

ST. MARY'S COUNTY COMPREHENSIVE PLAN

***Adopted
October 25, 1988***

A RESOLUTION ESTABLISHING A COMPREHENSIVE PLAN
FOR THE COUNTY OF ST. MARY'S

WHEREAS, Article 66B of the Annotated Code of Maryland, as amended, empowers St. Mary's County to enact a Comprehensive Plan and to provide for its administration, enforcement, and amendment; and

WHEREAS, the Board of County Commissioners of St. Mary's County, Maryland, deem it necessary for the purpose of promoting the health, safety, and general welfare of the County to adopt such a plan; and

WHEREAS, the Board of County Commissioners, pursuant to the provisions of Article 66B of the Annotated Code, as amended, has appointed a Planning Commission to recommend the boundaries of the various planning districts and appropriate regulations to be enforced therein; and

WHEREAS, the Planning Commission has prepared a Comprehensive Plan designed to lessen congestion in the streets; to promote health and general welfare; to provide adequate light and air; to prevent the overcrowding of population; to require the adequate provision of transportation, water and sewerage, schools, parks, open space, recreation, and other public facilities; and

WHEREAS, the Planning Commission has given reasonable consideration to the character of areas of the County and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the County; and

WHEREAS, the Planning Commission has recommended a Comprehensive Plan and held public hearings thereon, and submitted its final recommendation to the Board of County Commissioners; and

WHEREAS, the Board of County Commissioners has given due public notice of hearings relative to the Comprehensive Plan and have held such public hearings; and

WHEREAS, all requirements of Article 66B of the Annotated Code of Maryland, as amended, with regard to the preparation of the Comprehensive Plan have been met;

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NOW, THEREFORE, BE IT RESOLVED AND ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. MARY'S COUNTY, MARYLAND, that the aforementioned Comprehensive Plan, as amended, is hereby adopted and enacted in its entirety this 25th day of October, 1988. The density in areas designated Rural Preservation is one dwelling per three acres, This density shall pertain to these areas in general until detailed development regulations are adopted through the revision of the St. Mary's County Zoning Ordinance and Subdivision Regulations.

BE IT FURTHER RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF ST. MARY'S COUNTY, MARYLAND will appoint a Task Force to prepare an Economic Development Plan within one year from the date of this Resolution.

BOARD OF COUNTY COMMISSIONERS OF ST. MARY'S COUNTY, MARYLAND

Carl M. Loffler, Jr.
CARL M. LOFFLER, JR., President

W. Edward Bailey
W. EDWARD BAILEY, Commissioner

Robert T. Jarboe
ROBERT T. JARBOE, Commissioner

John G. Lancaster
JOHN G. LANCASTER, Commissioner

Rodney Thompson
RODNEY THOMPSON, Commissioner

ATTEST:

Edward V. Cox
EDWARD V. COX
County Commissioner

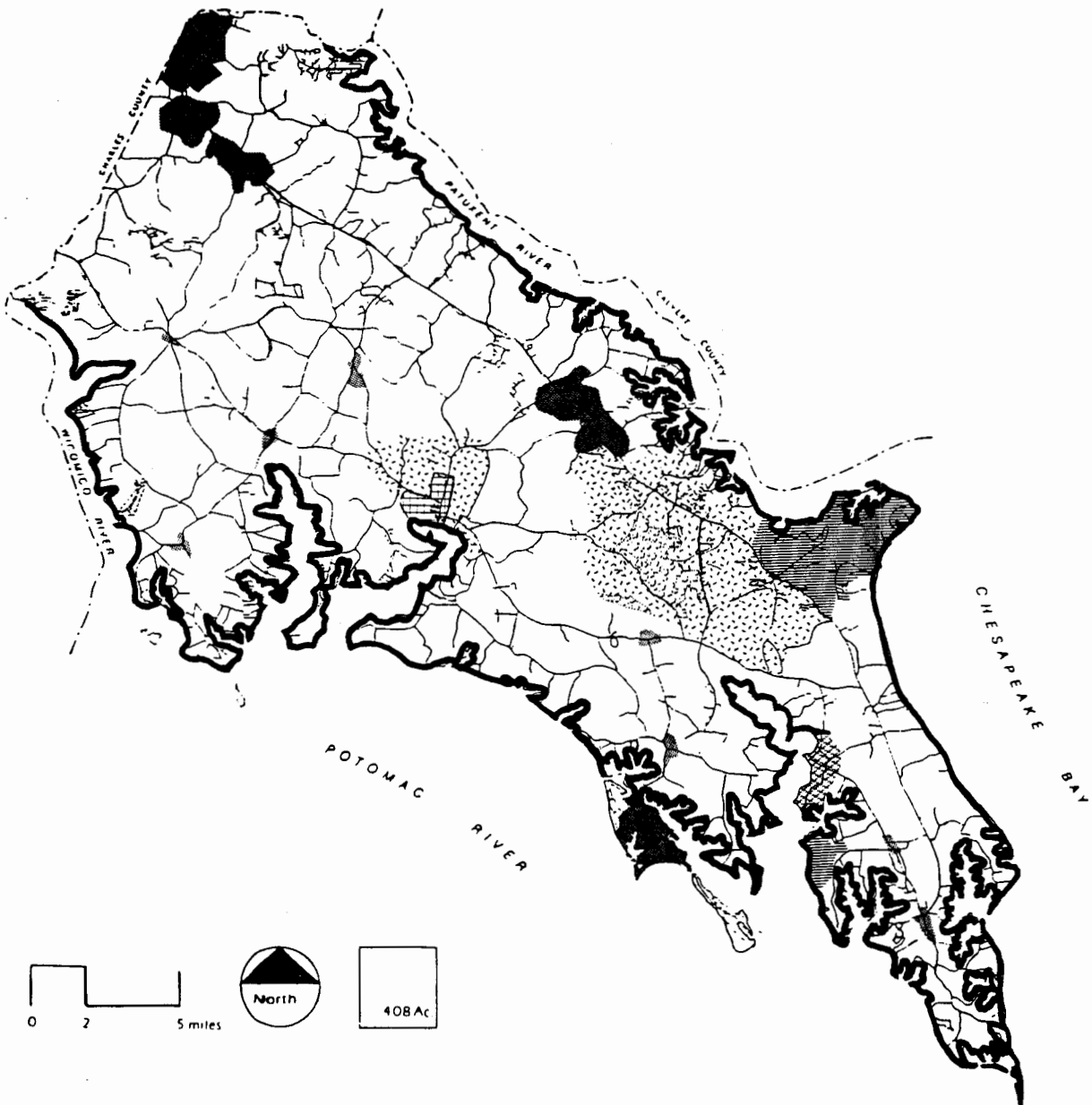
APPROVED AS TO LEGAL SUFFICIENCY:

Joseph R. Densford
JOSEPH R. DENSFORD
Assistant County Attorney

St. Mary's County

Comprehensive Plan

LAND USE CONCEPT PLAN



-  Development Districts
-  Incorporated Areas
-  Town Centers
-  Village Centers
-  Historic Preservation Districts
-  Rural Preservation Districts
-  Critical Area
-  Naval Facilities
-  Parkland

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THE ST. MARY'S COUNTY COMPREHENSIVE PLAN

FINAL DRAFT

Adopted October 25, 1988 by the
Board of St. Mary's County Commissioners

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INTRODUCTION

This document replaces the St. Mary's County Comprehensive Land Use Plan which was adopted in 1974 and amended in 1978. Development trends since 1978 and renewed concern for the environment (most notably the Chesapeake Bay initiatives) have prompted a rethinking of the county's policies and strategies for promoting the general health, safety and welfare through comprehensive planning. The presence of the Patuxent River Naval Test Center at Lexington Park and the Naval Electronic Test Facility at Webster Field at St. Inigoes have had a profound impact on the economy of St. Mary's County and are expected to do so for the foreseeable future. Most of the economic growth in recent years attributable to the presence of the naval complex has occurred in the form of white-collar, high-tech contractor firms in both the service and research and development sectors. This growth creates requirements for quality office and industrial space in the county. Employees of these businesses demand additional housing, private services and public services. While the naval presence in will continue to provide jobs and income to the area, efforts should be made to decrease reliance on this single industry and to diversify the economic base of the county. A diversified industrial base will provide more jobs for local residents and enable the county to be less susceptible to economic distress in an up and down economy. DECD has been working in recent years to assist naval contractor businesses with expansions of their businesses into fields that are less dependent on the Navy. The county is also attempting to diversify the economy through the attraction of other quality, clean base industries which would provide more blue-collar employment for county residents. Despite efforts to diversify, the county also recognizes the importance of maintaining a positive working relationship with the Navy. The county's economy is not diversified enough at this time to withstand a significant cut-back of military or federal civilian employment or operations at these facilities. For the foreseeable future it is critical that St. Mary's County work in close cooperation with the Navy with regard to the effective operation of its facilities. It is clear that careful planning and good coordination between local government and growth linked to the Navy is required. All indications point to a continuing strong naval presence in the county, although absolute growth is likely to be less than has occurred since 1983. It is the objective of this plan to trace recent trends, to analyze factors affecting future development, to assess the will and interests of the public regarding the future of county, and to establish a comprehensive plan which will direct development accordingly.

A LEGAL CONTEXT FOR THE PLAN

This plan meets the minimum requirements of Article 66B of the Annotated Code of Maryland, which is the enabling legislation for county comprehensive planning. The plan also meets the minimum

requirements of the Critical Area Legislation as contained in Article 8-1808 (Natural Resources) of the Annotated Code of Maryland.

THE PURPOSE OF THE PLAN

This plan is designed to address both immediate and long-range (20- to 30-year) planning considerations for land use, transportation, community facilities and utilities. The objectives of the plan summarily include the following.

- o Protection of farmland resources as components of both an important local industry and rural character.
- o Protection of sensitive natural characteristics or environmental features.
- o Protection and enhancement of the visual qualities and characteristics of existing settlements in the county.
- o Directing and managing distribution of future land uses anticipated with a growth in population.
- o Guiding of public investment in services, facilities, and improvements in a manner which is timely, cost effective and easily maintained.

As these objectives are implemented, the plan serves to inform county residents, the development community and state and federal agencies of the county's intent regarding its future. It identifies controls, management measures, financial or human resource investments and incentives necessary to achieving the objectives.

Finally, the plan serves not only as the basis for a number of legislative and administrative actions and management decisions, but as a "yardstick" for evaluating the merits of proposals which will surface over time. While it is impossible to anticipate all possible future occurrences and problems or opportunities which will arise, this plan provides guidance and establishes a basis for evaluating any development proposals which affect the quality of life.

COMPREHENSIVE NATURE OF THE PLAN

The plan is comprehensive in scope in that it applies to the entire area of the county in directing the location of land use, transportation, community facilities, and utilities, and in that it provides the basis for related planning programs, including the critical area program, the zoning ordinance and subdivision regulations, the sewer and water plan, the airport improvement plan, the land preservation and open space plan (parks plan), and others.

CHAPTER 1: LAND USE PLAN

The land use plan is the most important element of the comprehensive plan in that it establishes the relationship between the county's existing pattern of development and the location, distribution and scale of future development, and influences the location and timing of public facilities and transportation system improvements. The preservation of the county's rural character and its natural resources is less likely to be achieved absent a clear means of managing growth by directing it to specific areas where pressure for conversion of farmland to residential or other development is reduced; the land use plan provides that means.

GROWTH MANAGEMENT CONSIDERATIONS

One consideration is growth rate control, in which the county influences the rate and/or type of growth. A second consideration is the location or spatial distribution of the growth that is to be controlled. A third consideration is related to the cost of the development. All are important concerns. Moreover, a concern regarding the quality of future development has suggested implementation strategies which emphasize accommodating growth in the county, but applying specific performance standards to govern its location and form.

There is concern over financing needed improvements and facilities, such as sewers, schools and highways. While there is no indication that the rate of growth is currently outstripping the county's ability to provide such services and facilities, keeping up with the projected demand will be difficult or at the expense of current residents. The rate of growth must be controlled to maintain the county's ability to keep up and to keep down the costs to county residents who will not directly benefit from the additions.

The cost of providing services is important, but is only a part of the problem. There is also a need to expand and upgrade existing facilities. For example, St. Mary's County, like most rural counties, has relied in the past on State Police for police protection and on volunteer fire and ambulance services. As a rural county grows, it eventually reaches the point where a different level of service is required. All of these development related costs must be paid for, and the question of who pays is an issue about which most citizens and elected officials will continually be concerned.

CHARACTERISTICS OF GROWTH

The amount, distribution and timing of population growth determine the cost of providing the facilities needed to support the new population, and also determine non-residential growth. The county's population is expected to increase by approximately 17,000, or 24%, by the year 2000. About 50% of the projected

growth is expected to occur in the 8th Election District, and 35% is expected to be evenly distributed in the 5th, and 6th Election Districts.

By the year 2000 there will be 5,800 additional households in the county. The land area required to satisfy projected housing demand at lower densities (e.g., 3 units per acre) is substantially greater than higher densities (e.g., 5 units per acre). Therefore, providing selective areas for development at higher densities reduces the rate of conversion of farmland. This approach concurrently permits protection of natural resources and establishes more serviceable development areas. Concentration of development is needed to facilitate planning goals and objectives.

LAND USE AND GROWTH MANAGEMENT POLICIES

The Lexington Park and Leonardtown areas will be the primary location for much of the population and housing growth expected in the county during the planning period, and the TOWN CENTERS and VILLAGE CENTERS will accommodate a smaller portion of the expected growth. Given the greater growth pressures likely to occur in the 5th and 6th Election Districts, the settlements of Charlotte Hall, New Market and Mechanicsville are likely to grow at a greater rate than other settlements not located in northern areas of the county or along the Route 5/235 corridor.

In light of projected increases of 17,000 in population and 5,800 in households, timely and fairly financed provision of public facilities and services requires the following policies:

1. Future growth shall be concentrated in areas of the county already served or proposed to be served with public water and sewer, primarily the Lexington Park and Leonardtown areas.
2. Other areas of the county shall be designated generally for rural development and agriculture.
3. Existing crossroads villages shall provide services for surrounding rural and agriculture areas. Growth and further development of these villages shall respect their unique community and historic character.
4. Use of the county's abundant waterfront shall balance the important considerations of environmental protection and enhancement of the value of the waterfront as a resource for recreation.
5. Commercial uses shall be concentrated primarily in the Leonardtown and Lexington Park areas, and secondarily in the TOWN CENTERS and VILLAGE CENTERS. A scattering of future commercial uses along the county's major roads shall be prohibited.

6. Future industrial and office uses shall locate in and near existing office and industrial areas in the Lexington Park and Leonardtown areas, near the airport and in the TOWN CENTERS.
7. Community service centers and facilities shall be concentrated in the Lexington Park and Leonardtown areas.
8. Passive parks and public open space may be established on sensitive environmental lands as a means of preserving them.

THE LAND USE PLAN CONCEPT

The concept of the land use plan is comprised of seven general areas: 1) DEVELOPMENT DISTRICTS, 2) TOWN CENTERS, 3) VILLAGE CENTERS, 4) NEIGHBORHOOD CONSERVATION DISTRICTS, 5) RURAL PRESERVATION DISTRICTS, 6) CHESAPEAKE BAY CRITICAL AREA DISTRICTS, 7) HISTORIC PRESERVATION DISTRICTS. Most of the expected growth is to be directed to the DEVELOPMENT DISTRICTS, and community facilities and services are to be concentrated there. The TOWN CENTERS and VILLAGE CENTERS are secondary growth centers. NEIGHBORHOOD CONSERVATION DISTRICTS are established housing areas scattered throughout the county where the status quo is to be maintained, but where limited infill development may be allowed. Resource protection areas are the steep slopes, the flood plains, the wetlands, and other areas which are so environmentally sensitive that development is hazardous. RURAL PRESERVATION DISTRICTS include prime farm and timber lands and very low density nonfarm residential developments which are the characteristics of the county's recognized rural character; the plan preserves these areas for both their economic and aesthetic values. Agriculturally related industries and limited nonfarm cottage industries are also provided for in RURAL PRESERVATION DISTRICTS. Existing rural commercial land uses are acknowledged, but any new commercial development is directed to the DEVELOPMENT DISTRICTS, the TOWN CENTERS and the VILLAGE CENTERS.

DEVELOPMENT DISTRICTS

Lexington Park and Leonardtown and their immediate surrounding lands are the most suitable areas for new population growth. These two areas share several common attributes. Each has been continually subject to greater development pressure than elsewhere in the county. Each either has in place or provides opportunity to put in place the roads, sewer and water facilities, and other services required by new development. Because each of these areas is already characterized by development activity, the efforts to preserve farm land or to establish significant resource protection programs would be less effective therein than in other areas of the county.

Directing growth to these areas will prevent the outward sprawl of development, thus keeping the new population close to where utilities, community facilities and services, and employment already exist and can be economically expanded to meet growing needs. Impacts on the highway system will be minimized as new residents locate near to the jobs and services they require. These considerations, plus the need to preserve the open character of the county's outlying areas, require that the areas in and adjacent to Lexington Park and Leonardtown accommodate most of the population growth during the next twenty years. During that period these areas will continue to function as the county's centers for commercial activity of a regional and subregional nature and for employment opportunities. Leonardtown will remain the center of county government and other institutional functions. In keeping with the overall concept of the comprehensive plan, only DEVELOPMENT DISTRICTS and TOWN CENTERS may accommodate major new commercial or industrial activities.

