

# Lexington Park Development District Master Plan

## Goals, Objectives and Policies

### GOALS

#### 1.2.7 Naval Air Station, Patuxent River (NAS) -

##### A. Air Installations Compatible Use Zones (AICUZ)

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

#### 1.2.10 Patuxent River Naval Air Museum and Visitors Center

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

Within 6 months of adoption of this Plan, revise the Comprehensive Zoning Ordinance to fully achieve the vision and **objectives** hereof.

A. Develop and adopt ordinance criteria for new and replacement mixed-use zones recommended by the Plan.

B. Adopt regulations that:

- i. Identify uses and use intensities that are not compatible for location within the AICUZ overlay, and
- ii. Set clear parameters for the continued presence of incompatible uses and structures within the AICUZ overlay.

C. Revise zoning maps.

### 2. Development Strategies

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

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

### C. Existing Strip Commercial Centers

A significant focus of this Plan is retrofitting of existing strip commercial development as tenants change and, on a larger scale, as structures become obsolete. This type of retrofit is recommended for Millison Plaza (while respecting the limitations imposed by the AICUZ) and for St. Mary’s Square. Infill buildings, pocket parks and Complete Streets will functionally and visually incorporate these shopping centers into the CBD.

Central to realizing a **goal** of vibrant mixed-use corridors is infill development with new street and pedestrian connections for stand-alone commercial buildings.

Significant new development that anticipates multiple uses or structures should provide a long-term phasing plan for pedestrian and transit connections which could be built as market conditions warrant. In turn, the county could promote transit use by relaxing parking standards and constructing sidewalks and bikeways where they are missing.

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

### 2.7.1 Ordinances

To help achieve the **goals** of this Plan, it is recommended that the zoning ordinance be revised within a year of Plan adoption as follows:

- A. Consider revisions to assure a mixture of uses where the Plan calls for mixed-use development.
- B. Update requirements for setbacks, parking, and buffer yards to achieve an urban rather than a suburban development pattern.
- C. Clarify AICUZ regulations to ensure compatibility of uses and implementation of noise abatement criteria for new construction.

D. Update base and maximum densities in residential and mixed-use zones and establish minimum densities for major subdivisions within these zones.

- i. Revise the residential-low density transition zone.
- ii. Establish residential medium density zoning criteria.
- iii. Revise the residential neighborhood conservation zone as needed.
- iv. Facilitate infill and assure that residential developments achieve PFA density<sup>6</sup> to the extent possible.

E. Retain and enhance regulations that protect community and environmental character. Provide incentives and establish standards that conserve and accommodate public access to lands within the Open Space Network for Lexington Park.

### 3.2 Resource Protection Issues Affecting Development

#### 3.2.6 Accounting for Growth

The county not only needs to reduce the nutrient and sediment load coming from existing development but must also hold the line against new pollution resulting from population growth and new development. Maryland is developing an Accounting for Growth (AFG) **policy** that will identify actions needed to address increases in the state's pollution load, and the county will be required to adhere to that **policy**. The cost of strategies to account for growth is expected to be borne by those building and benefitting from the new development.

#### 3.2.8 Conservation of Green Infrastructure

D. It is the **goal** of this Plan to protect and conserve green areas, because doing so is significantly more effective than restoring them. It is also a **goal** of this Plan to assure that future loss and degradation of resources is avoided or minimized as public or private lands are developed, and that the property or rights of others are not adversely impacted.

## 4. Transportation and Circulation

### 4.1 Background

A transportation **policy** of the 2010 St. Mary's County Comprehensive Plan is: "Where appropriate, encourage private and public roads that slow traffic speeds and reinforce a pedestrian realm by using narrower rights of way, necking, speed humps, traffic circles and similar features." In support of this **policy**, when road improvements are discussed in the Plan, they need to be understood as including "Complete Street" components and traffic calming features in road design as well as capacity enhancements.

