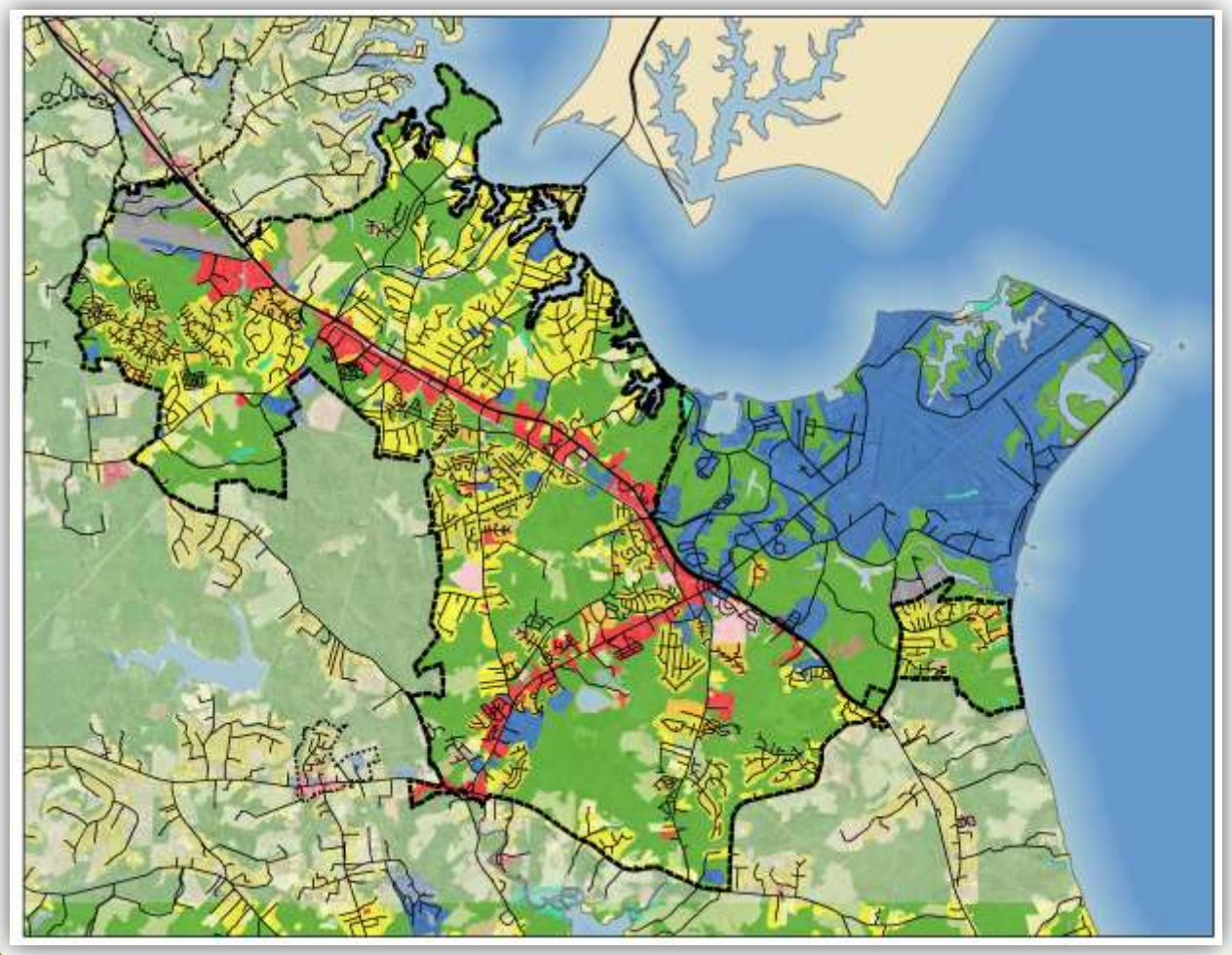
Lexington Park Development District Master Plan



Adopted February 9, 2016

Effective date February 23, 2016

ACKNOWLEDGEMENTS

COMMISSIONERS OF ST MARY'S COUNTY

James R. Guy, President
Michael L. Hewitt
Tom Jarboe
Todd B. Morgan
John E. O'Connor

Dr. Rebecca B. Bridgett, County Administrator

Planning Commission

James Howard Thompson, Chairman

Merl Evans
Shelby Guazzo, Vice Chair
Susan McNeill
Patricia Robrecht
Martin Siebert
Harold Willard

Land Use and Growth Management Staff

Phillip J. Shire Director
William B. Hunt, AICP, Deputy Director
Jeffrey G. Jackman AICP, Senior Planner, Project Manager
Sue Veith, AICP, CFM, Planner IV
Dave Chapman, Planner III

SPECIAL THANKS TO

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

Approved and Certified by the Planning Commisson on the 28th Day of September, 2015

J. Howard Thompson, Chair, St. Mary's County Planning Commission

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

Resolution No. 2016 - 04

Subject: **Land Use – To Amend the St. Mary's County Comprehensive Plan by Adoption of a "Lexington Park Development District Master Plan"**

RESOLUTION

TO AMEND THE ST. MARY'S COUNTY COMPREHENSIVE PLAN BY ADOPTION OF A "LEXINGTON PARK DEVELOPMENT DISTRICT MASTER PLAN"

WHEREAS, The St. Mary's County Planning Commission has proposed an amendment to the St. Mary's County Comprehensive Plan entitled "Lexington Park Development District Master Plan", recommended to the Commissioners of St. Mary's County that the "Lexington Park Development District Master Plan" be adopted, and delivered a certified copy of the "Lexington Park Development District Master Plan" to the Commissioners of St. Mary's County on October 6, 2015; and

WHEREAS, a notice of a public hearing was advertised on November 20, 2015, and November 27, 2015, in *The Enterprise*, a newspaper of general circulation in St. Mary's County, and a public hearing was held on December 8, 2015, to receive public comment and consider adoption of a "Lexington Park Development District Master Plan"; and

WHEREAS, the Commissioners for St. Mary's County find that, in accordance with present and future needs of St. Mary's County, an amendment of the St. Mary's County Comprehensive Plan by adoption of a Lexington Park Development District Master Plan would promote: (i) good civic design and arrangement; (ii) a healthy and convenient distribution of population; (iii) the health, safety, and general welfare of the local jurisdiction; and (iv) efficiency and economy in the development process, and that it is in the best interest of the citizens of St. Mary's County to adopt a "Lexington Park Development District Master Plan",

NOW, THEREFORE, BE IT RESOLVED by the Commissioners of St. Mary's County, pursuant to §3-204 of the *Land Use Article* of the *Annotated Code of Maryland,* that:

Section I. The St. Mary's County Comprehensive Plan be amended by adoption of the "Lexington Park Development District Master Plan".