The major advantage of the DEVELOPMENT DISTRICT concept is mapping in advance those areas where the county will accept a responsibility for providing infrastructure or for working with development interests to make sure it is provided. Such advance planning of infrastructure may in turn ensure that the costs are borne by those who benefit most from the additional facilities so that the current population is not unduly burdened by the needs of the new population.

Policies:

- o While DEVELOPMENT DISTRICTS are more accommodating to building activity than other districts, natural resources and the generally rural character of the county remain important public values, and shall be respected by new development.
- o Visual and functional qualities of development shall be maintained through adherence to standards for landscaping, design, on-site advertising, access, lot coverage and open space, and buffering from adjacent developments and transportation corridors. New development areas shall be suffi-

ciently large (at least ten acres) to accommodate such standards. Buffers shall be adequate to avoid conflicts between different land use types and to provide visual screening.

- o DEVELOPMENT DISTRICTS may receive development rights transferred from RURAL PRESERVATION DISTRICTS.
- o Outlets to major roads shall be minimized. New development areas shall be located at intersections or otherwise provide access to two streets or shall share an access with an existing use.

TOWN CENTERS

Less intensely built up than the development districts, but more so than the VILLAGE CENTERS discussed in the next section of this plan are the communities of Charlotte Hall, New Market, Mechanicsville, Hollywood and Piney Point. As the improvement of State Highways 5 and 235 made these TOWN CENTERS more accessible and as growth pressures from the Washington metropolitan area encroached into the northern area of the county, they experienced extensive residential and commercial building activity between 1975 and 1988. Although they remained relatively small physically, their market areas became more regional in scope. The high-speed highway bisecting them decisively defined their character as service centers catering to a driving clientele, and remains a strong barrier to social cohesion. The Fifth District communities appear well on their way to blending into a single system of residential clusters and light industrial centers extending off of a core of commercial development on either side of the highway. For Hollywood there looms the possibility of blending in with the Lexington Park DEVELOPMENT DISTRICT, and yet that community maintains and will likely continue to maintain its unique identity.

TOWN CENTERS are intended to be secondary growth areas to be provided with community facilities as needs evolve, and to be kept attractive and efficient places to live and work. Demand for highway frontage for commercial and industrial uses will remain high and should be accommodated, but the safety and efficiency of the main highway will be maintained through restrictions on the number of access points and the use of frontage roads, and the negative impacts of strip type development will be minimized by design standards and open space and landscaping requirements. Because TOWN CENTERS are expected to absorb some of the growth due in the next twenty years, sufficient areas are planned for additional residential, commercial and light industrial development in and around each center. But at the same time they are not to encroach into surrounding rural preservation or neighborhood conservation areas, and new developments must be sufficiently buffered to avoid conflicts with neighboring uses.

Policies:

- o Direct access to major highways shall be restricted. Secondary; local and frontage roads shall be provided as needed to accommodate new uses.
- o Outward expansion of TOWN CENTERS shall be limited to avoid conflict with surrounding land uses, particularly those in rural preservation areas.
- o Visual and functional qualities of development shall be maintained through adherence to standards for landscaping, design, on-site advertising, access, lot coverage and open space, and buffering from adjacent developments and transportation corridors. New development areas shall be sufficiently large to accommodate such standards. Buffers shall be adequate to avoid conflicts between different land use types and to provide visual screening.
- o TOWN CENTERS may receive development rights transferred from RURAL PRESERVATION DISTRICTS.

VILLAGE CENTERS

A village is a cluster of houses and stores located at a highway intersection. The houses are usually few in number, and the stores are intended for a very localized market. Common to all the VILLAGE CENTERS are a post office and a grocery store. Other typical activities include churches, fire halls, taverns, and gas stations. While they have no incorporated limits, they are well defined and well known to the local populations they serve. The small population usually means the VILLAGE CENTERS are unserved by central sewer and water facilities.

The VILLAGE CENTERS of St. Mary's County are Bushwood, Callaway, Chaptico, Clemments, Loveville, St. Inigoes, Ridge and Valley Lee. Long a part of the county's social and economic fabric, these VILLAGE CENTERS are well developed, and little change has occurred in recent years. But an inventory of each indicates available area for limited infill development, and even for peripheral expansion in some cases. Although most of the growth in population and economic activity is expected to occur in the DEVELOPMENT DISTRICTS and TOWN CENTERS in the next twenty years, there is a potential for some of that growth to occur in the VILLAGE CENTERS. As directing growth there becomes necessary or desirable, the scale, function and historic qualities of the VILLAGE CENTERS must carefully guarded. It is especially important that they:

- 1) remain small in population size;
- 2) remain small in physical area;

- 3) be allowed to continue to provide limited, highly localized commercial services (such as a gas station or general store);
- 4) to a limited extent be allowed to provide employment opportunity; and
- 5) have a population density which is greater than the surrounding, more rural areas.

Some VILLAGE CENTERS could in time be provided with central water and sewer services. The timing of this would vary according to the needs and pressures facing the various locations. A density of more than one dwelling unit per acre will be required in order to make the provision of a central system economical.

Policies:

- o Villages may receive development rights transferred from agricultural protection districts.
- o New commercial, residential or institutional development may be allowed in or near a village but shall be carefully limited to respect and preserve the extent, scale and character of the village.

NEIGHBORHOOD CONSERVATION DISTRICTS

NEIGHBORHOOD CONSERVATION DISTRICTS are established for residential subdivisions such as Golden Beach, Country Lakes and others that were developed long before the formulation of this plan where established densities and development patterns are inconsistent with the concepts of this plan. Provision of the NEIGHBORHOOD CONSERVATION DISTRICT is intended to minimize the concerns of the residents of those established neighborhoods regarding the impact of new plans and ordinances which will shift the direction of future development. Future development within these districts will be compatible with established densities and patterns, and will be limited to vacant lots within the subdivision; the limits of these districts may not expand.

Policies:

- o Development within a NEIGHBORHOOD CONSERVATION DISTRICT shall be limited to existing platted lots, i.e., outward expansion of such districts shall be discouraged.
- o Development within a NEIGHBORHOOD CONSERVATION DISTRICT shall be limited in bulk, density and design to match existing characteristics.

RURAL PRESERVATION DISTRICTS

Agricultural land use accounts for approximately 40% of the county's total land area. In 1982 there were 940 farms, averaging 107 acres in size. Half of those farms were under 50 acres in size. The major crops grown in recent years have been tobacco, soy beans, corn, wheat and hay. Farming is an essential component of the county's economy; tobacco farming with supplemental cash grain and livestock are among the county's major industries. Farming also represents a valued way of life to many families in St. Mary's County.

RURAL PRESERVATION DISTRICTS are intended to provide for a full range of agricultural and farming activities and to protect these established uses from encroaching development which might depreciate the county's agricultural economy. In recognition of a farmer's right to farm without being restricted by neighboring residential areas, hours of operation of farm equipment, restricting odor-producing fertilizers, or mandatory noise reductions are not to be imposed on farming activities. The conflicts between farming and rural nonfarm activities can be minimized or even avoided as the needs of farming are acknowledged and nonfarm activities are kept subordinate thereto. The general intent of the rural preservation district is to encourage farming without undue burden on the landowner.

Rural preservation as a component of the comprehensive plan is not limited to traditional farming, but extends to all aspects of the county's rural character. Agricultural land refers not only to tilled fields, but to woodlands which are either prospects for additional tilled acreage or are valuable as they are for their many contributions to the environment and to the rural appearance of the county. Agriculturally related industries are found throughout these districts, and are recognized for their important support of the farming community. The rural setting is accommodating to home occupations or cottage industries such as cabinet making or welding which are inappropriate in more built up areas; these small-scale industries are becoming increasingly important for supplementing incomes as farming in St. Mary's County, as in so many areas of the nation, becomes a decreasingly reliable source of family income.

Many nonfarm residences are scattered on small parcels of land, and there are even clusters of such residences, but in size too small to be considered NEIGHBORHOOD CONSERVATION DISTRICTS. Large scale residential development should be directed to the development districts, the TOWN CENTERS and the VILLAGE CENTERS, but limited low density housing development is consistent with the principle of the RURAL PRESERVATION DISTRICT.

Many small-scale commercial uses serving a very localized market are scattered along the highways, some of them clustering at intersections. Most of these small clusters and isolated businesses have a long history of serving the rural community, and their continued existence is of local importance. This plan recognizes

that importance, and allows their continuation. This plan also recognizes that in some cases the market served by such remotely located commercial uses is more regional in scope, and that the intensity of the use is inconsistent with the character of the rural setting. It is vital to the well being of the rural community that the impacts of strip development and the potential incompatibility of uses be avoided, and therefore new commercial uses should locate in the DEVELOPMENT DISTRICTS, the TOWN CENTERS, or the VILLAGE CENTERS. But where such commercial uses have long existed outside of these areas, are in scale compatible with the character of the rural area, and are devoted to a local market, their continued operation and opportunity for reasonable expansion is consistent with the principle of the RURAL PRESERVATION DISTRICT.

RURAL PRESERVATION DISTRICTS are therefore provided in the comprehensive plan to preserve rural character, to foster agricultural activities and opportunities, to protect valuable resources, and to allow for some diversification of income productive activities. They are further intended to prevent premature urbanization in areas where public utilities, roads, and other public facilities are planned to meet rural needs only and where present public programs do not propose installations suitable for development at higher densities.

Policies:

- o Agricultural lands shall be maintained to the greatest extent possible.
- o Negative impacts on agricultural activity which normally result from conflicting land uses while still allowing limited nonfarm development shall be avoided.
- o Any farm use of land shall be permitted.
- o Operation of farm machinery at any time shall be allowed.
- o Normal agricultural activities and operation in accordance with good husbandry practices which do not cause bodily injury or directly endanger human health shall be permitted and preferred activities, including activities which may produce normal agriculturally related noise and odors.
- o The sale of farm products produced on the farm where the sales are made shall be permitted.
- o Supplemental income productive activities at a scale or intensity which will not unduly change the character of the area may be allowed; where these other activities are allowed there shall be performance standards which will prevent negative impacts on adjoining properties.

- o Agriculture is a protective land use that shall be properly managed so that it minimizes its contribution to pollutant loadings to the Chesapeake Bay and its tributaries.
- o Agricultural activities shall be in accordance with a soil and conservation water quality plan approved by the local Soil Conservation District.
- o The creation of new agricultural lands shall not be accomplished through practices which are detrimental to water quality, plant and wildlife habitats, protected wetlands, forests, woodlands and other environmentally sensitive areas.
- o Best management practices shall be used in agricultural activities to minimize contamination of surface and groundwater and adverse effects on plants, fish and wildlife resources, and other environmentally sensitive areas.
- o Nonfarm residences shall be encouraged to locate away from tilled lands.
- o Nonfarm residential development shall be limited in scale and consistent with the rural character of the area. Clustering shall be encouraged to maximize preservation of open space.

THE CHESAPEAKE BAY CRITICAL AREA

The Chesapeake Bay Critical Area Law was passed by the Maryland General Assembly on June 1, 1984, for the purpose of (1) establishing a resource protection program for the Chesapeake Bay and its tributaries by fostering more sensitive development activity for certain shoreline areas and (2) implementing such a program on a cooperative basis between the State and affected local governments, with local governments establishing and implementing their own programs (see Subtitle 18, Sec. 8-1801 (b), Annotated Code of Maryland). The critical area defined by that law includes the Chesapeake Bay, its tributaries to the head of tide, tidal wetlands, plus all land and water areas within 1,000 feet beyond the landward boundary of these waters and wetlands. St. Mary's County is one of 59 jurisdictions in Maryland which shares responsibility under the Critical Area Law for improving its development and resources management practices in the effort to restore the Bay to health.

The goals of the law are 1) to minimize adverse impacts on water quality that result from high nutrient loadings in runoff from surrounding lands or from pollutants that are discharged from structures, 2) to conserve fish, wildlife, and plant habitats; and 3) to establish land use policies for development locating within the Chesapeake Bay Critical Area that accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of persons in that area can create environmental impacts.

The critical area as an element of the land use plan categorizes all land use within the designated area and sets standards and restrictions for new developments therein. The categories and standards are consistent with the state laws described above and include resource conservations areas (RCA), limited development areas (LDA), and intensely developed areas (IDA). Standards and restrictions are likewise set for water dependent facilities, which may occur in any development category.

RESOURCE CONSERVATION AREAS

Areas characterized by nature dominated environments (that is, wetlands, forests, abandoned fields) and resource-utilization activities (that is agriculture, forestry, fisheries activities, or aquaculture). These areas shall have at least one of the following features:

1. Density is less than one dwelling unit per 5 acres; or
2. Dominant land use is in agriculture, wetlands forest, barren land, surface water, or open space.

Policies:

- o The overall ecological values at the critical area, its biological productivity and its diversity shall be conserved, protected and enhanced.
- o Breeding, feeding, and wintering habitats for those wildlife populations that require the Chesapeake Bay, its tributaries, or coastal habitats in order to sustain populations of those species shall be protected.
- o The land and water resource base that is necessary to maintain and support land uses such as agriculture, forestry, fisheries activities and aquaculture shall be conserved.
- o Developed woodlands and forests shall be conserved for the water quality benefits that they provide.

LIMITED DEVELOPMENT AREAS

These are areas which are currently developed in low or moderate intensity uses. They also contain areas of natural plant and animal habitats, and the quality of runoff from these areas has not been substantially altered or impaired. These areas shall have at least one of the following features:

1. Housing density ranging from one dwelling unit per 5 acres up to four dwelling units per acre;
2. Areas not dominated by agriculture, wetland, forest, barren land, surface water, or open space;
3. Areas with characteristics of Intensely Developed Areas, but less than 20 acres in extent; and
4. Areas having public water or public sewer or both.

Policies:

- o The quality of runoff and groundwater entering the Chesapeake Bay and its tributaries shall be maintained or improved if possible.
- o Natural habitats shall be maintained.
- o Water quality, aquifer recharge areas, habitats, and the prevailing character of areas shall be protected when accommodating additional low or moderate intensity development.

INTENSELY DEVELOPED AREAS

These are areas where residential, commercial, institutional, and/or industrial developed land uses predominate, and where relatively little natural habitat occurs. These areas shall have at least one of the following features:

1. Housing density equal to or greater than four dwelling units per acre;
2. Industrial, institutional or commercial uses are concentrated in the area; or
3. Public water and sewer collection and distribution systems are currently serving the area and housing density is greater than three dwelling units per acre.
4. These features shall be concentrated in an area of least 20 adjacent acres, or that entire upland portion of the critical area.

Policies:

- o The quality of runoff from developed areas that enters the Chesapeake Bay or its tributary streams shall be improved.
- o Additional development of the type and intensity allowed by the comprehensive plan may be allowed provided that water quality is not impaired.
- o The expansion of Intensely Developed Areas into portions of the critical area designated as habitat protection areas and Resource Conservation Areas shall be minimized.
- o Fish, wildlife, and plant habitats shall be conserved.
- o The use of retrofitting measures to address stormwater management problems shall be encouraged.
- o Aquifer recharge areas shall be protected.

LOCATION AND EXTENT OF FUTURE INTENSELY DEVELOPED AREAS AND LIMITED DEVELOPMENT AREAS

As of December 1, 1985 there were in the county 1,614 acres of land classified as Intensely Developed Area, 7,660 acres of land classified as Limited Development Area, and 34,480 acres of land classified as Resource Conservation Area. According to the critical area legislation, the county may utilize up to an area equal in size to 5 per cent of its Resource Conservation Area that are not tidal wetlands or federally owned for the expansion of its Intensely Developed Areas or Limited Development Areas. This means that 1,724 acres are available for such expansion.

The locating of new Intensely Developed Areas and Limited Development Areas is subject to the following policies:

1. New Intensely Developed Areas and Limited Development Areas shall be located in Limited Development Areas or adjacent to existing Intensely Developed Areas.
2. New Limited Development Areas shall be located adjacent to existing Limited Development Areas or Intensely Developed Areas.
3. No more than one half of the allocated expansion, i.e., not more than 862 acres, may be located in Resource Conservation Areas.
4. The impacts of new Intensely Developed Areas and Limited Development Areas on habitat protection areas must be avoided or held to a minimum.
5. New Intensely Developed Areas shall be located where they minimize their impacts on the defined land uses of the Resource Conservation Area.
6. New Intensely Developed Areas and Limited Development Areas in the Resource Conservation Area shall be located at least 300 feet beyond the landward edge of tidal wetlands or tidal waters.

WATER DEPENDENT FACILITIES

An activity is water-dependent if it cannot exist outside the critical area and is dependent on the water by reason of the intrinsic nature of its operation. This plan addresses, but is not limited to, ports, the intake and outfall structures of power plants, water-use industries, marinas and other boat docking structures, public beaches and other public water-oriented recreation areas, and fisheries and activities.

Excluded from this plan are individual private piers, installed or maintained by riparian landowners and which are not part of a subdivision which provides community piers.

Also excluded are floating homes that are designed as live-aboard barges, as compared to sail and power vessels, including house boats, that are designed for use in open waters. It is assumed that live-aboard type floating homes will not be allowed in St. Mary's County.

Current Conditions and Projected Future:

There has been little increase in the number or size of marinas in the county over recent years, in part at least due to the continuous growth in the Solomons area of Calvert County, but the number of recreational boats has increased greatly, due to at least three major factors:

1. Growth of the Solomons Area;
2. Increased number of water front houses, private piers and associated boats; and
3. Increased number of trailered boats, including many non-resident boaters.