#### 4.2.1 Complete Streets and Traffic Calming **Policy**

"Complete Street" designs improve safety, lower transportation costs, provide alternatives to private cars, encourage health through walking and biking, create a sense of place, improve social interaction, and generally improve adjacent property values. It is appropriate to implement this **policy** throughout

the four focus areas identified in Chapter 2 and, on a case by case basis, to evaluate the need for Complete Streets and traffic calming for development elsewhere within the Lexington Park Development District.

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

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

B. Existing roads should be considered for modifications to incorporate Complete Streets concepts and traffic calming in order to expand the sidewalk and bikeway networks even when there are no planned improvements to automobile travel lanes.

C. Exemptions to the Complete Streets and traffic calming **policy** may be granted by the Director of Public Works with supporting data that indicates the reason for the decision, and are limited to the following:

- i. Non-motorized users are prohibited on the roadway.
- ii. There is documentation that there is an absence of current and future need.
- iii. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
- iv. The project involves ordinary maintenance activities designed to keep assets in acceptable condition (e.g. cleaning, sealing, spot repairs, patching and surface treatments, such as micro-surfacing).

Public Transportation (Transit System) Transforming the Development District into a “community” depends in part on a much more developed public transit system, which goes hand-in-hand with transit-oriented development

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

#### 1.1.1. Bikeways

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

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

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

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

#### 4.8 Objectives, Policies and Priorities

##### 4.8.1 Transportation **Objectives** (pedestrian, bicycle, mass transit, automobile, aviation):

A. Provide for a safe, convenient, and efficient motorized and non-motorized transportation system throughout the Lexington Park Development District by creating a safe pedestrian, bikeway, and trail system connecting residential neighborhoods with transit stops, schools, parks, employment, civic uses, and shopping.

B. Increase awareness of the accessibility of the regional airport and assist in the implementation of the airport master plan.

##### 5.2.1 Southern Maryland Higher Education Center.

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

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

### 5.6.1 Parks and Recreation Recommendations:

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

A. Adhere to the following guidelines for identifying new parks.

- i. Neighborhood Parks: small parks, usually less than 15 acres. Ideally these are located within walking distance of the users.
- ii. School recreational parks have a function similar to neighborhood parks;
- iii. Community Parks: usually 15 to 100 acres in size, located within a three-mile radius of users;  
Table 5-1: Parks and Recreational Facilities within the Lexington Park Development District
- iv. Countywide Parks: often exceed 100 acres; however, the only countywide parks in Lexington Park are the spray ground and skate park at Nicolet Park for which acreage is not a factor.
- v. Regional Parks: usually larger than 250 acres.

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

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

### 5.8 Historic and Cultural Sites

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

Lexington Park is sometimes referred to as "The Instant City" because of its sudden emergence along with the naval base during World War II. A partial history of Lexington Park can be found by reviewing the Maryland Historical Trust survey of the nearly 40 sites within the area and review of *Painting A Self Portrait: A Historic Preservation Plan for St. Mary's County (2000)* .

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

- The Patuxent River Naval Air Museum, which is an eye-catching Lexington Park landmark due to its large outdoor collection of Navy aircraft. In addition to the airplanes and helicopters, there is also an indoor exhibit hall.
- The cupola from the Cedar Point Lighthouse, which once marked the confluence of the Chesapeake Bay and Patuxent River, and which is on the grounds of the air museum. “Against the Odds,” a historical marker on the Star-Spangled Banner National Trail that tells the story of Joshua Barney and the Chesapeake Flotilla during the War of 1812 is also at the museum.
- Freedom Park, the home of the African American Monument of St. Mary’s County, beside Tulagi Place. A Civil War Memorial Monument and Marker honoring “United States Colored Troops” is in Lancaster Park. This display explains that there were 700 United States Colored Troops from St. Mary’s County and, in fact, the majority of Union soldiers from the county were of African descent.

