means of on-site disposal. Only 26 percent of the county's housing units are served by central sewerage systems. (See Table 27) The outdoor toilet or pit method of disposal is no longer an acceptable means of sewage disposal, yet is used to a significant extent in the county.

Septic tank systems formerly were used mainly for scattered rural homes and generally proved satisfactory in such low density areas. But housing developments of recent years are constructed at appreciable densities; soil characteristics thus become an essential factor in the efficient and safe use of septic tanks. The effectiveness of septic tank filter fields depends to a large degree on the drainage conditions of the soil, necessitating ample lot sizes, and periodic maintenance of the installation. Soil absorption has been found to be poor in many areas where septic tanks have been installed, and many failures of these systems have been reported.

While on-site sewage disposal in new subdivisions requires approval of the Health Department, this requirement is of recent origin and does not cover all developments found in the county.

Tne records of the County Health Department's Environmental Health Division show a steadily increasing number of septic tank permits being issued yearly. During the period from January, 1955, to October, 1965, a total of 3,328 permits were issued by the Department. This figure is consistent with the volume of past house construction reported by the Census. Over 300 permits a year have been issued during recent years.

Central Sewerage Systems. Central sewerage systems serve the communities of Leonardtown, Piney Point and Lexington Park. The Lexington Park system presently ties into the Patuxent Naval Air Test Center's treatment plant. Plans are being prepared to construct a treatment plant, and for a substantial enlargement of the service area which will take in the Town Creek area and other developments beyond the Lexington Park vicinity.

Leonardtown The town operates sewage treatment facilities for a connected population of approximately 2,000. The plant - constructed about six years ago - was designed for initial service of 3,000 population with provision for expansion to an ultimate 6,000 population service capacity. The plant provides primary treatment and has a flow rate of 200 gallons per minute. It is located toward the southeastern limits of town north of Breton Bay.

Although sufficient capacity exists to accommodate future population growth, the system itself is in need of rehabilitation. A survey of the system to determine health code violations was recently completed by the town's engineering consultants. Storm water infiltration into the sanitary system has been the cause of treatment plant overflow during heavy rains. Numerous illegal connections of storm drains were found to exist, and violators have been duly notified. Overhaul of the system is now in progress.

Piney Point A privately owned utility provides primary sewage treatment for about 50 homes and a marina at this riverfront location. Soil conditions in the Piney Point area, similar to conditions along most of the Potomac River front, are unsuitable for extensive septic tank installations.

Lexington Park Under authority of the St. Mary's County Metropolitan Commission, plans are in preparation to provide a sewerage system for sizeable areas now not served in the Lexington Park vicinity. Sewerage within the Lexington Park area is presently limited to development directly east of Route 235 north and south of Route 246, including the Lexington Park commercial district and developments known as Patuxent Park, Lexington Manor, Center Gardens, and Patuxent (formerly Carver) Heights. Sewage from these developments is presently conveyed to the Naval Air Test Center's primary treatment plant located along Pine Hill Run on government property. The naval treatment plant is overloaded and cannot accommodate additional flow from the rapidly growing areas surrounding Lexington Park.

Boundaries of the sanitary district service area have not yet been formalized. The planned main interceptor running generally parallel and 450 feet west of Route 235 will extend northwest to St. Andrew's Church Road. The interceptor will have a capacity to serve a considerable area along Route 235 west of Patuxent Beach Road, and also undeveloped areas along the upper reaches of California Run, Jasper Branch, Chase Branch and Jarboesville Run. The construction of additional interceptors in the future will allow for wider extensions of service.

Soil Conditions Affecting Waste Disposal

Future development in St. Mary's County will become increasingly dependent on central sewerage systems as a means of sewage disposal rather than individual on-lot means. Increasing population density in high growth areas (such as Lexington Park) is one controlling factor. Other factors which will necessitate greater reliance on sewerage systems are soil conditions. Natural soil limitations will preclude the use of septic tanks in many areas.

New or proposed development is subject to approval after soil investigations, including percolation tests, show that septic tank filter fields will function properly. Where experience has shown that subsurface disposal is unsatisfactory, residential development may be prohibited. Thus, the various soil conditions existing in the county will restrict the possible location choices for new housing developments. Although central sewerage systems can be utilized to overcome soil conditions unfavorable for septic tank use, factors of cost will largely preclude this until such time as population density and demand for housing in any given location become sufficiently high.

It is estimated that 45 percent of the lands in the county are of soil types which are unsuitable for septic tank installations. [1] Many areas with adverse soil conditions will preclude large scale housing developments unless central sewerage systems are used, or other advanced means of disposal not yet known to technology. Plate No. 16 shows the areas containing soil types with low absorptive ability or other qualities restricting any extensive use for septic tanks.

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1. Data from Soil Survey, St. Mary's County, by S. O. Perkins; U. S. Department of Agriculture; U. S. Government Printing Office, Washington, D. C., 1928.

The hatched areas shown on Plate 16 consist of several soil types that have been classified by the U. S. Soil Conservation Service as having varying degrees of unsuitability for septic tank filter field use. Soils can be rated on the basis of permeability into groups that are good, fair, poor, or unsuitable for septic tank filter fields. More recent soil surveys by soil scientists rate various soil types by means of a "sewage disposal group" classification ranging from Groups 1 through 8. Group 1 soils have no restriction while Group 8 soils and the intermediate groups have increasingly severe restrictions applying to septic tank use.

The areas indicated by hatching on Plate 16 consist of the following soil types with septic tank suitability ratings as noted:

Leonardtown Silt Loam is the most extensive soil mapped in the county, consisting of some 41,920 acres or 17 percent of all soil types. It is widely distributed throughout the county, occurring on very broad, flat, or gently rolling, plain-like areas, generally inland. Characteristic of this soil is the underlying hardpan which is from 6 to 15 inches thick. Drainage is poor and surface run-off is very slow. The hardpan prevents the free percolation of rain water, resulting in poor internal drainage so that much of the land remains wet. It is very poorly suited for septic tank filter field installations.

Keyport and Othello [1] Silt Loam are also extensive in St. Mary's County, comprising 28,000 acres or about 12 percent of all soils. They are distributed generally along the Potomac and Chesapeake Bay, and are more extensive than any other shore front soils. Areas in which they are found are level or gently sloping. Characteristic features of the Othello soil are its high water table and impeded internal drainage. Keyport soils have fair surface drainage, except in depressed areas where drainage is poor. Othello soils are rated as extremely unsuitable for septic tank installations (Sewage Disposal Group 7.) Failures of existing filter fields in these soils are common. Keyport silt loam is also poorly suited for septic tank installations.

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1. In the 1928 Soil Survey Report, Othello silt loam was not classified, but has since been included in these areas.

Elkton Silt Loam makes up some 20,800 acres or almost nine percent of the soils in St. Mary's County. This soil is also distributed along the shore fronts of the Potomac River and the Chesapeake Bay. Areas are flat or almost level with a few slight depressions. The characteristic feature of Elkton Silt Loam is its extremely poor drainage. During wet periods water stands over much of this soil. The soil is rated in Sewage Disposal Group 7, and is highly unsuitable for septic tank installations.

Meadow and Tidal Marsh areas in the county account for about 12,900 acres or six percent of the land. Meadow land occurs in long narrow strips along practically all creeks and branches in the county. Meadow and tidal marsh areas are shown in solid black on Plate 16. These areas are poorly drained and subject to frequent overflow. They are unsuitable for building. (Sewage Disposal Group 8).

Other conditions which hamper the installation and proper functioning of septic tank filter fields are steep slopes. The area generally along the Patuxent and up to Route 235, as shown on Plate 16, is characterized by steep, irregular land with slopes frequently in excess of ten percent. While many attractive building sites may be found in this area, building conditions are difficult and sites must be individually evaluated for suitability for septic tank installations. On steep slopes, trench-filter fields are more difficult to lay out and construct. Problems in controlling the lateral flow of the effluent to the downhill land surface may arise.

It should be noted that the restrictions on the soil types described are applicable largely to the extensive use of septic tank filter fields such as would be encountered in large housing subdivisions. Soil maps are reliable for predicting the general suitability of an area of several acres, but may not indicate suitability for any specific small site for widely scattered or isolated farm or home locations. Nevertheless, for purposes of planning, the delineation of areas with no apparent natural soil restrictions will serve to identify those areas with the greatest development potential. Areas which are encumbered by poor soil conditions will tend to retain their mainly rural or agricultural character, or alternately indicate the need for central sewerage systems in order to be developed.

COUNTY FISCAL STRUCTURE

Planning for the county must be viewed against the background of its fiscal structure. Examination of trends of the county's revenues and expenditures in the recent past discloses limitations and opportunities which directly affect planning for schools and other community facilities. The primary purpose of this study is to look at the fiscal record in a way which will facilitate forecasting the county's fiscal capacity in order to schedule the capital improvements which are indicated as part of the comprehensive planning process.

FUNCTIONS OF THE COUNTY GOVERNMENT

The county provides fire protection through volunteer companies, police protection, a library system, and a modest but growing park system and recreation and youth program. The Metropolitan Commission, a county-backed independent agency, will shortly provide sewerage service to some areas. The leading service, however, in terms of expenditures and number of persons affected, is the school system.

THE PATTERN OF EXPENDITURES

Schools

The school system absorbs about two-thirds of the total county expenditures for current operations and debt service. (See Table 28) However, while $65 per capita is spent on the schools in each year this is offset by state and federal aid which averaged for the three years 1962 through 1964 about $47 per capita. About 28 percent of the county's school children are in parochial schools. This fraction is lower than it has been in the past and it may be expected that it will continue to decline. Expenditures per pupil show a rising trend. In 1960, current expenses per pupil, excluding debt service, amounted to $314.56. By 1964 this figure had increased to $390.73. This is still rather low as compared with the United States average of $452.00 or the Maryland average of $467.00. The declining proportion of the county's total school enrollment taken up by the parochial schools, together with rising standards of education, may be expected to exert a strong upward pressure on school costs. The effect on county expenditures will depend also on the share borne by the state and federal governments.

General Expenditures

Expenditure for highways is the county's largest item other than schools. There are wide fluctuations from year

TABLE 28

OPERATING AND DEBT EXPENDITURES
(1962-64 Annual Average)

	$1,000.	Per Capita ($) (c)
General Government		
Current Expenses	1,145	27.93
Interest	44	1.07
Debt Reduction	69	1.68
Total	1,258	30.68
Schools		
Current Expenses (a)	2,477	60.41
Interest (b)	36	.87
Debt Reduction (b)	145	3.54
	2,658	64.82
Total	3,916	95.50

(a) From School Board financial statements which reflect cash-basis accounts.

(b) Includes deductions by the state from Incentive Fund payments due the county.

(c) Based on an estimated population of 41,000

Sources: Audit reports of the county and the School Board
Note : This is only an approximation, because of the differing accounting systems of the two sources.

to year because it seems to be most efficient to undertake large-scale repair operations. A steady increase in debt service for highway purposes may be noted in Table 29. Increasing highway maintenance expenses are the expected norm as the county's road network is developed and extended.

Health and hospital expenses are a rapidly increasing item of expenditure in response to rising needs and expectations. Public welfare has been a rapidly increasing item of expenditure, principally because under state law the county's share of welfare costs increases with the tax base. Public safety includes police and fire protection. These items have been rather stable in recent years.

REVENUES

To finance the government's operations, the county government collects taxes within the county, receives taxes collected within the county by the state, and a share of some taxes collected statewide and apportioned to the counties, and the Board of Education receives state and federal funds specifically for school purposes. These are summarized in Table 30.

Excepting funds received specifically for support of the school system, property taxes are by far the most important source of revenue in the county, comprising about half of the general fund revenue. (See Table 31). Revenue from slot machines is included under the headings "Admissions" and "Amusement Licenses". This source is to phased out by July 1, 1968 under state law and it is encouraging to note that, as a share of general fund revenue, it has declined from 11.3 percent in 1962 to 9.7 percent in 1965.

The state prorates to the counties, on the basis of their highway mileage, 20 percent of the state's collection of gasoline taxes less administration costs. The county then shares a portion of these, based on relative road mileage, with the incorporated towns. Likewise 20 percent of fees and fines collected from motorists by the state, less various court and administrative expenses, are distributed to the counties and shared with the incorporated towns. These two sources are intended specifically for highway maintenance. The state returns to the counties about one-third of the motor vehicle license fees collected within the county, and the county distributes to the towns one-half of its share of license fees collected from the town's motorists. The license fees are not specifically for highway maintenance but are intended to be a property tax. However, the county has to allocate some of its general revenue to highway fund purposes and it is useful

TABLE 29

GENERAL FUND EXPENDITURES
(Fiscal Years Ending June 30, in $1000)

	1962	1963	1964	1965
General Government	171	176	230	247
Public Safety	104	83	109	90
Highways	831	496	622	363
Sanitation & Waste Disposal	4	11	8	9
Health & Hospitals	66	56	85	101
Public Welfare	45	56	72	166
Schools	758	843	1133	860
Recreation	31	26	26	37
Public Service	37	25	21	22
Miscellaneous Expenses	16 [1.]	11	15	33
Debt Service, General Gov't	13	13	17	12
Highways	65	105	126	135
Schools	169	180	196	375
Capital Outlay, Schools	197	83	76	123
	2,508	2,164	2,736	2,573

1. Includes "correction"

Source: Reports to the State Municipal Research Bureau.

TABLE 30

REVENUES
(1962-64 Annual Average)

	$1,000.	Percent
Property Taxes (a)	1,224	28.66
Other Taxes	857	20.07
Licenses & Permits	222	5.20
Service Charges	11	.26
Other General Purpose Revenue	34	.80
Local School revenue (b)	6	.14
State School Operations Aid (b)	1,400	32.78
Federal School Operations Aid (b)	444	10.40
Other School Revenue (b)	1	.02
State Aid for School Debt Service (c)	72	1.69
Total	4,271	100.00

(a) Based on assessments because of change in method of accounting for receipts.

(b) From School Board financial statements, which are prepared on a cash basis

(c) Incentive Fund payments applied by the State to the county's school debt.

Source and Note: See Table 1.

TABLE 31

GENERAL FUND REVENUES

(Fiscal Years Ending June 30, in $1000)

	1962	1963	1964	1965
Property Taxes, Net	913	1,137	(1) 17	1,348
Admission & Amusement Taxes	221	218	299	257
Highway Funds & Auto Licenses	383	404	428	445
Cigarettes & Alcoholic Beverage Taxes & Licenses	223	219	212	242
Race Track	32	33	42	48
Income Taxes	97	103	112	132
Recordation Taxes	23	26	34	33
Business Licenses & Franchise Taxes	24	33	28	28
Other Licenses & Permits	14	11	18	19
Fines & Forfeitures	13	13	20	21
Interest & Rent	5	4	18	59
Other Agencies	10	9	10	-
Service Charges	3	7	23	21
	1,960	2,218	1,260	2,653

(1) Change from cash to accrual basis of recording tax revenue. Based on assessments, property tax revenue for 1964 was about $1,250,000.

Source: See Table 2.

to combine those revenues which result directly from automobile ownership and use and compare them with highway expenses. It may be noted that even in 1965, when highway maintenance expenses were exceptionally low, and highway funds and auto licenses were exceptionally high, the latter did not equal the combined maintenance and debt service on highways by the county.

The county receives one-half of the state tobacco tax collected in the county, and one-third of the alcoholic beverage tax. Liquor licenses are locally collected. Revenue from tobacco and alcohol yielded about 9 percent of the county's revenue in 1965. The state distributes to the counties one-half of 100 days' racing proceeds on the basis of their shares of the state population. The counties turn over part of this to their towns on the basis of population. This revenue is intended for the purpose of construction and maintenance of capital improvements but this requirement is stated in general terms. The county receives part of the income tax collected from its citizens amounting to 1.7 percent of taxable investment invome and .68 percent of other taxable income. This has comprised about five percent of general fund revenue. Taxes on the recording of documents and various business licenses and other licenses, permits, fines, and forfeitures and miscellaneous items comprise the remaining part of the county's general fund revenue.

School Aid

As shown in Table 30, substantial sums are received from the state and federal governments in support of the county's school operations and debt service. The determination of the size of the state's share is rather complex.[1] Briefly, the county contributes to the current costs of its schools to the extent of its ability based on taxable real property and taxable income. The state pays the costs of education in excess of the county's share in an amount which guarantees a minimum program in terms of a minimum salary scale and staffing. In addition, the state pays the full costs of pupil transportation and makes sizable contributions per pupil for handicapped children, preschool education and driver education. The state's contribution to the minimum, or foundation, program is adjusted for increases in enrollment.

1. Details may be found in Maryland State Department of Education, Financing Education for Our Times in Maryland, May, 1964.

The school system also receives aid from the federal government. Most of this is a result of the impact of the Naval Air Test Center on the school requirements. The amount of this aid can fluctuate from year to year depending on appropriations by Congress. Aid under the National Defense Education Act is to help finance education in specific subject matter such as foreign languages and sciences.

Of the total school expenditures of $2,658 shown in Table 28, state federal school aid, shown in Table 30 amounted to 72 percent.

ASSESSMENTS AND TAX RATES

The tax base of the county consists of land and improvements, tangible personal property, public utilities and railroad property, public utility shares, and financial corporation shares. Of these, land and improvements are the major part. Referring to Table 32, it may be seen that the assessed value of land has increased 83 percent during the last seven years and the assessed value of all taxable property increased 77 percent.

These increases are attributable, in part, to increases of the ratio of assessed values to market values. For all real property this ratio increased from 40 percent in 1959 to 50.7 percent in 1964. (See Table 33) Under state law, agricultural property must be assessed on a different basis, related only to its value as agricultural land. This results in a lower assessment ratio for agricultural land. The county assessors aim to increase the assessment ratio to about 60 percent. State law requires that property be reassessed every three years. The State Department of Assessment and Taxation surveys the assessment ratios in each county every other year with the object of encouraging uniformity of assessment. In the last of these surveys, it was found that in St. Mary's County a high degree of uniformity had been achieved. Out of 23 other counties only four had a higher degree of uniformity.

The market value of taxable real property increased by 29 percent during the five years 1961 through 1964. (See Table 34) This amounts to an average annual increase of slightly over five percent. This rate of increase may have increased in recent years. During the two years 1963 and 1964, the real property tax base increased by 15 percent or about 7 percent per annum. (See Table 35) The highest rate of increase has been in the value of residential property, followed by commercial and industrual property. Agricultural

TABLE 32

ASSESSED VALUE OF TAXABLE PROPERTY
($1,000)

	Land	Improvements	Other	Total
1957	6,712	21,835	10,426	38,973
1958	6,913	22,451	11,251	40,615
1959	7,305	23,815	11,981	43,101
1960	9,167	25,890	14,829	49,886
1961	9,740	28,846	15,770	54,356
1962	10,367	32,872	16,534	59,773
1963	11,296	34,888	17,930	64,114
1964	12,294	38,434	18,329	69,057
1964/57, %	183	176	176	177

Source: Biennial Reports of the State Department of Assessments and Taxation.

TABLE 33

REAL ESTATE ASSESSMENT RATIO

	1959	1962	1964
Residential	38.6	49.7	52.0
Agricultural	40.0	51.3	48.1
Commercial & Industrial	44.6	50.7	49.4
All	40.0	50.2	50.7

Source: Twenty-fifth Biennial Report of the State Department of Assessments and Taxation, January 1965.

TABLE 34

ASSESSED AND MARKET VALUES OF REAL PROPERTY TAX BASE
($1000)

	Assessed Value	Ratio	Market Value
1959	31,120	.400	77,800
1962	43,239	.502	86,133
1964	50,728	.507	100,055

Source: See Table 6.

TABLE 35

CHANGES IN REAL PROPERTY TAX BASE, BY USE
(Estimated Market Values in $1,000)

	1962	1964	Two-year Increase Amount	Two-year Increase Percent
Residential	53,829	63,355	9,526	18
Agricultural	23,969	25,742	1,773	7
Commercial & Industrial	9,341	10,767	1,426	15
Total	87,221	99,893	12,672	15
Number of Properties	12,238	12,860	622	5

Source: Biennial Report of the State Department of Assessments and Taxation, 1963, 1965

TABLE 36

TAX RATES

	Per $100 Assessed Value			Per $100 Market Value		
	State	County	Total	State	County	Total
1957	.1425	1.50	1.6425			
1958	.1425	1.50	1.6425			
1959	.1342	1.80	1.9342	.0573	.72	.7773
1960	.1375	1.80	1.9375			
1961	.15	1.80	1.95			
1962	.15	1.80	1.95	.0795	.9036	.9831
1963	.15	1.95	2.10			
1964	.15	1.95	2.10	.0772	.9887	1.0659

land also increased in value though only at about half the rate of other uses. Although the demand for land for agricultural uses has been declining, its increased value reflects the fact that it is readily transferable into residential or commercial use. If assessment were made on the same basis as on residential or commercial property, the value of agricultural property would no doubt show an increase more nearly in line with the general trend.

Tax Rates

There is no statutory regulation of tax rates in St. Mary's County except the state law requiring that they be set at a level which will realize sufficient revenue to cover the annual appropriation. Since 1963, the rate has been $1.95 per $100 assessed valuation. For purposes of comparison, this tax plus that of the state may be expressed in terms of market value as estimated by the assessment ratios. This is done in Table 36. Increased tax rates plus increased assessment ratios have resulted in an increase in tax per $100 market value from about 78 cents in 1959 to about $1.07 in 1964. This is not a very high tax rate as compared with those of other counties in southern Maryland and Washington Metropolitan areas. Calvert County in 1964 had a true tax rate (including state tax) of $1.22 per $100, Prince George's County, $1.47, lower Montgomery County, $1.59. Charles County had a somewhat lower tax at $.93.

Borrowing and Debt

There is no statutory regulation or limitation of the borrowing power of the county. Since it has no charter its bond issues are voted by the State Legislature.

Rapid growth of the county has caused a need for much school building in recent years, and to meet this need the county has borrowed both from the state and the public. As shown in Table 37, school debt comprises more than three-quarters of the total county bonded debt. The county benefits from the borrowing power of the state by participation in state loans. These are repaid with interest through deductions by the state of amounts due the county under the incentive fund arrangement. As shown in Table 11, the county has financed through its bond issues about half the total needs for school construction during the five years ending 1964, while receipts from the state loan pool have supplied one-fifth of the needs. The state has also aided, to the extent of about half a million dollars, by incentive fund payments in excess of those required for debt service. The incentive

TABLE 37

DEBT AT JUNE 30, 1965

Purpose and Type	Year Issued	Amount ($)
Schools, State Loans	1964	1,488,548
County Bonds	1949-64	1,900,000
		3,388,548
Highways, State Roads Commiss.	1955-65	798,898
County Bonds	1961-62	440,000
		1,238,898
Court House Bonds	1956	136,000
Subtotal		4,763,446
Tall Timbers Erosion Relief Bonds, Paid from Special Assessments	1953	28,000
Total		4,791,446

Source: Report to the State Municipal Research Bureau, 1965

TABLE 38

SCHOOL CONSTRUCTION FUND
($1000)

Receipts, 1960-64, by Source

County Revenue			242
State Aid			521
Federal Aid PL 815			460
Borrowing:	State Loan Pool	760	
	County Bonds	2,000	2,760
Miscellaneous			23
Total			4,006
Capital Outlay, 1960-64			2,046
Increase in Cash			1,960

Source: Auditors reports to the St. Mary's Board of Education

TABLE 39

LONG-TERM DEBT, 1962-65, at JUNE 30

	($1000)
1962	2,613
1963	2,509
1964	4,687
1965	4,791

Source: See Table 2.

fund aid is based on increased enrollment at the rate of $70.00 per child plus $22.00 per child currently enrolled, less the amount raised from taxes at $.05 per $100 assessed valuation. The federal government contributed $460,000 during this period to compensate for the requirements generated by the Naval stations.

Debt for highway construction and improvement is the other significant item. In this instance also, the county benefits from the borrowing power of the state and also issues its own bonds.

The county's debt in relation to its tax base is not high, at only 4.8 percent excluding the debt serviced by special assessments. Debt service expenditures as shown in Table 1, amounted to $294,000 which was 7.5 percent of the total expenditures during the three years 1963 through 1965. (See Table 39) The outlook is for continued growth of the county's debt to meet the growing school needs discussed in a separate report. However, the population will also grow and so will the per capita income of its residents. A five percent increase in debt per year, that is some $240,000 would not disturb the present ratio of debt to assessed valuation, assuming a continuation of the recent trend in property values.

SUMMARY AND OUTLOOK

The rising trend of property values and incomes may be relied on to yield a steadily rising revenue. The end of slot machine income will cause a problem for a few years, but the property tax rate could be raised to compensate for this, at least in part.

Expenditures for non-school functions have been held to a moderate level. School costs, both for operations and for construction, promise to be a continuing concern because of population growth, rising standards of instruction, and a declining share of the county's children enrolled in parochial schools. State and Federal aid will continue to be of crucial importance.

Part II

COMPREHENSIVE PLAN

Within the next two decades St. Mary's County will use its land resources to satisfy the needs of 28,000 additional residents. Vast tracts of land will be developed for new housing, shopping centers, highways and other facilities. How can St. Mary's County use its available land resources to best advantage? Guidelines and controls are needed to assure that new growth will be mutually advantageous to both the developer and the larger community interest. The proper and profitable use of land, measured not merely in terms of an individual's immediate need but rather in terms of the community's collective need both present and future, is therefore of basic importance to every citizen.

In order to identify the particular objectives that are appropriate for guiding St. Mary's future growth it is necessary to understand the special potentials and problems of the area. Part I of the Comprehensive Plan report provides the basis for this understanding. A brief summary of major findings is outlined below.

SUMMARY OF FINDINGS AND PLANNING OBJECTIVES

MAJOR FORCES AFFECTING COUNTY DEVELOPMENT

On the positive side, the major growth determinants in St. Mary's County can be summed up as follows: Expansion of the Washington Metropolitan area will be felt in St. Mary's County owing to its easy accessibility. While the distance from Washington will preclude any substantial amount of "dormitory" housing for commuters, the county is ideally situated for second home and retirement living housing, as well as for recreational and tourist attractiveness. St. Mary's has many advantages in the natural amenities provided by its abundant waterfront, rolling landscape and cooler summertime climate. These are decided assets which are within reach of Washington Metropolitan area residents who in years ahead will have more income and leisure time to spend on housing and recreational activities.

The highway network, existing and planned, will be a significant factor in shaping St. Mary's emerging pattern of development. In the next 20 years there will be major additions to the roadway network, especially limited access highways in the form of the new South-East Expressway and the Potomac and Bay crossings through St. Mary's County.

The interchanges and locations accessible to major highways will become the main focal points for new growth. Ready access to the regional expressway system is vital to major retailers, industrial firms and urban dwellers. Opportunities, and communities as yet unborn will begin to take shape as highway construction plans unfold in St. Mary's County.

On the less positive side, however, there are drawbacks which will act as deterrents to county growth. These include the limited range of employment opportunities in the county; declining agricultural employment; declining revenue sources needed for providing expanded urban services; and other economic difficulties. While these limitations will gradually tend to be offset or stabilized by the opportunities provided by new growth itself, it is apparent that the manner and places in which this growth occurs has direct bearing on a solution to existing problems. There are significant natural limitations which future development must deal with in order to realize prosperity and otherwise avoid increasing problems.

Future growth must be encouraged in some areas and restrained in certain other areas. The importance of agriculture to the economy of the county dictates that prime agricultural soils be not needlessly encroached upon by new development. Since these prime agricultural lands are situated along the Potomac River front it is essential that the county does not allow a "free-for-all" development of its river front. There is ample water front property available to accommodate new housing subdivisions within the next 20 years. Much river front land can be left open to development, but other river front land should be initially preserved for continued agricultural use.

The danger of increasing water pollution and the possible collapse of the seafood industry is another major development drawback. Many soils in the county are unsuited to septic installations as a means of sewage disposal. Central sewerage systems will be required; but attendant high costs will tend to limit the amount of development.

Uncontrolled or "sprawling" growth will place a burden on municipal services and community facilities. In so far as possible new growth needs to be encouraged within and adjacent to communities where services already exist and can be expanded without prohibitive costs. In turn, areas remote from existing service centers should remain undeveloped.

In short, the allocation of land for future growth must be structured so as to take advantage of existing and potential assets and avoid development which will have a destructive impact on the economy and fiscal resources. The following section defines the explicit development objectives that underlie the Comprehensive Plan.

MAJOR OBJECTIVES FOR COUNTY DEVELOPMENT

Broadly stated, the objectives of the county plan are to bring people and urban services and facilities together in order to meet their daily needs. It also seeks to secure the highest and best use of land for both rural and urban purposes. In reserving land for agriculture and preventing the scattering of population it is aimed at reducing the tax burden resulting from the need to provide urban-type government facilities in sparsely populated areas. To accomplish these ends the land use plan must secure a long-range balance of the supply and demand for land for both rural and urban purposes, control the use of all land and intensity of development and then provide all urban development in the county with at least the following minimum urban services and facilities: public water supply, public sewerage system, police and fire protection, modern schools and useful recreational facilities.

Specifically, the following development objectives are essential in order to achieve beneficial growth in St. Mary's County and avoid an otherwise detrimental pattern of growth.

1. Promote Residential Development of Good Quality. Residential development can be a significant and growing source of economic strength. It can be a sizeable industry in its own right and it can be the key to further employment growth. Positive benefits are not automatically achieved however. Poorly planned and low quality development can be blighting, damaging to economic growth and detrimental to the fiscal health of the county. Diversified development should be encouraged for a range of family income levels.

2. Conserve Prime Agricultural Lands. Since an abundant supply of waterfront land exists for new housing subdivisions, it is essential that land of lower agricultural value be used for development, and that remaining waterfront land of high agricultural value be retained for continued farming use. The avoidance of haphazard or "free-for-all" waterfront development will also facilitate and lessen the cost of providing municipal services.

3. Creation of Sanitary Districts for a Regional Sewerage Network in Order to Eliminate Pollution Hazards. The channeling of development of sufficient density into specified areas will make it economically feasible to provide central sewerage systems, not otherwise possible if development is too scattered. The creation of sanitary districts and system planning should be the ultimate

objective in order to overcome pollution hazards due to piecemeal and limited means of sewage disposal. Increasing pollution will have a detrimental impact on the recreation and seafood industries which are important to the economy of St. Mary's County.

4. Encourage Concentrated Growth in and Adjacent to Existing and New Communities. A failure to encourage orderly growth and consequent scattered development will result in a costly proliferation of essential municipal services. Economies of scale can be achieved in providing municipal services if concentrated growth is encouraged.

5. Avoid Excessive Scattered Development in Rural Areas Where Municipal Services Do Not Exist. Essentially the opposite of the preceeding objective, the plan should achieve a balance in the allocation of land for development sectors and for rural-agricultural sectors where development should be kept at a minimum for other than non-farm housing.

6. Reserve Land for Expressway Alignments and Highway Improvements. The land required for future expressway alignments and interchange points should be retained in agricultural zones so as to discourage development and facilitate subsequent acquisition.

7. Reserve Expressway Interchange Points for Intensive Industrial District and Shopping Center Uses and For Adjoining Planned Community Development. It is essential that these more intensive functions be concentrated at points of greatest accessibility. The reservation of land for such use will promote and invite new employment opportunities in the county.

8. Reserve Land For Park and Recreation Purposes. The expansion or creation of a viable "recreation industry" is essential to the economy of the county. Areas ideally suited for regional parks and recreational use should not be developed. River and stream valley forest lands should be conserved and used for recreational purposes and continued forest growth.

9. Adopt and Enforce Zoning and Other Measures Consistent With the Foregoing and Other Objectives as Reflected in the Comprehensive Plan.