These trends are expected to continue.

With the Solomons facilities available off the Patuxent and close to the Bay, there is no immediate pressure for big expansion of marinas on that river. Eventual pressures for growth will occur first on Town Creek and second in the Cuckold Creek complex, due to relative distances from the Bay. Looking at the Potomac, three areas attract development now: (1) the Smith Creek complex for sport fishing on the river and the Bay, and for transient boats from the Bay; (2) the Leonardtown "town dock" concept, as a quiet, town-associated enterprise; and (3) the St. Mary's River, St. Mary's City area, including carefully constructed and operated mooring areas, marinas, restaurants, motels, cultural centers, historical areas, etc. St. Jerome Creek, Smith Creek, St. Inigoes Creek, Carthegena Creek, St. George's Creek and Herring Creek are all within shuttle bus distance of St. Mary's City.

Goals:

- o To restore and preserve the Bay and its tributaries and ecosystems.
- o To restore, increase and maintain the harvest capacities of the Bay and its tributaries.
- o To assure county watermen and other county residents a potential for income, a rural atmosphere and adequate recreational opportunities.

Policies:

- o Development activities in the buffer shall be limited to those that are water-dependent.
- o Activities associated with water-dependent facilities shall have minimal individual and cumulative impact on water quality and fish, wildlife and plant habitat.

- o Consistent with the environmental concerns expressed herein:
 - o Expansion of marina services to meet the water-dependent commercial and recreational needs and developmental goals of the county shall be encouraged.
 - o Expansion of fisheries activities to enhance markets for local watermen shall be encouraged.
 - o New investment in aquaculture, maintenance of existing aquacultural activities, and restoration of overworked areas shall be encouraged.

AGRICULTURAL DISTRICT

While the plan emphasizes preservation of rural character over preservation of agriculture, the AGRICULTURAL DISTRICT is provided for farmers who desire additional protection for their use of their property. Participation is strictly voluntary: no properties may be mapped into this district unless the property owner volunteers for such mapping. But once a qualifying property is placed within the district, certain restrictions will apply. The restrictions will be based on the following guidelines.

1. Admittance is voluntary.
2. Participation in the Maryland Agricultural Land Preservation Program shall be encouraged.
3. Building density shall be limited to an average of one dwelling unit per 20 acres.
4. Participation may be discontinued after 5 years with one year's notice given for such discontinuation.
5. Performance standards for clustering, setbacks, access, etc. shall be the same as those applicable to the RURAL PRESERVATION DISTRICT.
6. Transferable development rights may be calculated at a rate of one dwelling unit per five acres. Once these rights have been sold, the option to discontinue participation in the voluntary district must be restricted by a requirement to buy back development rights or reduce development potential by the amount of rights sold.

The county may provide appropriate incentives to encourage participation.

Policies:

The County should establish a local Agricultural Preservation Program modeled upon the State's program in order to purchase development rights from farmland owners. This local program would be funded through a local development tax to be used solely for this purpose.

- o Agricultural lands shall be maintained to the greatest extent possible.
- o Negative impacts on agricultural activity which normally result from conflicting land uses while still allowing limited nonfarm development shall be avoided.
- o Any farm use of land shall be permitted.
- o Operation of farm machinery at any time shall be allowed.
- o Normal agricultural activities and operation in accordance with good husbandry practices which do not cause bodily injury or directly endanger human health shall be permitted and preferred activities, including activities which may produce normal agriculturally related noise and odors.
- o The sale of farm products produced on the farm where the sales are made shall be permitted.
- o Supplemental income productive activities at a scale or intensity which will not unduly change the character of the area may be allowed; where these other activities are allowed there shall be performance standards which will prevent negative impacts on adjoining properties.
- o Agriculture is a protective land use that shall be properly managed so that it minimizes its contribution to pollutant loadings to the Chesapeake Bay and its tributaries.
- o Agricultural activities shall be in accordance with a soil and conservation water quality plan approved by the local Soil Conservation District.
- o The creation of new agricultural lands shall not be accomplished through practices which are detrimental to water quality, plant and wildlife habitats, protected wetlands, forests, woodlands and other environmentally sensitive areas.
- o Best management practices shall be used in agricultural activities to minimize contamination of surface and groundwater and adverse effects on plants, fish and wildlife resources, and other environmentally sensitive areas.
- o Nonfarm residences shall be encouraged to locate away from tilled lands.

- o Nonfarm residential development shall be limited in scale and consistent with the rural character of the area. Clustering shall be encouraged to maximize preservation of open space.

HISTORIC PRESERVATION

St. Mary's County is rich in history and culture. It was the first area of the state to be settled by colonists in 1634. Before that, it was occupied by Indians as long as 10,000 years ago. In 1634 Leonard Calvert landed at St. Clement's Island carrying with him a charter granted by King Charles I, transferring to the Calvert family all the lands surrounding the Chesapeake Bay. St. Mary's City served as the first capital of Maryland until 1695 when the capital was moved to Annapolis. Leonardtown, the county's only incorporated municipality, was first settled in 1660. Until the Civil War the town served as an important tobacco trading post. In 1987 St. Mary's County celebrated its 350th anniversary.

More than 150 sites and structures in the county have been identified as having significant historic values and should be preserved for the benefit of current and future generations. An historic conservation district has been designated on the land use plan map for the St. Mary's City area to restrict development to only those uses and activities which are compatible with the character of that area, but the following policies apply to the entire county.

Policies:

- o Significant and important historic sites, properties and structures shall be preserved and promoted.
- o The adaptive reuse of historic structures for public and private uses shall be promoted.

CHAPTER 2: RESOURCE PROTECTION PLAN

The natural resources which make up the St. Mary's County environment include the soil, the vegetative cover, and the water. The protection of these resources will in turn protect the county's primary resource, its people.

Specifically, the protection of resources is focused on water features such as streams, wetlands and drainage basins, and on forests and woodlands, mineral deposits, steep lands, water tables, arable and erodible soils, and wildlife habitats. The rural character of the county depends on the quality of its rivers, bays, islands, woodlands, marshes and streams. These natural features underscore the predominantly undeveloped appearance of the county and contribute positive psychological effects which provide an attractive setting for housing and businesses and contribute to the tourism and recreation industry that is becoming increasingly important to the county's economy. They form the basis for the production of agricultural and forestry products. The county's primary mineral resource, sand and gravel, provides much needed raw materials for the local construction industry.

Although a no-growth policy may be one of the more effective approaches to resource protection, this plan accommodates growth while addressing the fact that, even if pollution is controlled, human activity still creates adverse environmental impacts. Managing the natural resources is a matter of wisely managing people's use of the land. Ultimately, the quality of natural resources determines the quality of life within the county. Wise management will ensure that benefits from natural resources will be available for future residents.

Although managing natural resources will be countywide in scope, the greatest challenges will occur along the shores because: 1) shorelines are very attractive and their development sites are of high economic value; 2) they contain very fragile natural systems, each with different management requirements; and, 3) they naturally perform important and strategic water quality and pollution control functions. This plan element is directed to resource protection throughout the county, but particularly beyond the shoreline, and the critical area plan in Chapter 1 is devoted to protecting the shoreline.

The following are the general policies for protecting natural resources:

- o Forest cover shall be maintained and enhanced to maintain biological productivity and habitat values.
- o Impacts on water quality that result from pollutants that are discharged from structures or conveyances that have runoff from surrounding lands shall be minimized.
- o Fish, wildlife, and plant habitat shall be preserved.

- o Available agricultural land shall be preserved where appropriate.
- o Agricultural lands shall be managed to minimize non-point source pollution.
- o Natural habitats shall be conserved.
- o The impacts of agriculture and forestry activities on water quality shall be minimized.
- o Protection measures shall be directed toward protecting receiving waters by limiting point sources of pollution into the bays through storm water, sanitary sewer or other outfalls.
- o The impact of non-point sources of pollution including runoff and failed septic system effluent shall be limited or mitigated.
- o Land treatment of sewage effluent shall be encouraged wherever feasible.

WETLANDS

The county has approximately 4,176 acres of tidal wetlands, and 760 acres of submerged aquatic vegetation. Tidal and nontidal wetlands are valuable areas for fish and wildlife habitat, are vital to the maintenance of water quality in adjacent or downstream waters, and provide flood control benefits. Their protection is therefore of public interest.

Policies:

- o Alteration or obstruction of or construction in existing stream courses and stream banks shall be discouraged to reduce the potential associated water quality impacts.
- o Best management practices shall be employed to minimize potential associated water quality impacts when development activity takes place adjacent to stream banks.
- o Alteration of the natural drainage patterns shall be discouraged unless adequate measures to mitigate potential adverse impacts are included in the development.
- o Intense development activity shall be directed away from areas which are in proximity to water courses.
- o On sites with water features development shall be encouraged to locate as far from the water courses as possible.
- o The establishment of natural preserves, parks and education areas adjacent to water courses is encouraged.

- o Water quality in streams shall be maintained or improved.

FLOOD PLAINS

Flood plains are by definition subject to periodic flooding. They are broadly defined by alluvial soils laid down during past inundations. Buildings can normally only be safely built upon them if specific engineering works such as dikes or levees are constructed to obviate the problem. Disturbance of the flood plain through filling and development can result in increased hazards to human health, safety and welfare and increased water pollution from runoff and erosion of slopes and stream banks. In St. Mary's County, the 100-year flood plains are concentrated along the major stream corridors and southern tip of the peninsula bordered by the Potomac River and Chesapeake Bay.

Policies:

- o Development in the 100-year flood plain shall be restricted.
- o The disturbance of vegetation in the 100-year flood plain shall be minimized.

FORESTS AND WOODLANDS

Less than fifty percent of the county is covered by forest. Forests are protective land uses which provide significant water quality and wildlife habitat benefits, and their protection is of public interest. Innovative woodland management is recognized as a valuable means of preserving the benefits of forest resources and shall be encouraged.

Policies:

- o Forest and woodland cover shall be recognized as a protective land use and shall be managed so that maximum values for wildlife, water quality, timber, recreation and other resources can be maintained, recognizing that in some cases these uses may be mutually exclusive.
- o Forests and managed woodlands shall be conserved, and expansion of forested areas, particularly in the critical area, shall be encouraged.
- o The removal of trees associated with development activities shall be minimized, and, where appropriate, the impacts of tree removal shall be mitigated. Forested vegetation of the critical area, and, where possible, throughout the county shall be maintained or increased.

MINERAL RESOURCES

Sand and gravel are the predominant minerals found in the county. These important raw materials support the local paving and construction industries and activities. As of 1986 there were 71 sand and gravel pits in operation. Although these resources contribute significantly to the county's economy, mining operations, if not properly managed, can result in sedimentation and other adverse impacts on aquatic resources.

Policies:

- o While surface mining represents an important economic value in the county, activities associated with resource extraction, including the removal of vegetation and soil disturbance and grading, are generally contrary to the concept of the critical area because of potential water quality impacts. In addition, the areas of potential lowland and upland resources in the critical area represent only a fraction of the rather extensive areas throughout the remainder of the county. For these reasons, the undeveloped lands with potential resources in the critical area shall be kept in an undeveloped state. However, surface mining activities involving not more than one acre may be allowed in the critical area.
- o Outside of the critical area sand and gravel excavation may occur when negative physical and visual impacts to adjoining properties are avoided or mitigated.

STEEP LANDS

Although the majority of the county has very little gradient (slopes are generally less than 10 percent), there are places where slopes exceed 15 percent. The topography of the area between Three Notch Road and the Patuxent River is more varied than that of the rest of the county, and slopes in excess of 15 percent are common. Wherever steep slopes occur there are limitations to human activity, and especially is building development in need of careful management in such areas. To protect the overall quality of the natural and human environments, the prohibition of building development on slopes in excess of 25 percent, and the limitation of development on slopes in excess of 15 percent are in the best interest of the general public.

Policies:

- o Development shall be discouraged on steep slopes of 15% or more to avoid the potential associated water quality impacts from the development of steep slopes unless there is no viable alternative.

- o Where development does occur on steep slopes (15 % or greater) the clearing of natural vegetation shall be minimized and the best available technology used to control erosion and sedimentation to reduce and/or mitigate the potential associated water quality impacts.
- o Development shall be prohibited on slopes greater than 25 percent.

SOILS

Of value as a resource are those soils that are well suited for the production of agricultural products and those with few limitations for building development. Some soils have a high potential for either water or wind erosion and some have a high runoff potential. Another limitation of soil on building development is the capacity to accommodate on-site sewage disposal systems. Lot sizes and overall densities must be carefully tailored to the restrictions of the soils to avoid negative impacts both on-site and to adjoining properties.

Policy: The quality of water resources shall be enhanced and protected through controlling and minimizing soil erosion and runoff to the maximum extent possible on all lands in the county.

HABITAT RESOURCES

The waters off of the county peninsula have large areas of open oyster bars. Anadromous fish (species that primarily live in the ocean but travel upstream to fresh water to spawn) and semi-anadromous fish spawn in many of the county watercourses. Bald eagle nests have been found in several places in the county. A Sedge Wren habitat has been identified by the Maryland Natural Heritage Program at Marsh Point. The Carroll Pond peat bog is Maryland's largest area of unmined coastal peatland.

Policies:

- o Because of their importance as plant habitat, fish and wildlife habitat, and overall water quality, tidal and nontidal wetlands resources shall be protected.
- o Potentially harmful or toxic substances in runoff entering the Bay and its tributaries shall be removed or reduced.
- o The adverse effects of human activities on wetlands, shorelines, stream banks, tidal waters, and aquatic resources shall be minimized.
- o Area of transitional habitat between aquatic and upland communities shall be maintained.
- o The natural environment of streams shall be maintained.

- o Riparian wildlife habitat shall be protected.
- o Nontidal wetlands of importance to plant, fish and wildlife, and water quality shall be protected.
- o Species in need of conservation, threatened and endangered species and their habitats shall be protected.
- o Wildlife habitats shall be conserved, including those that tend to be least abundant or which may become so in the future if current land-use trends continue.
- o The instream and stream-bank habitat of anadromous fish propagation waters shall be protected.

SHORELINE EROSION

The majority of shoreline erosion along the St. Mary's coastline has been slight or low based on the historic erosion rates mapped by the Maryland Geological Survey. The major areas of moderate erosion have occurred mostly on the shores of the Chesapeake Bay between Carroll Pond and Point No Point, with scattered stretches around the southern tip of the County to Piney Point Creek. Limited areas of high shoreline erosion are scattered from Cedar Point South around the southern tip of the County to Smith Creek. These areas indicate generally the locations where structural approaches to control shore erosion will be required.

Policies:

- o The protection of rapidly eroding portions of the shoreline in the Resource Protection Area by public and private landowners is encouraged.
- o Where such measures can effectively and practically reduce or prevent shore erosion, the use of non-structural shore protection measures in order to conserve and protect plant, fish, and wildlife habitat shall be encouraged.

CHAPTER 3: TRANSPORTATION PLAN

The dominant mode of personal transportation in St. Mary's County is the private automobile and the vast majority travel occurs on the highways of the county. In addition, most of the goods produced or consumed in the county are hauled by truck over these same highways. The railroad which once served this area is long gone and is not likely to return. Mass transit services have been intermittently provided both within the county and between the county and the Washington and Baltimore metropolitan areas, but an insignificant portion of the population supported such services. The private automobile has been, now is, and will be for the foreseeable future the focus of the transportation plan.

The population and economic growth experienced by the county between 1978 and 1988 included an increase in traffic volumes and highway-related commercial activities competing for visibility and access. The result has been occasional periods of congestion, delays and slower speeds. Failure to plan for adequate highway capacity and safety provisions will lead to further deterioration of the vital transportation system which in turn will adversely affect the general welfare. It is therefore of public interest to plan for adequate transportation improvements.

The county's growth management objectives are heavily dependent on the viability of the Lexington Park DEVELOPMENT DISTRICT as the area where a significant portion of the county's future population growth will be accommodated. Additional highways and streets will be needed to serve the proposed land uses there.

A reduction in federal funding for roadways places more financial responsibility at the state, county and local levels - as well as on private developers - to fund new roadways and roadway improvements. Roadway construction funds must therefore be carefully expended, and road needs carefully identified and programmed.

New funding mechanisms may be necessary as the rate of new development and potential funds generated through impact fees may not be sufficient to cover the costs of new roads to relieve urrent as well as anticipated congestion.

Within 10 to 15 years an important segment of the proposed Washington metropolitan area outer beltway may be constructed immediately north of St. Mary's County in Charles County, Maryland. This segment will provide more direct access to Virginia via a new crossing of the Potomac River, as well as improved corridor access between St. Mary's County and the metropolitan areas to the north. Therefore, more employment opportunities will occur closer to St. Mary's County, reducing travel times and stimulating new development. In this instance, the outer beltway represents as much a future land use issue as it does a future transportation issue.

Policies:

- o Improvements to the countywide and Lexington Park road network shall correspond to and support the overall land use concept.
- o The highway program shall be directed toward the preservation of peak period capacities along principal corridors such as Route 235 - and later Route 5 - through the careful application of access management.
- o There shall be adequate highway capacity to provide an acceptable level of service for existing and proposed land uses.
- o Where public funding is inadequate to provide or maintain an acceptable level of service for an area of the county, the responsibility for funding required highway improvements shall be borne by those benefiting from the improvements.
- o Special service taxing districts shall be considered to fund needed transportation facilities and services in large scale suburban development centers. In order to establish the timing and cost of transportation facilities and services in such areas, the county will work with major landowners and developers to determine a phased capital improvement program that meets the phased development of the individual sites in the area and base the special service tax on this phasing scheme.
- o Excess highway capacity shall be viewed as something that all property owners have a share in regardless of when they decide to develop their land.
- o The density or intensity of permitted development shall be supportable by the road network, unless the developer is willing to offset the unplanned expense of additional capacity needs that result from the development.
- o The priority for future transportation investments shall be in county's development districts. All major investment in highway improvements outside these growth areas shall be made only for state-wide needs or health and safety considerations.