In December 2014, following its renovation, the last remaining structure in Lexington Manor (also known as the “Flat Tops”) was dedicated as the United States Colored Troops (USCT) Memorial Interpretive Center. The new center provides space for meetings and community activities. In the future it will include displays and information about the Civil War Memorial, as well as African American history in St. Mary’s County.

- Two historic markers not far from the African American Monument, on Rennell Avenue west of S. Coral Place. One, “St. Mary’s County and U.S. Navy History,” briefly tells the history of NAS Patuxent River. The second, “Architectural Significance of the First Lexington Park Community” explains the “flattop” duplexes that were built to house the civilian workers who built the air station during World War II. The Flat Tops, and other homes in Lexington Park, were designed by the architectural firm of Kahn and Jacobs.
- The “Saint Nicholas Church” historical marker located on the east side of Three Notch Road, south of Great Mills Road. The marker provides information on the Jesuit Missions from the 17th to 19th centuries.
- The Three Notch Theatre, a valuable cultural resource within Lexington Park. The Theatre, home of the Newtowne Players, is a black box theater located in the former library building near Freedom Park. The Theatre and Players develop local actors, both children and adults, and conduct workshops and programs with local schools. The Newtowne Players mission is to promote all aspects of the performing arts in Southern Maryland; to provide an outlet for people in the community interested in theatre production, and to provide quality entertainment to the communities. The Newtowne Players **goal** is to foster, promote and increase the public knowledge and appreciation of the arts and cultural activities in St. Mary's County and Southern

Maryland, and to make live theatre affordable and available to members of the surrounding communities.

## 6.1 Introduction

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

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

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

## G. Community Development Financial Institutions Program (CDFI)

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

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

## 7. Housing

7.3.6 Consider options to integrate a reasonable number of housing units for all income groups into all new housing developments to minimize the extent to which the Development District is comprised of income-based neighborhoods

- A. Develop an inclusionary zoning **policy**.



B. Utilize available tools and incentives (see 7.2.1) to promote construction and retention of affordable housing

## 8. Community Health and Wellness

### 8.3.2 Increase opportunities for regular physical activity.

A. Establish and implement a Complete Streets **policy** that considers the needs of all users, including pedestrians, cyclists, and people with disabilities through strategies suggested by or adapted from the National Complete Streets Coalition of Smart Growth America and as supported in this Plan:

- i. Work with the county health improvement coalition, the Healthy St. Mary's Partnership, to establish a multi-disciplinary collaboration that will develop and implement a Complete Streets **policy**.
- ii. Systematically review and revise county design documents related to transportation and community planning affecting the Lexington Park Development District to include Complete Streets language, ensuring that Complete Streets considerations are applied to new construction, retrofitting/reconstruction, repair, resurfacing/restoration/rehabilitation, master planned neighborhoods and planned unit developments, transit, and other project types.
- iii. Formally prioritize multi-modal projects, including those projects that close gaps in the multi-modal network.
- iv. Adopt or update relevant plans, such as: Bicycle & Pedestrian Master Plan (or the relevant components in the St. Mary's County Transportation Plan), and Non-Motorized Network Plan to include Complete Streets concepts.
- v. As recommended in Section 4.4.1, require consultants and developers to use a Complete Streets approach in project design.

B. Implement traffic calming measures (e.g., narrowing lanes, traffic circles, chokers, reduced speed limits, use of trees next to streets, and raised pedestrian crossings) in new and maintenance construction projects.

C. Prioritize availability of parks and open green spaces for resident recreational use by establishing a **policy** for new housing development to incorporate green space.

D. Prioritize development and maintenance of trail transportation corridors and trail-related facilities for pedestrians and bicyclists.

E. Prioritize development of a network of bikeways and bicycle facilities safely connecting cyclists from housing to transit stops, worksites, schools, recreational areas, and key community destinations.

F. Attract adequate indoor recreation facilities.

G. Achieve national recognition as a Bicycle Friendly Community by the League of American Bicyclists.

H. Implement a **policy** ensuring that housing and other community development projects include safe and continuous sidewalks buffered from busy roadways, and that sidewalks link to locations of interest, such as schools, workplaces, community centers, and recreational areas.