COMPREHENSIVE PLAN

The comprehensive, or general plan, consists of three elements.

Land Use Plan...Showing the location, type, and intensity of future development.

Transportation Plan...Showing the future network of highways and other means of transportation needed for effective circulation and movement throughout the country.

Community Facilities Plan...Determining needs for new construction and improvements to public and semi-public community facilities.

The Comprehensive Plan is intended to provide direction to the many public and private development decisions in years ahead, and in turn is not to be viewed as a static conception of what the county will be like. A plan recognizes the evolutionary or changing nature of a region, and strives to channel the process and direction of growth itself. The continued growth of St. Mary's County needs to be considered as an evolving adaptation to rapidly changing circumstances. Flexibility must be the keynote of any plan, and wide latitude for private initative, choice and adjustment to unpredictable change must be provided. Thus the plan should not be viewed as a goal in itself, but rather as representing a unified set of policies and proposals for guiding public and private decisions.

The role of public policy--as expressed in the Plan--serves to channel the many private decisions made by investors, producers, and consumers toward long-range objectives through land use controls, and through direct public investment in capital facilities. The location and timing of new public facilities--particularly sewer, water, and highways--can be instrumental in shaping the pattern of county development. Necessarily, the emphasis of public action should be placed on immediate and short-range planning and programming because of the difficulty in forseeing changes in technology and consumer taste beyond a decade. The long-term character and rate of growth cannot be forecast with accuracy. The Plan needs to be reviewed periodically on a comprehensive basis in order to remain effective.

LAND USE PLAN

The Land Use Plan is a statement of where and how growth should occur. It represents a guide for the logical and orderly development of the county by showing the future pattern of land use, the location and intensity of that use, and the amount of land required. The allocation of land for future growth must be structured so as to take advantage of existing and potential assets and avoid development which may have a destructive impact on the economy and fiscal resources. The Plan reflects existing development trends and physical attributes of the terrain in regard to capability and most suitable use of a given area.

CONCEPTUAL BASIS OF THE PLAN

Population forecasts for St. Mary's County indicate that by 1985 population is expected to increase by about 28,000 to a total of 67,000. The projected population by election districts is shown in Table 10.

Population Growth Distribution

How the anticipated population growth is to be distributed about the county is the key to the Land Use Plan. Plate 19, Population Distribution, 1985, shows both existing population centers and the probable future shifts and expansions in population growth.

Several major clusters of population are evident. The existing Lexington Park area shows considerable expansion, as does the Leonardtown area. Centers of population growth not presently existing are also shown. These will come into gradual being in the vicinity of

expressway interchanges points. The interchanges and locations accessible to major highways will become main focal points for new community development. The intersection of the planned South-East Expressway with Route 5 in the northern part of the county is one such area. The intersection of the Potomac River and Chesapeake Bay Expressway route with Route 5 in Election District 2 west of Lexington Park is another potential growth area. The construction of a bridge crossing the Patuxent in Calvert County was recently authorized as a part of the State Roads Commission highway plan.

The anticipated distribution of future population growth is in large part based on predictable trends. The same factors which already have caused existing centers of population to develop will insure their continued growth.

Without adequate controls the future population settlements will become more scattered, with small areas of high density occuring in areas where essential services cannot be economically provided. School and other community facility construction will proliferate needlessly as is already the case in St. Mary's County. It is essential that vital community facilities be built of an economical and serviceable size. This is possible only if growth is planned so as to result in concentrated neighborhood developments.

Because this goal can be acheived in a number of ways, three basic concepts are analyzed in this report with regard to their adaptability to the county land use plan. These concepts are: (1) Planned sprawl (2) A system of planned communities, and (3) Urban core development.

Planned Sprawl

Planned sprawl is basically a continuation of the existing development trends. This sprawl would take place in all directions but primarily along the major routes of transportation and the more accessible reaches of the waterfront. The overall development pattern would be characterized by ribbons of low-density single-family housing, strip commercial districts interspersed by bypassed and vacant land. An example of this sprawling type of development is between Great Mills and Lexington Park on Route 246. This pattern of development results from the lack of land use planning and zoning. With such sprawling and low density patterns, it would be extremely expensive for communities or the county to provide the above mentioned urban services and facilities. In order to support these

services efficiently and economically, a concentration of people is required. Providing these services would also necessitate assessing, directly or indirectly, non-urban land for urban services and facilities. This could excessively increase the taxes on agricultural land, which, in turn, could economically render the land useless for its best use - farming. Clearly, these sprawlings and low density patterns combined with the by-passing or leap-frogging of subdivision development pre-empt an excessive amount of prime agricultural land. They also permit strip commercial development, neither convenient nor economical, rather than concentrating it in centralized areas. This increases the vulnerability and friction of conflicting land uses, thus stimulating blight and depreciation of adjacent land values. Where combined, the ribbons of low density residential areas, strip commerical districts and the admixture of other uses, further increase traffic congestion and travel distance and time for the people. Because of this increased travel distance and since the density of population would not support public transportation, the residents of the county would be even more dependent upon the automobile than today. But more important, more land would be taken out of agricultural production and the extension of urban services and facilities, ultimately necessary, would become inordinately expensive.

In addition, extensive areas in the county have soil conditions that are unsuitable for septic tanks as a means of sewage disposal. Strung out development will tend to increase the pollution hazard as it will not be feasible to provide central sewerage systems for such random development.

Planned Communities

Another alternative would be the development of a series of planned communites. This system would correspond to the National Capital Planning Commission Year 2000 Plan proposals for new communities along radial transportation corridors.

Each community would be semi-independent and self-contained in that it would have its own shopping center, service activities and all urban services and facilities necessary to support its population. The communities would be dependent upon existing centers for certain social, cultural and economic functions and would be connected by primary highways.

Future urban development would be encouraged to cluster adjacent to the existing development and would be guided and attracted there by the provision and availability of public services and facilities. Surrounding the community would be an agricultural green belt. Development within this belt would be restricted to agricultural, recreation and open residential development on large parcels of land.

At the present time it would be unrealistic to plan totally for this type development since the population required to support new communities would far exceed the forecasts to 1980. However, a modification of this system would be valid when used in conjunction with existing urban core development. It will become increasingly necessary in the future for the developer to provide a wide range of services and facilities if he is to compete in the housing market. Especially in the waterfront areas, community water and sewer systems will be essential to prevent water pollution. These systems to be continually effective, should be public utilities large enough to permit professional operation and maintenance and should serve relatively large areas with centralized treatment and carefully selected points of discharge. These and other public services and facilities can only be provided economically where there are relatively dense concentrations of population. The development of planned communities of a size where all service and facilities can be provided should be encouraged. There are numerous examples of the planned community in the Washington-Baltimore area. These are largely self-contained and offer all services and facilities.

These communities would in some cases be oriented to the commuter and thus would be in a sense a dormitory community for the region, or oriented to the waterfront for seasonal residences, or, as more likely the case, a combination of the two. The unique advantages possessed by the county in its extensive waterfront should encourage this development potential. While these communities may not be fully self-contained (providing full employment to residents) they can provide most of the services, facilities and amenities necessary and desirable for urban life.

The present regulatory measures and the selective programming of public improvements are means of directing growth and encouraging the development of new communities. This offers a desirable alternative to the small, scattered subdivision devoid of services and facilities and requiring an inordinate expenditure of public funds for services.

Urban Core Development

A third alternative is the urban core development. Here the major portion of future development in the county would be encouraged to take place within and adjacent to the urbanized areas of Lexington Park, Leonardtown and other developing areas. Basically, all development would be encouraged into two areas:

1. Those areas already served by utilities and facilities which are, for the most part, already developed. These areas (within the main built-up area presently served) have only a limited amount of vacant land available for development.

2. Those areas bordering on the present urbanized areas which can be provided with the recommended minimum urban services by expanding or extending the existing urban services or facilities. The pattern of this development would not necessarily be concentric but rather may be lineal, recognizing the historic land use pattern of transportation and topography.

Further out from the core, the land adjacent to the proposed future urban development would be encouraged to remain or develop as:

1. Agriculture or recreation.

2. Low density housing (generally associated with agriculture or estate-type development) provided that the lots are large enough to comply with all the requirements for water supply and sewerage.

Since the future growth would be encouraged to develop into strong urban cores, in and around the existing communities, this type of development would also provide for a greater variety of housing, a more effective and efficient transportation system, better utilization of the land, and in general, a more efficient and economical use of public services and facilities.

In view of past and potential development and of future growth trends, this method combined with the development of new communities in appropriate locations would, in the long run,be the most economical way to provide the desired urban services for the majority of the county's forecasted 1985 population. It would also secure the highest and best use of land.

THE 1985 LAND USE PLAN

Major Land Use Determinants

Key factors that will be influential in shaping the county's pattern of development are illustrated on Plate 19. In a predominantly rural and open area such as St. Mary's County, the natural features of land and water will determine the general outline of where new development will occur. Man-made factors, such as new highway construction and capital investment in existing urban areas will exert a more predictable pattern of growth within the vicinity of these improvements. The recent establishment of the Mataponi Sanitary District, for example, will result in an accelerated rate of growth within the greater Lexington Park area after the construction and availability of sewerage facilities. Increased accessibility resulting from the completion of expressways will also, in turn, define potential development areas, especially near interchange points that commonly become the target for commercial and industrial activities.

A foremost natural amenity or feature in St. Mary's County is its extensive waterfront, where competition for new housing, recreational pursuits, the seafood industry and agriculture all join hands. The county's prime agricultural soils[1] cluster along the Potomac and Wicomico Rivers as generally shown on Plate 19. Within the past several years extensive waterfront lands have been devoted to housing subdivisions, particularly in the northern half of the county where distances to the Washington Metropolital area are shorter. The eventual displacement of the county's agricultural mainstay is but one aspect of the transition taking place. The attendant problem of providing a safe means of waste disposal for urban type waterfront development must also be recognized, as many soils are poorly suited to septic tank installations (see Plate 16).

While the many opportunities and activities offered by an abundant waterfront are welcome additions to the future of St. Mary's County, public policy must insist on a reasonable regulation of the use of this prime waterfront resource. The Comprehensive Plan accordingly calls for development densities that will assure a minimum pollution hazard in conjunction with Health Department Regulations specifying lot sizes based on drainage conditions of a given parcel. In order to protect valuable agricultural lands from premature

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[1] Sassafrass and Keyport Loam soils.

development the Land Use Plan has been designed so as to reserve the southern portions of the Potomac from premature development. Within the 20-year duration of the Plan sufficient waterfront land is available to accommodate both expected housing developments and the economically important tobacco industry in St. Mary's County.

The proposed 1985 County Land Use Plan is graphically illustrated on Plate 20. It is based primarily on the urban core development concept, but with certain aspects of the new community concept incorporated. This would be a logical pattern of development within the county because there is considerable vacant, developable land in and around the existing centers (and thus in close proximity to the major employment centers), and this land can be provided with urban services and facilities most economically. Also, the soils and geological structure make it desirable--if not necessary as the population increases--to provide the residents of the county with at least public water and sewer systems. The planned interceptor and sewage treatment plant for the Mataponi Sanitary District will be capable of accommodating the growth expected in Election District 8 within the greater Lexington Park area.

The Plan also recommends that the outlying communities, especially the fastest growing ones, develop along the lines of new communities. These would include communities oriented toward the waterfront such as Piney Point. By 1985, these communities would not in the above sense be semi-independent or self-contained communities, but rather primarily residential communities or small trade centers for agricultural areas. Having developed along the lines of a new community, a given area can easily be, if the people so desire, developed into a community complete with urban services, facilities, and amenities.

As can be seen from the Land Use Plan, it is proposed that the Leonardtown and Lexington Park areas develop into strong urban centers. The Lexington Park area, especially, would contain several existing communities separated by open space and served by a system of radial and circumferential streets. Not only would each be served with a complete system of urban services and facilities, but each would contain a number of neighborhood shopping centers in addition to the central community center. Each area would contain industrial districts. All areas would have a street network linking all areas and connecting the communities with the regional network. This network would also be directly linked to the proposed South-East Expressway and thus with the proposed

crossings of Chesapeake Bay[1] and the Potomac River. Each community would have areas for living, working, and recreation. The residential areas would be separated from other uses, and served with a system of local streets that would discourage through traffic. The industrial areas would be buffered from adjoining uses mainly by open space and highways.

Residential Land Use

The following densities of development are proposed as shown on the Land Use Plan:

Agricultural Land Use Areas. Predominantly for agricultural and open space use. Non-farm housing would require large lot sizes.

Low Density Land Use. Areas suitable for quality large lot development of about one acre, or 20,000 square feet if central sewerage facilities are provided in the development.

Medium Density Land Use. Urban and suburban areas typified by 20,000 to 10,000 square foot lots served by central sewerage systems.

Medium to High Density Land Use. Urban areas where a variety of lot sizes and building types would be suitable. Served by central sewerage systems.

It is proposed that residential development be concentrated primarily along (1) the Route 5 and 235 corridor, in sufficient depth to allow for subdivision and local feeder street development, (2) in and adjoining the urbanizing centers of Lexington Park, Leonardtown and other towns, and (3) along the Patuxent riverfront, the Chesapeake Bay, and the upper stretches of the Potomac and Wicomico Rivers. Parts of the lower stretches of the Potomac riverfront are to be retained for agricultural use in accordance with the development objectives previously discussed.

To assist in achieving a living environment that considers the health, safety, general welfare and economic investment of the individual, all residential developments are encouraged to develop into areas which are, or are immediately adjacent to areas which are, served with urban services and facilities (or

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[1]See: A Prospectus: Third Belt Highway, Washington, D.C. Metropolitan Highway, Washington, D.C., Harland Bartholomew and Associates, 1964.

can shortly be so served), on well drained land, separated from incompatable uses and designed with local streets which discourage through traffic. In addition, other new or expanded residential development is shown on the waterfront and around small existing centers. These would be either for full-time residential occupancy or for seasonal occupancy; both would presume existing water and sewer systems, or the eventual provision of these services. The proposed density of population would be adequate to support required public services and facilities.

The medium to high density residential areas, those with more than three dwelling units per acre, are shown as a concentration of the existing development trends around the communities of Leonardtown and Lexington Park. Apartment houses would also be allowed in designated areas through appropriate zoning. This pattern of residential development would:

1. Give a large number of people immediate access to the central business districts and shopping centers, and at the same time, strengthen these centers in which a greater variety of trades and services could be offered.

2. Provide a sufficiently large number of people in a relatively compact area to support efficient and economical public services and facilities, and at the same time, reducing the public expenditure for these services.

3. Encourage a variety of housing types within a development.

4. Relate living, shopping and working areas.

The intermediate residential density pattern proposed by the Land Use Plan would be accomplished by filling in the underdeveloped areas and by expanding the existing urbanized area. These would be, by the size of their expansion, new communities based on current commercial-residential nuclei or would be waterfront oriented communities.

As proposed above in the new community and urban core concepts, future residential development would be guided into these areas to where public services and facilities are provided or can be provided with an increase of population. The density would allow for either one or two dwelling units per acre. Three dwelling units would be permitted per acre if public water facilities are initially provided by the developer according to current regulations.

About 13,000 residential acres (including 7,300 existing) would be required to accommodate the projected 1985 population. This additional acreage is based on a forecast of a population of 67,000, or about 20,000 dwelling units at an average of two units per acre.

It is readily apparent that more land than will actually be needed has been allocated for development in the Land Use Plan. This is to allow for maximum flexibility of choice and at the same time reduce development pressures on agricultural land reserves.

Commercial Land Use

Acreage requirements for commercial use are relatively nominal as a percentage of total urbanized land uses. New shopping center type developments do, however, require sizeable tracts of land for parking needs. The important consideration at this time is not how much land will be required, but rather where is should be located and what standards should be applied.

To ensure the proper location and development of shopping centers the following requisites should be met:

1. That they be properly located in realtion to the population and function served.

2. Related to the street or highway pattern to afford ready access and facilitate traffic movements.

3. Located on relatively flat and well drained sites.

4. Of a compact design (rather than the inefficient strip-type commercial) with adequate off-street parking and with a separation of pedestrian and vehicular traffic.

5. Located on a site that can be provided with utilities.

The existing commercial districts would be encouraged to expand or develop as planned neighborhood, community or highway-oriented commercial centers. Some additional centers will be required; these will be in the nature of neighborhood centers rather than larger regional or community centers.

Neighborhood centers are considered to include only those stores and service establishments which are used frequently by all families and which should be easily accessible to the home. To be successful they need a tributary population of at least 500 families - desirably over a 1000 families - if they are to be successful. (Crossroads shopping centers serving rural areas are of this type but have larger tributary service areas due to the low population densities.) With this population, a minimum center of eight to twelve shops can be supported under average conditions. They should be located within a maximum of ¼ mile walking radius of the homes they serve. The best locations will normally be found on major streets and

preferably at or near the intersection of main or secondary thoroughfares. The centers should be on realtively flat sites with off-street parking. Since the location of neighborhood centers are matters of local consideration and can be decided at the time of residential development, in the main only expanded existing centers are shown on the plan. These should be encouraged to expand with the population increase to provide a full range of shops and services.

The community shopping center not only offers day-to-day shopping for a local residential area but also provides for weekly needs and "comparison" shopping for a number of residential areas, often comprising a large portion of the county. They are best located at the intersection of collector and arterial streets or two arterials, and also at expressway interchanges. At these locations shopping centers are readily accessible. They are larger than neighborhood centers, or of a size to provide a range of both convenience and durable goods and services at competative prices. This will strengthen the two existing centers (Lexington Park and Leonardtown) and serve to retain in the county an increasing amount of local purchasing power.

The highway-oriented commercial uses are those that draw their trade primarily from adjacent highways. These include such uses as service stations, restaurants and motels catering primarily to transients, but also generally include also local trade and service establishment. Best located at interchanges and at junctions of main highways, they should be set back from the highways so as not to interfere with traffic and should have adequate off-street parking. They should be buffered from adjacent residential areas.

While increasing population growth will provide the incentive for improvements and expansion of existing commercial centers, some new centers will be required at forthcoming expressway interchange points. It is essential that these locations be utilized for commercial and industrial purposes as the requirements of high accessibility dictate this and are in accordance with sound land use planning principles. Highly accessible commercial (and industrial) centers serve the community more effectively and will provide additional employment opportunities for county residents. Ready access at interchange points will also minimize traffic through residential areas that will grow in these vicinities.

Industrial Land Use

The Land Use Plan provides for increased industrial activities, mainly in the manufacturing-assembly and service industry groups. To allow for the increased demand of industry for more acreage per employee (one story assembly line structures), and for the trend toward the planned industrial district or "park" it is necessary to set aside virgin areas where such potential industrial growth can occur.

Key industrial sites should be provided for at expressway interchange points. While these limited access highways do not yet exist such industrial locations are at this time potential ones. But this does not belittle their potential value to the county. The impact of highway improvements on the economy of an area is a major trend that must be recognized in the Land Use Plan. It is essential that expressway interchange points be reserved for intensive land use activities so that the county can benefit fully from these highly accessible locations. Reservation of land for such purposes can be accomplished by retaining the sites in agricultural zones until the expressway construction takes place. Subsequent rezoning for intensive (industrial and commercial) land uses only should be permitted.

Potential sites for industrial use are shown on the land Use Plan at expressway interchanges, along Route 235, and within the Lexington Park and Leonardtown Urban Areas.

Other locations not designated on the plan may prove well adapted for industrial development. Public policy should welcome the introduction of compatible and desirable industrial growth at locations determined suitable after review by the planning commission in response to requests by future industrialists. In a land area so vast as St. Mary's County it is obviously impossible to pinpoint all future industrial sites.

The industrial areas should be separated or buffered from the major residential areas so as not to adversely affect the living environment. This is a benefit not only to the living areas, but permits the unhampered expansion of industry.

Little industrial development is shown outside of expanded urban areas and major existing districts. Much of the existing industry in the rural areas and the potential industrial development in these areas is of a nature that its location shown be a local consideration, based on local conditions and availability of services and facilities. (The location of such industry as mineral extraction and potentially obnoxious industrial uses should be subject to individual review under the zoning ordinance.) Locational and development standards should be enforced to adjacent non-industrial uses.

Park and Recreational Land Use.

By the year 1985, the county will not only have more people requiring more outdoor recreation, but these people will have more leisure time to enjoy recreation. Moreover, one of the county's major economic potentials lies in the development of commercial recreational enterprises. This tourist-recreation industry will be centered around water sports and activities, hunting, and camping, hiking, picnicing, etc. These activities will be in increasing demand by both residents and non-residents alike. To these must be added intensive recreation areas, parks and playgrounds, to serve local residential areas.

The most urgent requirement of recreational land planning is to identify potential region-wide State and National Parks and initiate immediate action to preserve land for such use. Smaller neighborhood parks will become the responsibility of housing developments and local recreational interests.

The Land Use Plan shows the 600 acre Point Lookout State Park now in the planning and construction phase.

An additional park which has been incorporated into the Maryland Forest and Park Master Plan is the 1,000 acre Patuxent State Park. Site selection has not yet taken place but the recommended general location favored by state recreational officials is by the Cat Creek area in District 6. This is shown on the Land Use Plan. Since undeveloped land along the Patuxent River is rapidly disappearing, early action through zoning is essential in order to preserve this area.

Medleys Neck, also shown on the plan, has been identified as a potential regional park by the National Park Service. Other sizeable areas identified include St. Ingoes Neck and Newton Neck. Since these areas also have agricultural value it is essential that they be protected from housing development through zoning which may subsequently facilitate their use for park and recreational development, in succeeding years.

The Potomac Heritage Trail through St. Mary's County offers another highly significant recreational opportunity. Proposed by the National Park Service, this trail would traverse through several states to form a Nation-wide system of trails. Its use in St. Mary's County would be primarily for hiking and bicycling. The trail would start at Point Lookout Park and generally follow Route 5 up to St. Mary's City. North of Lexington Park the trail would follow next to the railroad right-of-way. The link in between St. Mary's City and the railroad would require right-of-way acquisition. A proposed route is shown on the Land Use Plan in conjunction with riverfront parks along St. Mary's River and inland lake and park development.

The part of the trail in the Lexington Park vicinity promises to have high recreational value for county residents. Two recent developments in the county indicate that the realization of this project can be readily accomplished. Through the joint efforts of the Small Watershed Project and the newly created County Recreation and Parks Board a "Park Beltway" can embrace the southern edges of the Greater Lexington Park area. The trail with adjoining lakes and parks can follow the St. Mary's River conservation area shown on the Land Use Plan. Other recreational facilities would also come about through the Small Watershed Project. The boundaries of the project are shown on the plan. The County Recreation and Parks Board could also direct its efforts toward the creation of additional county parks along other streams and river conservation areas as shown on the Land Use Plan.

Agricultural Land Use

The agricultural sector of the county's economy will continue to be vital industry and should be encouraged through proper land use controls. Agriculture in Southern Maryland, according to a University of Maryland study, "endures the dual pressure of creeping urbanization from nearby metropolitan centers and an uncertain market for tobacco". These pressures accentuate the "cost-price" squeeze in agriculture, which is further intensified by lack of adequate land use controls. Productive agricultural

land in the county, while extensive in acreage, is relatively limited. The soil conditions for agricultural use frequently are the same conditions suitable for urban development. However the ratio of the forecasted population to the county's land resources indicates that all land use needs, both rural and urban, can be met without undue encroachment upon prime, waterfront and inland agricultural lands. The importance of agricultural productivity in the county's economy serves to underscore the requirement that prime farm land be not needlessly displaced.

The Land Use Plan recognizes this by calling for the centralization of population around existing centers. It also proposes that prime agricultural lands be protected from sprawling, scattered urban-type development by restricting these areas to agricultural, recreational and open residential development on large parcels of land. Since densities would be low in these areas urban services and facilities would not be required thus eliminating local governmental expenditures. The reservation of land for agriculture and related uses is essential to the implementation of an effective land use plan for the county.

Summary

The proposed Land Use Plan reflects the recommended county development objectives. The Land Use Plan shows the pattern and direction that growth should take to the year 1985. A wide margin or choice within the development sectors of the plan exists. Although this plan recommends functions and uses for the year 1985, to be effective it must be continually re-studied and revised if necessary, as unforeseen factors accelerate or slow the rate of growth and development in the county.

EXISTING BUSINESS AREAS PLAN

Business establishments in St. Mary's County can be classified as to three types of centers or groups. These are the (1) major central business districts of the principal towns, (2) the small neighborhood shopping areas located around major crossroads in rural areas, and (3) the strung-out commercial establishments along major highways such as Route 235.

The central business districts of Leonardtown and Lexington Park are multipurpose centers fulfilling the needs of county-wide residents. They are the communal meeting place containing the principal commercial activities of the county, mixed with finance, recreation, governmental and social functions. They contain a variety of trades and services, although limited by the proximity of the large centers in Prince George's County and the Washington metropolitan area. Economic studies indicate that much of the retail dollar is spent outside of the county. Consequently the orderly expansion of these centers in response to future population growth must be provided for. Expected population increases will create a demand for durable commodities and services not now presently available in these centers.

While the business districts of Leonardtown and Lexington Park were initially developed with reference to a plan or orderly street layout, growth has since overtaken the original downtown limits and traffic conditions have changed materially. Streets are congested by through traffic, local traffic and on-street parking and turning movements. Off-street parking, public and private, is nominal, especially in Leonardtown. The continued economic vitality of these business centers thus hinges directly on an efficient arrangement of parking spaces with store locations and the needs of automobile and pedestrial circulation.

Leonardtown Central Business District

Leonardtown's central business district centers around the Washington Street Park or Town Green, and is bounded by the Court House Complex on the south and by Shadrick Street on the north. It extends about two blocks to the east and west, or to the limits of present development. As such it is a compact area, which is essential to its vitality in a town of Leonardtown's size, yet it has ample room for expansion into presently vacant areas adjoining it. Severe problems of parking and circulation exist, however, which could endanger, and in some areas are already diminishing, the vitality of commercial activities. While establishments along

Washington Street are, on the whole, well maintained, some of those to the west of the main street are showing signs of neglect, reflecting their relative inaccessibility to shoppers.

As the county seat, Leonardtown is also the site of several other services which will expand with population growth, among them the government center, the hospital, the nursing home, the one public, the one parochial, and the two private schools.

Leonardtown is well served by business and professional services, as would be expected of a county seat. Listed in Leonardtown are 9 lawyers of law firms, 10 insurance companies or agents, 1 firm of certified public accountants and 1 of tax accountants, and 2 banks, as well as 13 doctors and 3 dentists. The town further contains a newspaper, radio station, and an office of the Chesapeake and Potomac Telephone Company. There is also a movie theatre, as well as an assortment of personal services such as cleaners, barbers, etc., and a motel. The quantity and variety of services available in Leonardtown can be one of the important factors in attracting and holding population in the future.

The town is fortunate in having a considerable variety and high quality of retailing. While the town contains only about three percent of the county's population, the central business district contains about ten percent of county retail employment, and sales in 1965 in the business district are estimated at about 4.5 million dollars. One of the indications of the drawing power of the business district is the number of eating and drinking establishments it is able to support: in a survey conducted in March, 1966, by the consultant, five were counted. The survey further revealed considerable variety in the types of retail establishments in the town. There does not appear to be an over-abundance of any one type of store, although there is a sufficient number of certain types, such as clothing, to provide for "comparison shopping" and a fairly wide choice of merchandise.

Out of the 27 stores interviewed in the CBD, however, 10 reported that they felt a lack of customer parking cut down on business. This problem is especially severe on the upper end of Washington Street. Unless this problem is solved, the downtown area will be very vulnerable to out-lying competition in the future. There is, in most locations, adequate space for off-street parking nearby. However, these areas should be properly surfaced, easy access should be provided, and directional signs should notify customers of their existence.

Another principal problem of the CBD is the singularly uninspired and unappealing architecture of most of the facades, although there are several new buildings, and most of the buildings are well maintained. In a town of Leonardtown's historic associations, importance as a county seat and as a major retail center, and potential for future growth, more than the bare minimum of design is called for. No matter how appealing the interiors of stores may be, new customers will be difficult to attract unless the general appearance of the downtown area is improved. In this respect, the park dividing Washington Street is a distinct asset. If it were well landscaped and planted, it could help to compensate for the lack of visual appeal elsewhere.

In summary, Leonardtown's potential for growth as a retail center is very high. With county population predicted to grow by 19 percent over the 1965 level by 1970, and by 56 percent by 1985, with continuing rises in personal income levels and with the overall high quality of the town's retail trade, Leonardtown should be in a good position to compete favorably with out-lying commercial growth that will accompany population increases. The problems faced by the downtown area are not extremely difficult to solve, but will require the initiative and energetic support of local businessmen and other citizens. Every effort should be made to maintain and increase the variety and quality of the town's retailing activity in the future.

Leonardtown CBD Improvement Program

The main problems which must be dealt with in order to insure the continued vitality and the fulfillment of the economic potential of the central business district are:

a. Increasing through bound traffic along Route 5 which passes through the center of town, and related vehicle circulation problems.

b. Lack of off-street parking facilities.

c. Orderly expansion of the business area.

d. Appearance of the county seat.

The problem of through traffic can be solved by the construction of a by-pass for Route 5 as shown on the Transportation Plan. Diverted through traffic will still pass in sufficient proximity to the central business district so as to allow prospective visitors convenient opportunity to enter into the downtown district. Experience with by-pass routes has shown that business activity benefits after relief of congested traffic conditions which facilitate local traffic movements and parking for shoppers.

Other traffic improvements involve Lawrence Avenue which should be widened and improved to its junction with Washington Street and Tudor Hall Road. A new connection would be made between Fenwick Street and Lawrence Avenue with Fenwick Street extended westward. In the future, when feasible, Shadrick Street should be extended eastward from Washington Street.

As shown on Plate 21, off-street parking should be provided within each sector of the business area. There exist several private off-street lots; these are generally unimproved, not marked or lighted. More effective use could be made of these if they were paved, marked, or lighted. To assure permanent off-street parking lots, certain key locations should be developed and operated by the municipality or business associations. These lots should be metered. Parking on the streets should be parallel with the curbs; eventually with adequate off-street parking, on-street parking should be eliminated in congested areas of the commercial area to improve circulation.

The present central business district should be expanded in area to permit new shops, offices and other commercial activities. The main potential for expansion is in an easterly direction. In addition, existing gaps or vacant lots along the Washington Street frontage should be filled in with new construction. The success of intensive retailing operations is dependent on unbroken store fronts that allow for short walking distances and visibility of adjoining shop displays. Parking lots should not interrupt the prime retailing frontage. Vacant lots presently existing are shown as built-up on the plan.

The appearance of the downtown area should be improved. Part of this improvement is the direct responsibility of county officials in the adoption of a government center plan for coordination of building sites with landscaping and parking spaces. Plate 21 shows a possible arrangement of buildings.

The condition of buildings in the business area itself should be improved. Some structures are dilapidated and are fire hazards in a high risk area. These should be removed. A building code should be adopted and enforced. The architectural appearance of other commercial buildings should be improved. A concerted effort should be made on the part of merchants to bring about good architectural design as new buildings are constructed, and older buildings are renovated. In this the municipality can aid by landscaping public areas and by improving streets with adequate paving, curbs and gutters and sidewalks. Washington Park, with its historic interest, should be landscaped with convenient shopper seating.

Officials and concerned citizens should resist all efforts to have the park turned into a parking lot; such an expedient approach to the parking problem would be both shortsighted and unfortunate.