Section II. This Resolution shall be effective upon the date written below.

Those voting Aye: 4
Those voting Nay: 0
Those Abstaining: 0

Resolution No. 2016 - 04

Subject: **Land Use – To Amend the St. Mary's County Comprehensive Plan by Adoption of a "Lexington Park Development District Master Plan"**

Date of Adoption: 2/9/16
Effective Date: 2/23/16

ATTEST:

Rebecca B. Bridgett
County Administrator

COMMISSIONERS OF ST. MARY'S COUNTY

James R. Guy, Commissioner President

Michael L. Hewitt, Commissioner

Tom Jarboe, Commissioner

Approved as to form and legal sufficiency:

George R. Sparling
County Attorney

Todd B. Morgan, Commissioner

Absent
John E. O'Connor, Commissioner

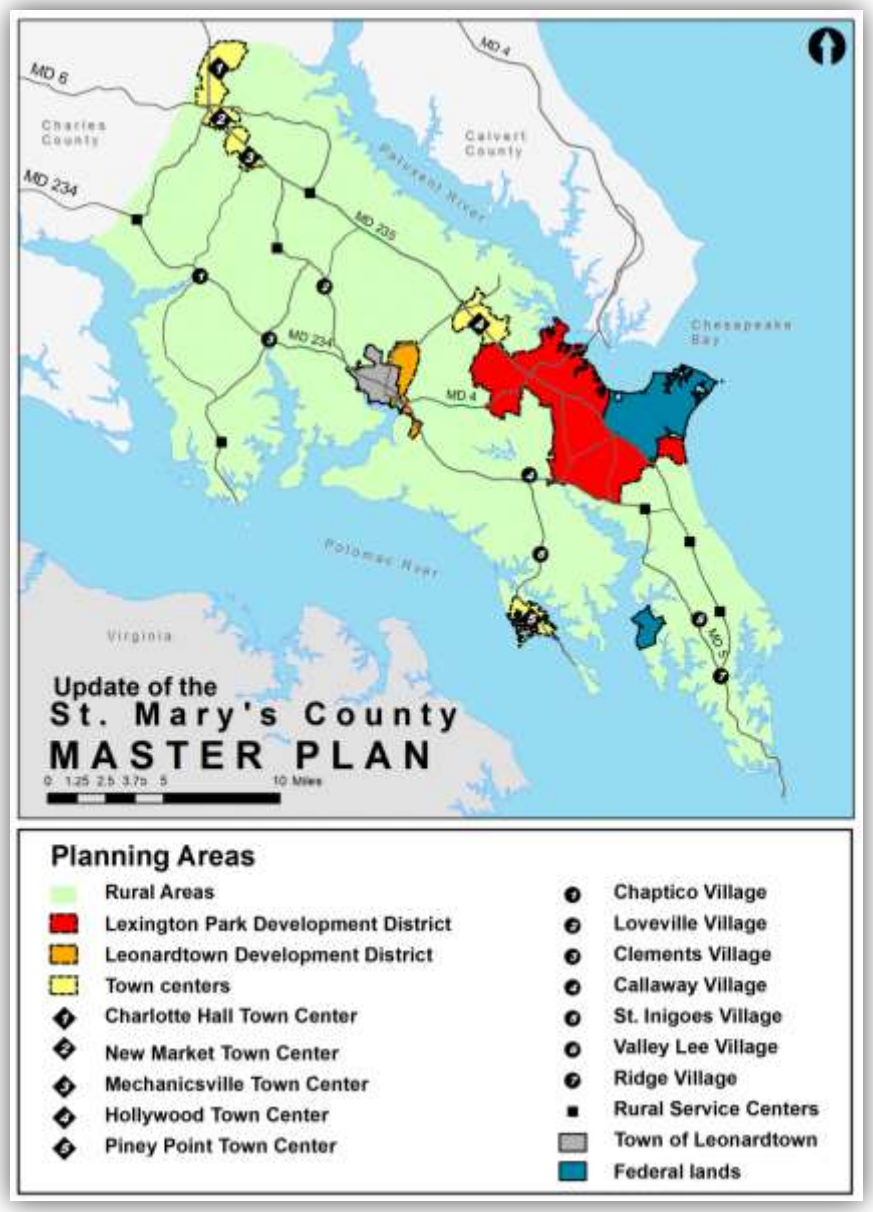
This page is intentionally blank.

TABLE OF CONTENTS

1. Introduction

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

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



1.1 Vision

This Plan foresees:

1.1.1 Transforming the Downtown area into a place with:

A. A distinct and recognizable character, consisting of town greens, gateways, landmarks and a concentration of community facilities, such as libraries, post offices, and schools,
B. Abundant and strategically located open spaces,
C. A mix of governmental, retail, office, residential, entertainment, cultural and recreational uses,
D. Pedestrian and bicycle friendly streets and interconnected greenways and trails,
E. Safe and attractive transit-oriented, mixed-use development,
F. Conveniently located social services, including senior care and child care,
G. Housing choices for people of all ages and incomes,
H. A balanced transportation system.

1.1.2 Support for existing neighborhoods through:

A. On-going community revitalization,
B. Construction and maintenance of local roads, water and sewerage systems, parks and trails,
C. Emphasis on overall community health through investment in safe and walkable neighborhoods, and protection of open space.

1.2 Planning Context

1.2.1 Trends and Forecasts

The 2010 Census found that 35,582 people, or 33.8% of the county population, lived within the Lexington Park Development District. Based on Maryland Department of Planning projections, the population in the District is expected to grow by 31% from 2010 to 2020 to a population of 46,800 and by 69% from 2010 to 2030 to a population of 60,000.

As of 2010 there were 15,075 dwelling units in the Development District, of which 13,900 were occupied. By 2030 the Lexington Park Development District is projected to have between 24,800 and 26,000 dwelling units.

Between 2010 and 2030, employment is projected to grow by 14,700 jobs from 63,200 to 77,900 or by 23%, including professional and technical services, health care, construction, accommodations and food services, and other business and personal services. The combined job growth in these sectors comprises two-thirds of total projected employment growth in the Development District.

1.2.2 Planning History

A brief overview of the development and planning history of Lexington Park since 1945 is found in the Appendix.

1.2.3 Pertinent State and Federal Programs and Requirements

This Plan responds to state and federal initiatives to protect the environment and to ensure orderly growth.