TRANSPORTATION PLAN STRATEGIES

The transportation plan is designed to support the land use plan and at the same time address current transportation problems. The majority of planned improvements are concentrated in the Lexington Park area, which is centered in the DEVELOPMENT DISTRICT. These improvements are designed to address existing problems and to provide for the continued growth of the county in the Lexington Park area.

Outside of the development districts, planned highway improvements are limited to those improvements needed for state-wide needs or health and safety considerations. In that the land use plan does not provide for substantial growth in these areas, major highway improvements are not required before the year 2000.

The transportation plan for St. Mary's County contains both a short and long range element. The short range plan is an immediate action program to alleviate transportation deficiencies which either exist or are foreseeable through the early 1990's, and the long range plan address needs anticipated beyond the early 1990's. The short range plan emphasizes improvements of high accident locations. Both elements are designed to achieve a level of service C or better on all highways.

SHORT TERM

Building set back requirements shall be adequate to permit future widening of roads without major property loss. At a minimum this setback shall be 95 feet along all roads classified as arterials or collector in either the county or state system.

Access shall be carefully regulated to maintain current and future highway efficiency and capacity.

Service roads, reverse frontage or commercial pod concepts shall be for all future development requiring access to major highways, particularly along Route 235. These techniques will help prevent the proliferation of driveways and individual access points which would intensify traffic hazards and adversely affect the function of arterial highways.

LONG RANGE

Widen Route 5 to four lanes from Clements Road to St. Andrews Church Road.

Widen St. Andrews Church Road to four divided lanes from Route 5 to Route 235.

Construct a four lane divided roadway from St. Andrews Church Road to Norris Road extension. Alternatively, Rte 235 can be widened to six lanes from Route 4 to the FDR corridor.

Widen Great Mills Road from Route 5 to Route 235.

Construct a two lane roadway from Route 235 north of Lexington Park to Quatman Road and from Quatman Road to Route 235 south of Lexington Park.

Initiate planning for a new four-lane limited access road from north of Lexington Park along Lawrence Hayden Road and Indian Bridge Road corridors that would either connect to Route 5 or parallel Route 5 and connect with Hermanville Road to Route 712 and the south entrance to the Naval Base.

The railroad right-of-way should be preserved as a future transportation or utility corridor.

Lexington Park

The purpose of the plan for Lexington Park is to relieve the congestion on the main arterials and prevent future congestion. In addition, the plan provides for the orderly development of the Lexington Park DEVELOPMENT DISTRICT consistent with the land use objectives of the county's comprehensive plan by providing for future extensions of this system to intersect with Route 4 (St. Andrews Church Road), Route 5, and Willows Road.

The proposed plan for Lexington Park affects both the county and state highway systems as well as the Patuxent Naval Air Station. With the opening of the Naval Center north entrance in 1991-92 and closure of the museum entrance there will be a significant diversion of traffic north on Route 235 to the Peggs Lane intersection. Also traffic will be diverted from east-west flow along the Route 246 corridor to the new Peggs Lane corridor considered to be built from Chancellor's Run east to existing Peggs Lane by 1991-92. Therefore, the coordination and cooperation of the Federal, state and county governments is essential to the plan to realization.

The Lexington Park Transportation Plan recommendations shall be implemented by the county as part of the transportation planning for the county. The following recommendations from the Lexington Park Transportation Plan are considered top priority:

1. The implementation of a Transportation Systems Management Plan. This plan would address the management of the physical highway network, the signalization of this network, and access control.
2. Review current planning policies so that the area's transportation problems are not adversely impacted (see Access Recommendations previously discussed).
3. A needs inventory shall be carried out for the Lexington Park Area separate from the county's current inventory. Each road needs to be reviewed to determine its potential use based on current and future ADT (average daily traffic). Along with additional information about the road, establish a project improvement priority list.
4. Improvements to the existing road network.

The conceptual transportation plan for the Lexington Park DEVELOPMENT DISTRICT includes recommended highway improvements and planned functional classifications. These improvements, in order of priority are:

1. The addition of a north gate to the Patuxent Naval Air Station at Pegg Road, with complete reconstruction on the intersection. Along with the intersection is the reconstruction of Route 235 from Pegg Road to Shangri-La Drive.
2. Reconstruction of Pegg Road and Strickland Road with construction of a connection between the two roads to provide a connector between Chancellor's Run Road and Route 235.
3. Reconstruction of Chancellor's Run Road including all intersections along the road. The major short term concern is acquiring the necessary right-of-way now and plan to upgrade the road, long term.
4. Reconstruction of Great Mills Road into five lanes from Route 5 to Route 235.
5. Construction of an urban road (curb, gutter, sidewalk) parallel to Great Mills Road starting as Route 5 parallel to Great Mills Road and tying into Shangri-La Drive at Essex Drive. Also extend Midway Drive, Saratoga Drive, Pacific Drive, Hideaway Drive, Quatman Road and the proposed road at Mattapan Village to tie into this new road.
6. Construction of a road from Route 5 to Chancellor's Run Road and continuing on to the proposed Countryside Subdivision parallel to Great Mills Road.
7. Construction of a road parallel to Route 235. Starting at Chancellor's Run Road, past San Souci development and behind the commercial establishments to FDR Boulevard. This road would service Beverly Hills, Amber Meadows, San Souci, National Mobile Homes, Veda, Discovery, Spring Valley, and various commercial businesses in the area.
8. The construction of a collector from Wildewood Parkway to Norris Road with the realignment of Norris Road with Hewitts Road.
9. Upgrade 712 from Route 235 to the South gate of the Naval Station.
10. Reconstruction of a collector from Route 235 as Pacific Drive as the Flower of the Forest Subdivision.

SHA Six Year Plan

The following SHA projects shall be supported in furtherance of the comprehensive plan:

1. The Leonardtown bypass, representing relocation of MD 5 as a limited access two-lane roadway for 1.34 miles around Leonardtown, this will improve peak hour conditions in Leonardtown by diverting through traffic to the new limited access roadway. It will be completed within three to four years (1990-1991). Existing MD 5 serves 12,300 vehicles on a daily basis. The new state minor arterial limited access roadway will serve a projected (by MDOT) 17,000 vehicles on a daily basis in 2010.

2. Upgrading of MD 246, Great Mills Road, to a multi-lane road from MD 5 to Saratoga Drive in Lexington Park (1.86 miles). Project planning was to begin in 1987, but with extra revenue, available ROW and construction have been added. Through 1987 this minor arterial corridor served 18,000 vehicles daily, with year 2010 projections of 34,000 daily vehicles. Four alternatives have been proposed:
 - Short term improvements to existing intersections.
 - Widen the road to five lanes within current ROW with an additional 4.3 acres of ROW required.
 - Ten-foot shoulders would be added to the five lane second alternative requiring an additional 13.2 acres and displacing three commercial buildings and two residences.
 - Horizontal and vertical alignment would be improved along with five lanes and curbs requiring 8.8 acres of ROW, and displacing five commercial buildings and two residences.

Although only these two projects and two traffic signals were under consideration as of 1987, state interest has been expressed in extending Peggs Lane west to Chancellor's Run Road as part of Lexington Park area road improvements. Should this occur traffic using this new section of Peggs Lane at its intersection with Chancellor's Run Road and south along Chancellor's Run Road will necessitate the consideration of upgrading Chancellor's Run Road from (new) Peggs Lane and Great Mills Road.

While upgrading a section of approximately 1,000 ft. of Chancellor's Run Road between new Peggs Lane and Great Mills road was not programmed as of 1987, it should be programmed to occur in conjunction with the construction of Peggs Lane. Also the diversion of traffic from the Great Mills Road corridor to Peggs Lane will affect two geometric elements: the travel lane configurations and signal timing at Great Mills Road and Chancellor's Run Road.

CHAPTER 4: COMMUNITY FACILITIES PLAN

Community facilities include land, buildings, equipment and whole systems of activity provided by the county for the public to improve the quality of life. In providing community facilities it is the county's goal to meet the needs not only of the current population by maintaining and upgrading existing facilities, but also of the additional residents and visitors expected in the next twenty years by providing additional facilities. This goal can best be achieved by concentrating facilities where they will be of benefit to the most people. This policy does not require neglect of those areas of the county where population remains widely distributed, but it does mean substantially investing in those areas which are targeted for growth. The efficiency of such focused investment will in the long run ensure the public's getting the most for its tax dollars spent on community facilities.

Policies:

- o Maintain current level of efficiency of community facilities through regular upgrading.
- o Carefully monitor population increase. Stage construction of new facilities in growth areas to keep pace with increasing needs.
- o Direct financial burden to those most benefited by new community facilities.
- o Limit provision of new facilities and services in areas of the county where population remains widely distributed.

SEWER SERVICE

The county's ability to control growth depends to a large extent upon its ability to economically provide sewer service. Growth will be stifled in the DEVELOPMENT DISTRICT and be encouraged in the remote areas unless adequate sewer service is available. Through an interjurisdictional agreement between the Town of Leonardtown and the Metropolitan Commission the Lexington Park and Leonardtown DEVELOPMENT DISTRICTS will be adequately served for the next twenty years.

Policies:

- o VILLAGE CENTERS and NEIGHBORHOOD CONSERVATION DISTRICTS may require sewage treatment facilities to remedy the failure of existing septic systems or to serve expanding populations. These areas shall be serviced by small local treatment systems, and shall utilize land treatment methods to avoid discharge into local waters.

- All new central sewer systems shall be dedicated to the Metropolitan Commission for ownership, operation, and maintenance.
- Any new shared facilities shall be supervised by or operated by the Metropolitan Commission.
- To the greatest possible extent, effluent shall be discharged through outfalls in the Chesapeake Bay or Potomac River or treated and disposed on land (but not discharged into coastal bays, regardless of the level of treatment). Long term discharges into the coastal bays shall be prohibited.
- New service shall be extended only to those areas where central sewer facilities are required to accommodate anticipated higher density growth.
- Service area populations must be great enough to support entirely the costs of sewer service to that area.
- New central sewer service shall not be extended to areas where the land is capable of supporting the anticipated or desired amount of residential growth with on-lot disposal systems (unless central service can be shown to be more economical).
- New sewer service shall not be extended to a RURAL PRESERVATION DISTRICT where high density growth is not desired unless it corrects an existing health hazard or environmental threat.
- At the next update of the comprehensive water and sewer plan major interceptors shall be planned and sized for the ultimate build out of the DEVELOPMENT DISTRICTS.
- For the correction of existing problems in VILLAGE CENTERS and NEIGHBORHOOD CONSERVATION DISTRICTS, special sanitary district service areas shall be created so that all service costs, including debt service for capital construction, can be assumed as user charges to residents of each service area.
- Developers and not the county shall be responsible for extending sewer service to proposed development areas.
- All sewer system expansions and sewer line extensions shall be sized consistently with planned improvements of the comprehensive water and sewer plan. All interceptors shall be sized to handle the ultimate planned growth for the drainage area or sanitary district as described in the comprehensive water and sewer plan. If an individual developer builds the major interceptor, then the Metropolitan Commission may fund that portion of the cost associated with the increased diameter pipe. Reimbursement for the public costs may be captured through impact fees (major facility fees, connection fees, etc.) assessed on new development.

WATER SERVICE

Policies:

- Existing VILLAGE CENTERS and NEIGHBORHOOD CONSERVATION DISTRICTS may require central water systems to correct existing failing wells or to serve expanding populations.
- All new central water systems shall be dedicated to the Metropolitan Commission for ownership, operation, and maintenance.
- No shared facilities may be permitted except where supervised by or operated by the Metropolitan Commission
- Central water and sewer facilities shall be upgraded as needed to meet appropriate standards and to keep pace with planned increasing capacity needs. This is particularly important in the DEVELOPMENT DISTRICTS.
- In the rural areas of the county outside the DEVELOPMENT DISTRICTS where water service is from small central systems or individual wells, a comprehensive fire protection water delivery system shall be developed drawing on the existing water impoundments areas such as lakes and farm ponds.
- New service shall be extended only to those areas where central water facilities are required to accommodate anticipated higher density growth.
- Service area populations must be great enough to support entirely the costs of water service to that area.
- New central water service shall not be extended to areas where the land is capable of supporting the anticipated or desired amount of residential growth with individual wells (unless central service can be shown to be more economical and without negative impacts on surrounding individual wells).
- New water service shall not be extended to the RURAL PRESERVATION DISTRICTS where high density growth is not desired unless doing so corrects an existing health hazard or environmental threat.
- For the correction of existing problems in VILLAGE CENTERS and NEIGHBORHOOD CONSERVATION DISTRICTS, special water district service areas may be created, so that all service costs, including debt service for capital construction can be assumed as user charges to residents of each service area.
- Developers and not the county shall be responsible for extending water service to proposed development areas.

- o All water system expansions and water line extensions shall be sized consistently with planned improvements of the comprehensive water and sewer plan. All transmission mains shall be sized to handle the ultimate planned growth for the DEVELOPMENT DISTRICTS or primary VILLAGE CENTERS as described in this plan. If an individual developer builds the trunk line, then The Metropolitan Commission may fund that portion of the cost associated with the increased diameter pipe. Reimbursement for the public costs may be captured through impact fees (major facility fees, connection fees, etc.) assessed on new development.

SCHOOLS AND EDUCATIONAL RESOURCES

The Patuxent River Naval Air Station (NAS) is the county's largest employer, and a substantial number of county students come from homes that are either directly or indirectly related to NAS employment. The Board of Education has estimated that any shift in governmental activity affecting the NAS in St. Mary's County would have a tremendous effect on the school population. Though current plans for the NAS are for continued level of operation, any decision that might affect the level of employees in the county could be made in Washington without regard for the local economy or public facility planning. While federal employment provides a substantial number of public school students in St. Mary's County, its influence and impact are declining both numerically and as a percentage of the total. For the school year 1968 - 1969, federally connected children numbered 5,060, providing 52% of the total. In the 1986-1987 school year the number of children connected to federal activity had fallen to 3,813, comprising only 34% of the total. This trend allows the county greater flexibility and reliability in making predictions, as factors affecting enrollment can be more localized.

Having private schools in the county has relieved pressure on the public school system to build facilities as well as allowing more tax revenue to go toward instruction per student. The Catholic Archdiocese of Washington is the chief provider of private schools in the county, operating six elementary schools and one high school. Private school enrollment has equalled 20 percent of the total school population. This proportion has been steady since 1970 and is expected to continue through the foreseeable future, even though an increase in fees or a new tax credit could significantly raise or lower the number of children attending county schools, therefore disrupting the planning base.

Policies:

- o Locate new educational facilities in or near the major population centers.
- o Increase facilities for the high school age population.

RECREATION AND PARKS

Blessed at present with an abundance of unstructured and unspoiled open space, St. Mary's County will be challenged within the next twenty years to meet the often conflicting demands of an increasing exurban population and the expectations of existing county residents. In many cases, county officials and private entrepreneurs will be able to provide additional facilities to meet the expected demand. At existing facilities where resources are limited, users will be faced with increased overcrowding. The tourist industry depends upon the availability of a variety of outdoor activities, and this is one more reason for the county to be concerned about maintaining an adequate inventory of parks and programs.

Policies:

- o Establish a countywide system of recreational facilities (including boat landings, waterfront parks, regional parks, town and village parks, and, in high-density areas, children's play lots), which meet year-round recreation desires. Provide additional public open space and recreation lands, particularly active parks in and near DEVELOPMENT DISTRICTS and natural parks providing access to the shorefront.
- o St. Mary's County rivers and bays provide fishing and recreational activities which are sought after by county residents and out of county residents alike. In order to assure adequate public access to the bays the county shall ensure the availability of appropriate amounts of waterfront land for marinas and public landings.
- o The county shall continue to rely on the state and private enterprise to provide facilities for vehicular camping. The low economic return from such facilities does not justify county provision of them.
- o Require developers to pay for or provide the added public facilities necessary to support their developments.

FIRE PROTECTION

The county is now adequately served by seven volunteer fire companies. By and large, modest expansion of most of these companies will keep pace with projected new development. The American Insurance Association recommended a desirable level of service as a three mile radius in the urban and semi-urban areas and a ten (10) mile radius in rural areas. Using this formula the county remains well covered. To insure that this condition continues the following policies are established.

Policies:

- o Higher density housing developments increase risks from fire. To reduce these risks and minimize costs, county subdivision regulations shall specify the installation of fire mains and hydrants where central water distribution systems are provided. This may be achieved through exactions from developers for firehouses, firefighting equipment, etc. when the development can be directly linked to the need for additional capital improvements.

POLICE PROTECTION

International City Managers Association standards call for 1.75 police personnel per thousand population. The 1988 level of service is 1.66 police personnel per thousand. This deficiency need not be a major concern considering the rural nature of the county, but it does indicate a need to closely monitor manpower needs and to increase personnel commensurate with the anticipated population growth.