I. Improve availability of the St. Mary's Transit System and increase hours of service.

## 9. Community Design

### 9.1 Design Recommendations

This Plan recommends the development and adoption by ordinance of guidelines and standards that address design elements to ensure that new construction and improvements fit into and enhance the community. Community design can provide more privacy in residential areas and encourage more activity in the public realm. Ultimately, implementing these community design recommendations will create a cohesive community image and draw people to more actively use the Development District. The **goals** and policies in this section address design quality, public places and connections, and neighborhoods. Design quality policies apply to the design of individual developments in commercial and multifamily areas. Public places and connections policies apply to the design of streets, parks, public facilities, etc. that are used by the general public. Neighborhood policies apply to residential areas, especially where they interface with smaller commercial areas.

### 9.3 Community Design **Policies**

#### 9.3.1 Site and Building Design

- A. Encourage design of major private and public buildings to create important focal points in the community.
- B. Ensure that development proposals are consistent with adopted design standards so that new projects contribute to the community and complement adjacent development.
- C. Investigate incentives to encourage development that is visually stimulating and thoughtful, and that convey quality architecture.
- D. Ensure that development and redevelopment relate, connects, and continues design quality and site functions from site to site in multifamily, public facilities and commercial areas.
- E. Encourage human-scaled new development that surrounds or is located adjacent to public spaces that will enrich the public space, and encourage use of enhanced architectural elements and building materials (e.g., windows with displays or activity inside, and street furniture) to provide interest.
- F. Encourage development to provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.
- G. Encourage private and institutional developers to incorporate artwork into public areas of their projects.
- H. To minimize negative visual impacts, encourage rooftop mechanical equipment, loading areas and waste receptacle screening to be designed so that it is integral to the building's architecture.
- I. Buffer the visual impact of commercial, office, industrial and institutional development on residential areas by requiring appropriate building and site design, landscaping, and shielded lighting to be used.
- J. Encourage architectural elements that provide rain cover and solar access to pedestrian areas.
- K. Ensure clear and ample walkways for pedestrians to connect public sidewalks and parking areas to building entrances, and to connect within and between developments.

### 9.3.2 Signs

- A. Encourage signage to be unique and complimentary to the building's architecture.
- B. Encourage signage to be in keeping with the character of the community in which the sign is located.
- C. Discourage multiple or large signs that clutter, distract, and dominate the streetscape of commercial areas.
- D. Initiate removal of billboards using an amortization schedule.
- E. Encourage the consolidation of road-oriented signs on a single structure where a commercial development includes multiple businesses.

### 9.3.3 Vegetation and Landscaping

- A. Public projects and those on county owned property should use native, drought tolerant plantings and natural pesticides and fertilizers.
- B. Encourage large scale, residential and commercial development to consolidate onsite landscape areas, especially when site frontage can be enhanced.
- C. Preserve the Chesapeake regional environmental character through the retention of existing vegetation and use of native plants in new landscaping.
- D. Encourage water conservation in landscape designs.
- E. Preserve significant trees and mature vegetation.

### 9.3.4 Open Space

- A. Preserve, encourage, and enhance open space as a significant element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.
- B. Encourage development to integrate public and private open spaces where appropriate.

### 9.3.5 Public Spaces

- A. Encourage designs and practices that preserve and enhance views from public places of unique landmarks as valuable civic assets.
- B. Provide public spaces of various sizes and types throughout the community.
- C. Encourage public spaces that are designed to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, appropriate noise levels and a sense of security.
- D. Consider the edges of public spaces that abut residential property for special design treatment to create a buffer effect, while providing visual access and security.

### 9.3.6 Public Art

- A. Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.
- B. Encourage private donations of art to the county.