As the population increases a concerted effort should be made by the merchants to expand the type of goods and services offered, in order to retain existing trade and to attract new trade. Aggressive merchandising including joint promotion, advertising, etc., should be used to attract trade to the community. A strong business area is essential to the county's and town's economy; the deficiencies of off-street parking, inadequate circulation, and obsolete buildings, can be corrected over a period of time. However, without these improvements business will gravitate to out-lying areas where easy access, convenient parking and attractive, modern facilities can be provided.

Lexington Park Central Business District

Lexington Park's business district serves the county's most populated area, thus providing a correspondingly greater range and volume of commercial activities than any other center in the county. Considerable expansion of commercial opportunities can be realized along with expected increases in population growth, but without a rational scheme for commercial development new establishments will continue to scatter along the Routes 235 and 246 highway approaches and effectively reduce the vitality and potential of the business district.

The present layout of the district has advantages in providing a compact center encompassing several blocks in depth. Shangrila Drive serves as a connecting spine between Routes 235 and 246 with commercial establishments grouped along the adjoining side streets. Frontage along streets is now completely built-up with the result that overflow or new activities continue to extend outward along the highway approaches.

Ample vacant land exists both to the north and south of Route 246 which could be effectively utilized for expansion of the district if new street access were provided. The installation of the planned sewer interceptor line crossing Route 246 can provide a decisive means of opening up vacant land for commercial development if the line right-of-way also serves as a new collector street.

Off-street parking has traditionally been provided in front of shops with sufficient set back to allow for only one tier car parking. This arrangement provides ample parking at

some locations, but inadequate parking at other locations. Diagonal or nose-in type parking also interfers with traffic movements along streets. Parking for future development should be provided in lots with buildings arranged in clusters around car park lots.

Traffic congestion within the business center is severe, owing primarily to the heavy traffic flows encountered along Routes 235 and 246. Without additional arterial or collector street access into the center the traffic problem has little likelihood of solution in years ahead.

The result of the aforementioned problems if left uncorrected will be the dispersal of businesses into outlying areas where parking can be readily provided, access is easy and surroundings can be made aesthetically attractive. This dispersal, unless stopped or retarded, can and will alter the economic base of the district.

Lexington Park CBD Improvement Program

Planning for the future growth of the Lexington Park central business district must deal positively with the following major problems:

a. Decline and deterioration of the business district because of continuing decentralization of new establishments along highway approaches. Vacant land adjoining the business district must be developed in order to assure the continued vitality of the center which is dependent on proximity and centralization of business activities and services.

b. Relief of traffic congestion. The business district centers alongside the intersection of two mayor traffic routes and is thus a hub of county-wide transportation. Expected increases in traffic volumes along Routes 235 and 246 cannot be adequately handled unless additional access roads are provided in order to distribute traffic into and out of the center.

c. Provide sufficient parking which is both conveniently located and which does not interfere with traffic movement along major streets.

A central business district plan for Lexington Park is presented on Plate 22 which incorporates previous recommendations for a solution to existing and increasing problems.

Shown on the Plan is a new collector access road following the alignment of the sewer interceptor crossing Route 246. The new road would define two large superblocks which would

open up land presently vacant or in marginal use for new major commercial development. The block north of Route 246 and west of Shangrila Drive is presently zoned commercial but mostly in use as a trailer park. It is expected that this non-conforming use will be displaced after completion of the new access road. The large block south of Route 246 is largely vacant except for the frontage along the highway.

A suggested building location layout is shown on the plan. Buildings would be set back in a major "L" configuration surrounding large parking lots. The arrangement shown is but one possible design sollution. It is essential, however, that some rational building line be followed. This could be best achieved through development of these large vacant tracts as shopping center units.

Local service streets within the superblocks are not required. The Zoning District Map for the two blocks in question presently indicates future curved streets. This street pattern was originally conceived for residential development. The Official Zoning District Map should be revised by eliminating the curved local street pattern. Revision of a platted subdivision is also required in the area east of Princeton Road. Shown on the Business District Plan in dotted lines is a cul-de-sac extending east from Princeton Road. The planned sewer interceptor and access road right-of-way would traverse through this mapped street.

Efficient use of available vacant land immediately adjacent to the business district can lead to continued and increasing dominance of the Lexington Park Business Center. Failure to utilize these opportunities to best advantage can only signify an eventual decline of the center as new establishments seek land elsewhere. The diversity and importance of business centers has traditionally been dependent of proximity of various functions which allows for face-to-face contacts and ease of pedestrian circulation. The same scale and range of retail activities and services cannot be provided at isolated or dispersed locations along highways. The prospects for increasing business opportunities for the Lexington Park area are high, but cannot be fully captured if business locations become dispersed and scattered in a random pattern. The business community and residents of the area should support all efforts to assure orderly and compact growth of the Lexington Park Business Center.

TRANSPORTATION PLAN

Transportation is the second major element of the Comprehensive Plan. The Transportation Plan, Plate 23, shows the system of expressways, highways, and major collectors recommended for completion in St. Mary's County during the next two decades.

Limited access freeways are the most important additions to the existing highway system, as these will greatly increase the county's accessibility to the Washington and Baltimore metropolitan areas. The likely locations of interchange points are also indicated on the Plan. These interchange access points represent maximum areas of accessibility and are accordingly designated as critical development sectors on the Land Use Plan. Interchange areas will become the focal points for future high intensity land uses, including commercial and industrial development.

Transportation affects the character of the county by influencing the accessibility of land for various uses, the density of population, and the location and intensity of utilization of shopping and work areas and other centers. By controlling the relative accessibility of an area to markets and to resources, transportation exerts a strong influence on economic growth.

Because of these factors, transportation is an important planning tool to government. Most decisions about the location, function, investment, and timing of transportation facilities are made by government--local, state, and federal. It is obvious from the long-range influence on the community and the amount of investment and life span of transportation facilities that they should be carefully planned to meet future needs and community goals.

The importance of the highway in our society today is two-fold. No longer is it merely a means of transporting people and goods (although in the county the highway is the principal means of transportation); it has also become an important influence on land use. In the latter connection, the effects have been both good and bad. In their service capacity and their long-range effect on the development pattern, the role of highways must be understood and anticipated. The highways of the county, through careful planning, may be used to open new areas of the county for development. They can also be located so as to restrict or impede development in

those areas where urbanization would place an undue burden on the county's supplying public services. Thus the highways of the county, in addition to providing transportation services, must be located so that they facilitate the Land Use and Community Facilities Plan.

FUTURE NEEDS

Travel within and through the county will increase both in volume and trip-miles. The factors contributing to this increase may be summarized as follows:

1. The State Roads Commission estimates that travel on the state system by 1983 may be three times as high as today.

2. St. Mary's County will get its proportionate share of this traffic as its population increases and the number of vehicles per population increases.

3. With population growth and over-spill of population from metropolitan Washington, there will be increased commuter traffic--both intercounty and intracounty.

4. Through traffic, now almost non-existant, will traverse the county with the construction of the proposed Patuxent River Bridge near Town Point and the Southwest Expressway. This volume would be increased further with the construction of a southern crossing of the Chesapeake Bay.

5. Additional water crossings will open the county's historical and recreational areas to a greater number of people. The proposed scenic route around Southern Maryland would contribute to this travel.

6. Improved highways will open the county's second home market and contribute to the volume of traffic.

The routes that the major flows of traffic will take will, because of geography, follow the same axis existing today, i.e., northwest - southeast. However, this pattern would materially change with the new Patuxent River crossing, southern Chesapeake Bay crossing--together providing a direct high-speed connection between Washington, the Eastern Shore, and the ocean beaches--and a southern crossing of the Potomac that would offer an alternate route to I-95 and U.S. 301 between the north and south.

Systems Classification

To function effectively the future highway system should satisfy functional needs and provide necessary linkage. The types of highways comprising the system, their function and linkage are as follows:

1. Expressway. A divided arterial highway of four or more lanes for through traffic with limited access, linking major cities, regions, and regional traffic generators.

2. Parkway (Scenic Route). An arterial highway for non-commercial traffic, with full or partial control of access and usually located within a park or a ribbon of parklike development; may link historic or scenic attractions.

3. Major Arterial. A major street or highway of four to six lanes primarily for through traffic, linking smaller communities and major traffic generators; direct access to abutting property subject to necessary control of entrances, exits and curb use.

4. Collector. Collector streets connect various areas in the county with arterial highways, and carry in-county traffic. They have two lanes 36-40 feet in width and link secondary generators and local development; direct access to abutting property.

5. Local. Providing for direct access to abutting land, and for local traffic movements.

The classification used here is that of an urban system since the county's system is in effect a part of metropolitan Washington's. The basic purposes of the urban system are

similar to those of rural interstate, primary, secondary, and tertiary highways, respectively, as far as accommodation and land access is concerned. The principles and elements of geometric design are essentially the same.

Recommended standards for these roads are shown on Plate 24. The classification criteria is given in Table 40.

The highways and streets shown on the Thoroughfare Plan are necessary to meet the future traffic and development demands of the county. A highway system should be developed, assigning specific functions to each highway, and these functions should be protected through their design and through planning and development control. Early action is necessary. Adequate rights-of-way must be preserved as land development occurs to avoid costly widening later or complete relocation. Much of this can be accomplished through subdivision control. Where major highways are involved, rights-of-way should be purchased prior to development and the attendant increase in land prices.

The highways should be related to the land use plan. They should be designed for their specific function and with a capacity to serve the land uses that generate the traffic. Roadside development along major highways should be controlled to maintain their capacity for high-speed traffic. This can be accomplished by limiting the number of intersections at grade with the highway, locating the major traffic generators (commercial and industrial areas) in positions where access can be planned and controlled, and/or providing service drives.

THOROUGHFARE PLAN

The Thoroughfare Plan is shown on Plate 23. The major elements of the system, their function and recommended standards follow.

Expressways. Highway plans for metropolitan Washington include a proposed Southeast Expressway. In the State's 20 Year Plan this route would terminate at Md. 5 at Beantown in Charles County. It is proposed this eventually be extended parallel with (but at a distance from) Md. 5 and Md. 235 in St. Mary's County to connect with the proposed Patuxent River crossing and the southern Bay crossing into Dorchester County. A western branch would cross the Potomac to Westmoreland County, Virginia.

The extension of the Southeast Expressway and the two water crossings included here are intended to be suggestive of long-range needs - needs that are beyond the time

Table 40

URBAN STREET CLASSIFICATION CRITERIA

Element	System: Expressway	Major Arterial	Collector	Local
Service Function				
Movement	Primary	Primary	Equal	Secondary
Access	None	Secondary	Equal	Primary
Principal trip length	Over 3 miles	Over 1 mile	Under 1 mile	Under ½ mile
Use by transit	Express	Regular	Regular	None, except CBD
Lindage				
Land use	Major generators & CBD	Secondary generators & CBD	Local areas	Individual sites
Rural highways	Interstate & state primary	State primary & secondary	County roads	None
Spacing	1-3 miles	1 mile	½ mile	-
Percentage of System	0-8	---------- 20-35	----------	65-80

RURAL ROAD CLASSIFICATION CRITERIA

	Interstate	Primary	Secondary	Tertiary
Service Function				
Movement	Primary	Secondary	Equal	Secondary
Access	Controlled	Secondary	Equal	Primary
Linkage to:				
Geographic	Major cities	Smaller cities	Smaller cities & regions	Farm to market
Urban streets	Expressways	Expressways & major arterials	Major arterials & collectors	Collectors & locals
Percentage of System	2	17	10	71

period of this plan. With the current improvement of Md. 5 and Md. 235 and the proposed lower Patuxent River Bridge, 1985 traffic requirements in this sector of the county should be satisfied. However, in the long range, to encourage the economic development of Southern Maryland and the Eastern Shore and to accommodate the increased traffic as metropolitan Washington's population grows toward the projected six million people, the above improvements should be considered in long-range planning.

While these proposals have been included under expressways, the systems classification is of course not determinable at this time. It may be assumed that they would be limited access, four-lane, divided highways with rights-of-way of a minimum of 200 feet to 400 feet in the case of expressway sections.

Parkways. To open Southern Maryland's recreation and historic areas to visitors a scenic parkway from Annapolis southward along the St. Mary's and Charles County waterfronts has been proposed. Preliminary location studies are underway by the State Roads Commission, but these have not been released to the public. Since the feasibility and location determinants are beyond the scope of this report, the parkway has not been included in the Thoroughfare Plan. When current studies are completed, the proposed route should be studied in relation to the county's Land Use and Thoroughfare Plans. After reconciling any conflicts the route should then be added to the Plan.

Arterials. Between metropolitan Washington and St. Mary's County, Md. 5 and Md. 235 will remain an important through and regional traffic route and the most important local traffic route. Md. 235 from Md. 5 to Md. 246 at Lexington Park is being widened to a four-lane divided highway. With the construction of the Southeast Expressway, Md. 5-Md. 235 will function more as a local route; this change will be accelerated as more residential and commercial development occurs along the route. With the future volume of traffic, the highway should be preserved as a major high-speed traffic carrier by restricting commercial development along side and by limiting the number of access points from abutting property. Service roads should be provided where possible. The minimum right-of-way width should be at least 150 feet but wider where possible.

Md. 235 south from Hermanville to Ridge should eventually be a four-lane divided highway. The present right-of-way is adequate for this emprovement. This highway will

become increasingly important with waterfront residential development and with the development of Point Lookout State Park. The existing roadway is scheduled for resurfacing.

Md. 234 is the principal connection between Leonardtown and the Potomac side of St. Mary's County and U.S. 301 in Charles County. Eventually it should be a four-lane divided highway from the county line to its junction with Md. 5. The right-of-way is adequate for this improvement. This route will become the principal highway serving the waterfront development on the Potomac and Chaptico, St. Clement and Breton Bays.

It connects with Md. 5 northwest of Leonardtown. Md. 5 should become a four-lane divided highway from this point southeast to Park Hall. (Route 489 should be improved to the same standard from Park Hall to Md. 235. Additional right-of-way, to a 150 foot minimum, will be required; at present the right-of-way is under 40 feet.) Md. 5 should be relocated through a portion of Leonardtown to eliminate through traffic from the downtown area. North of the junction with Md. 234, Md. 5 should also be a four-lane divided highway to Morganza. Bypassing Morganza, Morganza-Turner Road would be widened and improved to its junction with Md. 235. This would provide a more direct alignment. The Morganza-Leonardtown section of Md. 5 would require right-of-way widening to 150 feet. Md. 5 from Ridge to Point Lookout is scheduled for reconstruction. With the development of Point Lookout State Park, adequate right-of-way should be reserved for eventual widening. Now a 30-40 foot right-of-way, this should be widened to 150 feet.

Md. 245 should eventually be widened to a four-lane divided highway from Leonardtown to Md. 235. Additional right-of-way should be acquired. A right-of-way of 200 feet would provide for widening to include frontage roads.

Md. 246 should be widened to a four-lane divided highway from Lexington Park to Md. 5 at Great Mills. The right-of-way is presently 80 feet and should be widened to 200 feet to include frontage roads.

Collector Streets. Md. 236 is a secondary connection linking Md. 5 at Charlotte Hall to Md. 234 at Budds Creek. Scheduled for reconstruction, the right-of-way should be widened from 40 feet to 80 feet.

Md. 238 is a secondary road scheduled for reconstruction. This will become an increasingly important road with the residential development of the Potomac waterfront. Now on a 30-40 foot right-of-way, additional land should be reserved for a 100 foot right-fo-way between Chaptico and Milestown. The section from Helen to Chaptico would be on an 80 foot right-of-way.

Md. 242 links Md. 5 at Morganza to Colton Point. The right-of-way now varies between 40 and 80 feet, and should be widened to a uniform 100 foot right-of-way.

Md. 247 from Md. 235 to Md. 5 should be widened from its present 60-80 foot right-of-way to a uniform 80 feet.

Md. 244 is scheduled for reconstruction from Md. 5 to Md. 249. The section from Md. 5 to Beauvue should have a 100 foot right-of-way to serve the proposed park. The remainder would have an 80 foot right-of-way.

St. Andrews, Indian Bridge, Church, and Horsehead Roads of the county system will become increasingly important with the growth of the Lexington Park area. Their rights-of-way should be of 80 feet. Lexington Park and Hermanville Roads will require improvement (and the latter some realignment) and should have 80 foot rights-of-way.

Md. 249 should have a minimum right-of-way of 150 feet from Md. 5 to Piney Point. The present right-of-way is from 60 to 150 feet.

Md. 6 from Charlotte Hall to Turner should have an 80 foot right-of-way. Other state secondary roads and certain county roads, stubs serving waterfront property, should have reserved 80 foot rights-of-way for eventual improvement and widening.

Access to the commercial and public facilities concentrated in Lexington Park around the junction of Routes 235 and 246 is presently limited. Future growth of this area will require additional collector street access to relieve traffic congestion at this key intersection. A collector street entering Route 246 at the south-western end of the central business district could be readily provided by utilizing the right-of-way of the sewer interceptor line now in the design stage. The interceptor line would generally follow Route 235 to the south-west of a distance of about 500 feet, and cross Route 246 approximately a thousand feet south-west of Route 235. Beyond the commercial areas the interceptor route alignment can serve as a collector street for residential subdivisions. The alignment of the new collector is shown on Plate 22 in greater detail.

With the future growth of Lexington Park and Leonardtown, collector streets should also be provided to serve as circumferentials. These would have 80 foot rights-of-way located as shown on the Thoroughfare Plan.

The above collector streets would initially be two-lane facilities. When warranted they could be widened to four lanes in areas of heavier traffic. The essential thing is that adequate rights-of-way be reserved at this time so that future widenings may take place at a minimum of effort and expense.

The Thoroughfare Plan indicates the expressway, arterial and collector systems. As land is developed, additional collectors may be indicated and minor modification to the arterial system may become necessary.

Local streets that are necessary to complement the total system are not shown. These streets are planned as land is developed. As subdivisions are planned it is essential that they conform to the Thoroughfare Plan, and that such adjustments as may be necessary are made in light of the Plan.

RAIL, AIR, AND WATER TRANSPORTATION

The use of other transportation media in St. Mary's County can be expected to increase as the county's population increases. While highways will continue as the principal mode of transportation, with growth it may be assumed there will be a demand for other new or expanded forms of transportation--water, rail, and air.

Rail Transportation

The only rail service in the county is a freight line serving the Patuxent Naval Air Station at Lexington Park which connects with the Pennsylvania Railroad. It parallels Md. 235 through the county.

The future use of this line as a military facility is uncertain, however, in the event it is declared surplus every effort should be made to maintain it as a common carrier facility. While rail transportation has been supplanted somewhat by highway transportation in recent years as the major determinant of the location of industry, it remains a major factor. Existing industry in St. Mary's County is generally of a light type which can be served by highways. However, any new large industries or industrial parks could benefit from the

availability of rail transportation and, thus, the retention of the Government line and its operation as a common carrier should be an asset in the economic development of the county.

Air Transportation

National and international airlines operate from Washington National Airport, Dulles International Airport and Baltimore's Friendship Airport. These are approximately one and a half hours driving time from Leonardtown. With the proposed improvement in the highway system this driving time will be reduced.

There are three private airports in the county; Park Hall, Chandler Field, and Piney Point. Park Hall has a turf runway of 2,250 feet, Chandler has a turf runway of 2,039 feet, and Piney Point has a 3,093 foot runway. These airports are generally small and offer limited services; however, in the absence of publically owned airports, they serve a vital function in the county. These may require expansion and runway improvement in the future.

A new airport is required to serve the central area, including Lexington Park and Leonardtown. This facility has been included in the Federal Aviation Agency's 1965 National Airport Plan. This plan calls for a basic utility airport to meet the need of recreational, instructional and business flying, having a paved and lighted runway of 3,500 feet. Three possible locations are shown on Plate 23. These are generally in the area between Lexington Park and Leonardtown. Of the three locations shown, the Chancellors Road site is nearest the concentration of population but is in an urbanizing area and within the Patuxent Naval Air Station's controlled airspace. The two remaining sites are outside areas subject to future urban growth and are central to Leonardtown and Lexington Park. All three sites will, in the future, be well-served by the highway system. An additional possiblity is the acquisition of the Navy's Webster Field which has a 5,000 foot paved runway. The field is presently closed but has not been declared surplus by the Navy. While the use of this facility would eliminate the need for new construction, its location is less convenient than the sites nearer the county's population concentration and thus its usefulness would be limited.

Engineering studies are to be made of the two sites shown on the Transportation Plan. Both sites meet acceptable planning criteria.

Engineering studies are to be made of the two sites shown on the Transportation Plan. Both sites meet acceptable planning criteria.

Water Transportation

A public port is proposed on the Patuxent River in the Town Creek area. The preliminary plan calls for a marginal warf of about 1,000 feet to berth two ocean vessels simultaneously. Storage for bulk cargoes and back-up facilities would be provided on an area of about 100 acres. An access road from Md. 235 will be required. A spur line can be extended to the port from the Government Railroad parallel with the access road. The proposed site is well related to transportation facilities, and to the deep water of the Patuxent River. The location of the proposed port is shown on the Transportation Plan.

An oil terminal is located at Piney Point on the Potomac River. The privately owned terminal stores and transhipps bulk petroleum products.

COMMUNITY FACILITIES PLAN

The Community Facilities Plan element of the Comprehensive Plan deals with the requirements of public facilities during the twenty-year period. Determining the future needs of community facilities is dependent on an evaluation of those facilities presently existing. Part I of the report considered the interrelated factors of location, size, utilization, functional suitability, condition and other aspects necessary as a basis for plan formulation.

The Plan considers the required public facilities during a short term, or 6-year period in greater detail, with a general statement of needs during the succeeding or remaining period of the 20-year span. Since the locational requirements of public facilities relate directly to the housing or neighborhood development pattern that takes shape in years ahead, it is generally impracticable to specify exact sites much beyond a short-term period. Thus the short-term period affords greater accuracy within the scope of the long-range projection of population growth to 1985, and is also intended to coincide with the Capital Improvements Program which is updated annually on a six year basis.

The Capital Improvements Program considers the capital costs of needed public facilities and recommends the timing and priorities of the many facilities in question. This document is under separate cover, as its usefullness is dependent on yearly updating within a continuing 6-year projection of needs. The year-to-year programming of expected capital outlay for needed public facilities thus entails a progressive refinement of the general plan itself. The planning process cannot be viewed as a static measure, but rather as a continuing process carried out by each agency in question, be it the School Board or the Parks and Recreation Board. The Planning Commission, by means of the Capital Improvements Program, serves the important role of coordinating the needs of many and diverse public facilities essential to a growing county.

The Community Facilities Plan is presented on three maps: Plate 25 shows public school facilities; Plate 26 shows libraries, fire stations and other facilities; Plate 27 shows the park and recreation facilities plan.

EDUCATIONAL FACILITIES: PUBLIC SCHOOLS

The research findings indicate a continuing need for new school construction to keep pace with expected enrollment increases during the 20 year period of the plan. After completion of the elementary schools presently in construction or in planning, the county's needs up to 1970 will require the construction of at least two more schools and likely expansions of the two existing schools. During the succeeding 15 year period up to 1985, additional capacity for approximately 2,300 students may be needed or annual construction amounting to about 6 elementary rooms per year.

High school needs up to 1970 can be largely met by schools in construction or currently planned by the School Board. These include the Vocational High School and additions to Esperanza, Great Mills, and Chopticon. The findings indicate a need for 2 additional high schools during the 1970 to 1985 period, each of a size comparable to the new Chopticon High School. The 20 year school plan is outlined in more detail below.

Enrollment forecasts prepared for each of the county's nine election districts have been grouped so as to divide the county into three zones in order to approximately determine where future enrollment increases may require new school construction. Election districts themselves are of limited use in relating enrollments by residence to school capacities because they do not exist as homogenous service areas for given school location. The division of the county into three larger sub-areas, however, results in a pattern of centralized elementary school locations well within zone lines, and will enable a comparison of election district forecasts with capacity requirements. Zone 1 consists of the areas adjoining Charles County made up of election districts 4, 5, and 7. Zone 2 consists of the two election districts 3 and 6 with Leonardtown as the main population center. Zone 3 consists of districts 1, 2, 8, and 9 with Lexington Park as the dominant population center. With one or two exceptions, the county's elementary schools are located so as to result in only a nominal drawing of enrollments from any adjoining zone.

Elementary School Needs

Table 41 summarizes elementary school needs by zones up to 1970 and 1985 by comparing school capacities with enrollment forecasts.

Zone 1. In the northwest area of the county increased elementary school capacity will be needed to serve an enrollment forecast of 1,170 by 1970. This figure results in a deficit of 195 from present capacities. Total capacity of the five schools in

TABLE 41, Part A

ELEMENTARY SCHOOL NEEDS 1966 - 1985

Zone 1 Schools	1. Present Capacity	2. Capacity After Current Plans	3. 1970 1-6 Enrollment Projection [1]	4. Capacity Deficit	5. Additional Capacity Needed by 1970
Mechanicsville	420	420			1. Possible two-stage construction of 10 to 12 room school near Chaptico
White Marsh	150	150	Districts 4, 5, & 7		
Dynard	180	180			
Bethune	150	150			
Charlotte Hall [2]	75	-			
Subtotal	975	900	1,170	- 270	300
Zone 2 Schools					
Leonardtown	420	420			
Hollywood	240	240	Districts 3 & 6		1. Current plans may provide sufficient capacity
Banneker [3]	360	600			
North End (in planning)	-	240			
Subtotal	1,020	1,500	1,460	+ 40	000
Zone 3 Schools					
Frank Knox	510	510			1. Expand Piney Point or provide new school, minimum 6 rooms
Lexington Park	480	480	Districts 1,2,8 & 9		2. Provide new school in District 1. minimum 6 rooms
Town Creek	420	420			
Park Hall	540	540			3. Expand Greenview Knolls or provide new school, minimum 6 rooms
Great Mills [4]	240	-			
Ridge	270	270			
Piney Point	240	240			
Greenview Knolls (in construction)	-	300			
Subtotal	2,700	2,760	2,900	- 140	540
Total	4,695	5,160	5,530	- 370	840

1. Projection does not include "K" and special students
2. To be abandoned
3. Grades 9-12 to be phased out with resulting gain of 1-6 space
4. To be converted to special student or other use

TABLE 41, Part B

ELEMENTARY SCHOOL NEEDS, 1966 - 1985

	6. Projected Capacity by 1970	7. 1985 1 - 6 Enrollment Projection 1.	8. Capacity Deficit	9. Likely Additional Capacity Needed by 1985
Zone 1 Schools				
Mechanicsville	420			
White Marsh	150	Districts		1. Expansion of Dynard, 10 rooms
Dynard	180	4,5, & 7		2. Expansion of Chaptico, 6 rooms
Bethune	150			3. Additional new school(s),
Chaptico (proposed)	300			16 rooms
Subtotal	1,200	2,100	900	960
Zone 2 Schools				1. Expansion of North End,8 rooms
Leonardtown	420	Districts		2. Additional new school,10 rooms
Hollywood	240	3 & 6		3. Additional new school,10 rooms
Banneker	600			
North End (in planning)	240			
Subtotal	1,500	2,280	780	840
Zone 3 Schools				
Frank Knox	510			1. Additional new school,6 rooms
Lexington Park	480	Districts		2. Additional new school,6 rooms
Town Creek	420	1,2,8,& 9		
Park Hall	540			
Ridge	270			
Piney Point	420			
Greenview Knolls	480			
St. Inigoes (proposed)	180			
Subtotal	3,300	3,600	300	360
Total	6,000	7,980	1,980	2,160

1. Does not include "K" or special students

the area (Mechanicsville, White Marsh, Charlotte Hall, Dynard and Bethune) is 975. Since the Charlotte Hall School is scheduled for closing ,the capacity shortage will amount to 270. Further analysis of this expected shortage shows that the Milestown and southern portion of the Chaptico districts will bear the greatest share, while the Mechanicsville and northern part of Chaptico the lesser share, or a 170 and 100 capacity deficit respectively.

The Dynard School could be expanded to offset this shortage but this school's southerly location is too removed to help the shortages that will occur in the Mechanicsville district. Both the Mechanicsville and White March schools have limited expansion potential. These considerations, combined with the fact that the Chaptico district does not now have an elementary school serving it suggest that a new school location be planned for near the village of Chaptico

Prior to 1970 construction of an ititial 10-room size school near Chaptico could possibly meet the enrollment demands by 1970 for all three election districts in Zone 1. Chaptico is centrally located and population forecasts for Election District 4 exceed those of District 7. A new school site near Chaptico will also achieve a more balanced geographic distribution of school locations

By 1985, enrollment forecasts in Zone 1 indicate a need foran additional new elementary school, and likely expansions of two existing schools. Enrollments within Election Districts 4, 5, and 7 may reach 2,100 by 1985. The collective capacities of the Mechanicsville, White Marsh, Bethune and Dynard schools, together with the proposed new Chaptico school, would reach 1,200 by 1970. This is 900 below the 1985 forecast of 2,100 pupils. These enrollment demands could be met by:

1. Construction of a new school in the Mechanicsville distict of initial 8 or 10 room size.

2. Expansion of the 6-room Dynard school to optimum 16-room size yielding a capacity of 300.

3. Expansion of the initial 10-room proposed Chaptico school to 16 rooms yielding a capacity of 300.

4. Expansion of the proposed new Mechanicsville District school to optimum 16-room size yielding a capacity of 300.

Zone 2. In the Leonardtown and Patuxent Elections Districts enrollment forecasts for 1970 will have to be met by new school construction. The capacity required can be largely met by the construction of the new "North End" Elementary School currently being planned by the Board of Education. Need for this school is already pressing, in order to relieve over-crowding in the Hollywood School located in District 6. The new school is to be located in the vicinity of Oakville.

The forecast for Zone 2 indicates an enrollment of 1,460 by 1970. The three elementary schools (Leonardtown, Banneker and Hollywood) presently have a combined capacity of 1,020. After the phase-out of grades 9-12 in the Banneker School, it is estimated that conversion of six to eight classrooms will increase the combined capacity total to 1,260. Since the Banneker and Leonardtown schools are already of such size so as to preclude further additions, the capacity deficit of about 200 will have to be met by new school construction as planned.

By 1985, the anticipated enrollment of 2,280 for Zone 2 may necessitate two additional new schools, plus expansion of the new "North End" School to optimum 16-room size for 480. Assuming an eventual expansion of the planned new school to optimum size, the combined capacity of all elementary schools would be 1,740. This leaves a possible deficit of 540 in relation to the 1985 forecast, or space equivalent to two 10-room schools of total added capacity of about 600 with allowance for "K" and special room space. The locations of these two new schools would depend on the residential growth pattern that takes shape.

Zone 3. In the southeast part of the county (Zone 3 including Election Districts 1, 2, 8 and 9) enrollment forecasts indicate that subsequent expansion of the Greenview Knolls school now in construction to optimum size should be capable of handling expected increases in the immediate Lexington Park vicinity. The forecasts for 1970 expect an increase to 2,900. Since the Town Creek school north of Lexington Park may draw some of its enrollment from Zone 2, the comparison of school plant capacities of the seven elementary schools with the enrollment forecast by districts results in some understatement of future enrollment demands in the area. In addition, the remote locations of both the Ridge and Piney Point schools within their respective election districts presently form geographic voids that may require new school locations in response to growing housing subdivision activity now taking shape.

In the St. Inigoes District the recent completion of the addition to the Ridge school has created a temporary capacity reserve which will be able to absorb some enrollment increase in the south end of the county. However, the enrollment forecast for this district of 530 by 1970, is 260 above the present capacity of the school. The extreme southerly location of the Ridge school can not readily handle the development of new neighborhoods further north along the Bay for which subdivision plats have been filed. It is therefore proposed that a new school site be selected generally in between the Park Hall and St. Inigoes communities. Such a location can also be relied upon to absorb enrollment pressures from the Park Hall school which is already of such size so as to discourage further expansion.