1.2.4 Sustainable Growth and Agricultural Preservation Act of 2012

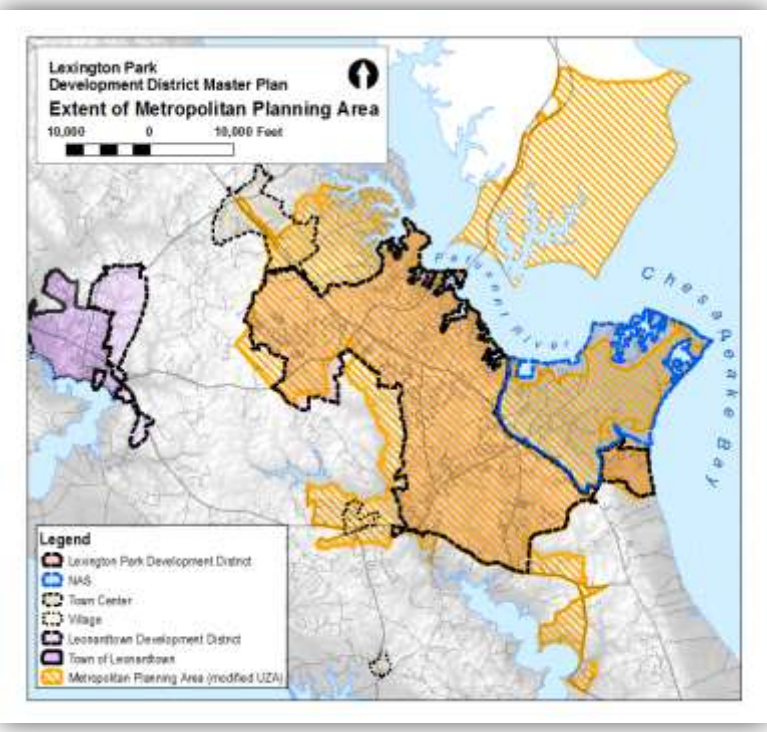
This Plan supports the purpose of the Act to direct growth to areas where public facilities are or will be available.

1.2.5 Watershed Implementation Plan

In accordance with the 1973 Clean Water Act, the U.S. Environmental Protection Agency mandated that Bay State jurisdictions, including St. Mary's County, take action to meet Total Maximum Daily Load (TMDL) limits set by EPA for nitrogen, phosphorous and sediment entering the Chesapeake Bay. The Maryland Department of Environment (MDE) prepared a "watershed implementation plan," or WIP, to meet these limits by reducing pollutant loads, and requires local jurisdictions, including SMC, to prepare strategies for meeting their respective limits. Maryland is also developing an Accounting for Growth (AFG) policy that will address the increase in the state's pollution load from projected population growth and new development.

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

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



1.2.7 Naval Air Station, Patuxent River (NAS)

The NAS is the Navy's principal location for research, development, testing, evaluation, engineering and fleet support for naval aircraft, engines, avionics, aircraft support systems and ship/shore/air operations. The complex employs more than 22,000 people, including active-duty service members, civil-service employees, and defense contractor employees. Even though the county has no jurisdiction over the NAS for master planning, zoning, or budgeting for capital facilities, county government does maintain a planning objective to strengthen visual and physical connections between the NAS and Lexington Park. The county is committed to the protection of the base in anticipation of future base realignments and closures (BRAC), since the NAS is Southern Maryland's largest employer. On-going cooperation between the county and the Navy will continue to focus on:

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.

B. Cooperation Agreement

Since the introduction of the AICUZ program in the 1970's, there has been an on-going cooperative effort between the Navy and the county to respect both the mission of the NAS and the welfare of the surrounding community. In 2016 the Commissioners of St. Mary's County and representatives of the NAS renewed a 2007 agreement to (among other things):

i. Meet at least twice a year to discuss identified and potential new encroachment threats, monitor the progress on identified encroachment remedies and related matters, review new and proposed development in the AICUZ and nearby areas, discuss potential changes to the zoning ordinance, and initiate additional cooperative action needed to address encroachment;
ii. Communicate through the technical evaluation committee on the review of proposed development;
iii. Collaborate on communication efforts to inform the public about the nature of encroachment threats and local actions that can reduce or eliminate those threats.

1.2.8 Enhanced Use Lease (EUL)

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

1.2.9 Joint Land Use Study (JLUS)

The NAS annually generates $6.6 billion for the economy and creates or supports 41,185 jobs, according to a 2010 Maryland Department of Business and Economic Development study entitled Measuring Economic Impact of Maryland's Military Installations , making this installation vital not only to national security but also to the economic security of the State of Maryland. A JLUS is a common planning process that is conducted around military installations throughout the country to prevent urban encroachment, safeguard the military mission, and protect public health, safety, and welfare. The JLUS for the NAS was completed in January 2015 with participation by the affected jurisdictions, including St. Mary's County. It was sponsored by the Tri-County Council for Southern Maryland. JLUS recommendations have been taken into consideration in this Plan.

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.

Figure 1-1: Rendering of Naval Air Museum

1.3 Development Priorities

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

1.3.1 Recommended Targeting Strategy

To support redevelopment in aging areas of the Development District, this Master Plan calls for targeting programs, plans and policies to areas of greatest need, and targets the Central Subarea (described below) for infill and redevelopment. This targeting is intended to achieve a cohesive pattern of neighborhoods and shopping and employment centers enhanced by a network of open spaces and served by adequate facilities. The Central Subarea is preferred for public funding for infrastructure.