HEALTH CARE

Immediate health care needs are met by the St. Mary's County Hospital in Leonardtown. The long-term health needs of the elderly are addressed by the county nursing home in Leonardtown. There will be a continuing need to retain and attract private physicians to serve the medical needs of the county residents. Maintaining quality medical facilities in the county will help attract more private physicians to the county.

PUBLIC LIBRARIES

The libraries of St. Mary's County belong to the Southern Maryland Library Association, along with Charles and Calvert Counties. By pooling their resources these three counties are able to provide their citizens with professional staff and services that would be cost prohibitive if each were to attempt to pay for them separately. The system also enables each county to diversify its holdings while concentrating reference and research resources in a central location. Based on the American Library Association standards for service and using 1988 population projections, St. Mary's County surpasses the recommended levels of service in all of the following categories: total volumes required; square feet required; ground floor area; and total seats required. This assumes to completion of the regional facility and the planned expansion to the Lexington Park Library.

Policy: Any new library facilities needed in the next 20 years should be located near population centers.

CHAPTER 5: HOUSING PLAN

This plan element sets guidelines and policies for affordable housing, home occupations, accessory apartments and mobile homes.

Problems and issues:

- o Available housing for sale remains unaffordable for a substantial segment of the county's population.
- o The lack of affordable rental housing is most acute with the lowest income households, especially the elderly and single parent households.
- o There is a need for improvement of housing conditions in some areas, especially for the "hardcore" underhoused usually found in dwellings lacking adequate plumbing and sanitation facilities.
- o Based on current trends, a need exists for small affordable housing units for the single head of household segment of the population, both young and old.
- o There are a number of housing and neighborhood stabilization needs that the housing market will likely not meet in the next twenty years, and a substantial number of county residents do not have adequate incomes to address these needs.
- o Mobile Homes: Between 1970 and 1980 the number of mobile homes in St. Mary's County reached 2,500, which was 12% of the county's housing stock and a 62% increase over the number of mobile homes counted in 1970. Between 1980 and 1987 that number increased another 600. Mobile homes are predominantly occupied by low and moderate income households, and are the only affordable housing available to a significant portion of the county's population. They are valuable for providing low-cost housing for supplemental farm labor during these times of diminishing profits from farming operations. They also provide temporary housing on properties where new dwellings are being erected. They are usually located in mobile home parks, but there are many scattered throughout the county on small nonfarm parcels of land. There are also many mobile homes being used for nonresidential purposes to accommodate the construction industry.

Despite the many needs satisfied by mobile homes, there remain many concerns about crowded conditions in mobile home parks, about impacts on community facilities and services resulting from the imposition of high density mobile home developments, and about perceived negative effects on area property values when mobile homes are allowed to locate adjacent to more expensive site-built dwellings. And while there is a high level of owner occupancy in mobile homes, there are enough poorly maintained rental units to generate a wide-spread negative image of this type of housing. Banning

mobile homes would be a great disservice to the many people who require some relief from the high cost of housing, and is not a socially acceptable strategy for dealing with their perceived and measurable impacts. But continued accommodation of mobile homes must balance the needs of occupant and neighbor alike. Therefore, mobile homes will continue to be permitted as a viable means of providing affordable housing with needed performance standards to ensure their use creates a safe, sanitary and comfortable living environment and does not diminish the county's ability to provide adequate facilities and services to the general public.

Objectives:

- o Provide a balanced housing stock with housing opportunities for all county residents.
- o A variety of housing types should be provided for within the county's land use controls.
- o Encourage the use of innovative programs to provide a suitable mix of housing types in affordable price ranges.
- o Attract housing for county residents who have difficulty competing for standard, market rate dwellings.
- o Continue to encourage, through both private and public actions, an opportunity for families to live in adequate homes in price ranges that are affordable.
- o Federal and state programs should be utilized when appropriate to help meet housing needs, particularly for lower income families.
- o Improve housing conditions for all the county's residents, especially the disadvantaged population. Continue to encourage, through both private and public actions, the renovation or removal of substandard housing.
- o Housing and building codes to insure high standards of quality in new construction should be adopted, but with sensitivity to housing affordability.
- o Regulations for mobile homes and mobile home parks should be established to insure that those developments meet all the same standards as required for other single family dwelling development.
- o Residential zones should be protected from incompatible activities and land uses to create comfortable and safe living environments.

- o Encourage a wide variety of market-rate housing units at a range of densities in support of existing and proposed communities and settlements in the county. A variety of housing types should be provided for within the county's land use controls. Encourage the use of innovative programs to provide a suitable mix of housing types in affordable price ranges.

Policies:

- o To help reduce unit land costs and provide a variety of housing types, flexibility in configuring lots into clusters rather than relying on minimum lot sizes to determine the desired density shall be allowed in DEVELOPMENT DISTRICTS and community centers. This flexibility also allows for maximizing efficiency in providing infrastructure to the homesites. The DEVELOPMENT DISTRICT will be capable of accommodating higher density development with adequate road systems and public facilities. Multi-family housing may be permitted in a rural preservation district so long as overall permitted densities are not exceeded, and if adequate roads and sanitation can be provided.
- o To encourage the provision of more affordable housing, a bonus incentive to increase a project's density in exchange for the provision of affordable housing may be granted according to the following guidelines:
 - a. Any unit subsidized by federal, state, or local government shall earn a bonus of one dwelling unit above the permitted density.
 - b. Any unit meeting all of the conditions specified below shall earn a bonus of one additional dwelling unit.
 - 1. Household residing within the unit must have a gross income at or under eighty (80) percent of the median household income within the county.
 - 2. Has not used this provision for the past five (5) years (new construction sale housing).
 - 3. Rental units must remain rental units meeting the requirements of 2b for ten (10) years for those qualified.
 - c. In no event shall the bonus for low-income housing be permitted where subsidized units constitute more than twenty (20) percent of a development, except in the case of a development of less than ten (10) dwelling units.
 - d. There shall be no limitation on the proportion of low-income dwelling units for developments of ten (10) dwelling units or less.

- e. All bonus units built shall be integrated into the overall design of the development.
 - f. The units built may have less square footage than similar units built for the regular market, provided the minimum standards are met.
- o Home occupations may be permitted in other than RURAL PRESERVATION DISTRICTS subject to the following guidelines:
 - a. Not more than one person other than members of the family residing on the premises may be engaged in such occupation.
 - b. The use of a dwelling unit for a home occupation shall be clearly incidental and clearly subordinate to its use as a residence and not more than 200 square feet of the floor area of the dwelling unit may be used in the conduct of such occupation.
 - c. There shall be no change in the outside appearance of the building or premises detectable from adjoining properties, other than one sign limited to two square feet in area and mounted flat against the wall of the principal structure.
 - d. No equipment or process shall be used which creates noise, vibration, glare, fumes, odors, or electrical interference detectable from adjoining properties.
 - o Accessory apartments may be permitted in any district, but shall be clearly subordinate to the principal structures in which they are constructed, and shall be subject to the following requirements:
 - a. Adequate off-street parking shall be provided.
 - b. Adequate sewage disposal shall be available.
 - c. External structural alterations shall be restricted so that the visual character of the neighborhood will not be altered by the addition of accessory apartments.
 - o Mobile homes:
 - a. Mobile homes and mobile home parks are required to meet all the same standards required for other single family dwelling development.
 - b. Mobile home parks shall be designed to ensure reasonable privacy and comfort, safety from fire and other hazards, and protections from the negative impacts of crowding.

- c. All mobile home developments shall be provided with safe and convenient vehicular access from abutting public streets or roads to reach each mobile home lot. Entrances to mobile home developments shall have a direct connection to a public street and shall be designed to allow free movement of traffic on such adjacent public streets.
- d. All mobile home developments shall be provided with safe, convenient all-weather pedestrian access which is durable and convenient to maintain and of adequate width for its intended use at no cost to the county.
- e. All mobile home developments shall be provided with community recreation areas at no cost to the county.
- f. All mobile home park community utility service systems such as electrical distribution, gas, fuel, oil, telephone, water, cable TV, sewer, and fire alarm systems shall be permanently installed underground and maintained at no cost to the county.

CHAPTER 6: ECONOMIC DEVELOPMENT PLAN

Economic development is defined as those activities which broaden, expand and diversify the county's economic base and create jobs. It can take the form of retailing businesses, office development, service firms and base industries. The tax ratables created by business and industry provide the county with necessary funds for improved public services and facilities which in turn translate into a higher quality of life for county residents. Increased tax ratables from business and industry also serve to keep down residential property tax burdens.

The county currently has an active economic development program in place. The St. Mary's County Department of Economic and Community Development (DECD) is involved in three major functions: 1) marketing of the county and attraction of new or relocating business; 2) providing on-going business assistance to existing and start-up companies already located in the county; and 3) working to assist businesses and industry to find and/or develop suitable sites with adequate infrastructure and services. DECD purchases and develops land for industrial purposes, arranges financing and tax abatements for existing and new business, and promotes tourism.

In 1984 a detailed economic development program was prepared for St. Mary's County by the Maryland Department of Economic and Community Development, Office of Technical Services, as part of the Maryland Rural Development Program in a report entitled The St. Mary's County Development Report. The policies and objectives set forth in that program have been adopted by the county and provides the basic framework for this plan element.

The economic development component of the comprehensive plan should not be construed to be the definitive program for economic development in St. Mary's County, but rather it is intended to outline the county's goals, objectives and policies for economic development in an orderly manner consistent with the framework of the comprehensive plan.

ECONOMIC STRUCTURE

There are four major factors which predominantly affect the county economy. The first is agriculture and commercial seafood activities. Although these resource-based industries are not currently as prominent as in the past, they remain a vital component of the county's economy and cultural heritage. Second is the presence of the Navy and associated contract firms, which represent the single most important sector of the county's economy. In 1988 there were 12,901 military, civilian and contractor employees associated with the Patuxent River NAS complex. Thirdly, in recent years tourism has been an increasingly strong growth sector. Finally, the county's relative proximity to the growing Washington,

D.C. metropolitan area is being increasingly felt as each year greater numbers of residents living in the county commute to the metro area for work.

AGRICULTURE AND COMMERCIAL SEAFOOD ACTIVITY

Agriculture and the commercial seafood industry have historically been the base elements of the county's economy. However, in recent years both of these activities have been on the decline. In general farming employment and income have been declining in the county due to falling crop prices and rising demand for agricultural land for development purposes.

The seafood industry has also traditionally been a strong part of the county's economy and could conceivably grow even stronger in the next decade. Although finfish and shellfish yields are currently down in the Chesapeake, the national market for fresh and frozen seafood products is rapidly expanding. The county's proximity relative to the Chesapeake Bay and the Patuxent and Potomac Rivers puts it in a strong position to capitalize on growth in the seafood market, provided current efforts to clean up the Bay and restore seafood productivity are successful. Increases in aquaculture is another potential growth sector related to the seafood industry.

PATUXENT RIVER NAVAL COMPLEX AND NAVAL CONTRACTOR BUSINESSES

The presence of the Patuxent River Naval Test Center at Lexington Park and the Naval Electronic Test Facility at Webster Field at St. Inigoes have had a profound impact on the economy of St. Mary's County and are expected to do so for the foreseeable future.

Most of the economic growth in recent years attributable to the presence of the naval complex has occurred in the form of white-collar, high-tech contractor firms in both the service and research and development sectors. This growth creates requirements for quality office and industrial space in the county. Employees of these businesses demand additional housing, private services and public services. While the naval presence in will continue to provide jobs and income to the area, efforts should be made to decrease reliance on this single industry and to diversify the economic base of the county.

A diversified industrial base will provide more jobs for local residents and enable the county to be less susceptible to economic distress in an up and down economy. DECD has been working in recent years to assist naval contractor businesses with expansions of their businesses into fields that are less dependent on the Navy. The county is also attempting to diversify the economy through the attraction of other quality, clean base industries which would provide more blue-collar employment for county residents.

Despite efforts to diversify, the county also recognizes the importance of maintaining a positive working relationship with the Navy. The county's economy is not diversified enough at this time to withstand a significant cut-back of military or federal civilian employment or operations at these facilities. For the foreseeable future it is critical that St. Mary's County work in close cooperation with the Navy with regard to the effective operation of its facilities. It is clear that careful planning and good coordination between local government and growth linked to the Navy is required. All indications point to a continuing strong naval presence in the county, although absolute growth is likely to be less than has occurred since 1983.

TOURISM

The county's rural nature and its extraordinary amount of waterfront property have attracted developer interest in serving the residential, second home, tourist and recreational boating markets. These factors have been supplemented by the area's historic and recreational attractions such as St. Mary's City and Point Lookout State Park. The result is that a fairly large number of people come to the county as tourists or seasonal visitors.

Data indicate that in 1984 the county's principal tourist sites and events attracted approximately 639,000 visitors. The most popular "fixed" visitor destinations are Point Lookout State Park (250,000 persons) and Historic St. Mary's City (175,000 persons). A variety of festivals such as the air exposition at Patuxent Naval Test Center, the Oyster Festival and the county fair also attract significant numbers of people.

The Chesapeake Bay is recognized as one of the nation's finest recreation boating areas. Dozens of communities along the Bay have oriented themselves toward the water in both historic and current economic terms. They use it as a development amenity and/or encourage private investment along their waterfronts catering to commercial and recreational boating.

St. Mary's County has a great opportunity to expand recreational boating. Facilities oriented toward this market will serve local residents who are interested in boating and who come to live in the county partly because of boating activities. However, it will also help to boost visitation in general and provide a more consistent flow of visitors. There is a direct relationship between the number of slips available in any given area and the quantity of commercial boating services. The currently modest inventory of slips and its wide dispersion tend to limit business response. In addition, Solomons has developed as a node of such business activity.

GROWTH OF THE WASHINGTON METROPOLITAN AREA

A final major force affecting the St. Mary's County economy is its proximity to the Washington D.C. Metropolitan area. Ongoing and proposed transportation improvements in Charles and Calvert Counties will add to metropolitan growth pressures, especially in the county's northern election districts. Those districts will continue to be of interest to people working in metropolitan Washington and at jobs located in Charles county. As commuting patterns continue to increase in the county with increased residential development, it will create a demand for greater amounts and higher quality retail and service activities.

To maintain a viable economy which is protective of the county's traditional economic base (agriculture, commercial seafood, Navy-related activities) and which encourages further investment diversification and expansion to offer a broad range of employment and business opportunities responsive to citizen needs, is the principal objective of this economic development plan.

Objectives:

- o Diversify the economic base through the retention and expansion of existing businesses and industry.
- o Diversify through the attraction of relocating and new start-up businesses and industries.
- o Continue to foster a positive working relationship between the county and the Navy in order to capitalize on the role of the Naval facilities as a major employer and stimulus to growth in the county.
- o Actively seek development that is in locations identified on and at a scale consistent with the plan in order to broaden the tax base, create new jobs and improve the overall quality of life.
- o Enhance tourism development, particularly emphasizing opportunities associated with water recreation potential.
- o Protect the agriculture industry and encourage expansion of the commercial seafood industry.

Policies:

- o Conflicts between the NAS and adjacent land uses shall be minimized by enforcing ACUZ restrictions.
- o Smooth ingress and egress shall be maintained for the NAS.

- o The nature of private land use and the physical configuration of those uses in Lexington Park in the vicinity of the base will be of such character and quality as to reflect positively on the adjacent Navy complex.

Other Business and Industry Policies:

- o Because there must be enough land in appropriate locations, as in the vicinity of the county airport, and at reasonable prices to provide a variety of locational alternatives for various types of expanding existing firms and prospective new businesses, areas intended primarily for industrial and other basic business uses shall be amply designated in the DEVELOPMENT DISTRICTS and in the Charlotte Hall - New Market - Mechanicsville area.
- o Planned business settings with available infrastructure, utilities and services already in place shall be encouraged. Well organized business parks shall be preferred over roadside locations.
- o Because it is not only a major employer and generator of net new income to the county, but provides an important educational resource for local firms St. Mary's College shall continue to be supported and encouraged in connection with its growth and physical development.

Tourism Development Policies:

- o The county will continue to work with Tri-County Council of So. Maryland and the State to strengthen the visitor drawing capabilities of the Southern Maryland region.
- o The county will continue to support historical and cultural preservation as a major component of tourism development.
- o The county will strive to strengthen its existing recreation destinations, particularly Point Lookout State Park and St. Mary's City.
- o Businesses and services supporting short-term visitors shall be encouraged to locate in the county.
- o The county will improve tourism development by promoting the strengthening of the county's maritime activities, particularly its marinas.
- o The county will protect and preserve its natural resources as they serve as an important component of the county's tourism attractiveness.

The components of the economic development strategy identified above are central to job generation and expanded business investment. Certain support services must exist, however, in order for this development to occur. These services are, in their own right, components of economic development. The two that are most important are retail commerce and housing.

Commercially oriented roadsides developments that result in visual clutter have proliferated in recent years and discouraged better quality retailing. By encouraging the development of planned, well-designed shopping centers at locations near concentrations of population it is expected that better-quality retail establishments will be attracted to the area. Such facilities will, in turn, help attract basic employers and new residents.

A wide variety of housing types must be provided in many different locations capable of appealing to existing households moving up the housing ladder and accommodating people being brought into the area in response to job opportunities. This means a range of owner and rental housing with units of various types--single family detached, townhouses, garden apartments. By providing for such housing, the residential opportunity will not be a limitation on the county's ability to attract new investment.

The land use and housing elements of the comprehensive plan are supportive of these economic development policies.