The Piney Point school serving primarily the Valley Lee and Island districts is presently over crowded. In the face of a 1970 enrollment forecast of 470 for both these districts, a capacity deficit of 230 may be expected. The 8-room school's capacity is presently 240. Expansion of the school is hampered because of poor soil conditions causing a waste disposal problem. The feasibility of installing a small scale "package" treatment plant should be fully explored in order to facilitate expansion of this small 8-room school. If this does not prove possible, a new school location appears necessary in order to handle expected enrollment increases in this part of the county.

Within the greater Lexington Park area itself over crowding presently esists in the Lexington Park, Frank Knox and Great Mills elementary schools. Completion of the 10-classroom Greenview Knolls school should serve to relieve enrollment pressures in the Lexington Park area. With the subsequent phasing out of the Great Mills elementary school for elementary grade use and probable conversion to special education, further capacity will have to be provided. Expansion of the Greenview Knolls school to optimum 16-room size or construction of a new school to replace the Great Mills Elementary School appears necessary in order to meet 1970 enrollments.

By 1985, the enrollment forecast for the southern areas of the county would require additional capacity of about 300, or the equivalent of a 10 to 12 room school. The pattern of development may, however, necessitate two additional schools in order to better serve new neighborhood formations.

A summary of the five-year elementary school construction program outlined above is shown in the table below. Included are the schools now in planning or construction, and recommended additional construction needed to meet the 1970 enrollment forecast.

Table 42

FIVE-YEAR ELEMENTARY SCHOOL CONSTRUCTION PROGRAM

Schools in Planning or Construction	Added Capacity
1. New 10-room Greenview Knolls School	300
2. New 8-room "North End" School	240
3. Conversion of Banneker 9-12 space to elementary use, 8 rooms gained	240
Proposed Additional Schools	
Zone 1: 1. Proposed 10-room school near Chaptico	300
Zone 2: None	
Zone 3: 1. Proposed 6-room school in St. Inigoes district	180
2. Expansion of Piney Point or new school at other location	180
3. Expansion of Greenview Knolls or replacement of Great Mills	180
Elementary Capacity Added by 1970	1,620
Existing 1965 Capacity	4,700
	6,320
Loss From 1965 Capacity After Abandonment of Charlotte Hall & Phase-out of Great Mills	-320
Planned Capacity by 1970	6,000
Enrollment Forecast, 1970	5,530

It should be noted that the 1970 elementary forecast of about 5,500 enrollments is conservative to the extent that kindergarten and special education enrollments have not been accounted for. Expansion of the county's kindergarten program to 350 enrollments by 1970 as estimated by the Board of Education, will require additional school capacity. Continuing year to year increases in special education classes are also substantial. During the past five-year period a yearly average of 27 enrollments have been added to the elementary school system alone. The estimated school capacity of about 6,000 needed to serve enrollment increases by 1970 is, therefore, a reasonable determination.

High School Needs

The construction of a Vocational and Technical Center now in planning and the contemplated expansion of Chopticon High will be instrumental in largely accommodating expected enrollment increases to the year 1970. The 1970 forecast for grades 7-12 indicates a probable capacity shortage of 500 after completion of current school plans for additions to Esperanza, Great Mills, and the phasing out of grades 9-12 in Banneker High.'

Total capacity of the county's high schools serving grades 7-12 is presently 3,200. (See Table 43) The addition to Esperanza Junior High now in progress will increase this capacity by 250. The alterations and additions planned for Great Mills High will add capacity for about 150. The subsequent phasing out of grades 9-12 in Banneker High will, however, remove an estimated 150 capacity from the county's high schools. These changes will result with the 1970 enrollment forecast of 3,950, leaving a deficit of 500 with the 1970 enrollment forecast of 3,950.

Current expansion of both the Esperanza and Great Mills schools will serve primarily to offset enrollment demands already existing, and therefore, will not be able to handle further increases in the years immediately ahead. Construction of the Vocational and Technical High, as well as an addition to Chopticon High will be needed shortly. Current plans for Chopticon High call for a 12-room addition, or an increase of capacity to 1,140 from present 878 capacity. The Vocational High School is planned to handle a capacity of 460. With these increases, total grades 7-12 capacity in the county schools will reach 4,090 as shown on Table 3.

Compared to the expected 1970 enrollment forecast of 3,950 by 1970, the capacity of 4,090 to be achieved after completion of current plans appears sufficient. However, the particular grade requirements by service area location and available space may necessitate additional construction prior to 1970. Such construction in any event will be needed to meet further enrollment increases in succeeding years.

By 1985, enrollments for grades 7-12 are expected to increase to 5,900, or approximately 2,000 over the 1970 forecast. This may require the construction of two additional schools comparable in size to the Chopticon high school, as well as possible additions to existing high schools.

The location of one of these additional high schools could be at the 85 acre Vocational High School site. This would achieve a more satisfactory pattern of high school locations along with the northerly location of Chopticon High and the southerly location of high schools in the Lexington Park area. High population gains expected in the northern-most Mechanicsville District indicate that this area may warrant a high school location by 1985.

TABLE 43

HIGH SCHOOL NEEDS, 1966 - 1985

School	1. Present Capacity	2. Capacity after Completion of Current Plans	3. 1970 7-12 Enrollment Forecast	4. 1985 7 - 12 Enrollment Forecast	5. Capacity Deficit 1985
Banneker 7-12 [1.]	320	160			
Leonardtown 7-8	320	320			
Chopticon 9-12 [2.]	878	1,140			
Esperanza 7-9 [3.]	377	625			
G. W. Carver 7-12	369	369			
Great Mills 9-12 [4.]	566	716			
Margret Brent 7-8	300	300			
Vocational High [5.]	-	460			
Total	3,203	4,090	3,950	5,900	1,950

1. Grades 9-12 to be phased out
2. 12 room addition being planned
3. Addition in construction for 250 capacity increase
4. Addition is in planning for 150 capacity increase
5. In planning and design stage

EDUCATIONAL FACILITIES: PUBLIC LIBRARIES

The Community Facilities Plan calls for the construction of a new Lexington Park Branch Library and an addition to Tudor Hall within the initial 6-year period of the Plan. A need for replacement and expansion of these library facilities has been formulated by the Southern Maryland Library Association and the County Board of Library Trustees. Architectural plans for a 10,000 square foot Lexington Park library branch are in the preparation stage. The size of an addition to Tudor Hall in Leonardtown is dependent on a decision as to what library functions are to be retained in the Hall or assigned to the new addition. The Public Library Building Survey of 1965 recommended primary use of Tudor Hall for housing historical collections and/or for use as administrative headquarters. The survey report determined the need for an addition ranging in size from 6,000 to 7,500 square feet of space.

The architectural and historic significance of Tudor Hall will require special design consideration so that the planned addition does not conflict with the building. A compatible design solution might be achieved by constructing a free standing addition of suitable style and connected to the main building by means of a covered or enclosed walkway.

The construction of a new Lexington Park branch, as well as an addition to Tudor Hall will not, however, meet the recommended library space needs to 1985. By 1985, continuing population growth will create a further shortage and demand for library facilities. While further expansions of the then existing library facilities may be able to meet the increased demand, the pattern of county development may necessitate additional library locations.

Besides providing for sufficient library space in the county, it is also necessary to plan for an optimum pattern of location or geographic distribution of facilities. The Mechanicsville Election District is one of the fastest growing in the county. Population forecasts indicate that by 1970 there will be 4,571 people, and by 1985, 8,040 people. This represents an increase of 224 percent over the 1960 population of only 2,480, making District 5 the fastest growing in the county. With increasing population density in the northern part of St. Mary's County, it is therefore reasonable to expect a need, prior to 1985, for not only more space, but space located so as to readily serve major centers of population. A new library location within the Mechanicsville District would thus achieve a more satisfactory geographic coverage of library services.

COUNTY GOVERNMENT CENTER

Steady increases in St. Mary's population have resulted in a growing staff and diversification of governmental agencies. As is frequently the case in growing areas, the administrative space needed to house the necessary services of government has not kept pace with demand. Overcrowded conditions are an obvious symptom of the problem. Less obvious is the burden placed on efficient operation of a particular department because of decentralization of separate offices to scattered locations.

In St. Mary's County the Board of Education and the Health Department are cases in point of this problem. The Board of Education's administrative functions are conducted from both Leonardtown and Lexington Park. The Health Department, also caught short of space, currently plans to shift its staff of sanitarians to Lexington Park. The splintering of individual offices that should ideally be housed under the same roof in proximity to other branches of government with which day-to-day contact must be maintained causes unnecessary delay, higher overhead costs and other inefficiency. Indicated in the inventory and analysis section, the Health Department is in need of double the amount of space it presently has in the Court House Annex, and the Board of Education would require three times the amount of present space. The Annex Building contains 5,900 square feet of space.

Within the past few years the main Court House building has had to accommodate the following new offices: County Engineer, Court Reporter, Youth Commission, and State Police Investigators. Within the next year space will also have to be found for the Parks and Recreation Board, and the Housing Commission.

In view of present space shortages and expected needs in years immediately ahead the plan for Community Facilities proposes the following:

A. Construction of the two-floor superstructure on top of the currently planned Emergency Operations Center within the next year. Plans for construction of the Underground Operations Center are now in preparation. In order to save construction costs for an eventual two-floor addition, the plans should be revised for construction in one stage. The two-floor superstructure will provide approximately 9,000 square feet of gross floor area.

B. Construction of a second Court House Annex or a major addition to the present Annex Building within the 1970-1985 period of the Plan.

The County Government Center in Leonardtown fortunately contains 28 acres of land with excellent potential of being transformed into an attractive landscaped setting. Such a setting is grossly lacking at the moment. In planning for further building construction the county should engage architectural services for preparation of an overall site plan so as to assure a harmonious relation between building masses and styles, open spaces with landscaping, and walkways, sitting areas and parking needs. St. Mary's seat of government in the Leonardtown Government Center should present a strong and inspiring public image. Plate 21 shows a possible arrangement of buildings.

FIRE PROTECTION FACILITIES

The inventory of existing fire station locations within the county identifed major portions of Election Districts 4 and 5 as having inadequate fire protection coverage. National Board of Fire Underwriters location distribution standards recommend a five-mile service radius as the maximum response distance for companies located within rural areas. The five-mile distance is actually measured by the most direct route over accessible roads from each of the county's seven Voluntary Fire Companies.

Development is presently scattered in the portions of Chaptico and Mechanicsville Districts not falling within the service areas of existing companies. Sufficient day-time resident manpower may not exist at any single location to adequately supply the men needed to support fire companies within these areas. Increasing population growth in the northern stretches of the county can be expected to remedy this limitation in years to come.

The Community Facilities Plan accordingly proposes two additional fire station locations which would round out the geographic coverage of the county's fire protection needs.

As shown on the plan, these stations can be located at 1) the town of Chaptico along Md. 234 and 2) in the vicinity of Oakville along Md. 235. Both locations are highly accessible along state primary highways near intersections with secondary highways. Fire companies should be planned for at these locations within the 20-year period of the plan when population growth can furnish the needed resident daytime manpower. The Chaptico location has higher priority since wider coverage can be achieved by a single location. The Oakville location is flexible in that a more northerly location near Turner could also fill in the present gap in coverage. Establishment of a fire company will, therefore, depend on the rate of development within each of these villages.

PARK AND RECREATION FACILITIES

An urgent need exists in St. Mary's County for meeting both present and future recreation needs. Local play areas and parks--while provided in some areas--fall short of meeting county-wide needs on a geographic basis because of insufficient number. Public waterfront recreation areas are lacking. The county does not presently maintain public water access points; the one general public waterfront recreation area existing is provided at the Point Lookout State Park.

The need for recreational pursuits reflects both local and national trends of increased leisure time, rising disposable income, and increased auto-mobility. Such factors encourage individuals and families to seek recreational activities. Official county policy for the establishment of a viable recreation system in the county should recognize not only the needs of local residents, but should be fully aware of the economic advantages that will accrue to the county. Records of the County Economic Development Committee provide striking evidence of the regional and state-wide interest in St. Mary's County. The committee annually receives from 2,500 to 3,000 inquiries from recreation minded enthusiasts. The inquiries are from people interested in vacation information, boating and fishing opportunities, historical highlights in St. Mary's, and from homeseekers wishing to retire in the county.

The increasing demand for recreational opportunities is also evidenced by the recent proliferation of county agencies responsible for park and recreation programs in the county. During the past five years, leadership and prime responsibility for neighborhood play areas has been initiated by the highly successful programs of the County Youth Commission in cooperation with both Public and Parochial School Boards. With the forming of the County Youth Camping and Recreation Association, the program of the Youth Commission has expanded into providing neighborhood parks and camping areas independent of school site grounds. With the recent creation of St. Mary's Recreation and Parks Board, the county now has authorization to avail itself of State and Federal funds for park acquisition, but the organizational arrangements between the separate agencies is still uncertain. Agreement as to the individual roles and responsibilities of each group is essential in order to achieve the county's park and recreation objectives without unnecessary duplication of effort and cost.

Considerable practical experience has been gained by the Youth Commission's Recreation Department in the successful operation of a diversified recreation program during its five years of existence. In addition, the cooperative arrangements achieved by the Youth Commission between public and parochial school officials, as well as other county and state officials, will collectively prove to be an invaluable asset in expanding the county's parkland resources in conjunction with the County Parks and Recreation Board.

County recreation programs to date have utilized existing public and private school facilities as well as independent park sites which have been generously donated by recreation conscious citizens. Without statutory and budgetary means to acquire new community park sites, the Youth Commission cannot hope to achieve the expansion of park facilities needed to bring the county up to recognized acreage standards to meet present and future recreation demands. The necessary progress in meeting the county's recreation and park needs at the neighborhood and community level can be achieved only if the county takes advantage of available federal and state funds. The County Recreation and Parks Board, organized early this year, now provides the procedural means to move in this direction. Through the combined activities of the Youth Commission's Recreation Department, acting largely in a management capacity, and with the Recreation and Parks Board acting in a planning-acquisition-development capacity, it will be possible for St. Mary's County to start filling the gap in meeting current and future recreation and park needs.

Recommended Policies for Achieving Recreation Goals

A. Coordination of the activities of several levels of government is essential in order to achieve the county's park and recreation objectives. The need for interdepartmental coordination at the county level is underscored when it is realized that State and Federal recreation interests are also involved. Until the county adopts a comprehensive open space program to provide guidance and set priorities, many opportunities for coordination will continue to be missed. It is recommended that the Youth Commission through its Recreation Department concentrate its efforts on the management and operation role in developing the county's recreation and park system. The County Recreation and Parks Board through its staff can effectively function in the planning, acquisition and physical development role without overlapping services in a management capacity.

B. The county should act to broaden and enhance its recreational opportunities through the adoption of an open

space recreation program. In order to coordinate the various levels and agencies of government and to agree upon an action program for the development of a broad-range open-space-recreation system, the county needs to adopt an official recreation plan as part of the Comprehensive Plan.

C. The successful development of a long-range open-space recreation plan can be meaningful only if the county commits itself to necessary appropriation of public funds and takes advantage of state and federal subsidies. The limited policy of utilizing only existing school facility grounds and reliance on donations of land cannot close the wide gap in the county's recreation and parkland shortages. Federal and state funds are available to assist in acquiring needed recreation areas. The county should take continuing advantage of available subsidies by commiting its own share of funds within the limits of sound fiscal planning. Continuing acquisition of recreation lands should be undertaken while the land is still available at a reasonable cost.

D. The cooperative arrangements achieved by the Youth Commission with public and parochial school boards in providing neighborhood recreation areas should be encouraged and expanded. The integration of indoor and outdoor school facilities as local recreation centers has been highly successful in the county. Schools serve as focal points for many neighborhoods, and joint use of recreation facilities can be provided at other locations as well.

E. The county should strive for a balanced local and regional program. While a problem exists in arriving at a balance between regional and local recreation needs, the county should not overlook the steps it can take to preserve land for regional facilities until state or federal acqusition takes place. Of necessity the county must initially concentrate its efforts and available funds in meeting local neighborhood and community recreation priorities. But the economic importance of regional recreation facilities must be safeguarded through appropriate zoning and other controls until acquisition and development can occur.

F. Private land developers should be encouraged to provide neighborhood parks and play areas within their developments. Through more flexible zoning and subdivision controls the private market can be encouraged to provide more play areas, parks, golf courses, clubs, and marine facilities.

Park and Recreation Plan

The parks and recreation plan represents a general guide toward achieving a county-wide distribution of recreation facilities. Shown on the plan are those facilities in current planning as well as proposed additional facilities needed to meet future population growth in St. Mary's County. The locations of proposed neighborhood and community parks are approximations only; exact sites can be determined only by subsequent detailed planning to be undertaken by the County Parks and Recreation Board. In order to be effective local recreation facilities must be located near to the population they serve. St. Mary's County covers a wide geographic area with a number of growing population centers. The plan recognizes the present lack of recreation facilities in certain communities and correspondingly proposes new facilities at locations that will be readily accessible to many people and likewise form a convenient pattern of distribution throughout the county.

Regional Facilities

A. Lower Patuxent State Park. In addition to Point Lookout State Park, the Maryland State Parks Master Plan calls for a potential state park along the Lower Patuxent River. While a site has not yet been designated, it is proposed that the park be located in the Cat Creek area. This water-oriented park would encompass about 1,000 acres for intensive development general recreation use.

B. Medleys Neck -- Poplar Hill Creek. This general area has been identified as a potential regional park by the National Park Service. Other potential park sites along the Potomac River in this part of the county include Newton Neck. The preservation of some of these lands are thus essential in order to eventually realize the Potomac's unsurpassed recreational opportunities for county residents and tourists.

C. St. Ingoes Neck is also proposed for eventual regional park development. Likewise proposed by the National Park Service, the Neck adjoins Webster Field which is no longer in use. It is recommended that the county

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1. Survey of Recreation Resources Potomac River Basin, National Park Service, Washington, D. C. See also Potomac Valley, U.S. Dept. of Interior, U.S.G.P.O., May 1966.

initiate negotiations with the General Services Administration in an attempt to acquire the old air field as surplus property from the Federal Government.

D. St. Mary's City Historical District. The plan endorses the preservation and development of St. Mary's City as a major historical attraction in St. Mary's County.

E. Potomac Heritage Trail. Proposed by the National Park Service, the trail would traverse through the county to join with a national system of trails. In St. Mary's County the trail would start at Point Lookout Park and follow along Route 5 up to St. Mary's City. Proceeding further north the trail would pass west of the Lexington Park area and follow along the railroad. The route offers excellent opportunities in linking together Point Lookout, St. Mary's City, Watershed Project Park sites and the Patuxent State Park. To be used primarily for hiking and bicycling, the section of the trail passing through the Watershed Project area also has potential for wider development in conjunction with multi-purpose recreation areas now in the planning stage. A coordinated plan for recreation development in this area will offer unrivaled opportunities for the county's most populated area within the Lexington Park district.

Neighborhood and Community Facilities

A. School-Recreation Centers

Public Schools will continue to be the center of neighborhood and community recreation activity. Neighborhood recreation should continue to focus around play fields provided in conjunction with elementary schools. This approach of meeting local needs through cooperative arrangements with public and private schools has proven of great success in the county. Six additional sites are now in the planning stage. The plan proposes further expansion of this program in the years ahead in order to achieve the goal of a recreation area for each county neighborhood. As new schools are constructed it will be wise practice to acquire sufficient land in order to make this program possible at other locations in years to come.

B. Community Parks and Beaches

In addition to the Briscoe Park in the Ridge Community Park (Cardinal Gibbons Park) now in the planning and development stage, the plan proposes additional general locations for parks that will offer a diverse range of recreation opportunities. It is recommended that Deans Fishing Lake (Esperanza) be acquired as a county park.

Opportunity exists here to acquire additional acreage without cost which will serve to off-set the development cost of the lake itself. Other proposed park locations include Leonardtown, Piney Point, Milestown, Mechanicsville, Hollywood, and St. Inigoes. Community parks are presently lacking in these areas. A few of these possible locations offer development as community beaches, as well as boat launch sites. In the Lexington Park area no additional parks are proposed as the Watershed Project now in planning will offer the opportunity of creating from two to three multi-purpose flood-water retention and recreation lakes. Being in the most populated district of the county, these Park-Lakes will command active use and enjoyment by many county residents.

C. Boat Launch Ramps and Water Access Points.
The county Parks Board is in the process of acquiring four boat launch ramps. Other potential access points have been identified as possible launch sites. Waterfront facilities are badly needed in order to offer the use of the county's extensive riverfront to the majority of the population.

Stream Valley Conservation

An open space network along stream valley meadow lands is also planned. Such land is not suitable for development and needs to be safeguarded against pollution hazards. The future location of waste disposal interceptor lines commonly follows along stream valleys, indicating further need for preservation action. Most of the major stream valley strips can be obtained through subdivision dedications in areas where development pressures are closing in.

Recreation and Park Development Priorities

The county's recreation interests should assume chief priority in serving neighborhood and community type facilities. The plan proposals represent both short term and long term endeavors. While debate may arise over just what type of facility the county should provide first, the program should strive to provide a diversity of facilities at both the local and community levels. Expansion of the School-Recreation Center Program to provide a recreation area for each neighborhood is recommended as a foremost priority. The provision of community parks - offering a wide range of recreation activities depending on the nature of the site - should assume equal priority in providing a full complement of recreation opportunities throughout the county.

UTILITIES AND SANITARY FACILITIES

Water Supply

The plentiful ground water resources of the county appear adequate to serve population growth well beyond the duration of the planning period being considered. In addition to present reliance on ground water sources, the watershed project now in the planning stage encompassing the Bay Election District plans to utilize one of several water impoundments for potable use. Within reach of the county's most populated area, this additional water source should prove essential in meeting future needs.

Improvements have been programmed for the Lexington Park and Leonardtown water distribution systems, and have been described in a previous section of the report.

The expansion of existing and the construction of new public or private water systems will be required as existing town centers grow and for housing developments not supplied with on-lot wells. The creation of new or extension of existing sanitary districts should be considered in lieu of the proliferation of small private systems. The establishment or enlargement of sanitary districts will be predicated largely on sewerage system needs. These are considered in the following section.

Short-Term Sewerage Needs

Extensive improvements currently planned for the systems serving the Lexington Park and Leonardtown areas should adequately serve expected population growth within the county's major urban centers.

The recent establishment of the Mataponi Sanitary District encompasses the greater part of Election District 8 and will eventually provide sanitary facilities extending generally from Great Mills east to Hermanville and north to Town Creek. Population forecasts indicate a growth to 22,650 by 1985.

The proposed new sewage treatment plant will be designed to serve a population of 15,000 to 20,000 with provision for later expansion of the plant to serve a population of 60,000. Construction of the first increment of the treatment plant is set at one-and-a-half million gallons daily capacity, with the site planned for the addition of three more units of equal size, making a nominal ultimate capacity of six million gallons a day. The plant will provide for comminution, grit removal, primary treatment, trickling filters, secondary settling, recirculating, chlorination and separate sludge digestion.

Engineering surveys[1] indicate that it will be feasible to locate the new plant along Pine Hill Run, discharging into Chesapeake Bay, on land being provided by the Navy.

Related problems that need to be resolved as detailed plans materialize concern the alignment of the interceptor with platted but undeveloped subdivisions through which it will traverse. The interceptor will cross Route 246 several hundred feet west of Lexington Park and provide an important means of gaining additonal road access into the business district. Several housing developments are awaiting the provision of sewerage facilities in the Town Creek area. One such development, now in progress on the east side of Lewis Creek, should be equipped with a sewer outlet before septic tanks are installed, thereby effecting a considerable savings. In addition, present sewer lines in the Lexington Park vicinity are receiving storm water infiltration from illegal drain connections, thereby reducing the effectiveness of thr treatment plant during periods of rain. The construction of the new sewerage system should be coordinated with needed overhaul of existing mains.

The county land use plan has been coordinated with the Mataponi Sanitary District boundaries, and will be reflected in revisions to the county Zoning Map. Inlying areas within the sanitary district will be more susceptible to early stage development, and should be accordingly zoned, whereas outlying areas should be retained in lower density zones until development reaches these fringe areas. Acreage calculations indicate that approximately 18 square miles of privately useable undeveloped land exists within the Mataponi Sanitary District. Based on the population forecast for Election District 8, about five square miles of land would be required by 1985 for housing development.

In other areas, such as Leonardtown, sewerage systems will have to be expanded to serve new population as growth outstrips present capacities. Up-grading of existing low-efficiency plants of the primary type will also be needed. With increasing population densities, and ever greater demands being made upon the self-purification capabilities of all bodies of water, primary treatment of sewage can only be considered as a first step measure.

Recent improvements to the Leonardtown system have increased the effectiveness of the treatment plant through reduction of storm water infiltration into the system.

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[1] Conducted by Benjamin Beavin Company, Engineering Consultants for St. Mary's County Metropolitan Commission.

Expansion plans for the Leonardtown system call for a new sewer line to serve the westerly side of the town. Eventually, however, an interceptor will be needed extending beyond the town limits to the west. The westerly undeveloped lands are in the path of the main growth axis. The area south of Route 5 and west to McIntosh Run is being considered for annexation. Annexation in advance of development is essential in order to plan for the sanitary facilities that will be required within the next two decades.

A short-term need for new systems to meet local community conditions is also predicated on poor soil conditions which prohibit any extensive use of spetic tanks particularly when placed on small lots. Certain developments constructed before the present Health Department's requirements of soil percolation tests will have to be equipped with sewerage systems. As existing septic tanks continue to age with increasing failures, danger of pollution will likewise increase.

The St. Clement's Shores community of some 140 homes is one such area where early development has taken place on a soil type[1] which is unsuitable for septic tank use. Failure of septic tanks is becoming an increasing problem in this area. Typical lot sizes are from 8,000 to 10,000 square feet. The installation of a sewerage system will be required in St. Clement's Shores within the next several years.

Contamination of surface water has become a problem in Southern Maryland, and without careful control of both public and private disposal systems it can become more acute. As development continues throughout the county, the number of on-lot systems will increase to a point where the area's water supplies will be endangered, as will its rivers and streams for recreation and commercial fishing. Since much of the county's river and bay front lands are of soil types that are unsuitable to septic tank use, the danger of pollution is more severe. (See Plate 16).

Shore front lands are the county's chief asset for future home developments. Poor soil conditions along much of the county's water frontage indicate the magnitude of future subdivision review work on the part of Health Department and other county officials. Extensive development along shore front lands will be feasible only through the use of sewerage systems in areas where septic tanks cannot work safely.

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[1] St. Clement's Shores is built on Keyport Silt Loam which has a high water table and impeded internal drainage.

All plans for future development must consider the method of sewage disposal to be used, realizing that complete treatment should be encouraged and that community systems operated by a central authority may be the most efficient and economical in the long run. In those instances where on-lot disposal must be permitted, attention should be given to the layout of lateral sewers so they may be connected to community systems in the future. On-lot systems must be rigidly controlled in order to minimize the dangers to the water resources of the county and to the health of the county's residents.

Regional Sewerage System Planning

Sewerage systems, from economic necessity, cannot be constructed much in advance of the population density required to support them. Suburban sewerage systems, characteristic of metropolitan counties, are usually supported by population densities of from one to two thousand people per square mile. St. Mary's County has a population of over 38,000 spread over 367 square miles. For the most part, the population is located in many small communities; only in a few places are there enough people at densities to justify and support community sewerage systems. Present and projected population densities are shown by election districts in Table 44 below.

Table 44

POPULATION DENSITY BY ELECTION DISTRICT

Election District	Population 1960	Population 1985[1]	Percent Increase 1960-1985	Persons Per Square Mile of Land 1960	Persons Per Square Mile of Land 1985
1. St. Inigoes	3,496	5,360	53%	80.0	122.0
2. Valley Lee	2,438	4,020	65%	68.9	114.0
3. Leonardtown	5,023	10,510	109%	78.7	165.0
4. Chaptico	1,858	4,020	116%	35.0	76.0
5. Mechanicsville	2,481	8,040	224%	53.4	173.0
6. Patuxent	3,841	7,420	93%	81.7	158.0
7. Milestone	2,392	4,020	68%	89.3	150.0
8. Bay (includes Lexington Park)	16,510	22,650	37%	332.2	455.0
9. Island	876	960	10%	79.6	88.0
County Total	38,915	67,000	72%	106.0	182.0

[1] Projections from The Economy and Population of Southern Maryland, Robert Gladstone and Associates, Economic Consultants, Washington, D. C.

It is unlikely that the county will ever require a regional or county-wide sewerage system. Such a requirement would suppose a Washington Metropolitan area of gigantic size.

Intermediate-stage systems of more limited scope will be necessary to serve groups of developments, sub-divisions, communities or settlements of sufficient population. Depending on the topographical relation between them, it may be feasible to integrate several communities into a single system.

The systems presently fulfilling the county's sewerage needs are characterized as independent systems serving localized areas which span disparate or separate topographic drainage basins. These limited systems are adapted more to population groupings than to the physical features of drainage area basins within which intermediate or sub-area sewerage systems will eventually become operative during the 20-year period of the plan as is now being planned in the Mataponi Sanitary District.

The county is characterized by many small watersheds draining into tidal waters. No one pattern of sewerage collection, transport and treatment is established by topography. Small drainage areas may eventually require their own treatment facilities. Subsequently a number of such small systems may be grouped and treatment facilities consolidated.

Much of the county's new population will build on sites more or less remote from neighbors, on lots of large size, so that they could neigher aggravate an existing sanitary problem nor create a new one, at least for a period of years. It is equally possible that large subdivisions will be developed, concentrating a relatively large population in a small area. Such developments would require their own sewage facilities. Whether to incorporate such systems in a single system or whether they should be treated independently will depend on conditions existing at the time.

Initially, as existing communities already sewered grow, their sewerage systems will have to be expanded to serve new population. Their particular sanitary problems will remain separate, distinct and local for the near future. At the same time new systems designed to meet the limited needs of other areas will have to be built. Eventually, as one community grows toward and coalesces with another, these independent systems will have to be integrated.

Small systems designed to meet local conditions will first, of necessity, operate independently. But obviously, they should be planned for subsequent incorporation in an intermediate stage sewerage system. Key elements of future large systems can often be included in initial facilities without

financial handicaps. Extensions of sewers can generally be pursued without fear of their becoming useless, since these sewers will be necessary under any circumstances.

Eventually, existing plants of the primary type and low efficiency will have to be up-graded. With plants producing high-quality effluents, there is a concomittant need for greater skill in the operation and supervision of treatment processes and equipment. Centralized operation, maintenance and supervision of a single plant would be more efficient and economical than if each community had to provide for the operation of its own plant. The system now being planned for the greater Lexington Park area will have the advantage of being able to serve many separate developments by means of a single treatment plant, thereby effectively meeting the growing sewerage needs of almost the entire Bay Election District.

Long-Term Sewerage System Needs By 1985 or Later

In addition to the sewerage system currently planned for the Bay Election District, expansion of the Leonardtown System and required facilities for St. Clement's Shores and other local developments, it is probable that the northern Mechnicsville area of the county will require a sub-regional system within the next few decades. Projected population densities for Election District 5 by 1985 are the second highest in the county, or 173 persons per square mile.

Similar projections for the Hughesville and Benedict areas in adjoining Charles County indicate a density of from 118 to 130 persons per square mile. A probable future need for sewerage facilities in the adjoining Charles County area has been outlined in the Sewerage Survey Report prepared during the past year.[1] Since part of Election District 5 in St. Mary's County is topographically identified with Charles County, it is conceivable that sewerage facilities could be financed and operated on some mutually agreeable bi-county basis in a sanitary district spanning both counties. The need for such a cooperative project would not, however, arrise until a later period depending on the intensity and rate of growth that may occur in the northern reaches of St. Mary's County.