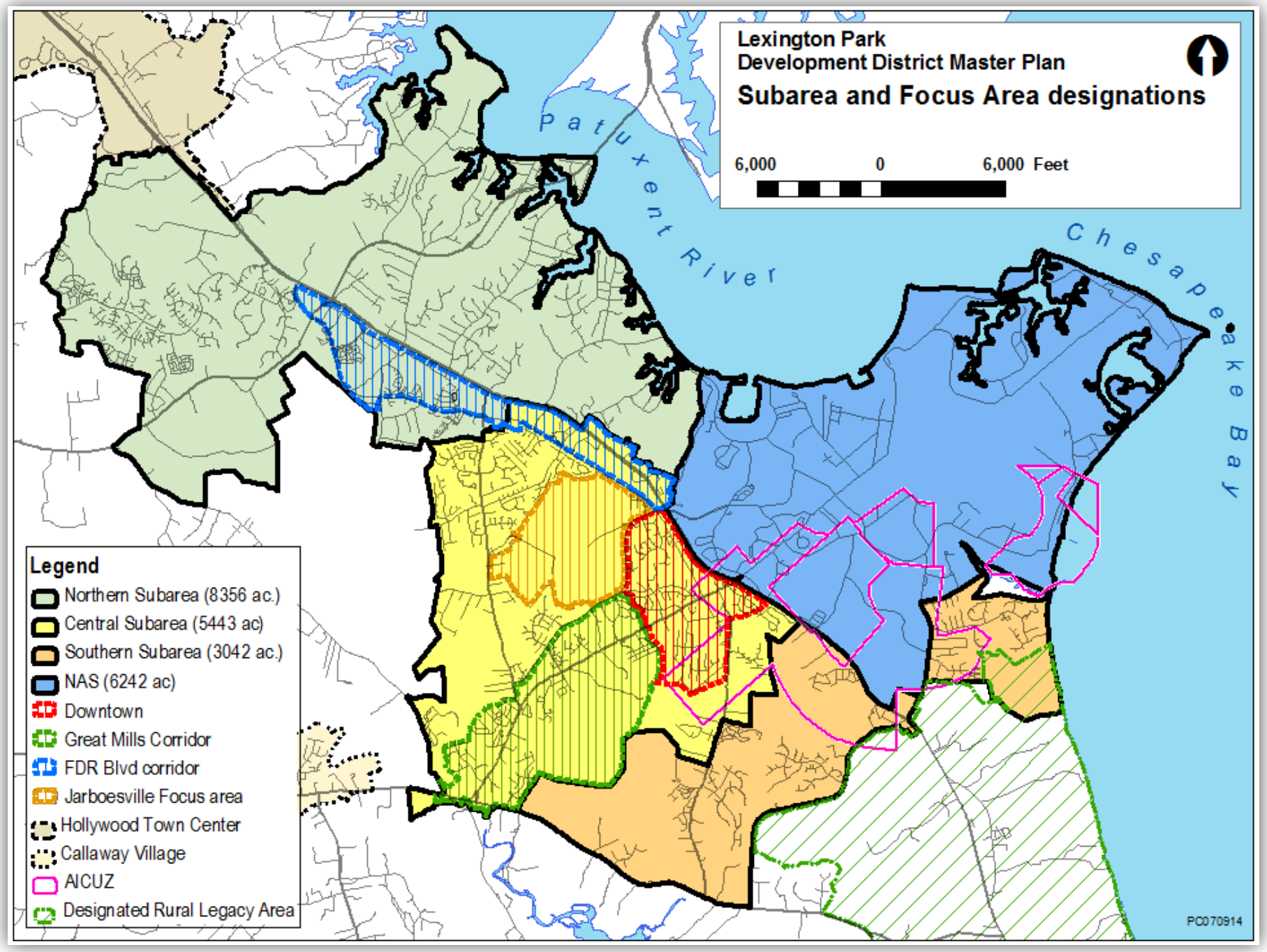
A. Subarea Designations

The map that follows this subsection shows the Northern, Central and Southern Development District Subareas described below.

B. The Northern Subarea (shown in green) encompasses the bulk of California, which is a census designated place with an area of 12.9 square miles and a 2010 population of 11,857. This subarea also includes (among others) Myrtle Point, Wildewood, First Colony, Town Creek, Laurel Glen and Esperanza Farms and remaining areas along the northeast side of the Three Notch Road Corridor to the northern boundary of the NAS. This area is a mixture of established neighborhoods and commercial sites. The completion of FDR Boulevard, which extends into the Central Subarea (discussed below), and commitment to development and redevelopment along Three Notch Road and FDR Boulevard are high priorities for the Northern Subarea. Older strip shopping centers in this subarea will need incentives for revitalizing; development momentum in the remainder of the subarea is anticipated to continue without a need for incentives. "Greenfield development," particularly in the Myrtle Point area and north of Town Creek, is a low priority unless new residential density is greater than the 3.5 units per acre required in Priority Funding Areas (PFA).

C. The Central Subarea (in yellow) is bounded by the Northern Subarea, by the Gene Piatrowski State Wildlands to the west, Point Lookout Road to the south, and lands on either side of Willows Road north of Bradley Boulevard. It encompasses the neighborhoods on either side of Chancellor's Run and Pegg Roads, the large commercial and office developments along Three Notch Road, a large undeveloped area centered on Jarboesville Run, and the Great Mills Road corridor. The Central subarea has many commercial and residential areas that should be redeveloped. Within this subarea, the county should prioritize community and economic development efforts, fund infrastructure and amenities, and improve zoning flexibility by considering, among other things, form based zoning. As shown on the map on page 1-6, three of the four focus areas detailed in this Plan are entirely within the Central Subarea; the fourth focus area extends along FDR Boulevard from the Central into the Northern Subarea. The Downtown and Great Mills Road Corridor focus areas provide the gateway to the NAS.

D. The Southern Subarea (shown in orange) encompasses the southern and eastern portion of the Development District, and is comprised of the areas on either side of Willows Road south of Bradley Boulevard, northwest of Hermanville Road and on each side of Forest Park Road. The Southern Subarea forms the southern border of the NAS. Development must comply with standards to minimize encroachment threats. This area, with easy access to the NAS via Gates 2 and 3, is predominately an area of higher density residential development with opportunities for office business parks. Infrastructure investment should be a low priority except for vertically mixed-use pedestrian-oriented development. Residential developments outside of the AICUZ should achieve density greater than the 3.5 units per as required in a Priority Funding Area (PFA).


Lexington Park
Development District Master Plan
Subarea and Focus Area designations
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Northern Subarea (8356 ac.)
Central Subarea (5443 ac)
Southern Subarea (3042 ac.)
NAS (6242 ac)
Downtown
Great Mills Corridor
FDR Blvd corridor
Jarboesville Focus area
Hollywood Town Center
Callaway Village
AICUZ
Designated Rural Legacy Area
PC070914

1.4 Recommendations

The Plan includes maps and descriptions for land uses and community character to be achieved over the next 20 to 30 years. In Chapter 2 the Plan provides recommendations for the overall Development District, the Downtown, the Great Mills Road and FDR Boulevard Corridors, and for the Jarboesville Run Focus Area. Recommendations include:

1.4.1 Provide a mix of governmental, cultural, residential, office, retail, entertainment, and recreational uses throughout the Development District.

A. Improve the civic nature of the Development District and reinforce a sense of place and ownership for those who live, work, and play in the community.
B. Promote viable new residential development in and near Downtown outside of the AICUZ.
C. Within 6 months of adoption of this Plan, amend the zoning code and adopt design guidelines to allow clusters of light industrial, offices and flex space, technology businesses, specialized contractors and suppliers.
D. Recruit businesses for a productive retail corridor that meets the needs of the community, and that captures a sizeable share of the increasing regional demand for retail goods and services.
E. Redevelop automobile-oriented and strip commercial properties to achieve more pedestrian-oriented shopping and service areas.

1.4.2 Promote job growth, economic diversification and increased attention to and management of the health and service needs of the community.

A. Participate in programs and provide incentives to attract new businesses and spur redevelopment (see Chapter 6).
B. Update market studies and implement recommendations for recruitment and diversification.
C. Promote the designated Health Enterprise Zone to improve commercial opportunities and job growth.
D. Within a year of adoption of this Plan, complete and adopt a strategy and program to expand heritage tourism and create an arts and entertainment district.