CHAPTER 7: IMPLEMENTATION

PLAN ADMINISTRATION AND ENFORCEMENT

The comprehensive plan is an officially adopted statement of the county's goals, objectives and policies for growth and development, adopted by the county commissioners after extensive public review. It is a policy document which lays the foundation for the zoning ordinance, subdivision regulations and capital improvements program used to implement it. The courts have consistently found that land use control ordinances and regulations which are not based on the comprehensive plan may be invalid due to the amount of discretion involved in piecemeal decision making. Because the zoning ordinance and subdivision regulations are part of the county codes, they have the force of law behind them.

Amendments to either the text or the map of the zoning ordinance must be based on the comprehensive plan, not a specific development proposal. In order to justify an amendment to the zoning ordinance or map an applicant must prove to the county commissioners one of two conditions: 1) there is a mistake in the comprehensive plan, or 2) there has been a substantial change in the neighborhood which is not reflected in the comprehensive plan which warrants the zoning change. This concept is commonly known as the "change or mistake rule." No amendments to the map or text of the zoning ordinance may be made unless the change or mistake conditions can be proven.

Change is inevitable, and over time the comprehensive plan will have to be revised to reflect the change. Correspondingly, amendments should be made to the zoning ordinance and subdivision regulations whenever the plan is revised.

The comprehensive plan will require periodic review, evaluation and update to assure it serves the county's purposes. The plan, at a minimum, should be reviewed and updated every five years. The county may find it more helpful to annually review areas of the county in the context of plan objectives for revisions of only those areas. The actual form and scheduling of plan review and update will be heavily dependent on county staff capabilities and issues that arise as the plan is implemented.

Village centers should be maintained as scheduled in the plan, but additional crossroad settlements within the county may be considered later for VILLAGE CENTER designation. Provisions in the zoning ordinance should permit amendments to include additional VILLAGE CENTERS where a character of crossroads settlement pattern can be demonstrated to have existed at the time this plan was adopted and/or where rural service needs are pronounced and the designation of additional VILLAGE CENTERS would service rural areas in containable areas as identified in the objectives of this plan.

Plan review and update should be addressed in conjunction with the capital improvements program to assure timeliness of highway improvements and sewer and water extensions, schools, or improvements to accommodate development. The DEVELOPMENT DISTRICTS and the town and VILLAGE CENTERS in particular will need to be reviewed regularly to assure they are capable of absorbing development permitted under a transfer of development rights (TDR) program. The TDR component of the comprehensive plan, together with capital improvements programming, underscore the importance of plan review, evaluation and update on a regular basis

Plan revisions and zoning amendment decisions require legislative action. It is the responsibility of the Office of Planning and Zoning to monitor changing growth and development trends in the county and advise the planning commission accordingly. The planning commission then has the responsibility to see that appropriate revisions and amendments are made to the plan and ordinance. It is the role of the county's elected officials to bring these revisions into the public light, hold public hearings, and eventually decide to adopt or reject the changes.

TRANSFERABLE DEVELOPMENT RIGHTS

The TDR program is a means of improving the climate for implementation of the rural preservation element of the plan, and may be described as follows.

Land ownership represents a bundle of rights. A landowner can own and live on the land and, at the same time, sell off certain rights to use it, e.g., the right to extract minerals, or the right to hunt. The selling of conservation easements is another example. A TDR system takes some of the content of the bundle of rights from one piece of property and transfers or relocates it to another piece of property. Typically, this is done by shifting the future development potential from one piece of property (the sending site) to another piece of property (the receiving site). The transferred development potential may be measured in any one of a number of ways, such as floor area, dwelling units, or parking spaces. The St. Mary's County program measures development potential in terms of dwelling units only. Once the transfer has occurred, there is a legal restriction on the sending site, prohibiting any future use of the transferred development potential, while the receiving site is permitted to develop that potential as an addition to the number of units that would be otherwise allowed.

Excluding an estimated 34,000 acres which are located in the critical area, wherein net density must be limited to 1 unit per 20 acres pursuant to state law, and an estimated 6,000 acres which are potential receiving areas adjacent to or within DEVELOPMENT DISTRICTS, town centers, or village centers, approximately 120,000 acres remain as rural preservation areas and are potential sending areas.

The rate at which development rights are calculated must be consistent with the concept of the RURAL PRESERVATION DISTRICT. Development at an average density greater than one dwelling unit per three acres would neither protect rural character nor direct growth to the DEVELOPMENT DISTRICTS, the TOWN CENTERS or the VILLAGE CENTERS. The rate of one unit per three acres is therefore the limit to assigning development rights to be utilized on site or transferred to a receiving area.

The TDR program is strictly voluntary, which means that the owner of property in a RURAL PRESERVATION DISTRICT may transfer some of the rights and use some. TDRs may also be repurchased from other locations within the RURAL PRESERVATION DISTRICT in the event of economic hardship after transfer or sale of such rights, so long as the original density limit is not exceeded.

PERFORMANCE STANDARDS FOR DEVELOPMENT

The use of performance standards is intended to preserve and enhance the rural character of the county. The following are controlling components of community character which fashion the standards.

Bufferyards. A unit of land, together with a specified type and amount of planting thereon, and any structures which may be required between land uses to eliminate or minimize conflicts between them.

Building pad. The portion of a lot subject to site disruption from construction and/or clearing activities including construction of principal and accessory buildings, drives, walkways, loading areas, storage yards, septic or alternative waste disposal areas, and woodland clearing activities.

Building height. The vertical distance as measured from the average ground elevation to the highest point on such building.

Density. The quotient of the total number of dwelling units divided by the base site area of a site.

Building line. A line on a lot, generally parallel to a lot line or road right-of-way line, located a sufficient distance therefrom to provide the minimum yards.

Floor area ratio. An intensity measured as a ratio derived by dividing the total floor area of a building by the base site area.

Landscape surface ratio. The ratio derived by dividing the area of landscaped surface by the base site area.

Impervious surface. Impervious surfaces are those which do not absorb water. They consist of all buildings, parking areas, driveways, roads and sidewalks.

Open space ratio. The proportion of a site consisting of open space calculated using the base site area.

PERFORMANCE STANDARDS FOR ROAD DESIGN

Conservation of natural vegetation. Alternative means for drainage control must be sought to conserve natural vegetation in the right of way, thereby limiting the clear cutting of the entire right of way which has been common practice.

Shared driveways. Continued use of shared driveways in both rural and suburban settings must be encouraged. This use must be coupled with minimum standards for inspection of the common use ways.

Mobile Home Parks. These shall be treated as any other single family residential development with respect to design and provision of roads.

BUFFERYARD PERFORMANCE STANDARDS

All uses permitted in any land use district share similar nuisance characteristics. The location of districts is supposed to provide protection from nuisance impacts of incompatible uses, but in St. Mary's County this is rarely accomplished since uses as diverse as single-family residences and commercial uses are often found adjacent to one another, an arrangement predating any land use controls. Bufferyards will operate to minimize the negative impact of any future use on neighboring uses.

The bufferyard is a combination of setback and a visual buffer or barrier and is a yard or area together with the planting required thereon. Both the amount of land and the type and amount of planting specified for each bufferyard requirement of this plan are designed to ameliorate nuisances between adjacent zoning districts to insure a desired character along public streets and roads. The planting units required of bufferyards will be calculated to ensure that they function as buffers. The general guidelines for the application of bufferyard standards are:

- o Bufferyards shall be required to separate different zoning districts from each other in order to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights, signs, and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise, odor, or danger from fires or explosions.
- o Bufferyards may be located on the outer perimeter of a lot or parcel, extending to the lot or parcel boundary line, but not on any portion of an existing or dedicated public or private street or road right-of-way.

DENSITY STANDARDS

RURAL PRESERVATION DISTRICTS

The density in the RURAL PRESERVATION DISTRICT shall be one dwelling unit per three acres. This base density of one dwelling unit per three acres is necessary to maintain the principle of the RURAL PRESERVATION DISTRICT, and includes development standards such as clustering, visual enhancement to reinforce rural image, and restricting sensitive lands with conservation easements. Lots created through the act of subdivision shall be served by not more than one point of access to major roads except where this restriction precludes development at the permitted density. Residential structures in the subdivision shall not be located within the required buffer yard of a major road right-of-way.

Large lot subdivision for agricultural use may be permitted provided the minimum lot size shall be 20 acres. Any portions of parcels subdivided for agricultural use shall be subtracted from the base site area for purposes of determining lots permitted for residential subdivision, and shall be restricted by deed restriction or covenant from further subdivision for residential development.

OTHER LAND USE DISTRICTS

The following schedule lists the maximum allowable densities to preserve the principles of the DEVELOPMENT DISTRICT, the TOWN CENTER, and the VILLAGE CENTER. Densities in excess of these limits will result in undue crowding and inadequate provision of community facilities and services.

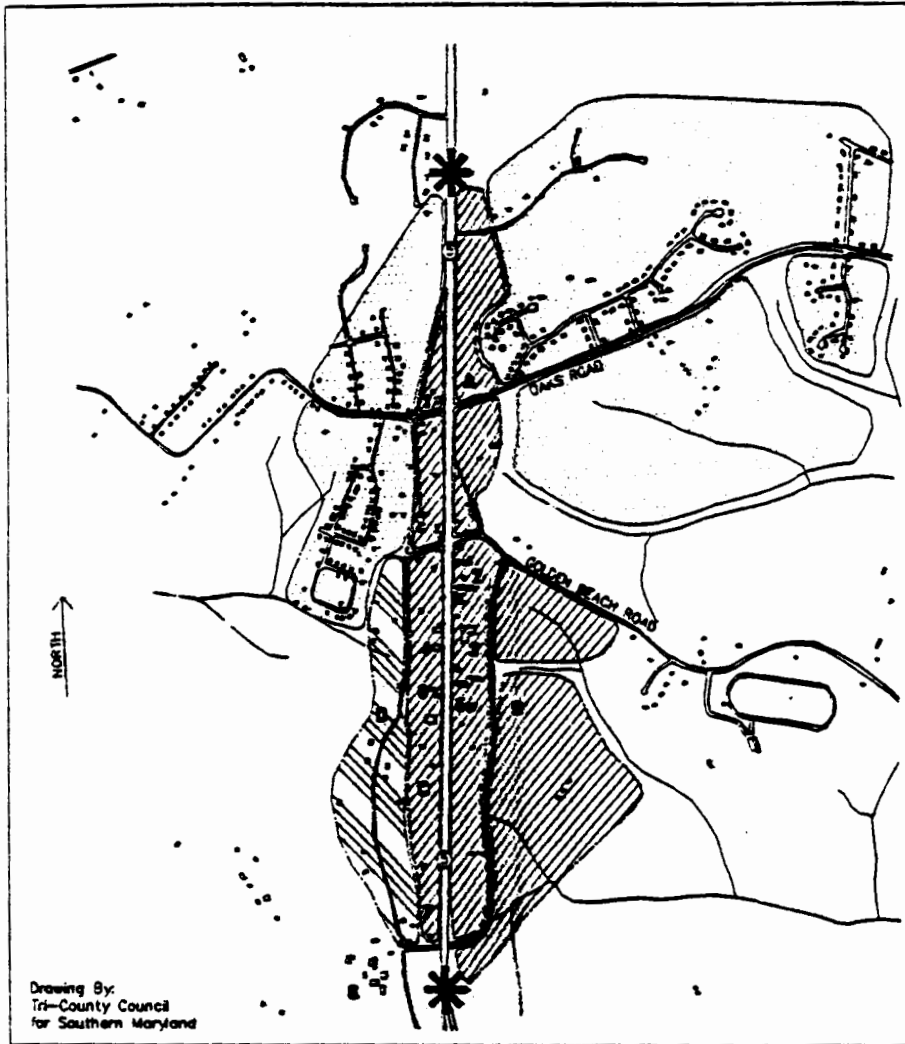
<u>Development Category</u>	<u>Maximum Density In Units per Acre</u>
DEVELOPMENT DISTRICT	15
TOWN CENTER	4
VILLAGE CENTER	2

INTRAFAMILY TRANSFERS OF PROPERTY FOR BUILDING DEVELOPMENT

The building development densities allowed in the RURAL PRESERVATION DISTRICT should be sufficient to accommodate the needs of most families for subdividing and transferring property ownership to immediate family members. For all parcels in the RURAL PRESERVATION DISTRICT that are under twenty acres in size, the number of home sites intended for immediate family members will be determined at a density of one home per three acres. One additional home site for smaller parcels may be accorded to the owners of such parcels who would provide home sites for immediate family members. Private roads or rights-of-way may be permitted for access to lots created for transfer to family members.

TOWN CENTER
CONCEPT PLAN
FOR

CHARLOTTE HALL



PROPOSED TOWN CENTER ENTRANCE

COMMERCIAL/ INDUSTRIAL

RESIDENTIAL

OLDER RESIDENTIAL AREA

PROPOSED COLLECTOR ROAD

SIGNIFICANT FEATURES

- 1 WENTWORTH NURSERY
- 2 McDONALD'S RESTAURANT
- 3 SHOPPING CENTER
- 4 BALLFIELD
- 5 FLEA MARKET
- 6 SS HOME&GARDEN CENTER
- 7 THE OLD WHITE HOUSE
- 8 CHARLOTTE HALL VETERANS HOME

10 ACRES 0 500 1000 2000



Plan Prepared By:
 REDMAN/JOHNSTON ASSOCIATES, LTD.

Drawing By:
Tri-County Council
for Southern Maryland

PLANNING CONSIDERATIONS

- Commercial/professional mix use area has the potential for determining Town image.
- A** Design standards should be developed that control architecture and site planning.
- Industrial areas should be buffered from other land uses and yet have easy access from Route 5 and major collectors. Service and loading areas should be screened and located away from Public R.O.W.
- B**
- Commercial infill should strive to establish a cohesive element such as signage, landscaping or architectural treatment. A consolidation of parking and shared access should be considered.
- C**
- The older Residential Area should maintain qualities which reinforce and preserve existing Historic Character. Mixed residential uses and/or Home occupations which are compatible with the architectural style of the existing homes should be encouraged in order to insure the Colonial appearance is maintained and to contrast to new development which may occur in other areas of the Town Center.
- D**

PLANNING & DESIGN RECOMMENDATIONS

NEW TOWN CENTER

- Provide entry signage and planting to enhance Town image and to articulate the visual Town limits.
- Consolidate and organize parking between buildings and in the rear and side yards. Encourage shared parking for compatible uses. Provide sidewalks for pedestrian circulation. Landscaping and/or screening should be considered for all parking areas. Parking lots should be surfaced in a hard material and edged with curbs and gutters.
- Require service areas and storage uses be located to the rear of buildings and screened from Public R.O.W.
- Encourage site planning which allows for reverse frontage on proposed local collector road. Discourage additional access on Route 5 except at cross-overs.
- Limit free standing signs on each property. Develop design standards for signage and lighting.
- Protect streams, steep slopes and wetland as open space and natural buffers from adjacent land uses.
- Establish a landscape requirement for setbacks and parking. Landscape codes should encourage a pattern of shade trees and low shrubs on existing perimeter medians adjacent to Route 5. Plantings will help to define road edge, buffer parking areas and enhance Town Center without blocking storefrontage or impacting road safety.

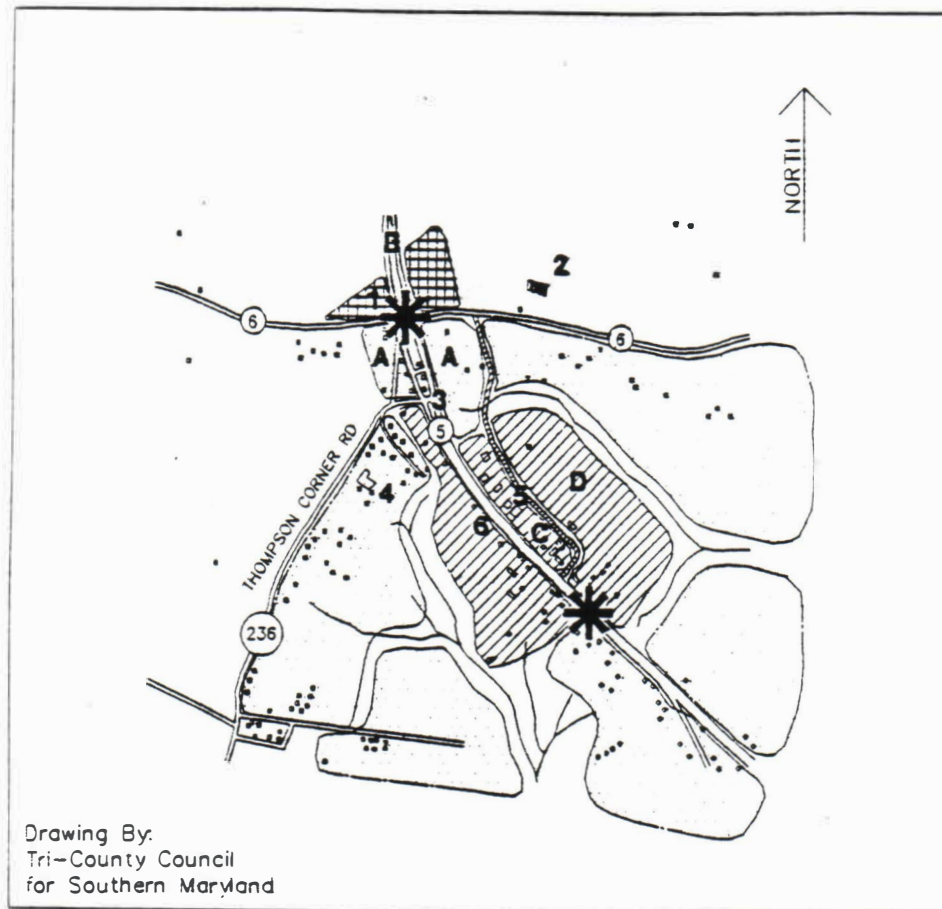
OLD RESIDENTIAL AREA

- Provide entrance signs and plantings which highlight historical nature.
- Encourage street tree plantings.
- Provide sidewalks along old Route 5 to encourage pedestrian circulation.
- Provide historic plaques on buildings where appropriate.
- Establish design standards which protect existing character.