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[1] Sewerage Report for the County Commissioners of Charles County; Rummel, Klepper and Kahl, Consulting Engineers; Baltimore, Maryland.

PLAN IMPLEMENTATION

The success of any planning program lies in its implementation, a responsibility of the community. Planning operates under the objectives established by the state and is regulated locally by the citizens of the community through the elected representatives and officials. The Planning and Zoning Commission, an advisory agency to the County Commissioners, is charged with planning activities including the following:

1. To develop and maintain a comprehensive plan for the county.

2. To advise and to review and make recommendations on all decisions by other agencies dealing with elements of the plan.

3. To review and take action on all subdivision plats which involve development within the county.

4. To prepare zoning regulations and to review and make recommendations on all amendments.

5. To develop general plans and review specific projects dealing with county growth and development.

6. To prepare and review the capital improvement program.

The comprehensive plan provides the long-range guide to community development. Planning connot be fully implemented without public sanction in the form of legislation. The tools for implementing the plan include zoning, subdivision regulations, housing ordinance, urban renewal, capital improvement program, and others. Of these, zoning and subdivision control are of major importance.

ZONING

Zoning is the application of the police power which gives the local government the power to regulate the use of land in the public interest. The State Planning and Zoning Enabling Act states: "for the purposes of promoting health, safety, morals, or the general welfare of the community, the legislative bodies of counties, cities, and other incorporated areas are hereby empowered to regulate and restrict the height, number of stories, and size of buildings and other structures,

the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, and the location and use of buildings, structures and land for trade, industry, residence, and other purposes."

When the land use plan for the community has been adopted, zoning becomes the major method of giving effect to the plan. The pattern of the zoning map is the forecast of the actual future land uses anticipated by the comprehensive plan. Thus the function of zoning is, first, to control the use of land and buildings and, secondly, to regulate the density of development. Zoning, as the word suggests, describes the areas within which the controls are enforced. Use regulations allocate to each major type of activity land which is sufficient and appropriate for that purpose; districts given to heavy industrial use are segregated from commercial areas, residential districts are protected from the invasion of commerce and industry, and the district established for one type residential use may be separated from other types and densities of residential use.

In zoning, land coverage, population density and the height and land coverage of buildings are prescribed for each zone. The limits imposed prevent congestion, maintain light, air, and open space. It is equally important that these limits on the intensity of development tend to mitigate the congestion of motor traffic. By these controls zoning regulations protect the desirable character of development in each district. It tends to stabilize real estate values and the community tax base, and assure the most economic provision of municipal services and utilities. The zoning ordinance in this sense becomes the legislative and administrative tool by which the master plan of the community may be progressively realized.

While zoning regulations provide the legal administrative tool for guiding the orderly use of land, subdivision regulations provide a similar method for land development consistent with the use to which it is put.

The zoning ordinance presently in effect in St. Mary's County is in need of revision. The Zoning District Map, which presently has only limited geographic coverage, should be delineated in greater scope in order to provide meaningful protection for the entire county.

Recommendations for revisions to the zoning ordinance text were prepared as part of the planning program. Under these revisions the basic framework of the ordinance would be retained and supplemented with necessary clarifications and modifications.

The three residential districts would be modified to introduce more up-to-date lot size requirements. A fourth district would be added which recognizes the community need and desire for housing catering to the second-home, retirement and vacation-oriented interests settling in the county.

The present agricultural district--so essential to preserving the county's agricultural economy and attractive landscape--would be reinforced by calling for a large lot size requirement for housing. At present the agricultural district has no lot size stipulation, thereby being of little use in achieving any plan for residential development and in providing for adequate protection to the rural aspects of the countryside. The recommended two-acre minimum lot sizes for homes would be small enough to permit desirable country home development, but too large to allow the typical subdivision of urban character and attendant requirements for urban services.

The commercial district regulations should be expanded by the addition of a district catering to highway commercial uses. Such uses would encompass motels, filling stations, restaurants and other establishments rendering service primarily to travelers and tourists.

The industrial district regulations also require clarification. Revisions to the ordinance should call for at least two industrial districts. A light industrial district would be intended primarily for light manufacturing, fabricating, warehouse and wholesale trades in low buildings with off-street parking and loading and with access by major thoroughfares. A heavy industrial district would provide for industrial operations of all types except that certain potentially hazardous industries would be permitted only after public hearing and review to assure protection of the public interest and surrounding property and persons.

Wide encouragement is given to industrial development in the county. While it is impossible to forsee all potential industrial locations and equally impractical to delineate them on the Zoning District Map, prospective industrialists wishing to set up shop in the county can be best accommodated at locations that are judged appropriate after individual review. Future highway interchange locations, for example, represent prime industrial and commercial development sites. Zoning policy should encourage the preservation of such locations, and facilitate rezoning from an agricultural zone when timing is opportune.

SUBDIVISION REGULATIONS

When vacant land is divided into lots and provided with streets and utilities, the county has its only opportunity to obtain the pattern it desires for the future. Once the pattern

is set and the plan becomes bricks, mortar, and steel then it cannot be changed without great difficulty and expense. The pattern not only involves the physical layout and amount of public funds required for future upkeep, but has a direct bearing on the nature and stability of the uses to which the land is put. So the proper regulation of the subdivision of land for urban use initially, is, along with zoning, of fundamental importance in carrying out the objectives of the master plan.

Subdivision regulations cover essentially two aspects of land development--the layout of streets and lots, and the construction of streets and utilities. Inadequate standards in either case will create problems for both the county and future owners in upkeep and replacement costs. On the other hand, these standards must be reasonable. Otherwise, they may discourage or make economically impossible the desirable development and growth of the community.

The regulations presently in effect in St. Mary's County since 1954 provide for all the basic procedures and standards necessary. With but a few changes and additions, the regulations should prove quite servicable. Certain amendments should be undertaken in view of experience gained since their initial adoption and also to assist in better recognition of the objectives of the comprehensive plan.

HOUSING STANDARDS

The above are the two primary controls over the use of land. However, something should be said of housing and urban renewal. The unorganized growth of cities in the past has resulted in blighted areas and slums. This problem can become so large and so widespread that for any one owner or group of owners to arrest--much less remedy--it is near impossible. In the worst areas nothing short of clearance and rebuilding of relatively large sections would produce satisfactory results. This is beyond the means of one or a group of property owners.

The Federal Government has enacted legislation providing aid to municipalities in undertaking urban renewal programs. Several hundred cities have begun such programs under their state laws. In redevelopment the program is aimed at obtaining the most appropriate re-use of land; re-use in accordance with the comprehensive plan. In redevelopment the community itself can erase an inadequate urban pattern, replan the area, allocate whatever part of it is necessary for public use, and turn the remainder of it over to private developers in good shape. Urban redevelopment provides an opportunity for making wholesale improvements, and can become a very effective tool in planning and replanning of urban areas.

Urban redevelopment is designed as a corrective measure to deal with conditions where complete land clearance and rebuilding is required. However, there is a growing realization that much of the blight and slum conditions which exist could have been prevented through the adopting and proper enforcement of adequate housing, health, sanitation, and safety codes. These would insure a healthful, safe, and habitable building or dwelling. The ultimate aim is, however, to develop and enforce preventive measures so that in the future, our urban areas will not be allowed to fall below a level of safety or livability or where they become a blight on the neighborhood or city.

Examples of substandard housing exist in St. Mary's County, but on a fairly scattered basis with but few concentrated areas of blight. Urban renewal is neither feasible nor required at the present time. However, as with any older community, as dwellings age, there is danger of deterioration and blight. To prevent this the county should enact a Minimum Standards Housing Regulation. The county should also control new construction through enforcement of a building code, and require the improvement of existing substandard housing through a minimum standards housing ordinance.

CAPITAL IMPROVEMENTS PROGRAM

One of the functions of the Planning and Zoning Commission is the drafting of the Capital Improvements Program. To derive the maximum benefits from public funds spent, it is vitally important that public improvements be scheduled and related to each other so they are constructed in the proper sequence to meet community growth.

Public improvement programs generally cover the scheduling of capital expenditures under a priority system for a revolving six year period. It is essential these programs be coordinated with the comprehensive plan. Projects scheduled for early execution are detailed so that proper budgeting and financing can be arranged. The program is reviewed annually and at the same time projected ahead another year. In this way there is a continuing program six years in advance. This assures that public projects will be completed where and when needed, and within the budget of the county.

CLOSURE

Drafts of the above regulations have been prepared for review by the Planning and Zoning Commission and its recommendations to the County Commissioners. The enactment of these tools is essential to attaining the community's objectives in developing its physical environment in the manner most beneficial to the county's general welfare.

ADMINISTRATION

Planning is a recognized governmental process. Planning operates under the general objectives established by the state and is regulated locally by the citizens through their elected representatives and officials. The Planning Commission is the advisory body to the Board of County Commissioners on planning.

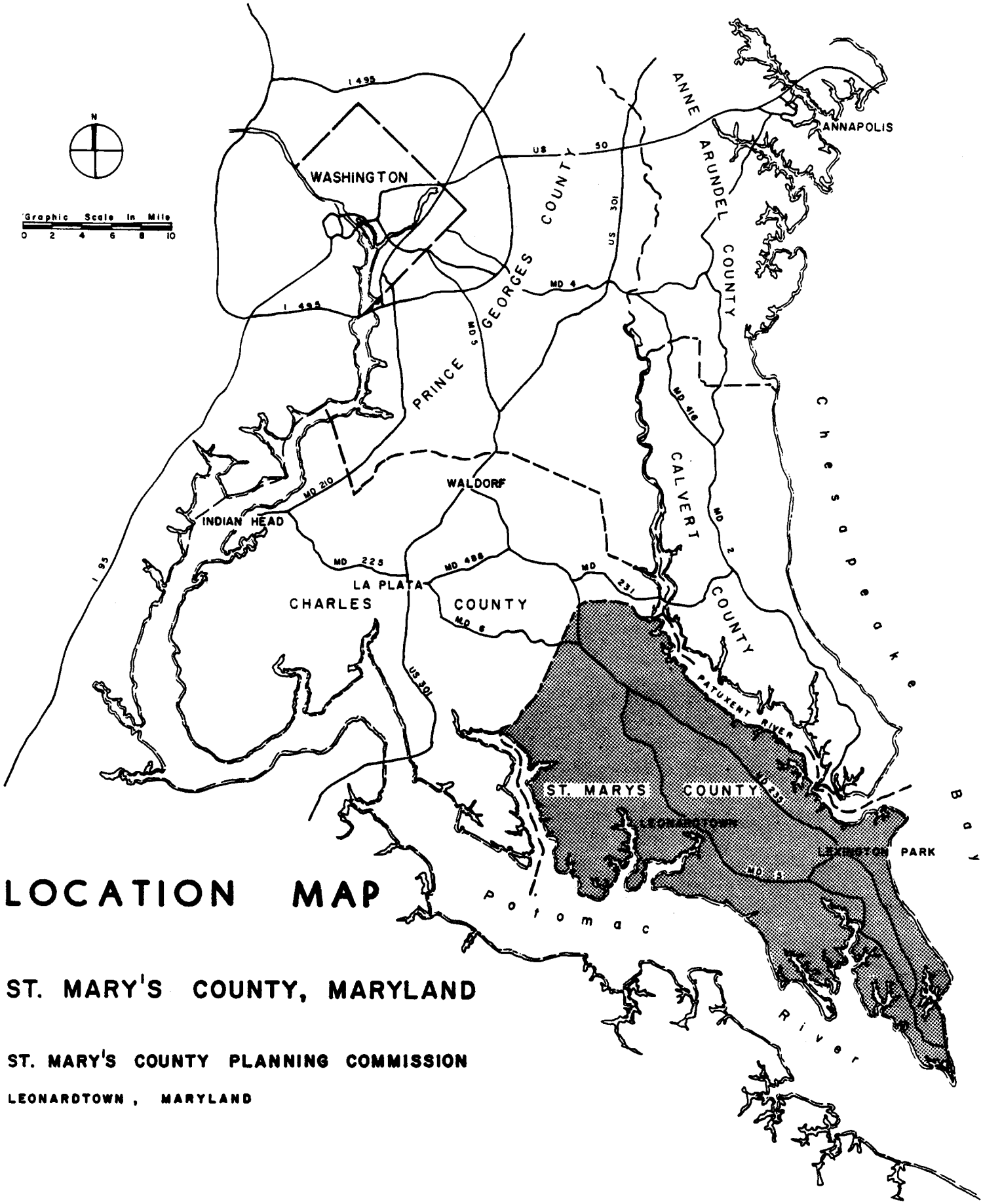
Planning activities entail both short-range and long-range matters. Long-range planning provides guidance to future community growth--development over the next few decades without particular reference to any schedule of execution. It is essentially a broad statement or outline of policy within which day-to-day decisions can be made. Short-range planning, on the other hand, is more concerned with current problems facing the county and with adjusting and timing these in terms of the long-range objectives.

This comprehensive plan is the start of a planning program designed to guide the growth and development of the county over the next two or three decades.

The plan set forth here provides the guide to development during this period. However, the plan once drawn, should not be considered final. The plan should represent at all times the Planning Commission's best judgement on how the community should be developed in the future. Thus, the plan should be reviewed periodically and modified when necessary to reflect new trends and unforeseen changes in conditions.

To implement the plan the Commission should recommend to the County Commissioners the enactment of a revised Zoning Ordinance and Land Subdivision Regulations, and the adoption of a Minimum Standards Housing Ordinance.

The Commission should be ready to advise the County Commissioners on any physical developments occurring or proposed within the county. Such proposals should be reviewed in light of the comprehensive plan. The Planning and Zoning Commission should prepare, or assist in the preparation of, the Capital Improvements Program. A revolving program, this should be extended annually as one year's projects are completed.



LOCATION MAP

ST. MARY'S COUNTY, MARYLAND

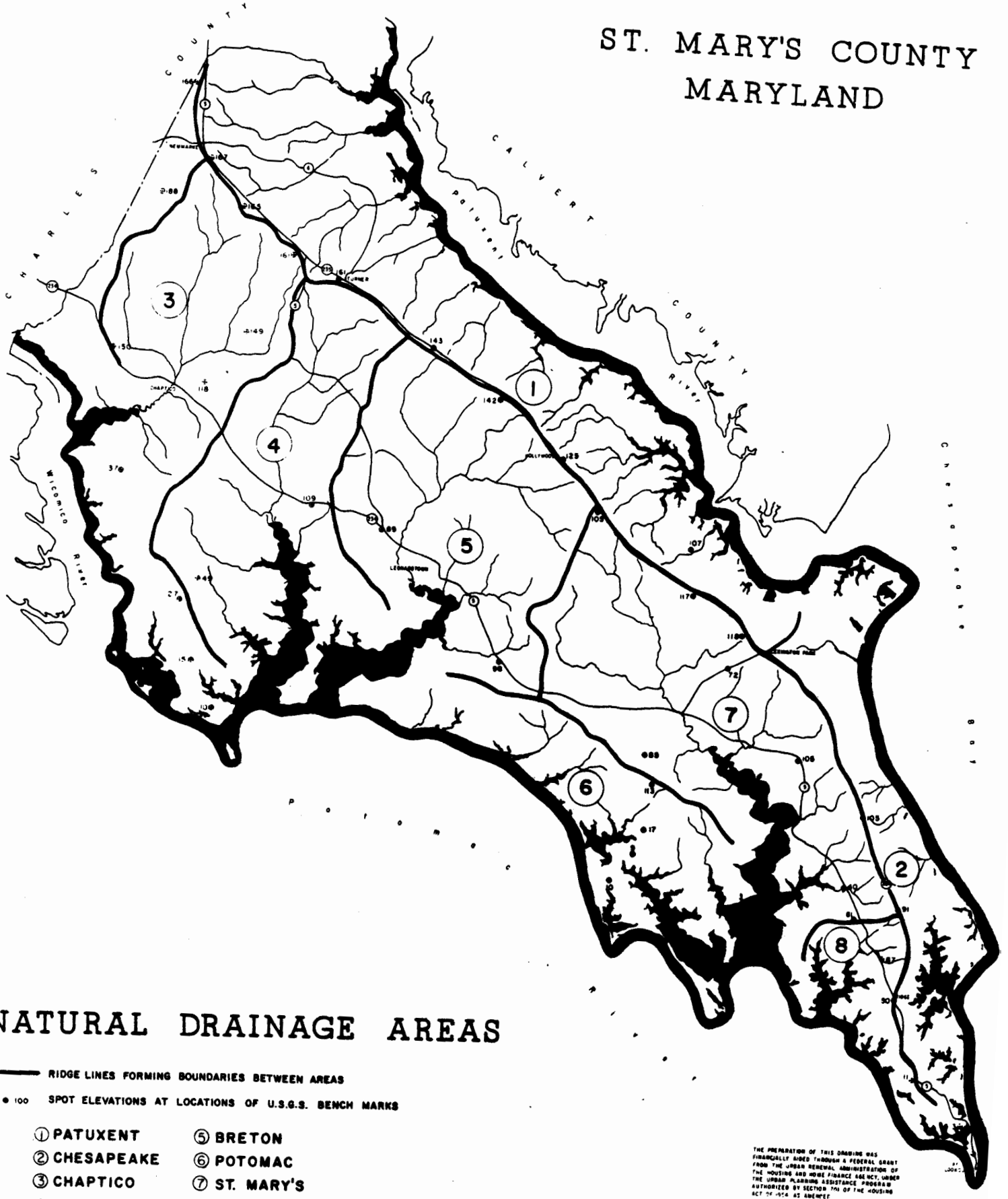
ST. MARY'S COUNTY PLANNING COMMISSION

LEONARDTOWN, MARYLAND

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

HARLAND BARTHOLOMEW & ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



NATURAL DRAINAGE AREAS

RIDGE LINES FORMING BOUNDARIES BETWEEN AREAS

• 100 SPOT ELEVATIONS AT LOCATIONS OF U.S.G.S. BENCH MARKS

① PATUXENT	⑤ BRETON
② CHESAPEAKE	⑥ POTOMAC
③ CHAPTICO	⑦ ST. MARY'S
④ ST. CLEMENT	⑧ SMITH

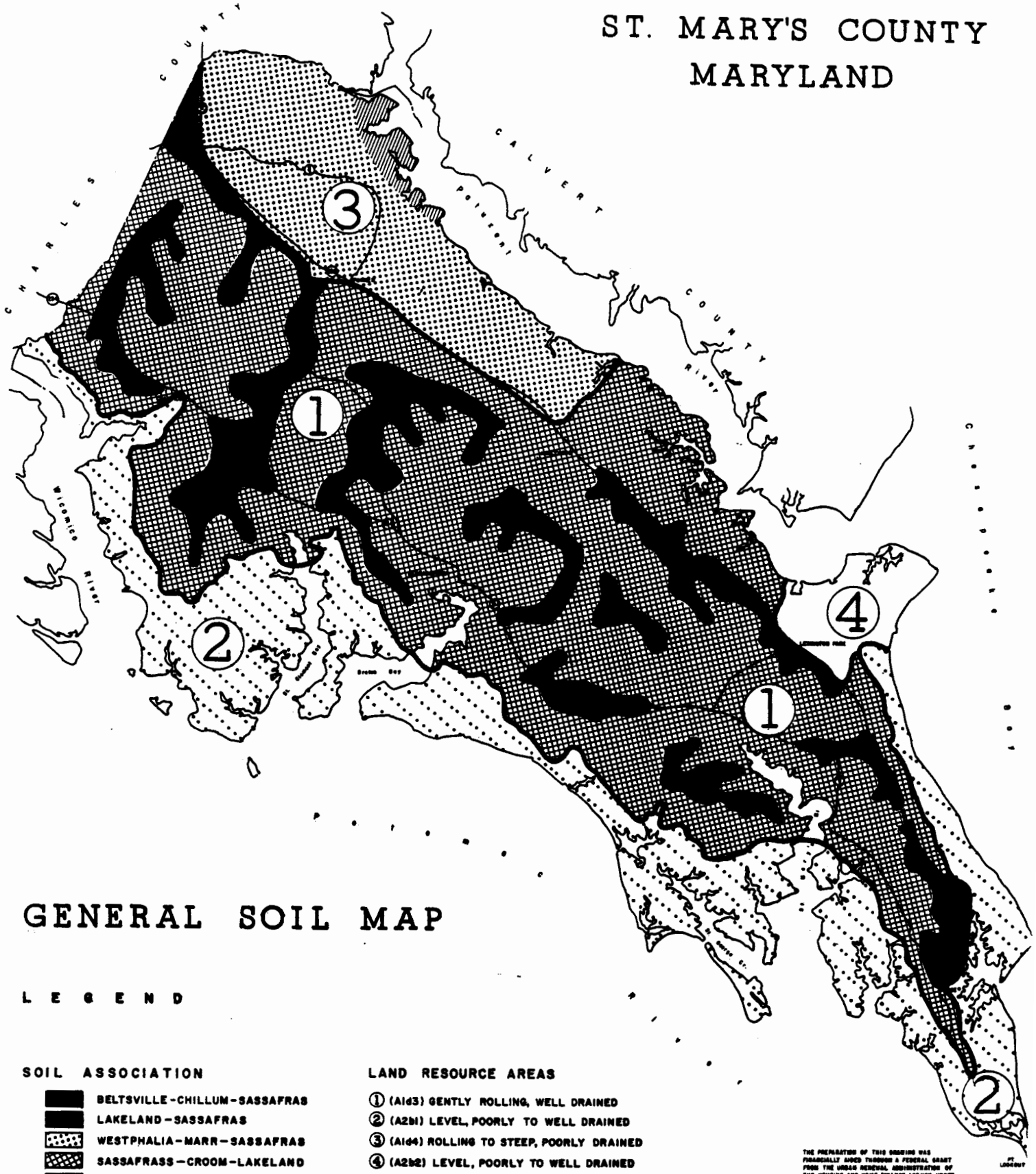
THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D C

ST. MARY'S COUNTY MARYLAND



GENERAL SOIL MAP

L E G E N D

SOIL ASSOCIATION

- BELTSVILLE-CHILLUM-SASSAFRAS
- LAKELAND-SASSAFRAS
- WESTPHALIA-MARR-SASSAFRAS
- SASSAFRASS-CROOM-LAKELAND
- SASSAFRASS-MATTAPEX-WOODSTOWN
- OTHELLO-MATTAPEX-SASSAFRAS
- MATAPEAKE-SASSAFRAS-OTHELLO

LAND RESOURCE AREAS

1. (A1d3) GENTLY ROLLING, WELL DRAINED
2. (A2b1) LEVEL, POORLY TO WELL DRAINED
3. (A1d4) ROLLING TO STEEP, POORLY DRAINED
4. (A2b2) LEVEL, POORLY TO WELL DRAINED

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

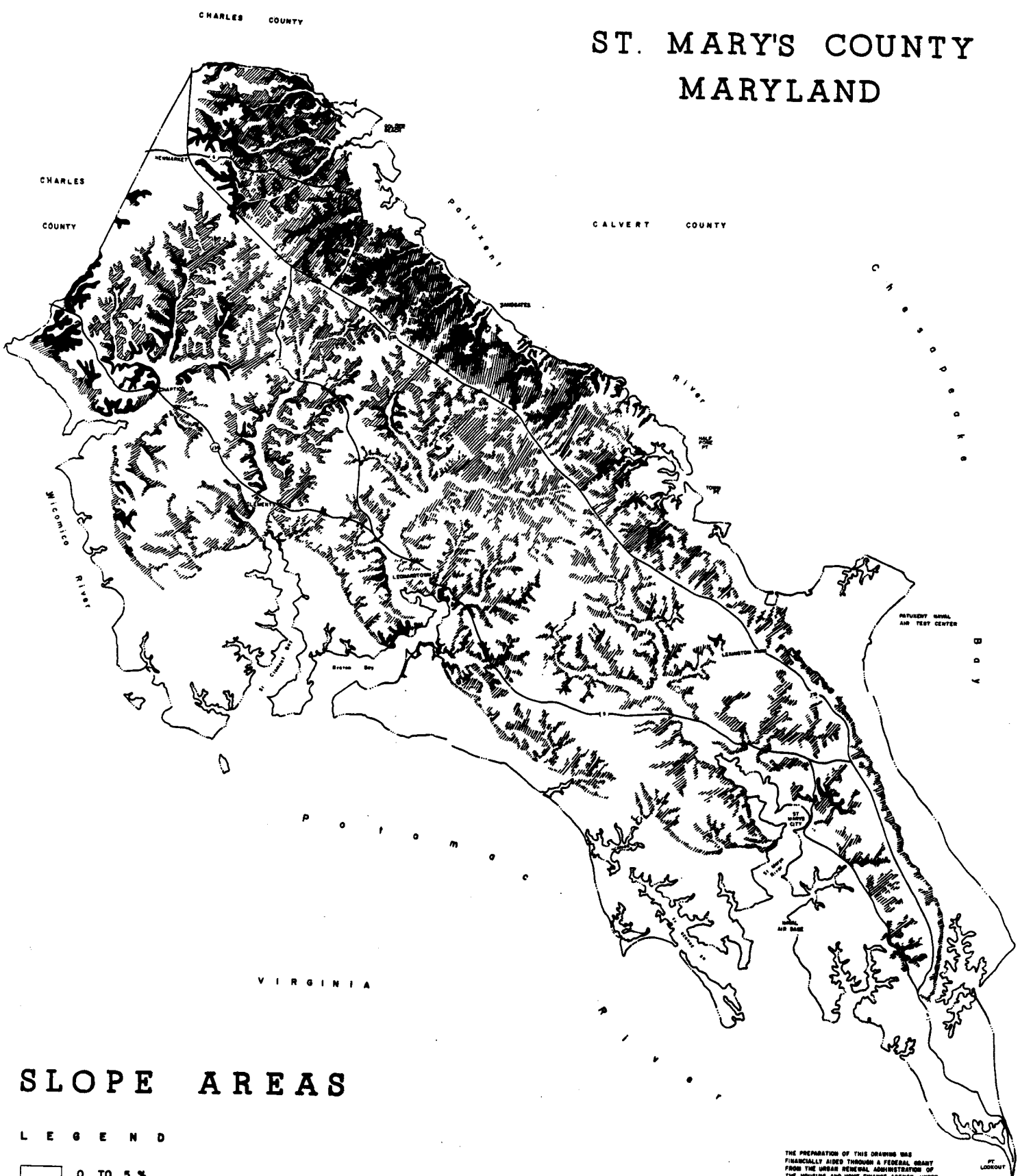
GRAPHIC SCALE IN FEET

0 8000 16000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATE
PLANNERS WASHINGTON D.C

ST. MARY'S COUNTY MARYLAND



SLOPE AREAS

L E G E N D

- 0 TO 5 %
- 5% TO 15 %
- OVER 15 %

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

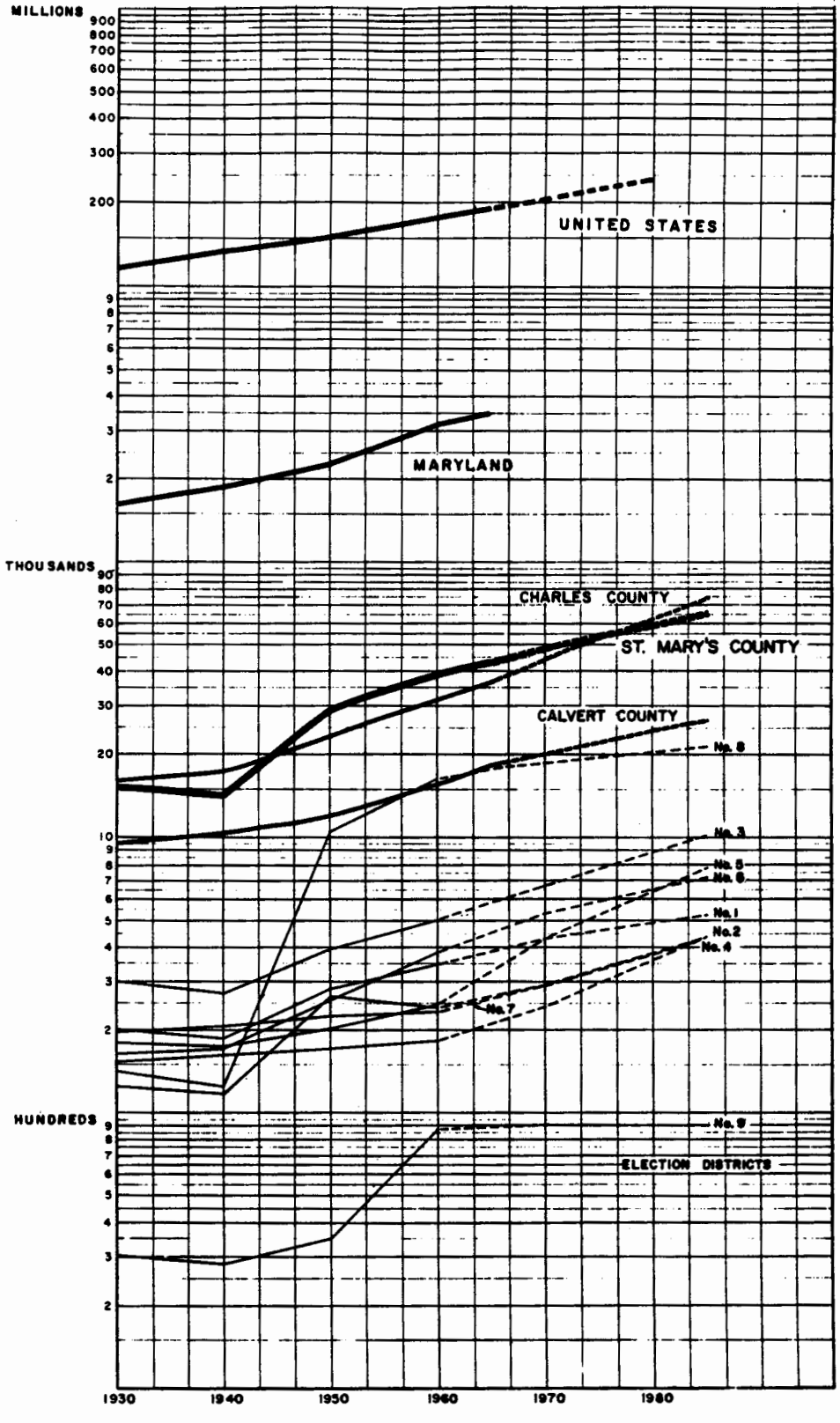
GRAPHIC SCALE IN FEET

0 4000 8000 16000 32000 48000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 3A

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.