1.4.3 Improve perceived and actual safety in Lexington Park.

A. Promote the elements of "Crime Prevention through Environmental Design" (CPTED)[1] in the design of the built environment to reduce crime (see Section 5.6).
B. Provide "Complete Streets[2]" to improve pedestrian, bicycle, driver and passenger safety (see Chapters 4 and 8).
C. Increase police presence; establish a sheriff's station on Great Mills Road (see section 5.6).

1.4.4 Maintain cooperation with the Navy.

A. Continue coordination with the Navy to protect the Air Installation Compatible Use Zone (AICUZ[3]) for both accident potential zones (APZ) and noise zones pursuant to the latest studies.
B. Increase public amenity open space within the AICUZ.
C. Support Department of Defense efforts to preserve land and habitat buffers around the NAS by way of the Readiness and Environmental Protection Initiative (REPI).
D. Work with the Navy to establish criteria addressing compatibility with changes in operations at the NAS.

---

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

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

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

1.4.5 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.

1.4.6 Within 12 months of adoption of the Plan, revise, supplement or develop new ordinances necessary to achieve the physical characteristics of development envisioned for the Development District including but not limited to:

A. Comprehensive Zoning Ordinance Article 6 Development Standards and Approvals
B. Subdivision Ordinance
C. Road Ordinance
D. Comprehensive Water and Sewerage Plan
E. Prefer expansion of public water and sewer services within the Central Subarea. Services may be considered within the balance of the Development District for:
    i. Economic development projects or to complete projects that have final approved plans, and
    ii. Restricted access lines to correct failing systems.
F. A design ordinance
G. A landscaping ordinance.

1.4.7 Conduct a study to identify areas where public sewer and water infrastructure has not been constructed or is inadequate for the redevelopment described in this Plan. When this study is completed:

A. Prioritize areas within the Central Subarea for expansion. Include a calculation of the number of EDUs (or "Equivalent Dwelling Units," a term used to measure sewer or water system capacity) necessary to connect these areas to public sewer and water based on zoning.
B. Obtain a cost estimate for extending or improving sewer and water.

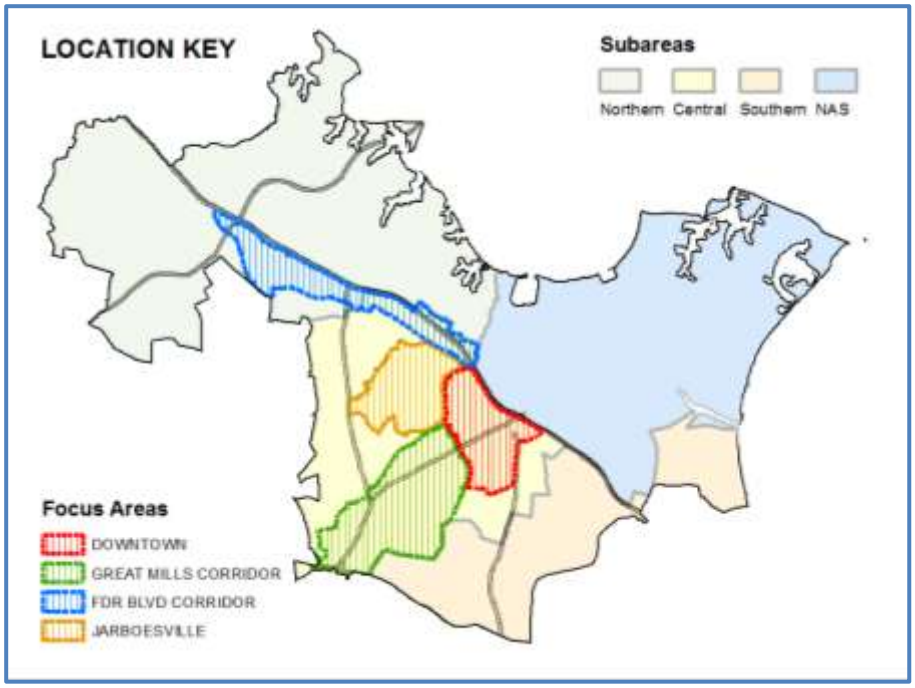
1.4.8 Budget the funds.

2. Development Strategies

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

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.

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.



2.1 Downtown

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

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

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

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

The map on page 2-14 provides a composite illustration of all of the Plan's recommendations for Downtown.