NEW RESIDENTIAL AREAS

- Provide sidewalks along roads and/or consider pedestrian trails through natural areas.
- Provide community and neighborhood recreation areas such as playground and ballfields.

TOWN CENTER
CONCEPT PLAN
FOR
NEW MARKET



Drawing By:
Tri-County Council
for Southern Maryland

PROPOSED TOWN CENTER ENTRANCE

COMMERCIAL/ INDUSTRIAL

RESIDENTIAL

INSTITUTIONAL

PROPOSED COLLECTOR ROAD

SIGNIFICANT FEATURES

- 1 LIBRARY
- 2 ELEMENTARY SCHOOL AND PUBLIC PARK
- 3 H.R. BLOCK
- 4 WHITE MARSH ELEMENTARY SCHOOL
- 5 FURNITURE OUTLET AND SODA DISTRIBUTERS
- 6 SHOPPING CENTER
- 7 P.O. AND PHARMACY

PLANNING CONSIDERATIONS

A New commercial and professional area has the potential for establishing Town Center image. Architectural and design standards are recommended in order to create a positive Town image.

B Plant center median strip of Route 5 throughout Town Center as a cohesive unifying element. Center median planting will help to enhance commercial and Industrial uses.

C Proposed local road can align with the edge of the existing quarry. Post office parking, entrances and road edge should be defined with curb and median and enhanced with plantings.

D Industrial/research and development should be developed as a park with attention given to site design and architectural design. Service areas and loading should be screened and located to the side and rear of buildings.

PLANNING & DESIGN RECOMMENDATIONS

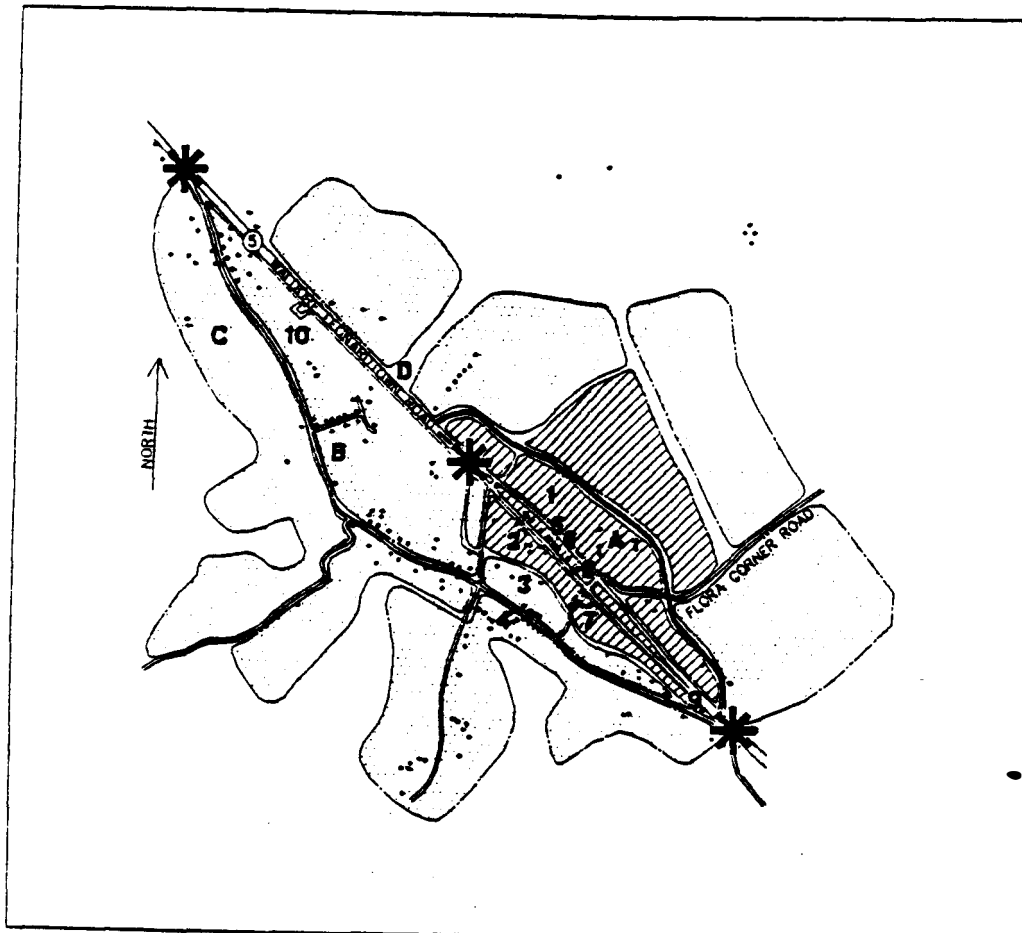
- Establish entrance signs and plantings that delineate Town Center.
- Organize parking in rear and side yards. Encourage shared parking for commercial uses. All parking areas should be surfaced, edged and landscaped.
- Require all service and storage areas to be screened from public R.O.W.
- Provide for community recreation areas as residential growth occurs. Local playgrounds, ballfields and picnic areas are recommended.
- Protect sensitive areas of streams, non-tidal wetlands, steep slopes and hydric soils as open space.
- Residential subdivisions should require sidewalks on one side of the road and/or pedestrian connecting trails through natural areas.

10 ACRES 0 500 1000 2000



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TOWN CENTER
CONCEPT PLAN
FOR
MECHANICSVILLE



PROPOSED TOWN CENTER ENTRANCE

COMMERCIAL/INDUSTRIAL

RESIDENTIAL

PROPOSED COLLECTOR ROAD

SIGNIFICANT FEATURES

- 1 BALLFIELD
- 2 FOOD RITE
- 3 FIRE STATION
- 4 MARKET
- 5 7-11
- 6 SOUTHERN MD. OIL
- 7 AMERICAN HARDWARE
- 8 WONDER BREAD
- 9 DJ ONE STOP
- 10 MECHANICSVILLE ELEMENTARY SCHOOL

10 ACRES 0 500 1000 2000



Plan Prepared By:
 REDMAN/JOHNSTON ASSOCIATES, LTD.

PLANNING CONSIDERATIONS

- A** Commercial infill should limit access to new Route 5 and consider reverse frontage from proposed local collector road.
- B** Develop design criteria for old Route 5 which establishes performance standards for architecture, building materials, signs and landscaping.
- C** Develop landscape ordinance for road R.O.W.'s, commercial sites and major subdivisions. Local collector roads should have a street tree plan in order to ensure a pedestrian scale.
- D** Do not permit billboard displays. Also limit height, size and number of signs on a property.

PLANNING & DESIGN RECOMMENDATIONS

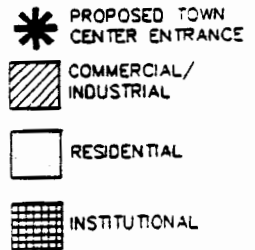
- Organize commercial entrances and parking lots from Route 5. Combine parking areas in side and rear yards. All parking lots should be edged in curb and gutter and paved in a hard surface.
- Develop design guidelines for old Route 5 which ensures that new development and/or redevelopment is compatible with existing Town character.
- Provide sidewalks along old Route 5 to encourage pedestrian circulation. Enhance Town quality with street tree plantings.
- Require all service and storage areas to be screened from Public R.O.W.
- Provide for community recreation areas as residential growth occurs. Local playgrounds, ballfields and picnic areas are recommended.
- Protect sensitive areas of streams, non-tidal wetlands, steep slopes and hydric soils as open space.
- Residential subdivisions should require sidewalks on one side of the road and/or pedestrian connecting trails through natural areas.
- Encourage site planning which allows for reverse frontage on proposed local collector road. Discourage additional access on Route 5 except at cross-overs.
- Limit free standing signs on each property. Develop design standards for signage and lighting.
- Establish a landscape requirement for setbacks and parking. Landscape codes should encourage a pattern of shade trees and low shrubs on existing perimeter medians adjacent to Route 5. Plantings will help to define road edge, buffer parking areas and enhance Town Center without blocking storefrontage or impacting road safety.

NEW RESIDENTIAL AREAS

- Provide sidewalks along roads and/or consider pedestrian trails through natural areas.
- Provide community and neighborhood recreation areas such as playground and ballfields.
- Protect streams, steep slopes and wetland as open space and natural buffers from adjacent land uses.

TOWN CENTER
CONCEPT PLAN
FOR

HOLLYWOOD



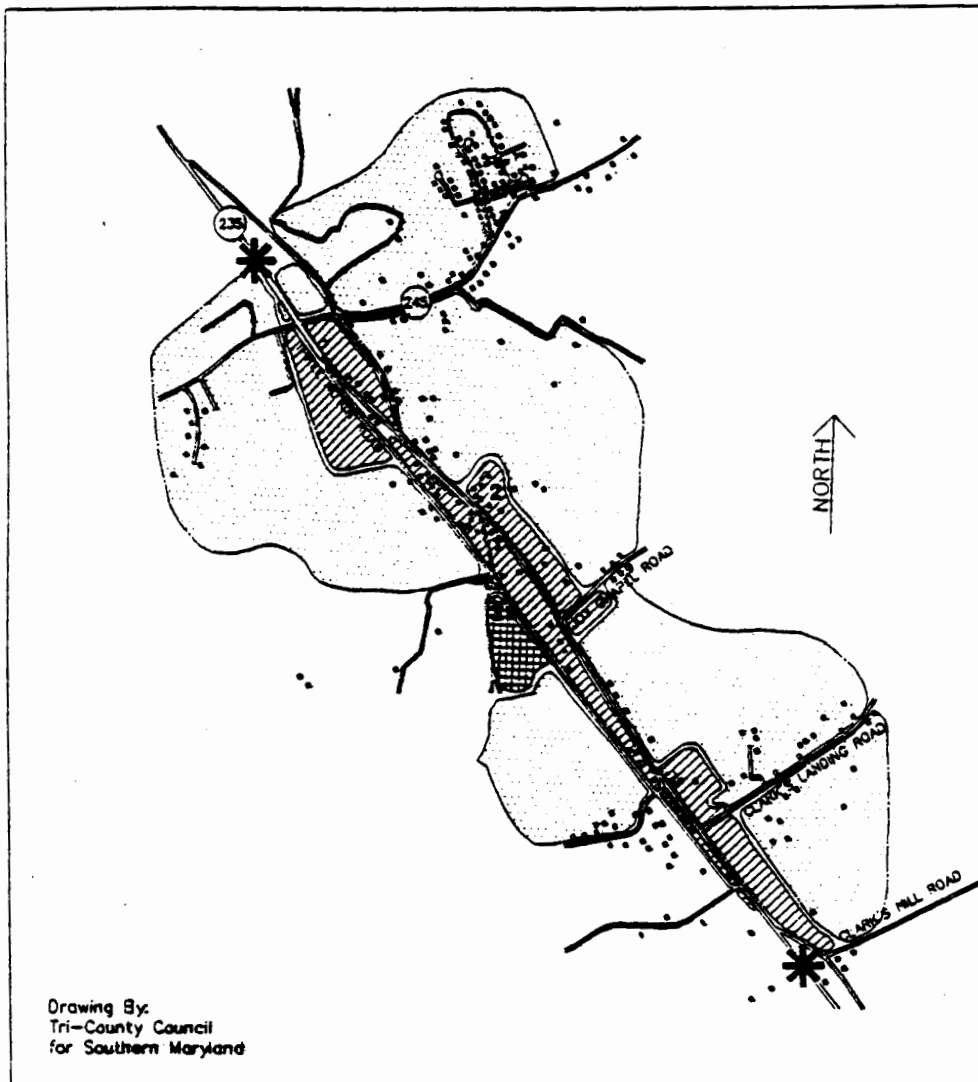
SIGNIFICANT FEATURES

- 1 POST OFFICE
- 2 HOLLYWOOD ELEMENTARY SCHOOL
- 3 ST. JOHN'S SCHOOL AND CHURCH

10 ACRES 0 500 1000 2000



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Drawing By.
Tri-County Council
for Southern Maryland

PLANNING & DESIGN RECOMMENDATIONS

TOWN CENTER

- Provide entry signage and planting to enhance Town image and to articulate the visual Town limits.
- Consolidate and organize parking between buildings and in the rear and side yards. Encourage shared parking for compatible uses. Provide sidewalks for pedestrian circulation. Landscaping and/or screening should be provided for all parking areas. Parking lots should be surfaced in a hard material and edged with curbs and gutters.
- Require service areas and storage uses be located to the rear of buildings and screened from Public R.O.W.
- Require site planning which allows for reverse frontage on old Three Natches Road thus discouraging additional access on Route 235 except at intersections.
- Limit free standing signs on each property. Develop design standards for signage and lighting.
- Protect streams, steep slopes and wetland as open space and natural buffers from adjacent land uses.
- Establish a landscape requirement for setbacks and parking. Landscape codes should encourage a pattern of shade trees and low shrubs on existing perimeter medians adjacent to Route 235. Plantings will help to define road edge, buffer parking areas and enhance Town Center without blocking commercial frontage or impacting road safety.

OLD RESIDENTIAL AREA

- Provide entrance signs and plantings which highlight historical nature.
- Encourage street plantings.
- Provide historic plaques on buildings where appropriate.
- Establish design standards which will protect existing character.







NEW RESIDENTIAL AREAS

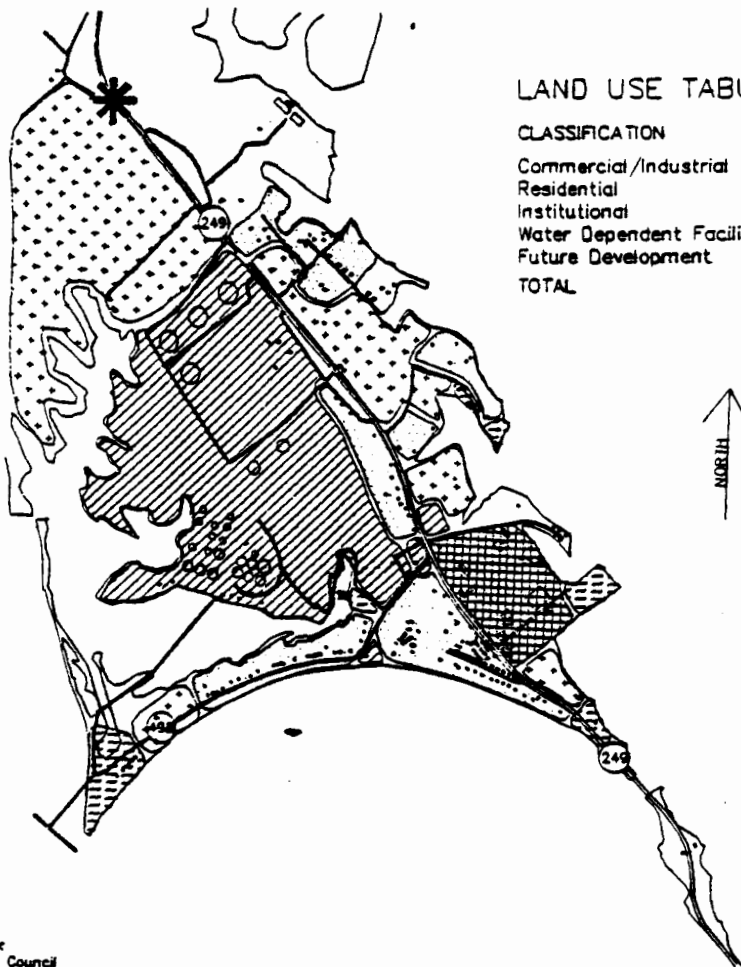
- Provide sidewalks along roads and/or consider pedestrian trails through natural areas.
- Provide community and neighborhood recreation areas such as playgrounds and ballfields.