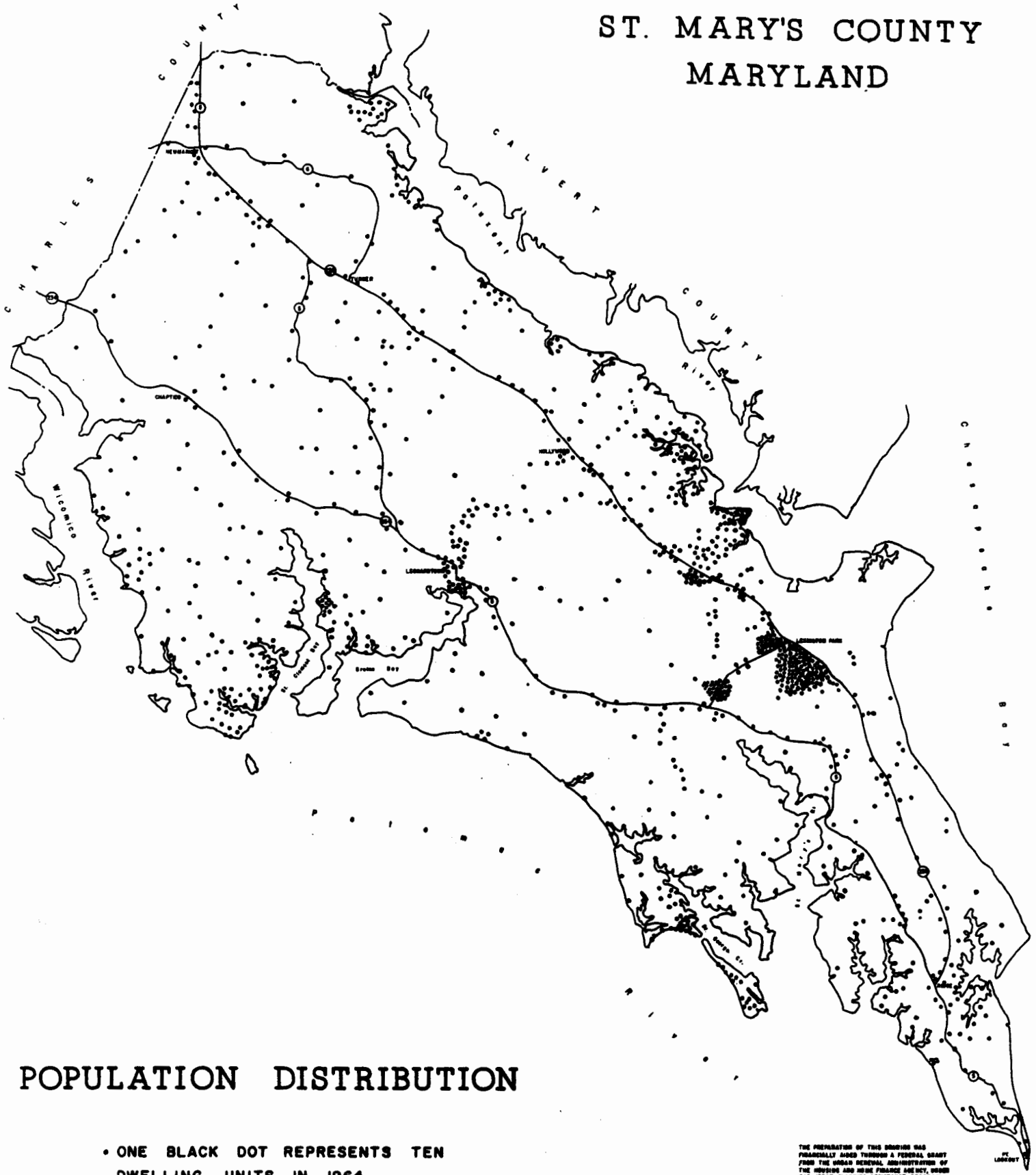
POPULATION GROWTH

"THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED."

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN — MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS — WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



POPULATION DISTRIBUTION

• ONE BLACK DOT REPRESENTS TEN DWELLING UNITS IN 1964.

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE IN FEET

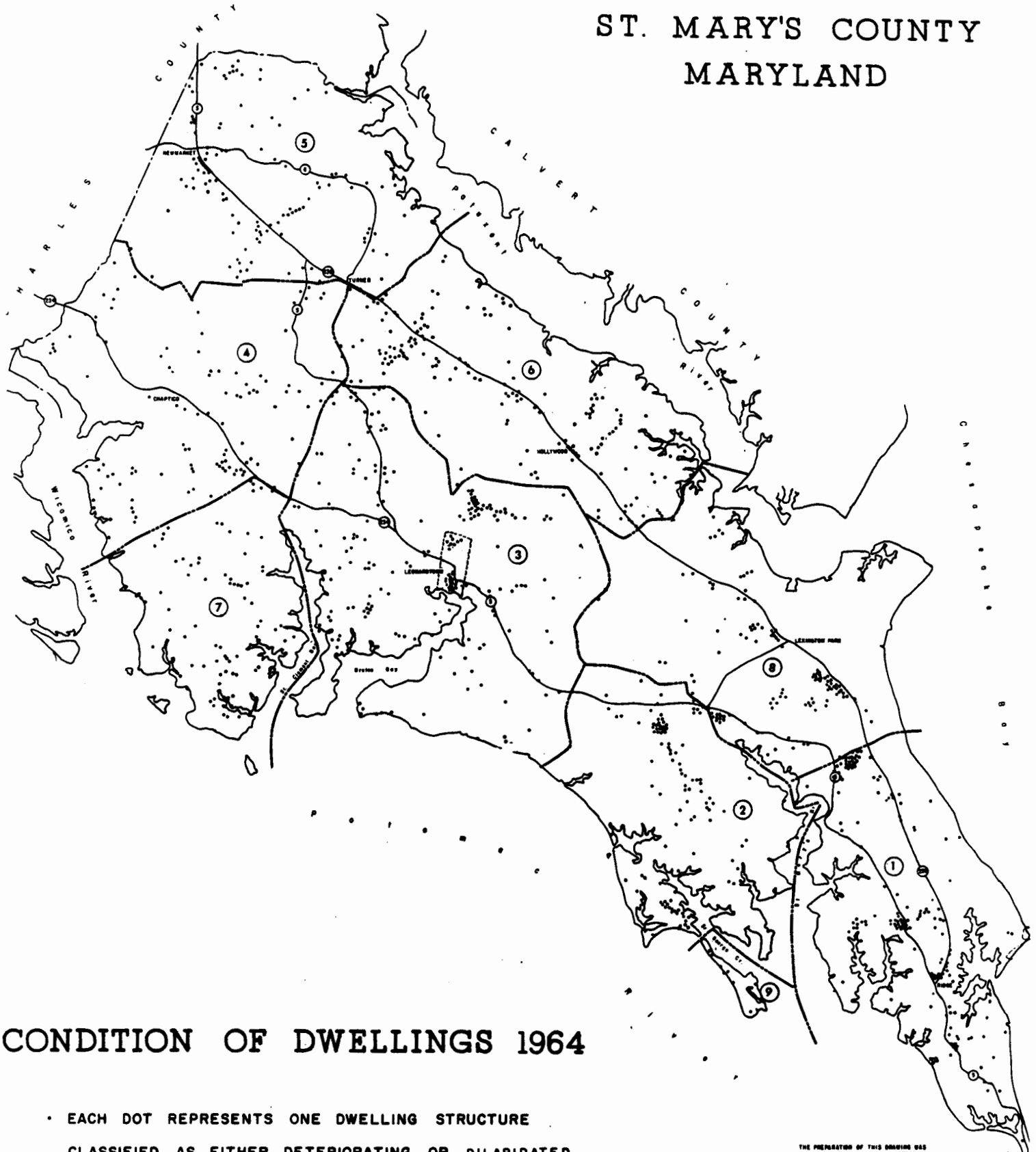
0 5000 10000 20000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C

PLATE 5

ST. MARY'S COUNTY MARYLAND



CONDITION OF DWELLINGS 1964

• EACH DOT REPRESENTS ONE DWELLING STRUCTURE CLASSIFIED AS EITHER DETERIORATING OR DILAPIDATED

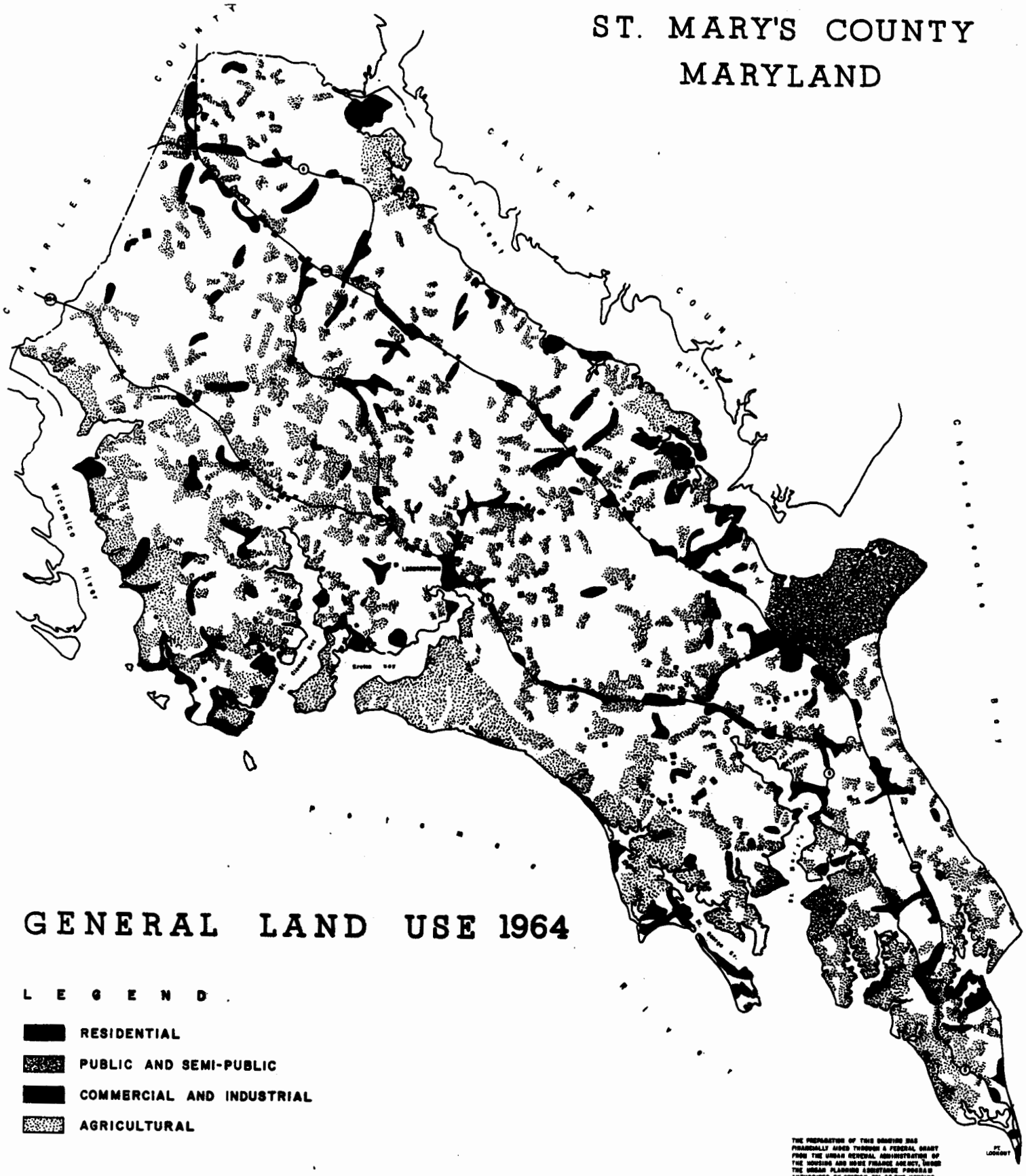
THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE IN FEET
0 8000 16000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY
MARYLAND



GENERAL LAND USE 1964

LEGEND

- RESIDENTIAL
- PUBLIC AND SEMI-PUBLIC
- COMMERCIAL AND INDUSTRIAL
- AGRICULTURAL

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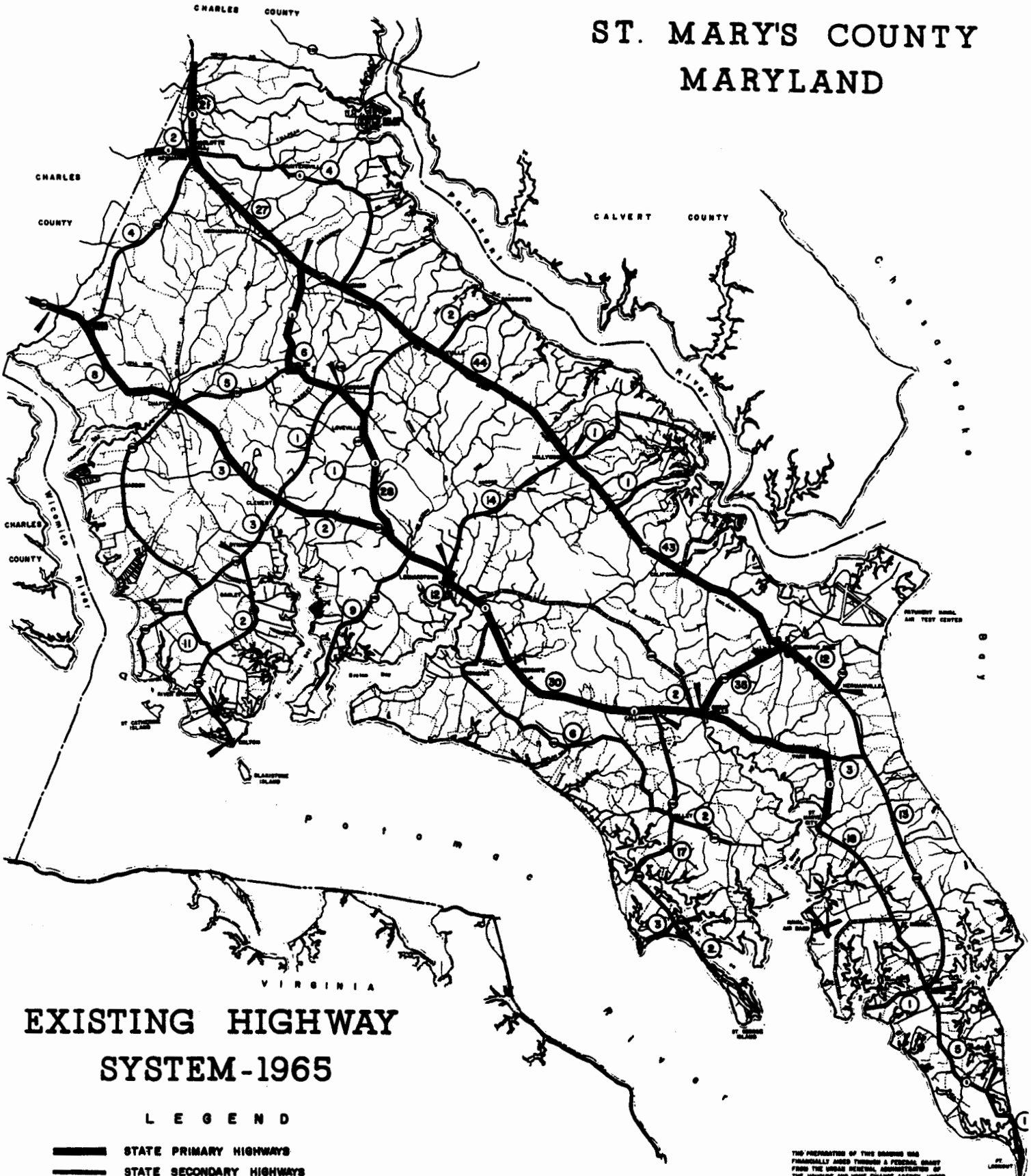
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



EXISTING HIGHWAY SYSTEM-1965

L E G E N D

- STATE PRIMARY HIGHWAYS
- STATE SECONDARY HIGHWAYS
- COUNTY ROADS
- (37) NUMBER OF TRAFFIC ACCIDENTS - 1964
- MARKS INDICATE SEGEMENT OF ROAD WHERE ACCIDENTS OCCURRED

THIS PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

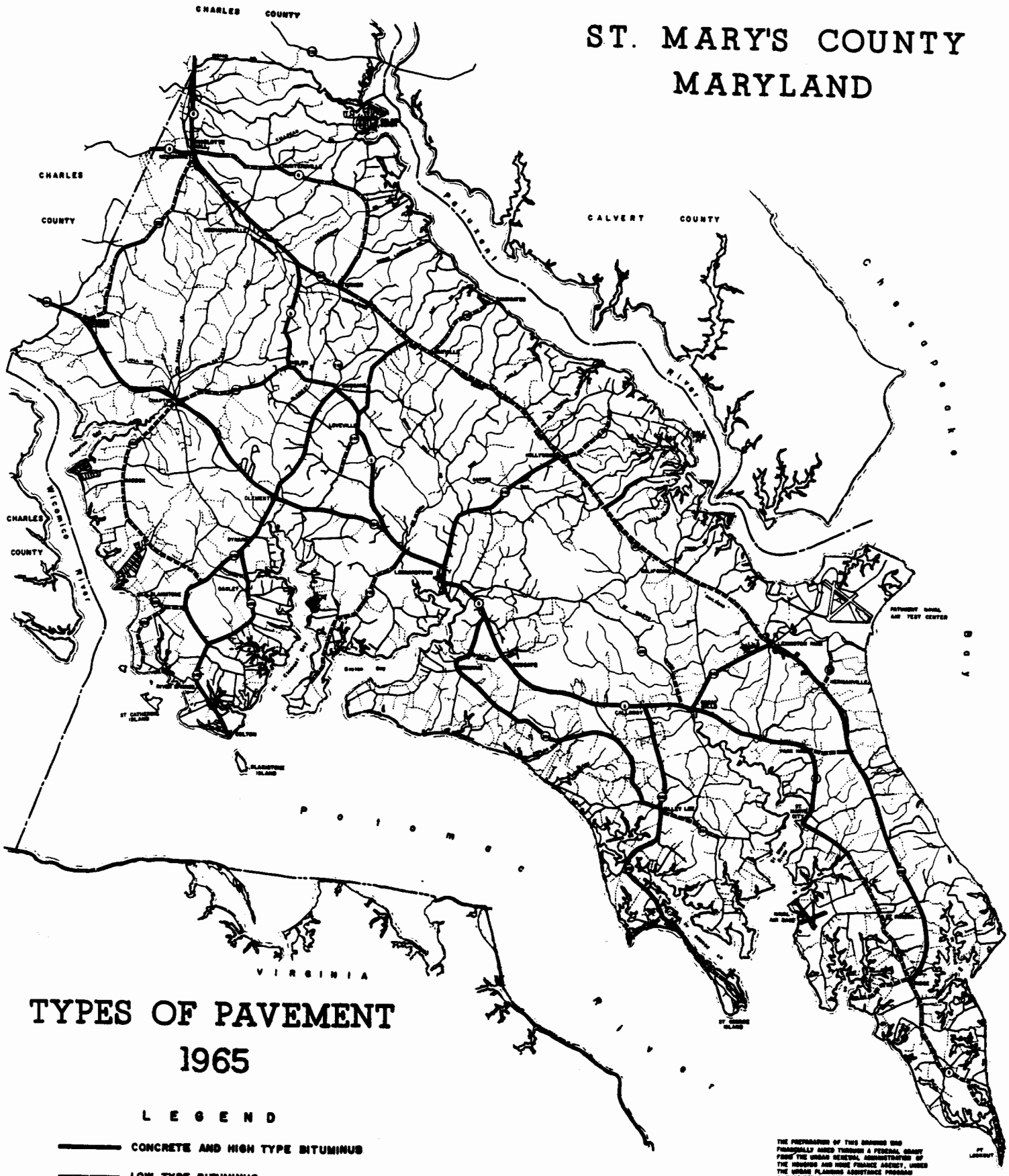
GRAPHIC SCALE IN FEET

0 4000 8000 12000 16000 20000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



TYPES OF PAVEMENT 1965

L E G E N D

CONCRETE AND HIGH TYPE BITUMINUS

LOW TYPE BITUMINUS

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

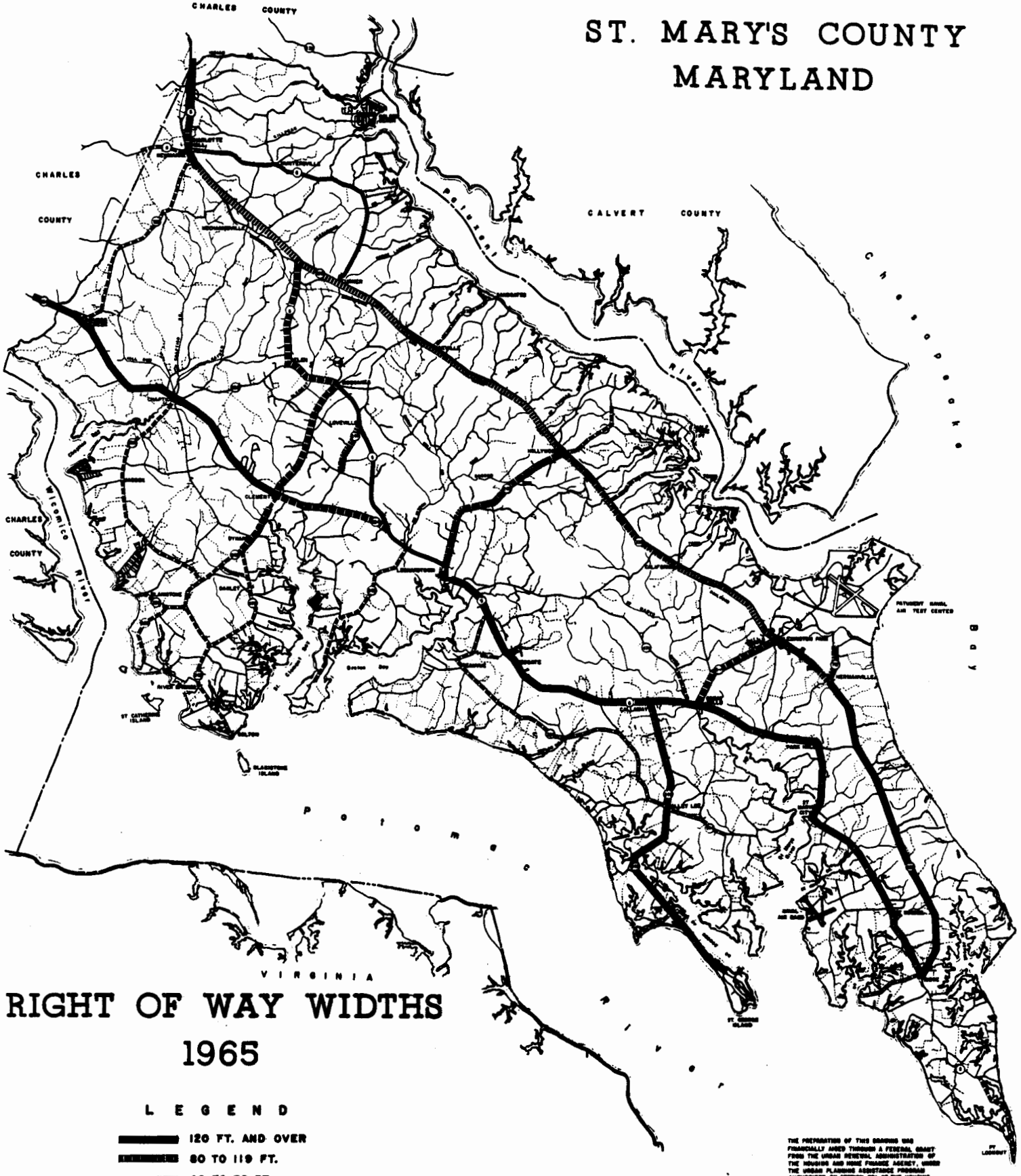
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

PLATE 9

ST. MARY'S COUNTY
MARYLAND



RIGHT OF WAY WIDTHS
1965

L E G E N D

- 120 FT. AND OVER
- 80 TO 119 FT.
- 60 TO 79 FT.
- 50 TO 59 FT.
- 40 TO 49 FT.
- 39 FT. AND UNDER

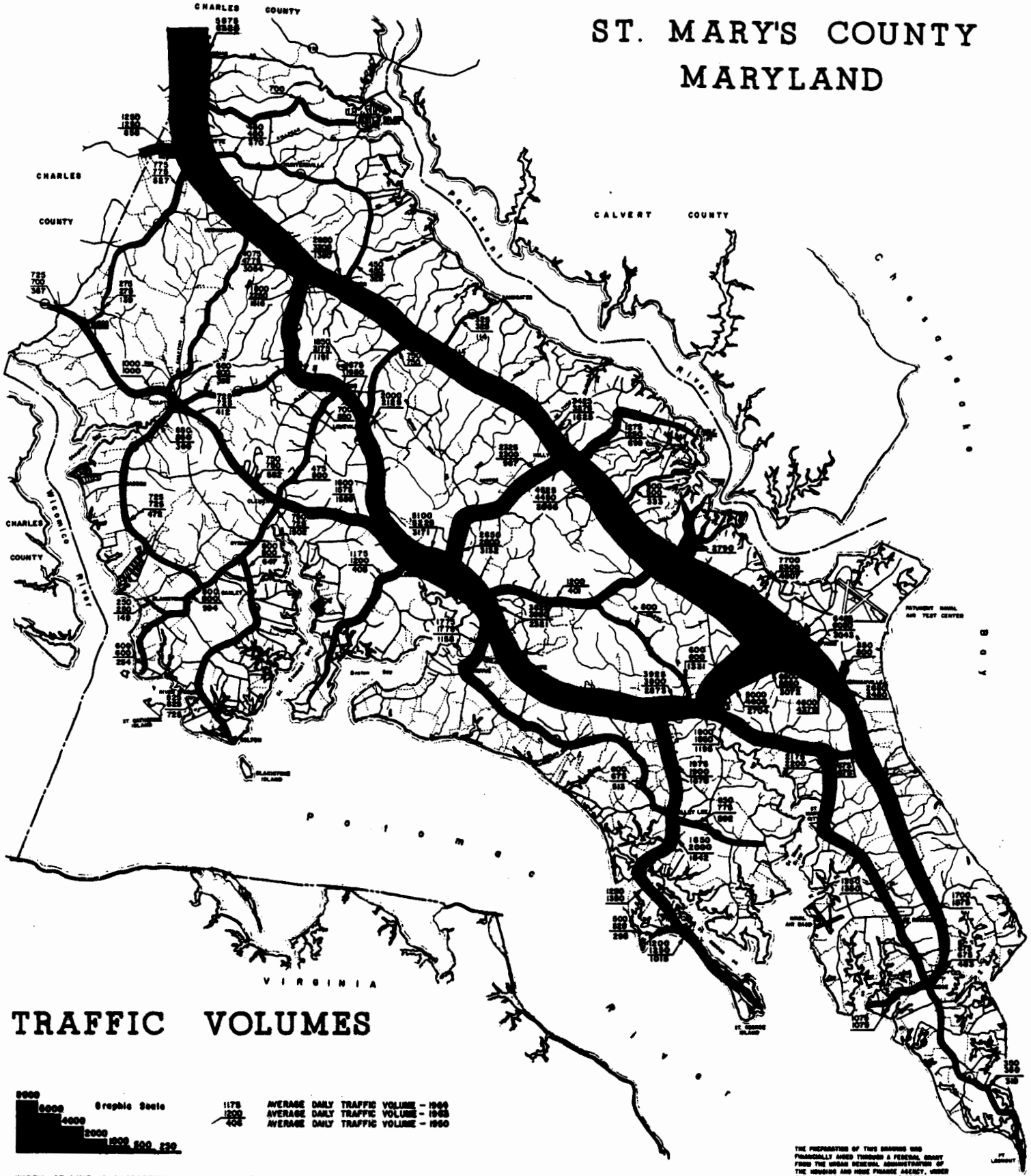
THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



TRAFFIC VOLUMES

Graphic Scale

1175 AVERAGE DAILY TRAFFIC VOLUME - 1964
1200 AVERAGE DAILY TRAFFIC VOLUME - 1963
405 AVERAGE DAILY TRAFFIC VOLUME - 1950

WIDTH OF LINE IS PROPORTIONATE TO AVERAGE DAILY TRAFFIC VOLUME - 1963

SOURCE: MARYLAND STATE ROAD COMMISSION 1964 1963 AND 1950
SUPPLEMENTED BY MAINTENANCE ENGINEER FOR ST MARY'S COUNTY

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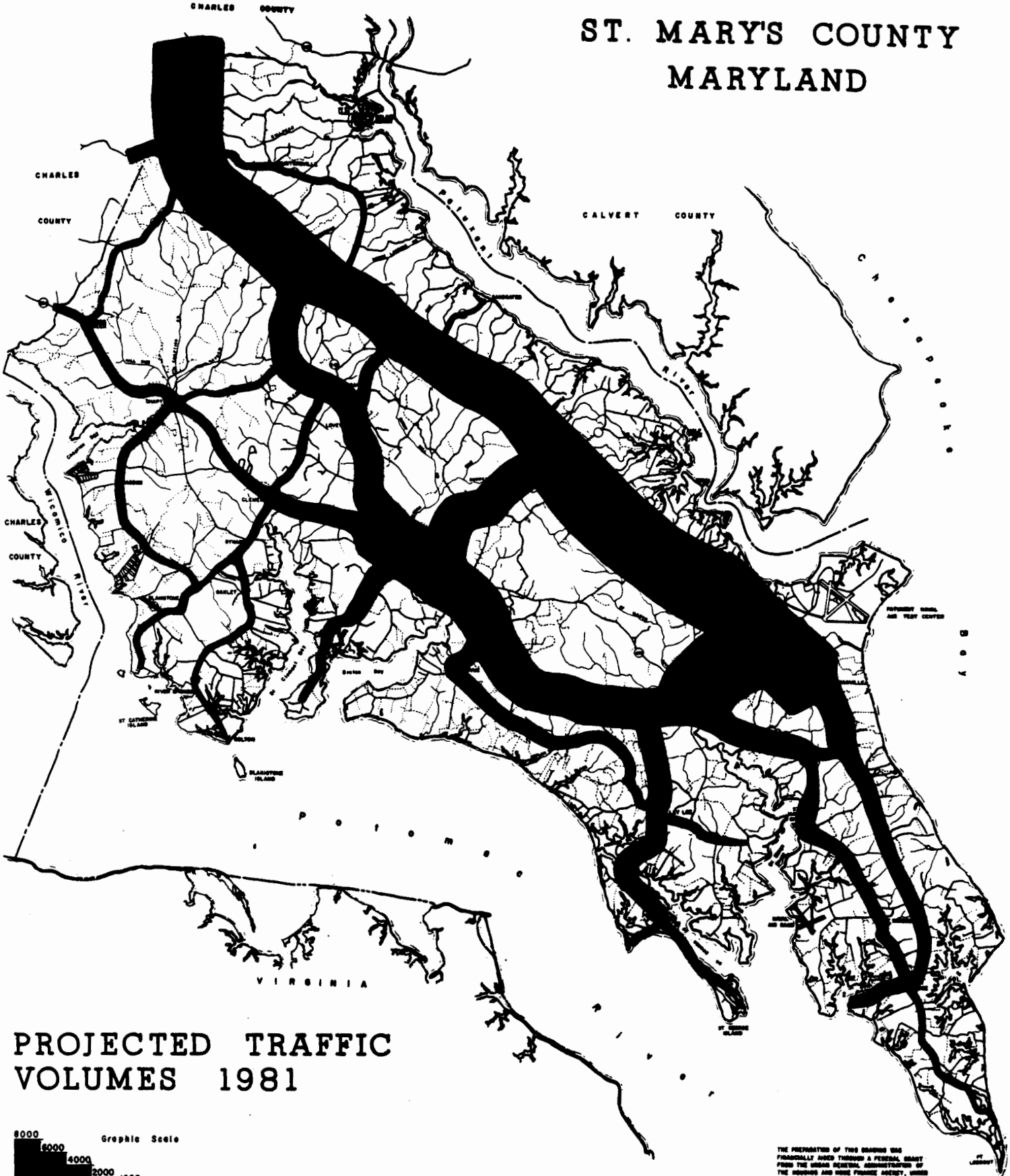
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