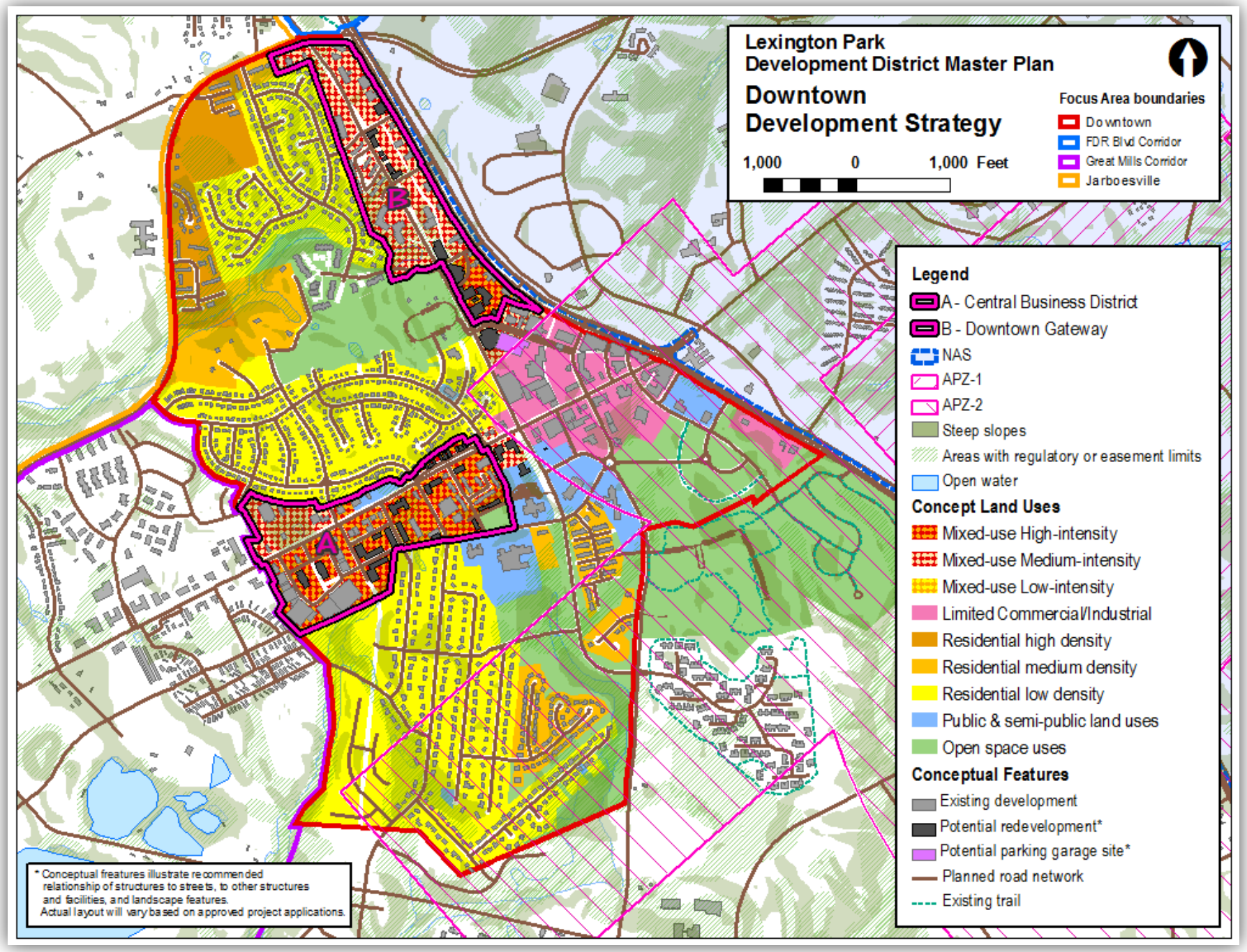
2.1.1 Development Strategies

A. Create a Central Business District (CBD)

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

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

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


Lexington Park
Development District Master Plan
Downtown
Development Strategy
1,000 0 1,000 Feet
Focus Area boundaries
Downtown
FDR Blvd Corridor
Great Mills Corridor
Jarboesville
Legend
A - Central Business District
B - Downtown Gateway
NAS
APZ-1
APZ-2
Steep slopes
Areas with regulatory or easement limits
Open water
Concept Land Uses
Mixed-use High-intensity
Mixed-use Medium-intensity
Mixed-use Low-intensity
Limited Commercial/Industrial
Residential high density
Residential medium density
Residential low density
Public & semi-public land uses
Open space uses
Conceptual Features
Existing development
Potential redevelopment*
Potential parking garage site*
Planned road network
Existing trail
* Conceptual freatures illustrate recommended relationship of structures to streets, to other structures and facilities, and landscape features. Actual layout will vary based on approved project applications.
A
B

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

2.1.2 Establish a Downtown Gateway

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

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

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

2.1.3 Enhance areas of existing development.

A. Existing Residential Neighborhoods

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

B. Existing Commercial Areas

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

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.

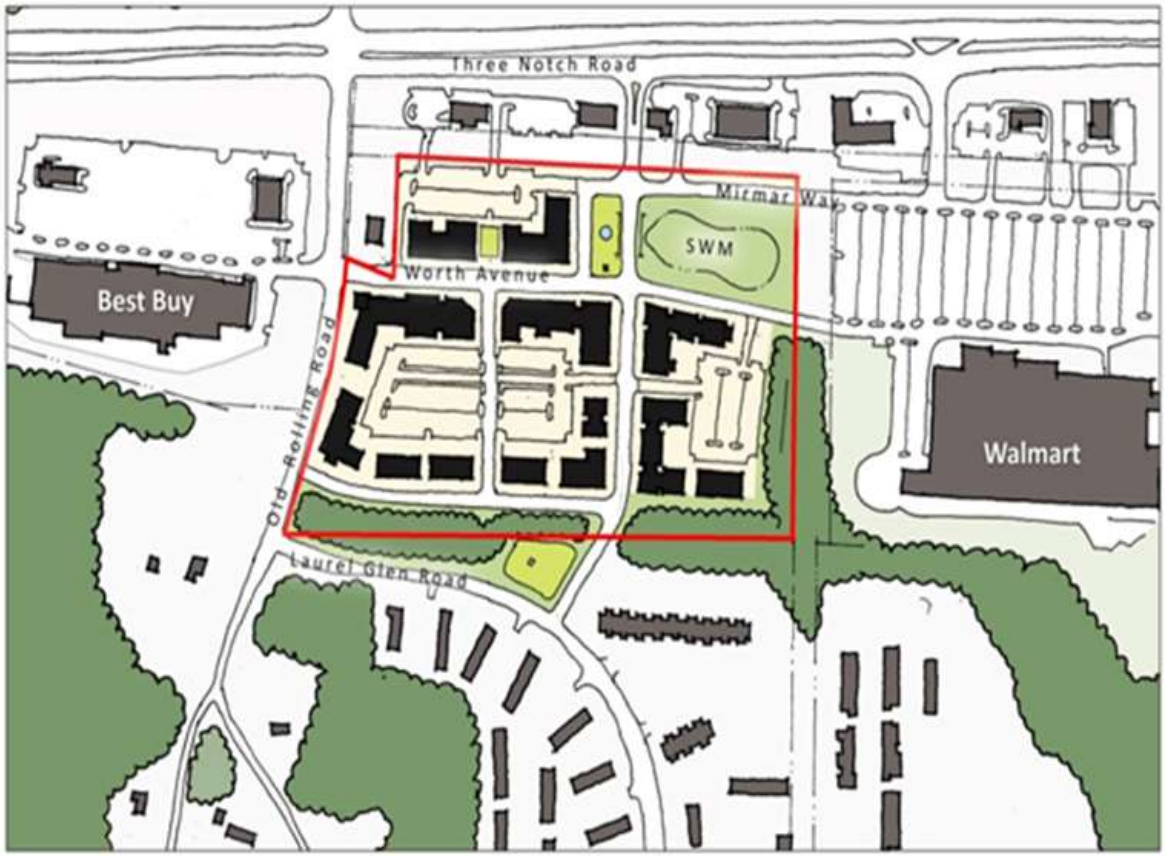
Central to realizing a goal of vibrant mixed-use corridors is infill development with new street and pedestrian connections for stand-alone commercial buildings. Significant new development that anticipates multiple uses or structures should provide a long-term phasing plan for pedestrian and transit 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.

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

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

Retrofit Framework Diagram

Commercial Use
Street Framework
Multifamily Residential
Open Spaces



Neighborhood Center Retrofit Prototype

Development Area
Existing Buildings
New Buildings
Public Spaces

2.2 Circulation Improvements

2.2.1 The Downtown Circulation Improvement map on page 2-8 proposes a network of streets, bikeways and sidewalks (off-road paths for biking and walking are shown in the Downtown Open Space Network map on page 2-11).

2.2.2 New Street Connections

Planned new Downtown street connections fall within three priority classes that are identified in Table 2.1.2.A on page 2-9. (See also Chapter 4; Table 4.1 identifies all street improvements recommended for Lexington Park.)