### 9.3.7 Sidewalks, Walkways and Trails

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

### 9.3.8 Street Corridors

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

### 9.3.9 Transit Facility

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

### 9.3.10 Neighborhood Commercial Areas

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

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

### 9.3.11 Residential Areas

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

## 1999 Comprehensive Plan

### 10. Appendices

2. Public participation: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community **goals**.

### **Goals and Objectives**

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

1. Create a town of interconnected neighborhoods with a distinct and recognizable town center that is a special place: a destination and a focus for all Lexington Park
2. Improve Lexington Park's image.
3. Move traffic safely and efficiently through the town.
4. Make Lexington Park green with large areas of open space and town greens.
5. Capture the greatest amount of economic activity that will occur as a result of employment growth at the NAS.

6. Promote development and redevelopment that respects the safety **goals** of the Air Installation Compatible Use Zone (AICUZ).

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

A. Town Center

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

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

Goals and **Objectives**

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4. Make the town center a green oasis, taking advantage of AICUZ mandated open space.

2005 Master Plan Highlights

- The plan specifically recommends the following **objectives**.
- Revitalize Downtown Lexington Park. Continue the cooperative efforts of government and businesses following the County's 1999 adoption of the Lexington Park – Tulagi Master Plan.
- Build a supportive transportation network. The plan addresses phasing development to preserve road capacity, building pedestrian and bicycle facilities along with road improvements, and increasing transit service to reduce reliance on private automobiles.
- Protect stream conditions, water quality and the health of the biological communities. Support green infrastructure.

10.3.3 Growth areas

A. A growth **policy** established in 2008 directs that residential growth does not exceed 1.9 percent per year; and that 70 percent or more of new home development occur in growth areas, and that no more than 30 percent occur in rural areas. This **policy** is designed to preserve rural land. In FY2009, almost 80 percent of the county's growth occurred in the Development District, reversing the trend of the previous several years. This, along with changes in the TDR program and periodic zoning text changes, has helped preserve rural character by concentrating development in areas planned to accommodate growth and meet the needs of a high-tech economy.

## 10.7.2 Types of incentives that may be considered for Plan implementation.

This Plan supports the use of incentives as one of the means to achieve its vision and its **goals**. While the phrase “provide incentives” is frequently thought of in financial terms, implying a cost paid from public or private funds, incentives can take many forms. Although many development incentives do provide some form of material reward in exchange for acting in a particular way, those rewards can come from reduced time or cost and increased value to the developer/investor.

D. Incentives and regulations to maintain and enhance tree canopy for community character and energy conservation purposes include:

- Provide a greater than 100% credit for natural forest buffers and street trees retained above Farm Credit Association (FCA) thresholds than awarded for planted buffers.
- On sites 10 acres or larger, retain and credit existing forest vegetation within the drip line of canopy trees (20 feet tall or taller) whose trunk base is within 35 feet of the rights-of-way for existing roads and proposed streets toward minimum landscaping requirements.
- Where there is no retained forest canopy adjacent to the street(s), plant large nursery stock native canopy trees at approximately 40 feet on center along existing or new onsite street centerlines in lieu of requiring standard buffer yard standards.
- Utilize height and setback criteria to provide incentives for design **goals** that are not included as regulations.

Examples include:

- Increase in setback may be traded for publicly accessible open space amenities placed between the building and the build-to line.
- Single story structures may be traded for publicly accessible open space amenities, streetscape improvements, and removal of existing impervious surfaces.
- Increase of up to 50% of FAR for each floor above the first, total FAR not to exceed 200% of base FAR.
- Up to one drive aisle and 1 row of parking may be located between structure and street in exchange for publicly accessible open space amenities placed between the building and the build-to line.
- Consider developing design regulations and incentives for the following items: public parks, urban public gardens and arboreta, public building landscaping, urban forests, roadway and highway landscaping, landscaping of utility and rail easements, urban trails and pathways, urban riparian corridors, private residential, commercial and industrial landscaping, private open space, landscape architecture, xeriscaping and water conserving landscaping, landscaping with native plants, low or no chemical landscaping, and integrated pest management.