PROJECTED TRAFFIC VOLUMES 1981

8000 6000 4000 2000 1000 500 Graphic Scale

WITH OF LINE IS PROPORTIONATE TO DAILY TRAFFIC VOLUME — 1981

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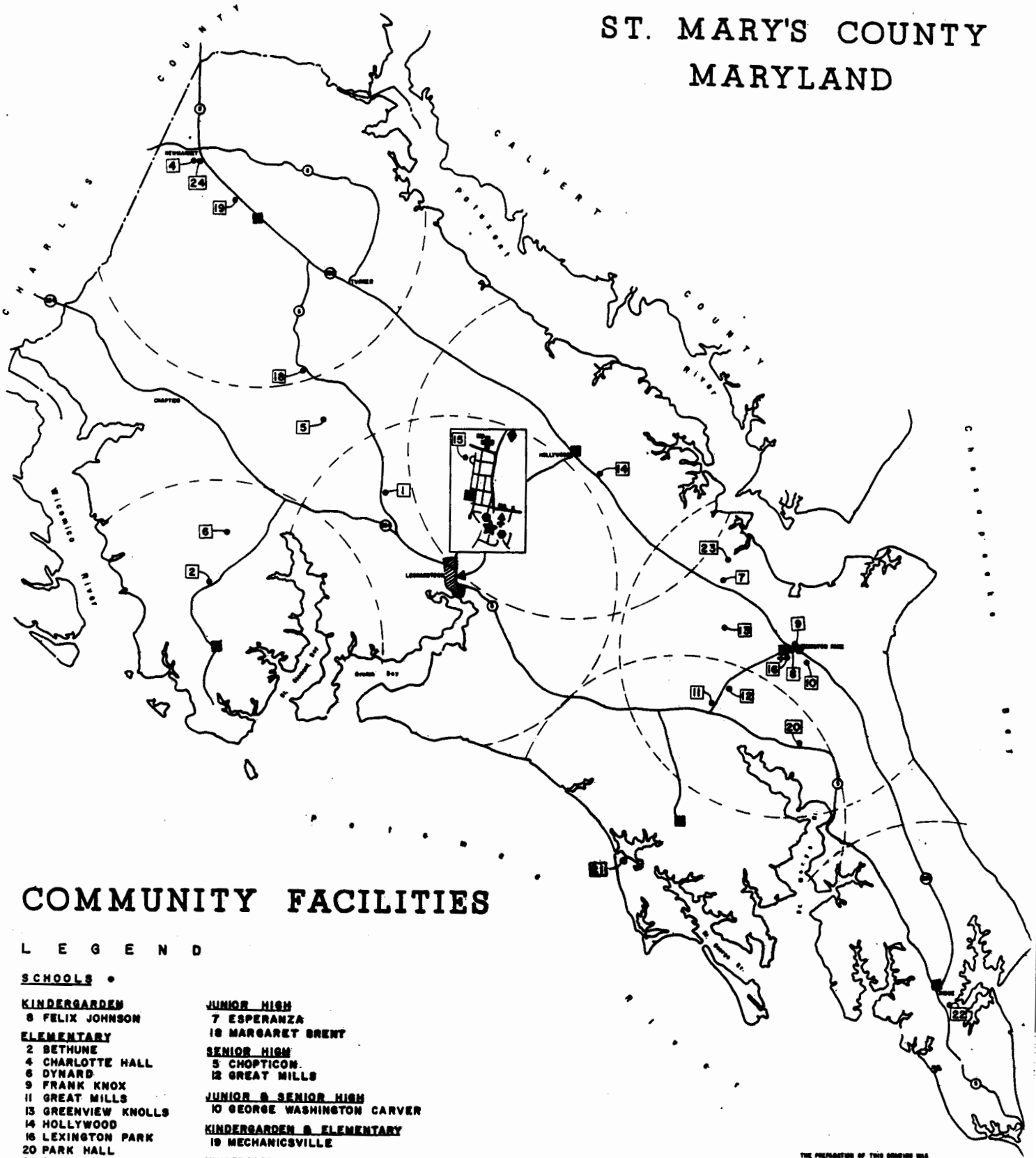
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



COMMUNITY FACILITIES

L E G E N D

SCHOOLS •

KINDERGARDEN
8 FELIX JOHNSON

ELEMENTARY
2 BETHUNE
4 CHARLOTTE HALL
6 DYNARD
9 FRANK KNOX
11 GREAT MILLS
13 GREENVIEW KNOLLS
14 HOLLYWOOD
16 LEXINGTON PARK
20 PARK HALL
21 PINEY POINT
22 RIDGE
23 TOWN CREEK
24 WHITE MARSH

JUNIOR HIGH
7 ESPERANZA
18 MARGARET BRENT

SENIOR HIGH
5 CHOPTICON
12 GREAT MILLS

JUNIOR & SENIOR HIGH
10 GEORGE WASHINGTON CARVER

KINDERGARDEN & ELEMENTARY
19 MECHANICSVILLE

KINDERGARDEN, ELEMENTARY & JUNIOR HIGH
15 LEONARDTOWN

ELEMENTARY, JUNIOR & SENIOR HIGH
1 BANNEKER

★ COUNTY COURT HOUSE & ADMINISTRATION
● EMERGENCY OPERATIONS CENTER (Proposed)
♦ NATIONAL GUARD ARMORY
✚ ST. MARY'S HOSPITAL
+ PUBLIC HEALTH CENTER
▬ NURSING HOME
● LIBRARY
▲ POST OFFICE
■ FIRE STATION with 5 mile radius

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

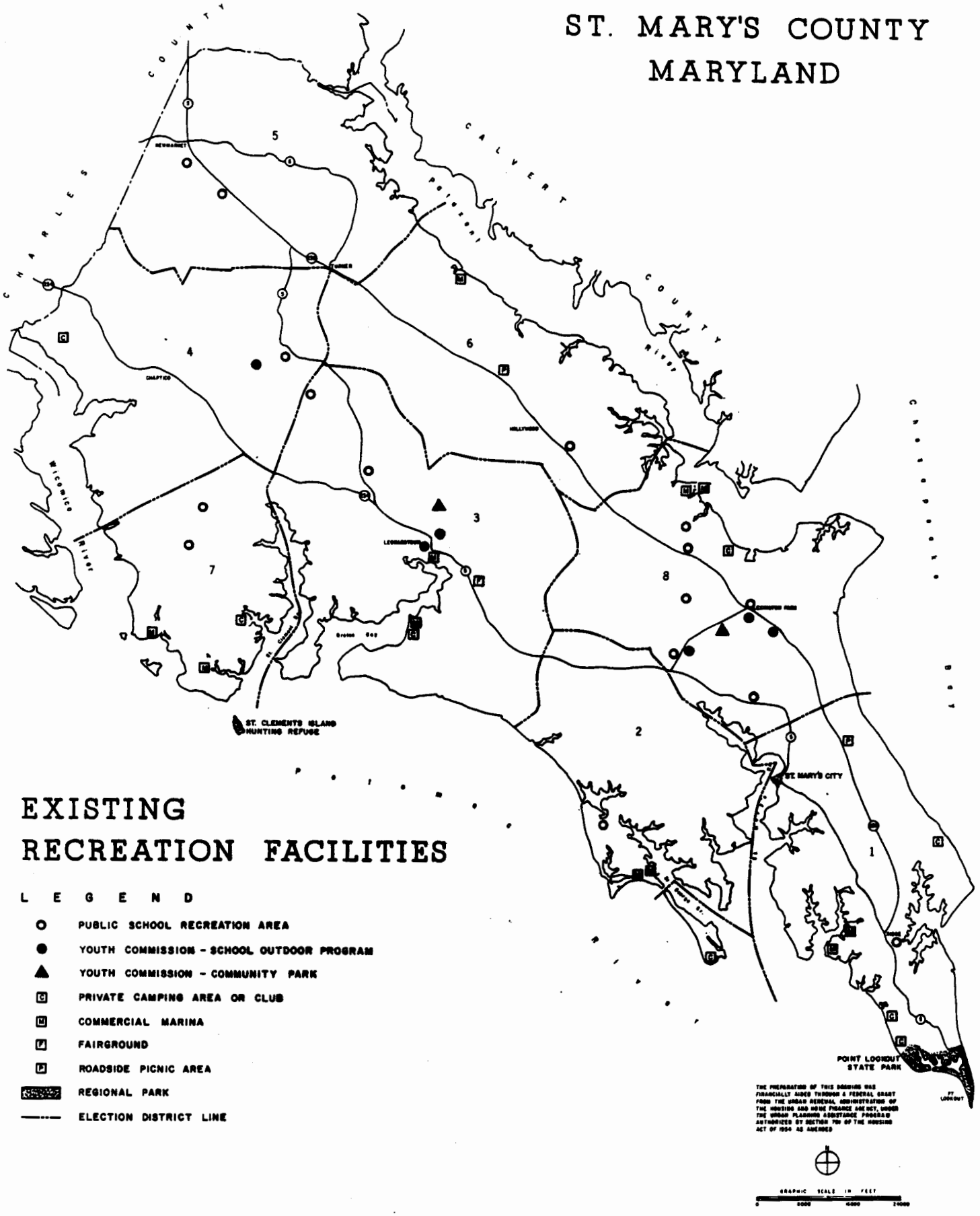
GRAPHIC SCALE IN FEET
0 5000 10000 15000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.

PLATE 18

ST. MARY'S COUNTY MARYLAND



EXISTING RECREATION FACILITIES

L E G E N D

- PUBLIC SCHOOL RECREATION AREA
- YOUTH COMMISSION - SCHOOL OUTDOOR PROGRAM
- YOUTH COMMISSION - COMMUNITY PARK
- PRIVATE CAMPING AREA OR CLUB
- COMMERCIAL MARINA
- FAIRGROUND
- ROADSIDE PICNIC AREA
- REGIONAL PARK
- ELECTION DISTRICT LINE

THE PREPARATION OF THIS REPORT WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

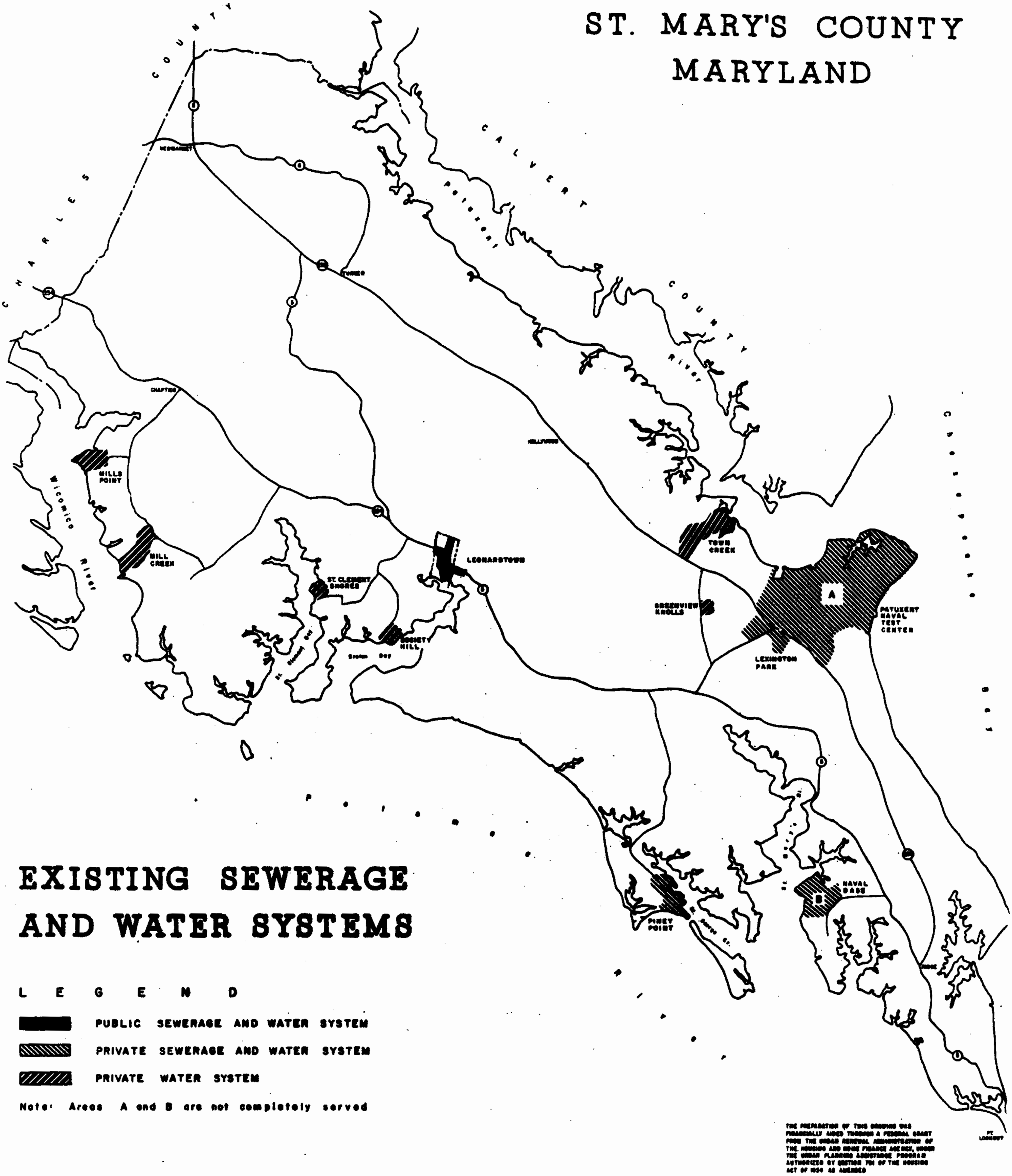
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

PLATE 14

ST. MARY'S COUNTY MARYLAND



EXISTING SEWERAGE AND WATER SYSTEMS

L E G E N D

- PUBLIC SEWERAGE AND WATER SYSTEM
- PRIVATE SEWERAGE AND WATER SYSTEM
- PRIVATE WATER SYSTEM

Note: Areas A and B are not completely served

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

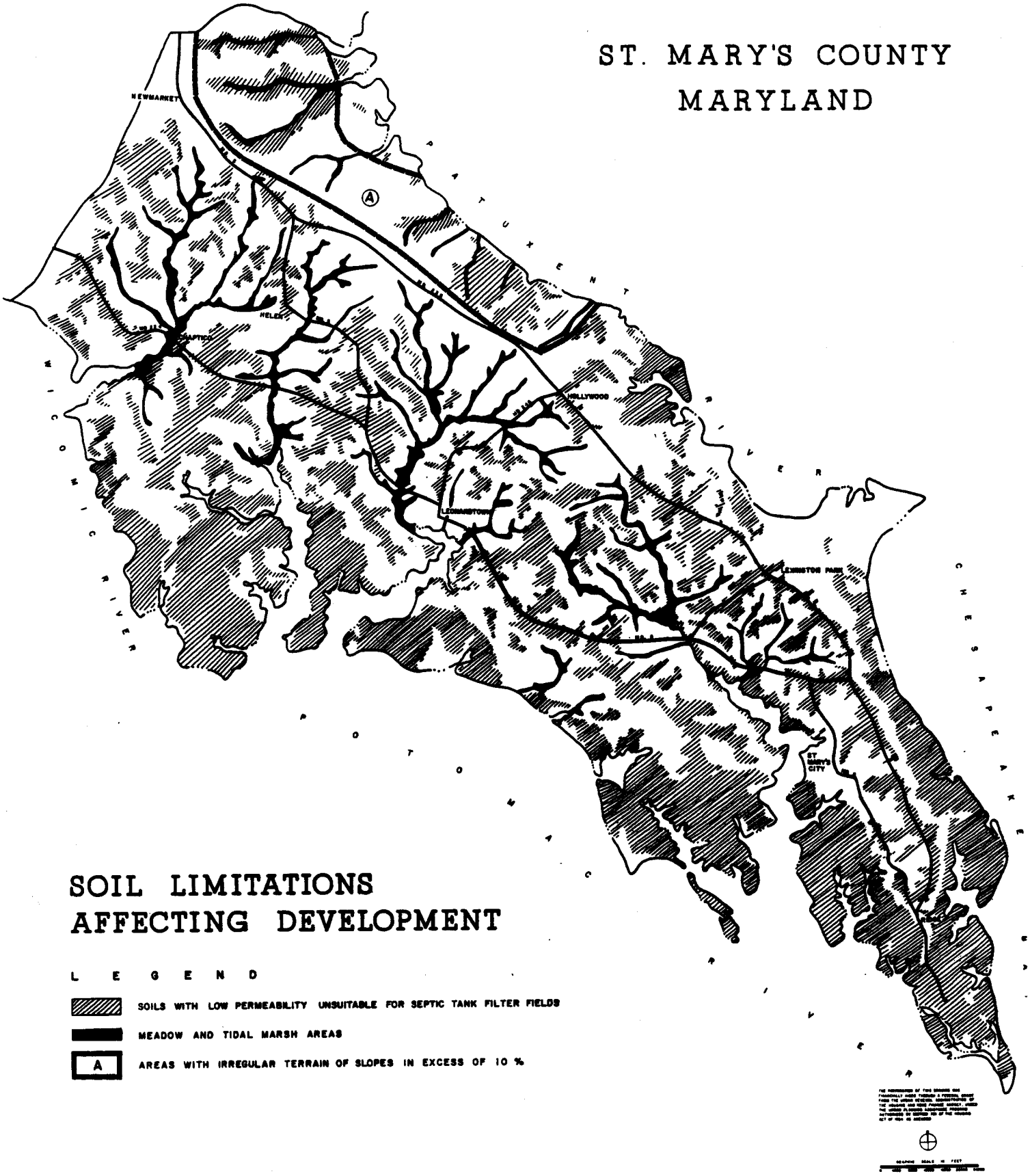
GRAPHIC SCALE IN FEET

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATE
PLANNERS WASHINGTON D.C

PLATE 15

ST. MARY'S COUNTY
MARYLAND



SOIL LIMITATIONS AFFECTING DEVELOPMENT

L E G E N D

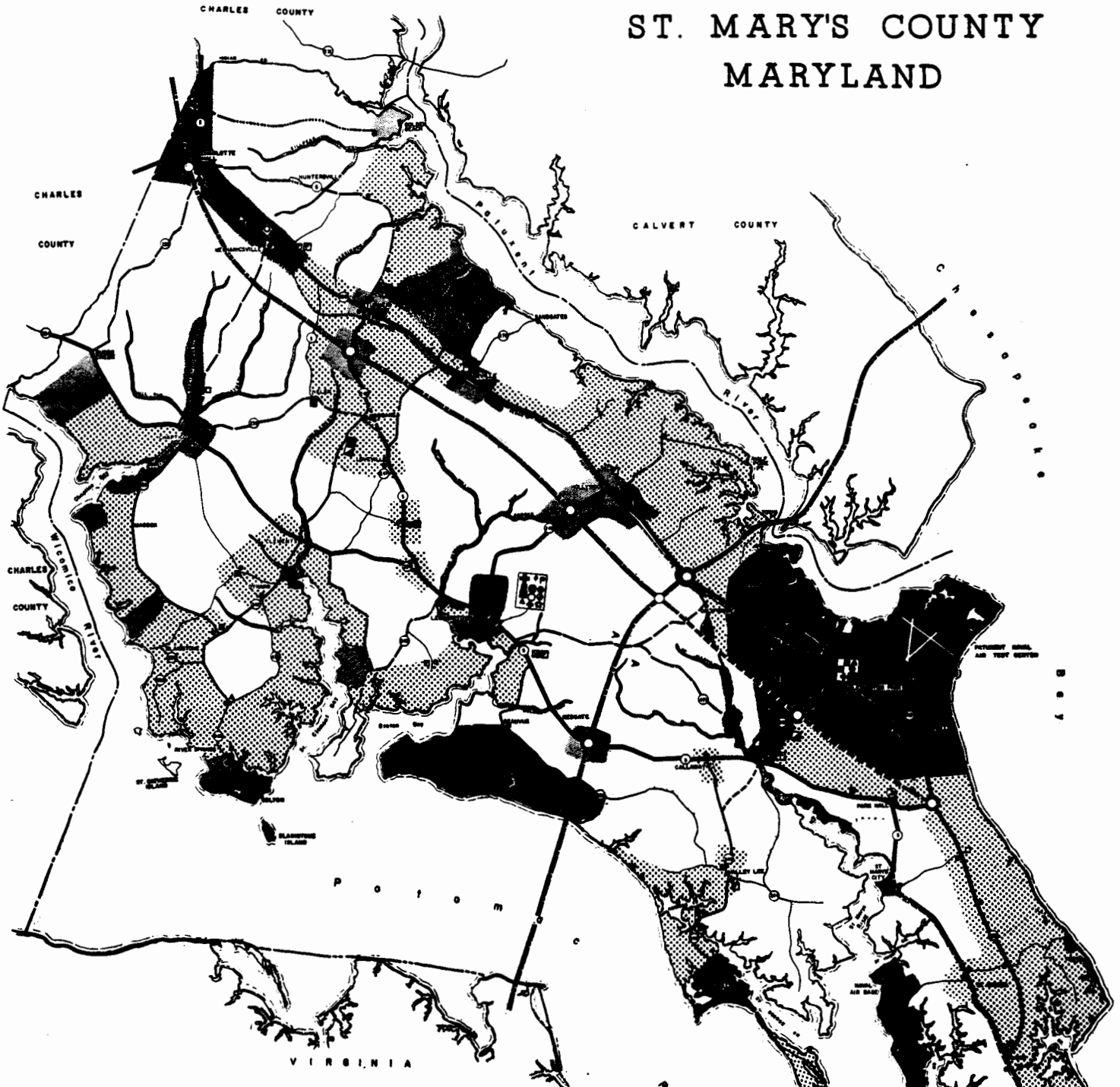
- SOILS WITH LOW PERMEABILITY UNSUITABLE FOR SEPTIC TANK FILTER FIELDS
- MEADOW AND TIDAL MARSH AREAS
- A — AREAS WITH IRREGULAR TERRAIN OF SLOPES IN EXCESS OF 10 %

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

PLATE 16

ST. MARY'S COUNTY MARYLAND



COMPREHENSIVE PLAN 1985

LEGEND

- AGRICULTURAL - RURAL RESIDENTIAL
- RESIDENTIAL - LOW DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- RESIDENTIAL - MEDIUM TO HIGH DENSITY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- CONSERVATION (Meadow)
- PARKS AND RECREATION

	EXISTING	PROPOSED
EXPRESSWAY		
MAJOR ARTERIAL		
COLLECTOR - MAJOR		
COLLECTOR - MINOR		
RAILROAD		
AIRPORT - MILITARY		
AIRPORT - PRIVATE		
AIRPORT - GEN. AVIATION		(ALTERNATE SITE)
INTERCHANGE		

EXISTING	ADDITION	NEW BLDG.	
			ELEMENTARY
			JUNIOR HIGH
			SENIOR HIGH
			VOCATIONAL CENTER
			FUTURE GENERAL SCHOOL (Location by 1985)
			GOVERNMENT OFFICE
			LIBRARY
			FIRE STATION
			HOSPITAL AND NURSING HOME
			PUBLIC HEALTH CENTER
			POST OFFICE
			EMERGENCY OPERATION CENTER
			NATIONAL GUARD ARMORY

CERTIFICATE OF ADOPTION

THIS GENERAL PLAN HAS BEEN DESIGNED TO GUIDE THE PHYSICAL DEVELOPMENT OF ST. MARY'S COUNTY PURSUANT TO THE PROVISIONS OF ARTICLE 66B, CODE OF PUBLIC GENERAL LAWS OF MARYLAND. THE PLAN WAS ADOPTED BY RESOLUTION OF THE ST. MARY'S COUNTY PLANNING AND ZONING COMMISSION ON JULY 15, 1967, AFTER A DULY ADVERTISED PUBLIC HEARING HELD MARCH 30, 1967.

J. H. KUNZ JOHNSON, CHAIRMAN
ST. MARY'S COUNTY PLANNING AND ZONING COMMISSION

THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE IN FEET

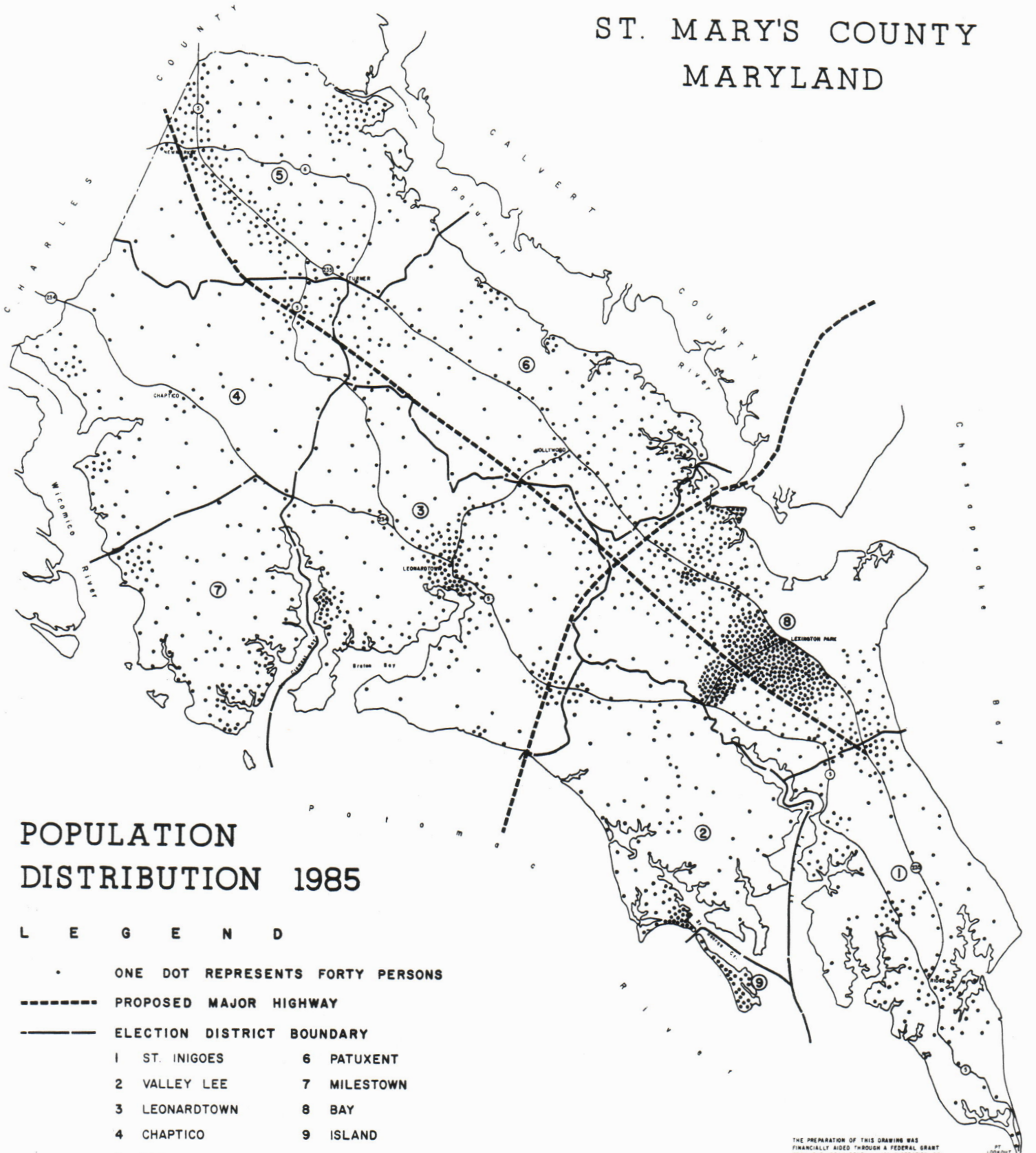
0 4000 8000 12000 16000 20000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 17

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS
WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND



POPULATION DISTRIBUTION 1985

L E G E N D

- • ONE DOT REPRESENTS FORTY PERSONS
- PROPOSED MAJOR HIGHWAY
- ELECTION DISTRICT BOUNDARY

1	ST. INIGOES	6	PATUXENT
2	VALLEY LEE	7	MILESTOWN
3	LEONARDTOWN	8	BAY
4	CHAPTICO	9	ISLAND
5	MECHANICSVILLE		

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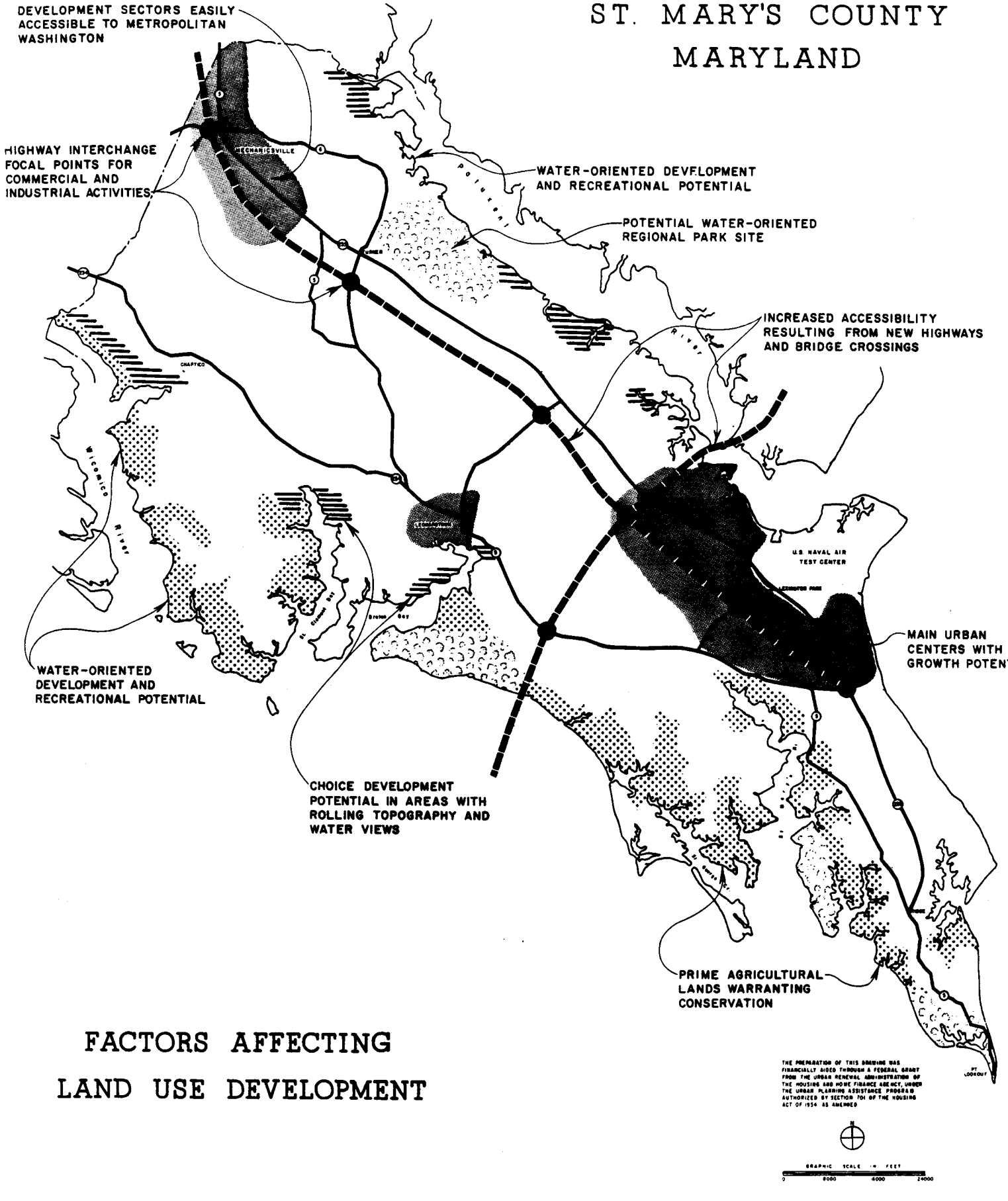
GRAPHIC SCALE IN FEET
0 8000 16000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 18