The first class of improvements gives high priority to streets that will improve connectivity between the Downtown focus area and the rest of Lexington Park. These projects should be initiated in the near term irrespective of the readiness of a development project to share costs. They will provide important connections that increase access between primary destinations; FDR Boulevard is the most important project in this first priority. Other streets in this priority provide important connections between existing neighborhoods and commercial areas.

The second class of improvements is those that help reinforce the importance of the CBD, and provide direction for road connections to be built by a developer in an area where these streets are planned. The county should consider including these streets in a capital improvement program (CIP) within 5 years of Plan adoption. Constructing streets within the CBD (as illustrated on the map entitled "Development Strategy for Downtown") will provide a street grid pattern, promote redevelopment of the Downtown's outdated - retail centers, and provide additional connections that enhance safety and convenience for existing neighborhoods. The cost of these streets should be shared by private and public sectors when included as part of a developer driven project. However, they should be publicly funded when needed 1) to provide an incentive for infill, redevelopment and revitalization; 2) are necessary for traffic calming; or 3) for improving management of stormwater.

The third class of street improvements includes projects initiated by major development activities or by a public purpose. Examples of development driven activity include constructing internal streets in places like Millison Plaza or St. Mary's Square where the timing for these will be dictated by the pace and phasing of redevelopment[4] and the extent of developer participation in the cost of construction. Public purpose driven street improvements include projects initiated in a CIP, but scheduled beyond its 5th year, where a significant public need results from the success of Lexington Park as the focus for development and population increases. Such CIP improvements will address safety or congestion issues and will provide incentives for infill, redevelopment and revitalization.

Extension of FDR Boulevard from Shangri-La Drive to Willows Road or the connection from Willows Road to Three Notch Road is typical of this priority.

2.2.3 Streetscape improvements, pedestrian amenities and traffic calming.

This Plan builds on the Great Mills Road streetscape improvements completed in 2011 and envisions that Downtown will have significant pedestrian amenities, including streetlights, shade trees, benches, and landscaping. Pedestrian and streetscape amenities will strengthen a sense of place and reinforce the quality and town like feel envisioned for the Downtown.

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

The Proposed Downtown Circulation Changes diagram on page 2-8 illustrates the recommended network of streets, amenities and enhancements.

"Complete Street" design is recommended for 1) the primary streets from St. Mary's Square along South Shangri-La Drive to a proposed connection to Misima Place and Three Notch Road, 2) FDR Boulevard from Pegg Road (access point to the NAS and the Naval Air Museum) through the Downtown Gateway, and 3) past Nicolet Park to the Willows Road intersection. Improving the pedestrian way will be essential to the redevelopment of Downtown.

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

Figure 2-1: Complete Street rendering

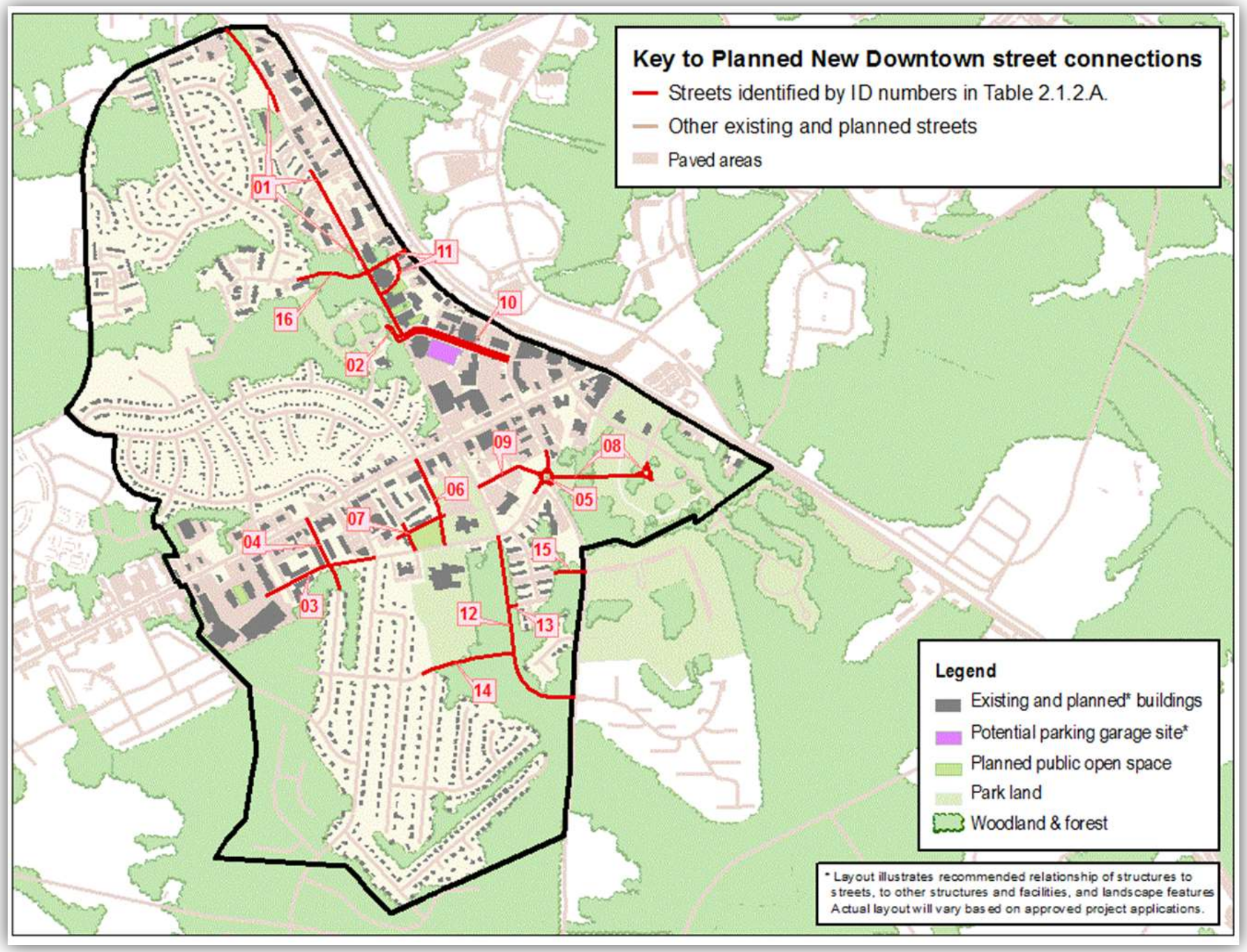

Key to Planned New Downtown street connections
Streets identified by ID numbers in Table 2.1.2.A.
Other existing and planned streets
Paved areas
01
11
10
16
02
09
08
06
05
07
04
15
03
12
13
14
Legend
Existing and planned* buildings
Potential parking garage site*
Planned public open space
Park land
Woodland & forest
* Layout illustrates recommended relationship of structures to streets, to other structures and facilities, and landscape features. Actual layout will vary based on approved project applications.