TOWN CENTER
CONCEPT PLAN
FOR
PINEY POINT

LAND USE TABULATION


CLASSIFICATION	ACREAGE
Commercial/Industrial	409.52
Residential	179.81
Institutional	69.60
Water Dependent Facilities	43.57
Future Development	<u>320.86</u>
TOTAL	1023.36

-  PROPOSED TOWN CENTER ENTRANCE
-  COMMERCIAL/INDUSTRIAL
-  RESIDENTIAL
-  INSTITUTIONAL
-  WATER DEPENDENT FACILITIES
-  FUTURE DEVELOPMENT



10 ACRES 0 500 1000 2000




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for Southern Maryland

VILLAGE CENTER
CONCEPT PLAN
FOR

CHAPTICO

 PROPOSED VILLAGE CENTER ENTRANCE

 COMMERCIAL/ INDUSTRIAL

 FUTURE DEVELOPMENT

 PARKLAND

 TIDAL WETLAND


 CRITICAL AREA BOUNDARY

SIGNIFICANT FEATURES

- 1 POST OFFICE
- 2 CHRIST CHURCH
- 3 CHRIST CHURCH HALL AND RECTORY

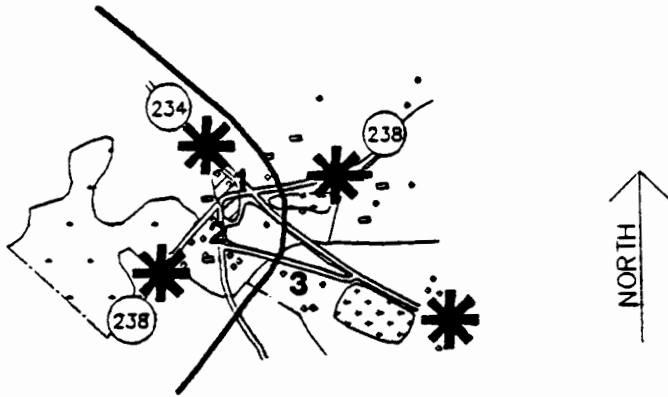
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LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	3.10
Parkland	9.15
Future Development	12.41
TOTAL	24.66



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for Southern Maryland

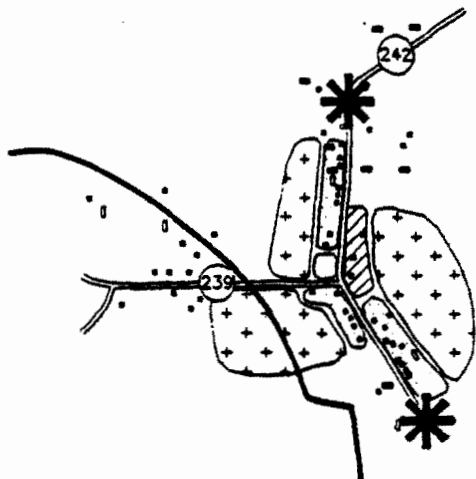
PLANNING & DESIGN RECOMMENDATIONS


- * Provide entry signage and plantings to enhance village image.
- * Provide sidewalks for pedestrian circulation.
- * Require screening of storage and service areas from the Public R.O.W.
- * Limit signage on properties. Develop design standards for signage and lighting.
- * Organize parking. Encourage plantings around all parking areas to better define edges and buffer these areas.

VILLAGE CENTER
CONCEPT PLAN
FOR
BUSHWOOD

LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	7.91
Residential	28.53
Parkland	2.17
Future Development	<u>100.92</u>
TOTAL	139.53



 PROPOSED VILLAGE CENTER ENTRANCE

 COMMERCIAL/INDUSTRIAL

 RESIDENTIAL

 PARKLAND

 FUTURE DEVELOPMENT

 CRITICAL AREA BOUNDARY


10 ACRES 0 500 1000 2000



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 REDMAN/JOHNSTON ASSOCIATES, LTD.

Drawing By:
Tri-County Council
for Southern Maryland

VILLAGE CENTER
CONCEPT PLAN
FOR
CLEMENTS

 PROPOSED VILLAGE
CENTER ENTRANCE

 COMMERCIAL/
INDUSTRIAL

 RESIDENTIAL

 FUTURE
DEVELOPMENT

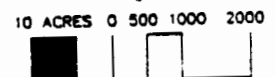
 PARKLAND

 TIDAL
WETLANDS

 CRITICAL AREA
BOUNDARY

SIGNIFICANT FEATURES

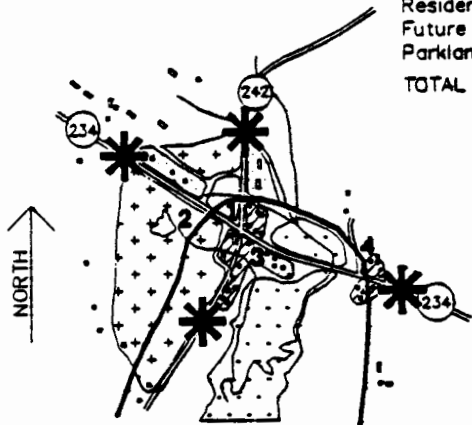
- 1 BALLFIELD
- 2 LAKE
- 3 SHELL GAS STATION
- 4 POST OFFICE



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ASSOCIATES, LTD.

LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	19.54
Residential	17.68
Future Development	107.11
Parkland	6.98
TOTAL	151.31




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for Southern Maryland

PLANNING & DESIGN RECOMMENDATIONS

- Require screening of storage and service areas from Public R.O.W.
- Limit signage on properties. Develop design standards for signage and lighting.
- Encourage plantings around all parking areas to better define edges and to buffer these areas.
- Street tree plantings can be used to better define the village center and provide human areas.
- Provide sidewalks for pedestrian circulation.
- Consider incorporating ballfield into a park and recreation area.

VILLAGE CENTER
CONCEPT PLAN
FOR
LOVEVILLE

 PROPOSED VILLAGE
CENTER ENTRANCE

 COMMERCIAL/
INDUSTRIAL

 RESIDENTIAL


 FUTURE
DEVELOPMENT

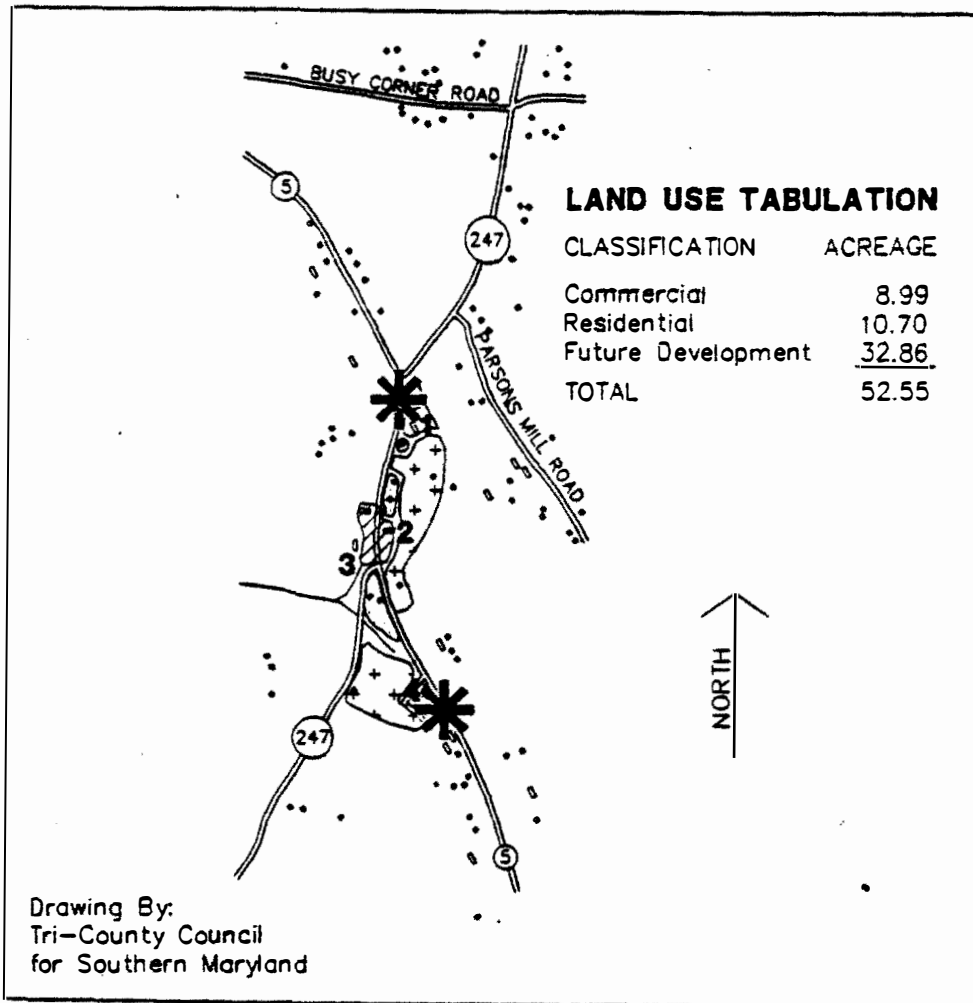
SIGNIFICANT FEATURES

- 1 CRAFT SHOP
- 2 ARCHITECTURAL
WOODWORK SHOP
- 3 TAVERN
- 4 POST OFFICE

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ASSOCIATES, LTD



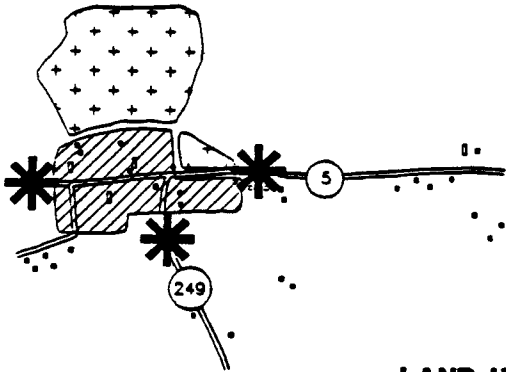
VILLAGE CENTER
CONCEPT PLAN
FOR

CALLAWAY

 PROPOSED VILLAGE
CENTER ENTRANCE

 COMMERCIAL/
INDUSTRIAL

 FUTURE
DEVELOPMENT




LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	48.36
Future Development	<u>63.87</u>
TOTAL	112.23

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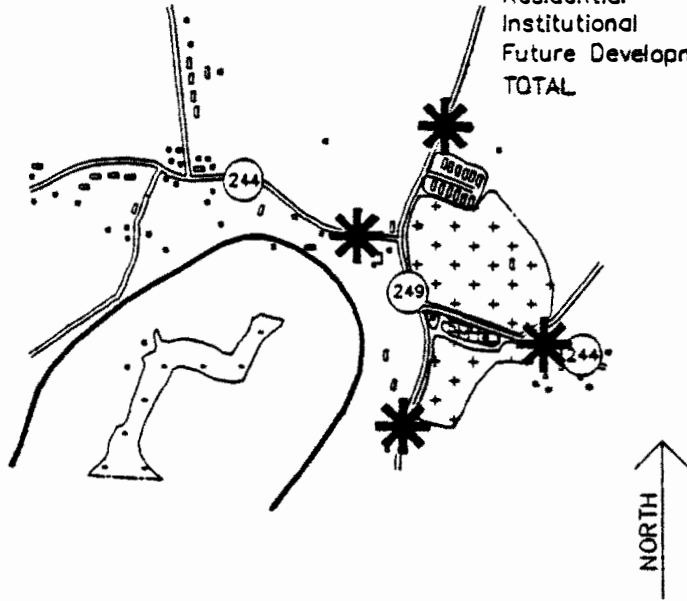


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ASSOCIATES, LTD.

VILLAGE CENTER
CONCEPT PLAN
FOR
VALLEY LEE

LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	0.47
Residential	6.20
Institutional	3.26
Future Development	<u>75.96</u>
TOTAL	85.89



PROPOSED VILLAGE CENTER ENTRANCE

COMMERCIAL/INDUSTRIAL

RESIDENTIAL

INSTITUTIONAL

FUTURE DEVELOPMENT

TIDAL WETLAND

CRITICAL AREA BOUNDARY

SIGNIFICANT FEATURES




10 ACRES 0 500 1000 2000



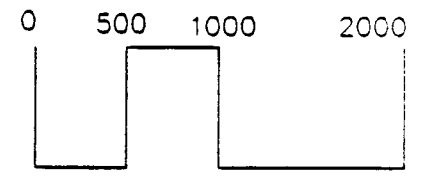
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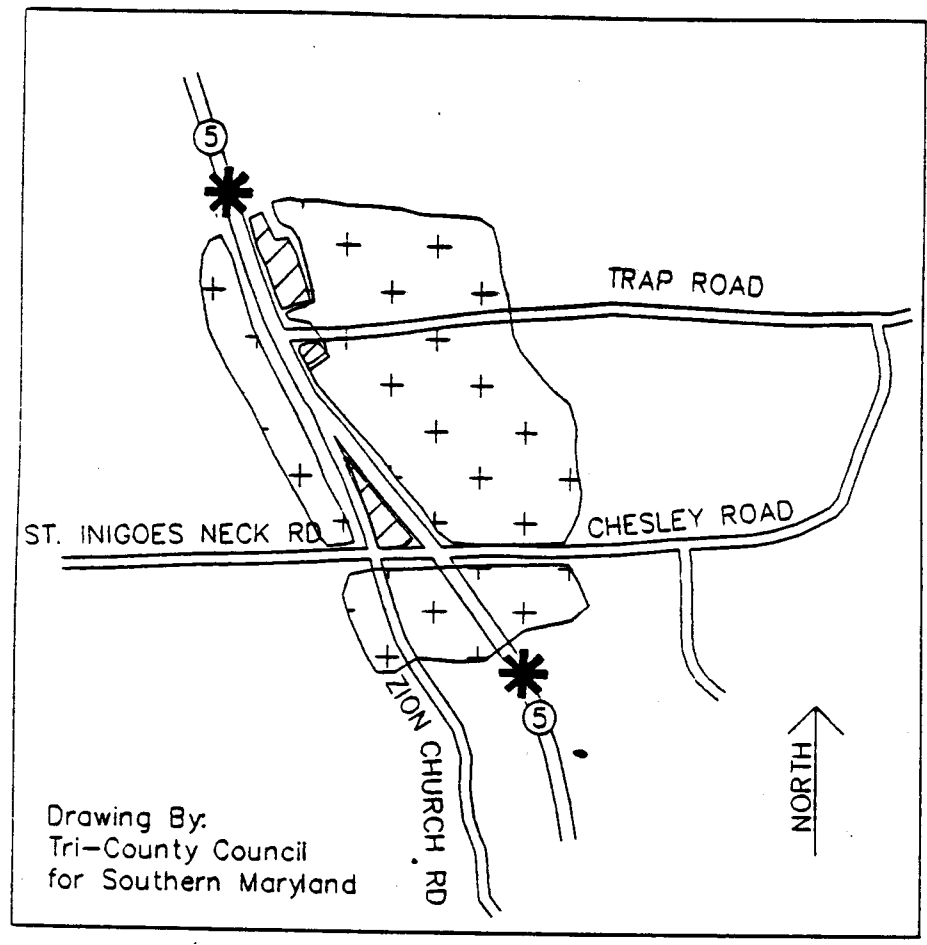
VILLAGE CENTER
 CONCEPT PLAN
 FOR
 ST. INIGOES

-  PROPOSED VILLAGE CENTER ENTRANCE
-  COMMERCIAL/INDUSTRIAL
-  FUTURE DEVELOPMENT

10 ACRES









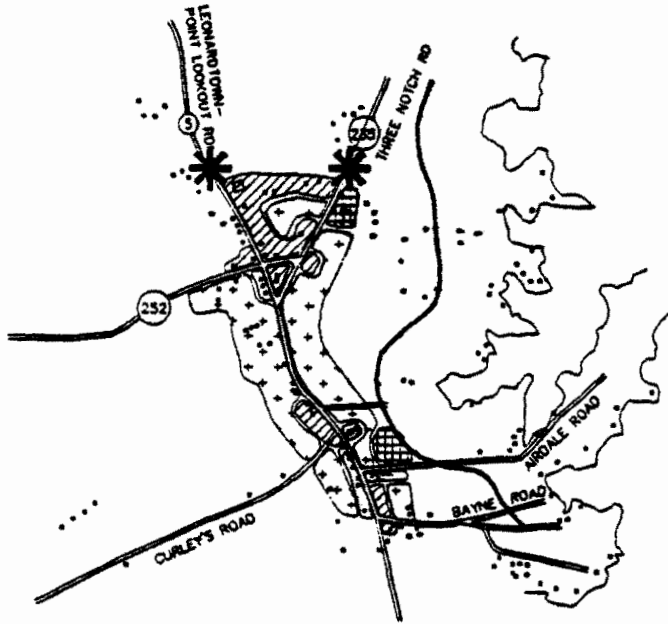
Plan Prepared By:
 St. Mary's County
 Office of Planning & Zoning



Drawing By:
 Tri-County Council
 for Southern Maryland

VILLAGE CENTER
CONCEPT PLAN
FOR
RIDGE

-  PROPOSED VILLAGE CENTER ENTRANCE
-  COMMERCIAL/INDUSTRIAL
-  RESIDENTIAL
-  INSTITUTIONAL
-  FUTURE DEVELOPMENT
-  CRITICAL AREA BOUNDARY




LAND USE TABULATION

CLASSIFICATION	ACREAGE
Commercial	45.74
Residential	9.61
Institutional	12.71
Future Development	<u>107.97</u>
TOTAL	176.03

Drawing By:
Tri-County Council
for Southern Maryland

10 ACRES 0 500 1000 2000



Plan Prepared By:
 REDMAN/JOHNSTON
ASSOCIATES, LTD.

ACKNOWLEDGEMENTS

The St. Mary's County Comprehensive Plan was prepared for the Board of County Commissioners by the County Planning Commission with assistance from the St. Mary's County Comprehensive Plan Update Citizens Advisory Committee. A special thanks goes to the 60 members of the Advisory Committee who gave so much of their time and talents during the two years it took to conceive, articulate and refine this comprehensive plan for the future growth and orderly development of St. Mary's County.

Drafting the plan document, preparing exhibits for public hearings and for inclusion in this plan, and providing other technical assistance were the County Office of Planning and Zoning and the consulting firm of Redman / Johnston Associates, Ltd. of Easton, Maryland. Additional assistance was provided by Tri-County Council for Southern Maryland with the Office of Planning and Zoning to prepare the Town Center and Village Center maps for publication using the County's computer mapping system.