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY MARYLAND

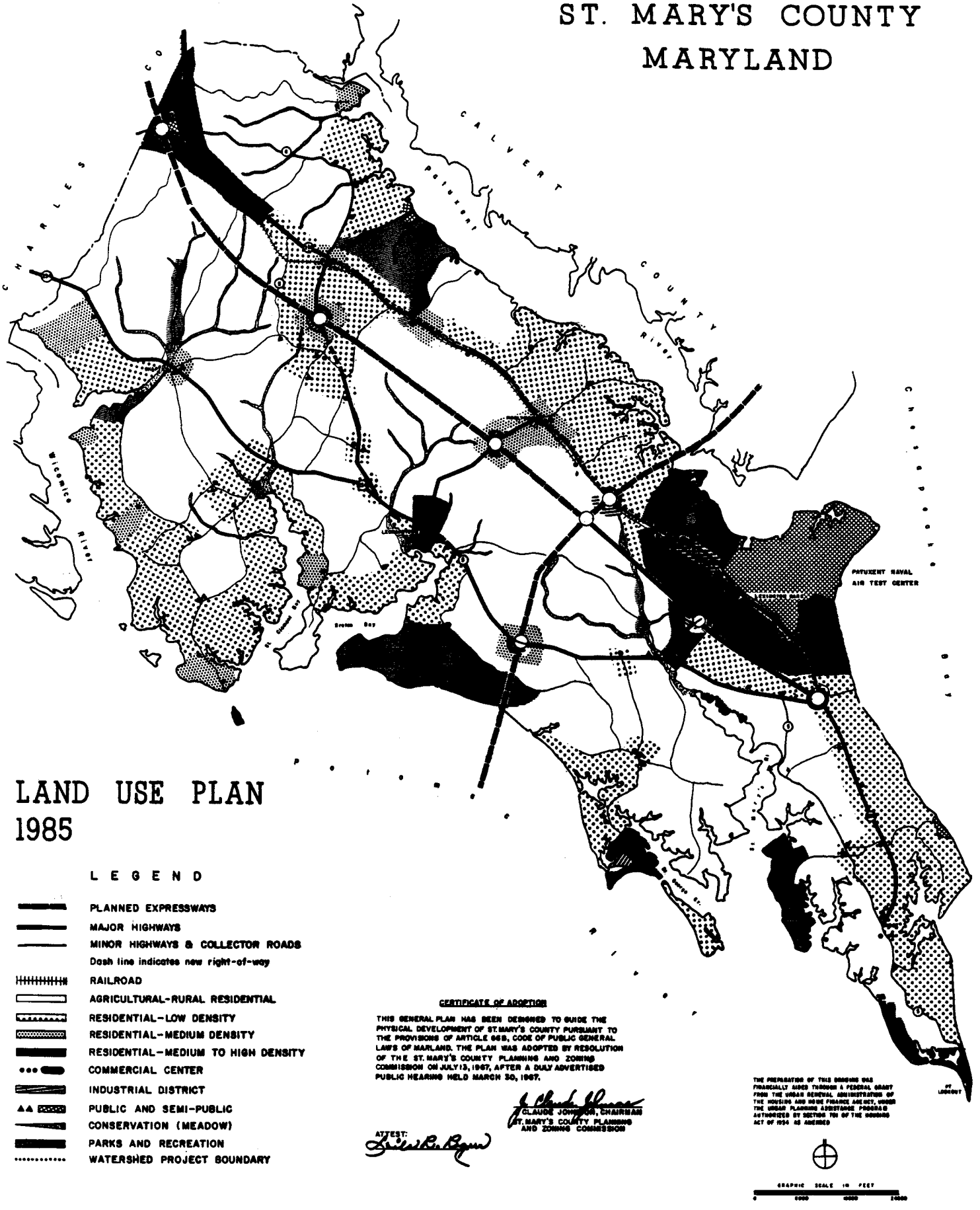


FACTORS AFFECTING LAND USE DEVELOPMENT

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

ST. MARY'S COUNTY
MARYLAND



LAND USE PLAN
1985

L E G E N D

- PLANNED EXPRESSWAYS
- MAJOR HIGHWAYS
- MINOR HIGHWAYS & COLLECTOR ROADS
  Dash line indicates new right-of-way
- RAILROAD
- AGRICULTURAL-RURAL RESIDENTIAL
- RESIDENTIAL-LOW DENSITY
- RESIDENTIAL-MEDIUM DENSITY
- RESIDENTIAL-MEDIUM TO HIGH DENSITY
- COMMERCIAL CENTER
- INDUSTRIAL DISTRICT
- PUBLIC AND SEMI-PUBLIC
- CONSERVATION (MEADOW)
- PARKS AND RECREATION
- WATERSHED PROJECT BOUNDARY

CERTIFICATE OF ADOPTION

THIS GENERAL PLAN HAS BEEN DESIGNED TO GUIDE THE PHYSICAL DEVELOPMENT OF ST. MARY'S COUNTY PURSUANT TO THE PROVISIONS OF ARTICLE 66B, CODE OF PUBLIC GENERAL LAWS OF MARLAND. THE PLAN WAS ADOPTED BY RESOLUTION OF THE ST. MARY'S COUNTY PLANNING AND ZONING COMMISSION ON JULY 13, 1967, AFTER A DULY ADVERTISED PUBLIC HEARING HELD MARCH 30, 1967.

CLAUDE JOHNSON, CHAIRMAN
ST. MARY'S COUNTY PLANNING AND ZONING COMMISSION

ATTEST:

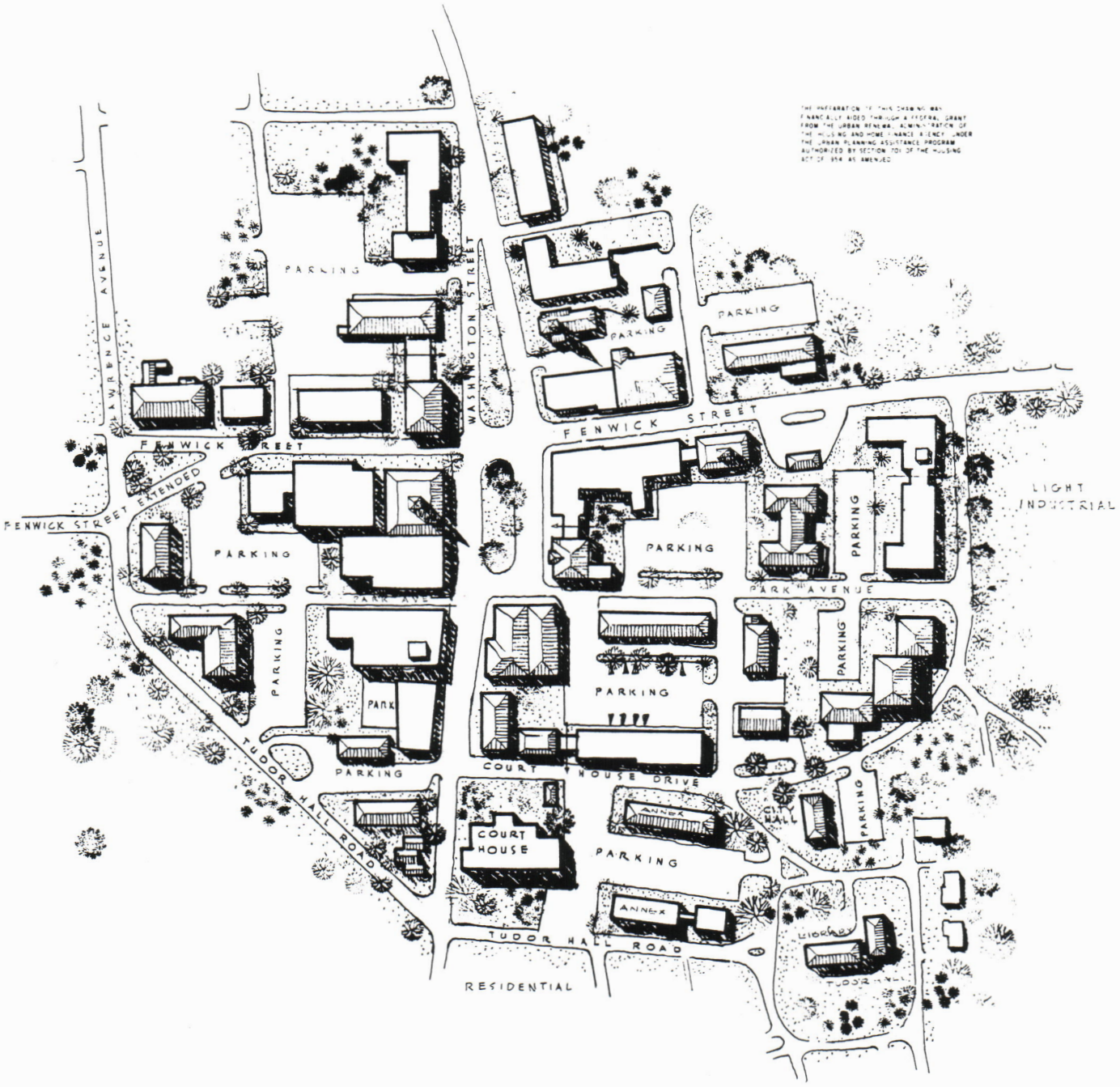
THE PREPARATION OF THIS DRAWING WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED

GRAPHIC SCALE IN FEET
0 5000 10000 20000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 20

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.



GENERAL DEVELOPMENT PLAN

CENTRAL BUSINESS DISTRICT

LEONARDTOWN

ST. MARY'S COUNTY, MARYLAND

ST. MARY'S COUNTY PLANNING COMMISSION

Graphic Scale In Feet
50 0 100 200 300

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

PLATE 21

GENERAL DEVELOPMENT PLAN

CENTRAL BUSINESS DISTRICT

LEXINGTON PARK
MARYLAND

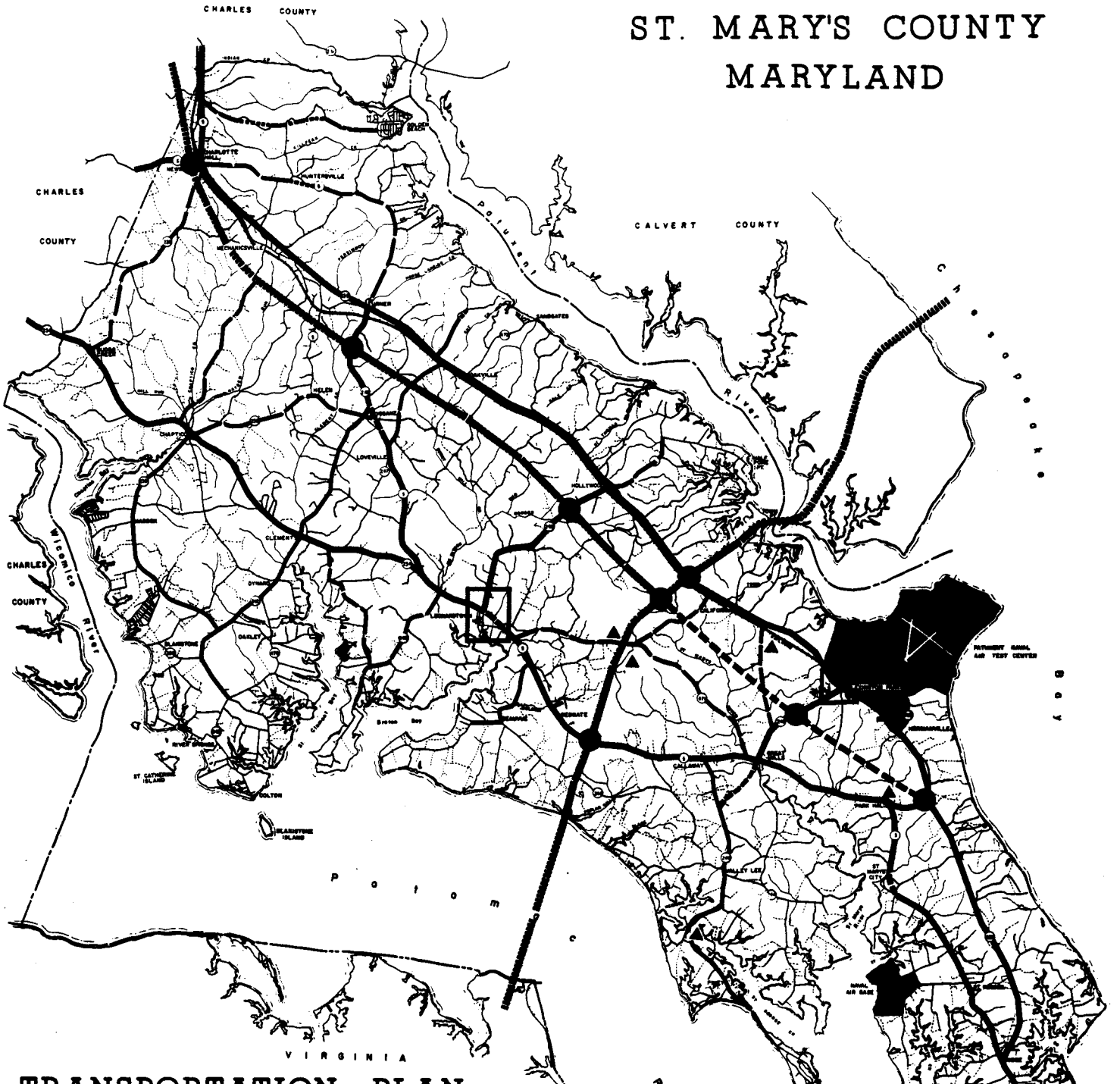
Graphic Scale in Feet
0 100 200 300 400 500

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS - WASHINGTON D.C.

"THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED."

ST. MARY'S COUNTY MARYLAND



TRANSPORTATION PLAN

L E G E N D

EXISTING		PROPOSED
	EXPRESSWAY	
	MAJOR ARTERIAL	
	COLLECTOR	
	MAJOR	
	MINOR	
	RAILROAD	

EXISTING AIRPORT, MILITARY

EXISTING AIRPORT, PRIVATE

PROPOSED AIRPORT, GEN. AVIATION

PROPOSED HIGHWAY INTERCHANGE

CERTIFICATE OF ADOPTION

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J. CLAUDE JOHNSON, CHAIRMAN
ST. MARY'S COUNTY PLANNING AND ZONING COMMISSION

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N

GRAPHIC SCALE IN FEET

0 4000 8000 12000 16000 20000 24000

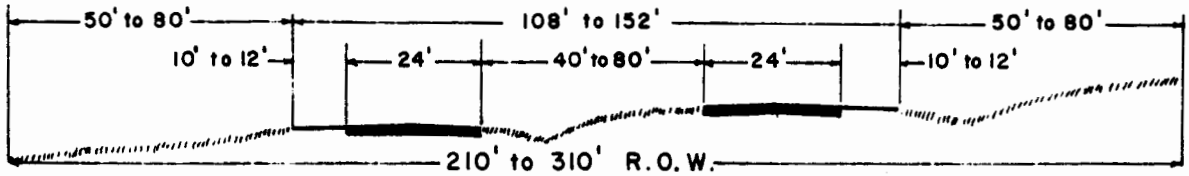
ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 23

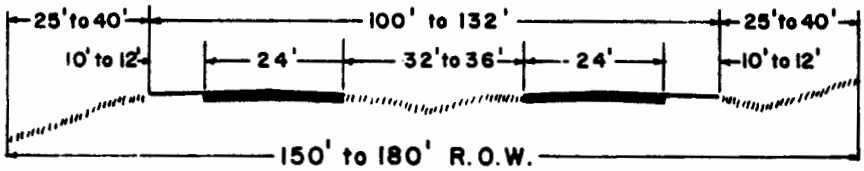
HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.

TYPICAL CROSS-SECTION and RIGHT-OF-WAY WIDTHS

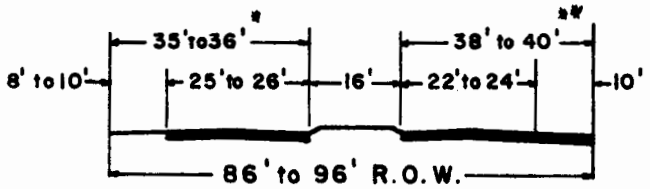
EXPRESSWAY 4 LANE DIVIDED



ARTERIAL 4 LANE DIVIDED



RURAL

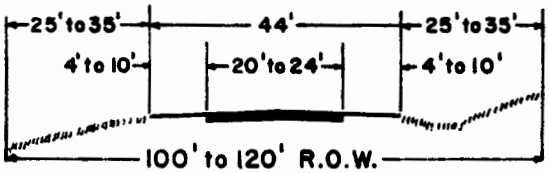


URBAN

* Includes Parking Lane

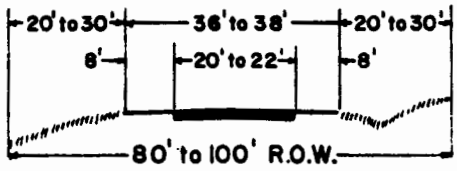
** With Parking Lane Used as Moving Lane During Peak Hours

COLLECTOR 2 LANE

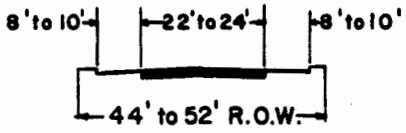


URBAN HIGH TYPE

Shoulder Width Varies According to Traffic Volume



URBAN INTERMEDIATE

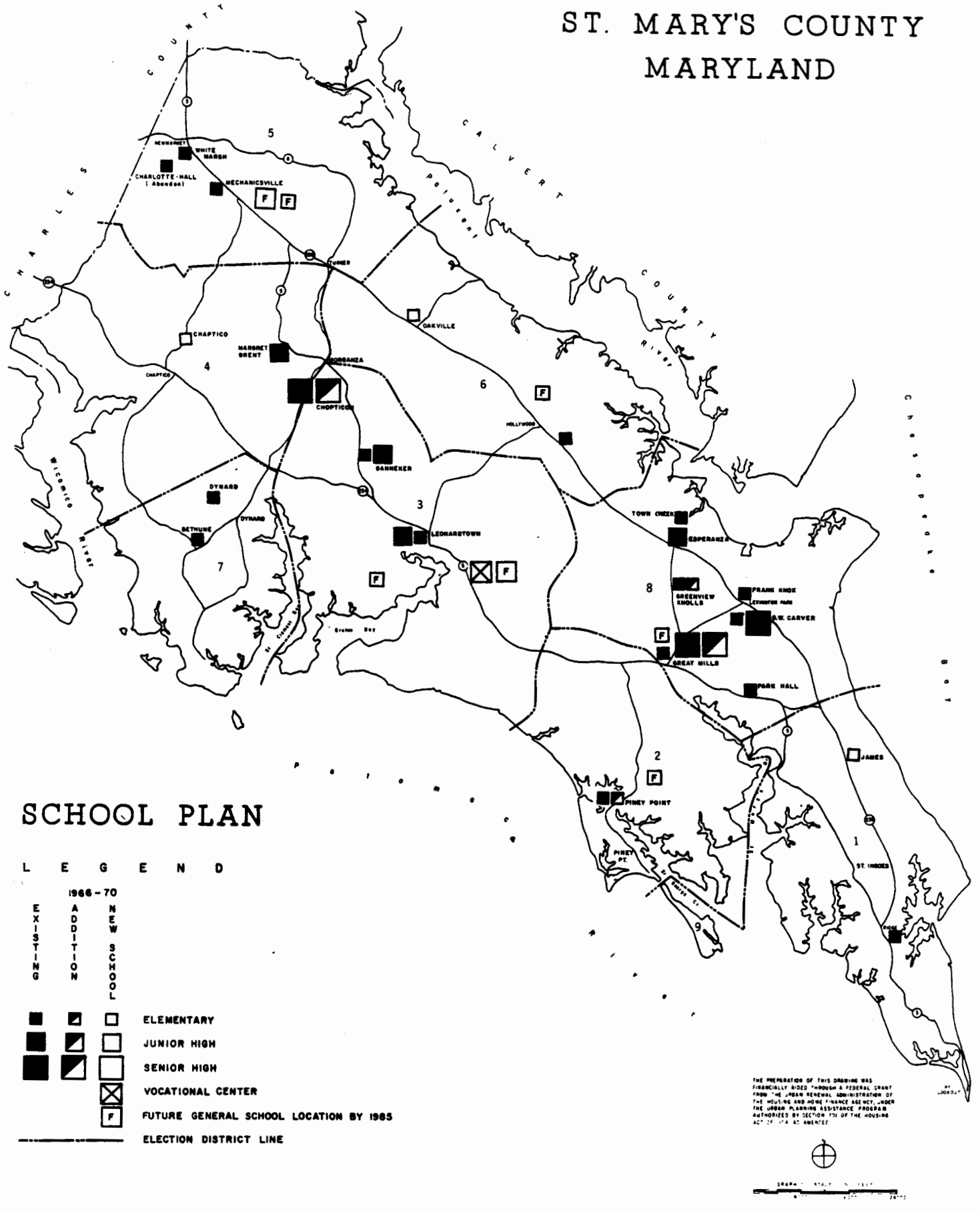


URBAN

SOURCE: AASHO Geometric Design Standards and State Roads Commission

PLATE 24

ST. MARY'S COUNTY MARYLAND



SCHOOL PLAN

L E G E N D

EXISTING	1966 - 70 ADDITION	NEW SCHOOL	
■	◪	□	ELEMENTARY
■	◪	□	JUNIOR HIGH
■	◪	□	SENIOR HIGH
		⊠	VOCATIONAL CENTER
		F	FUTURE GENERAL SCHOOL LOCATION BY 1985
			ELECTION DISTRICT LINE

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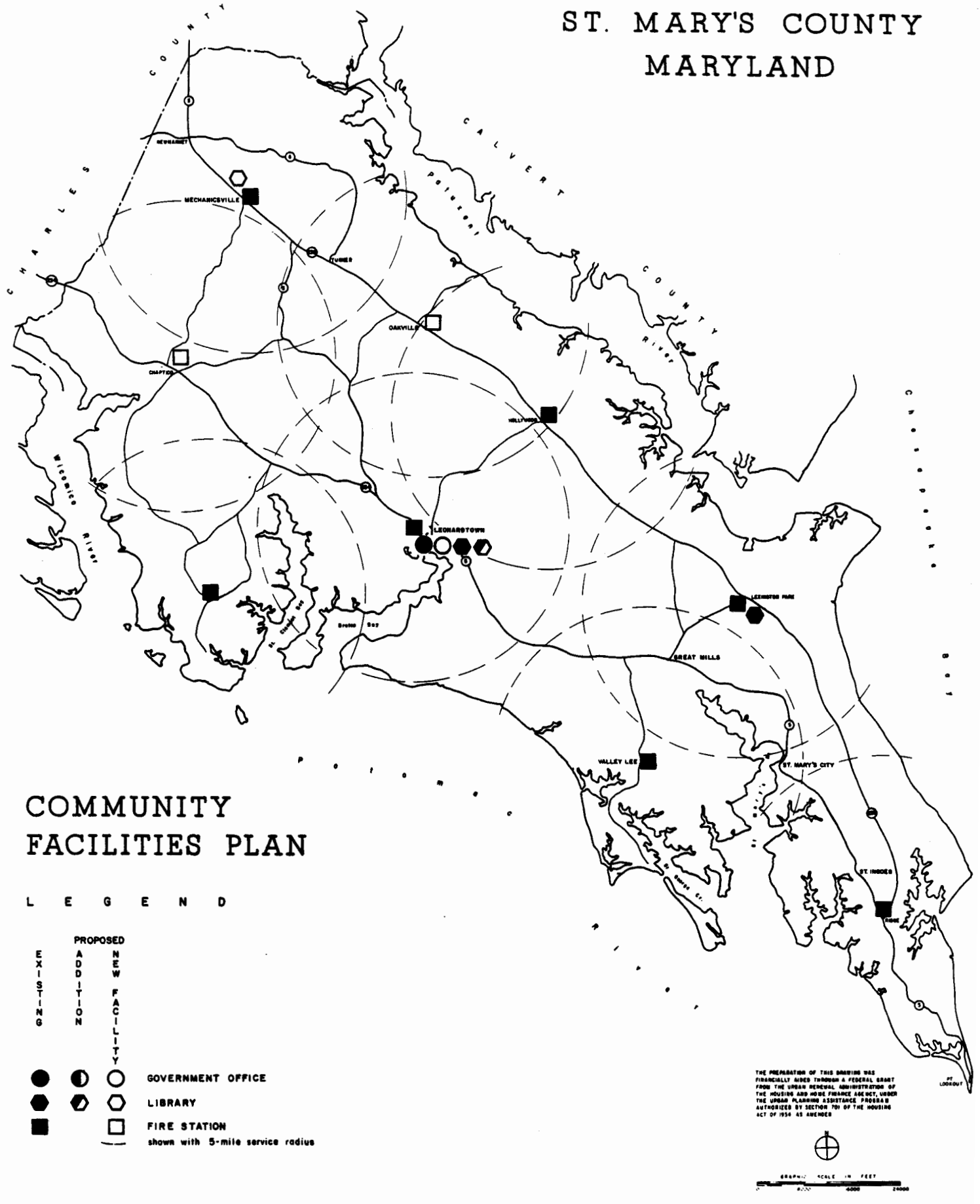
ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D C

ST. MARY'S COUNTY MARYLAND



COMMUNITY FACILITIES PLAN

L E G E N D

EXISTING	PROPOSED ADDITION	PROPOSED NEW FACILITY	
●	◐	○	GOVERNMENT OFFICE
⬢	◪	⬡	LIBRARY
■		□	FIRE STATION
			shown with 5-mile service radius

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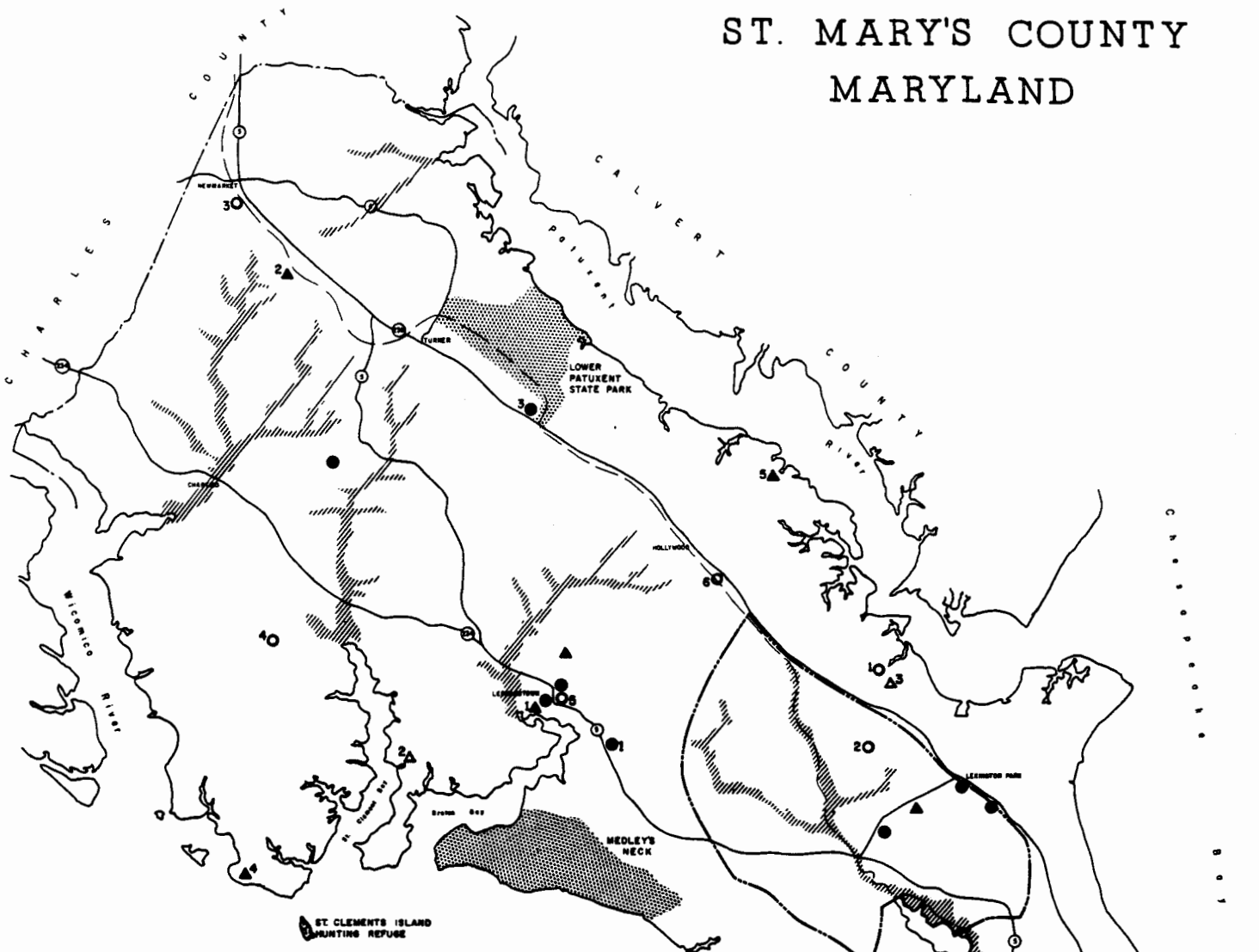
GRAPHIC SCALE IN FEET
0 8000 16000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D C

PLATE 26

ST. MARY'S COUNTY MARYLAND



PARK AND RECREATION PLAN

L E G E N D

- EXISTING REGIONAL PARK
- PROPOSED REGIONAL PARK
- POTOMAC HERITAGE TRAIL
- WATERSHED PROJECT AREA WITH POTENTIAL MULTI-PURPOSE RECREATION SITES
- MAJOR STREAM VALLEY CONSERVATION AREA

O CURRENTLY PLANNED YOUTH COMMISSION - SCHOOL OUTDOOR RECREATION PROGRAM

1. TOWN CREEK ELEMENTARY
2. GREENVIEW KNOLLS ELEMENTARY
3. WHITE MARSH ELEMENTARY
4. DYNARD ELEMENTARY
5. FATHER ANDREW WHITE
6. ST. JOHN'S SCHOOL

● PROPOSED ADDITIONAL SCHOOL GROUNDS RECREATION PROGRAM

1. VOCATIONAL HIGH SCHOOL
2. PINEY POINT ELEMENTARY
3. NORTH END ELEMENTARY

▲ CURRENTLY PLANNED COMMUNITY PARKS

1. CARDINAL GIBBONS PARK
2. BRISCOE PARK
3. LAKE ESPERANZA PARK

▲ PROPOSED ADDITIONAL COMMUNITY PARKS

1. LEONARDTOWN
2. MECHANICSVILLE
3. PINEY POINT
4. MILESTOWN
5. HOLLYWOOD
6. ST. INIGOES

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GRAPHIC SCALE IN FEET
0 8000 16000 24000

ST. MARY'S COUNTY PLANNING COMMISSION
LEONARDTOWN - MARYLAND

PLATE 27

HARLAND BARTHOLOMEW AND ASSOCIATES
PLANNERS WASHINGTON D.C.