Table 2.1.2.A: Priorities for planned new Downtown street connections

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

2.2.4 Open Space Network

Lexington Park will be improved by adding open spaces that both beautify the community and create gathering and recreational opportunities. Parks will provide locations for physical recreation, which is a recommendation by the Healthy St. Mary's Partnership, a coalition of public and private partners working to address priority health issues in the County and to promote a healthier community.

The locations of Jarboesville Park, John G. Lancaster Park, Freedom Park and Nicolet Park are shown on the map on page 2-11. The network map shows how these parks can be connected through new sidewalks and hiking/biking trails.

The Open Space Framework map also illustrates typical public spaces that could be distributed throughout the Downtown area, listed and shown in Illustration 2-1 on page 2-11, and connected though the sidewalk and trail network:

A. A prominent new Lexington Park Town Green in the CBD, near existing institutional uses to serve as the center for civic life in the Development District.
B. Lancaster Park is proposed to be expanded and a community garden program created with garden plots located within the park near the Three Oaks Center.
C. Small public greens or pocket parks are illustrated at the Willows Road traffic circle, within St Mary's Square and within the Downtown Gateway across from Nicolet Park.

The placement, use and design of new public spaces should be carefully considered to ensure that they offer continued enjoyment to the residents of and visitors to Lexington Park. Having a trail network that connects the public spaces will offer an opportunity to build a theme or tell a story with the spaces. The recommendations to create new public spaces will necessitate future park planning, cooperation with interested volunteer organizations, and funding of operation and maintenance for these public facilities (further discussed in Chapter 5.)

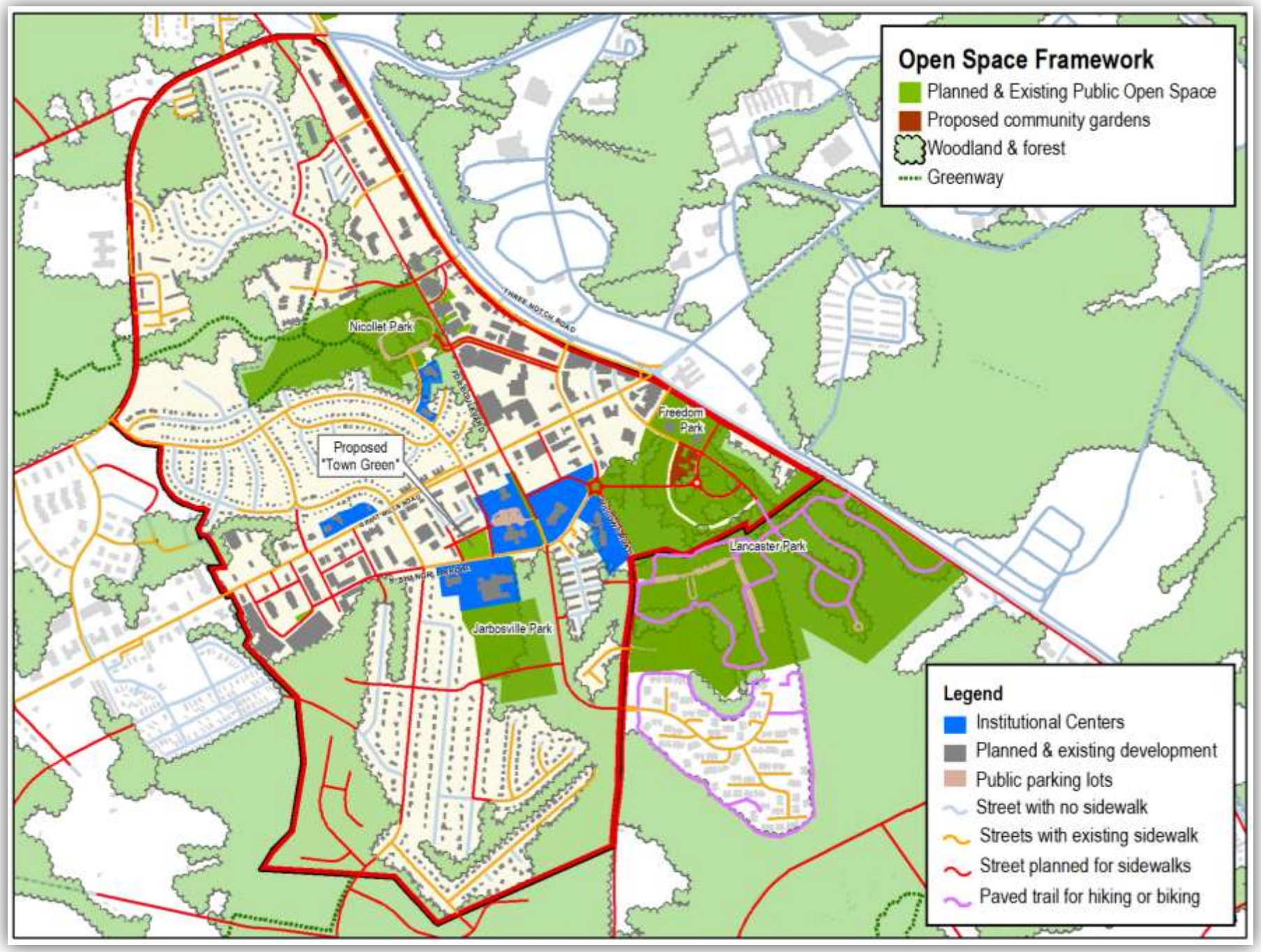
2.2.5 Town Green

A town green is proposed to front on Shangri-La Drive west of the Lexington Park public library. The town green will be bordered on all sides by public streets with diagonal parking and surrounded by new buildings overlooking the green to provide 24-hour-a-day "eyes" on the space for enhanced security. The town green is envisioned to become the focus of community life, so nearby residents should be involved in its planning and design.

2.2.6 Expanded Lancaster Park and Community Gardens

Construction of new road segments aligned with Misima Place will connect Three Notch Road to the planned traffic circle at the intersection of Willows Road and Shangri-La Drive. This connection will integrate the expanded park into Downtown, relieve traffic congestion at the signalized intersection of Shangri-La Drive and Great Mills Road and reduce travel time along Willows Road and Shangri-La Drive.

While the final alignment of the road through Lancaster Park will require study, this Plan's recommendation follows existing road rights-of-way to preserve the majority of mature trees, and integrates well with roposed community garden plots and a community gardening program offering area residents the opportunity to grow their own food. This feature supports Healthy St. Mary's Partnership recommendations calling for improving opportunities for physical activity and access to healthy foods (see Chapter 8).


Open Space Framework
Planned & Existing Public Open Space
Proposed community gardens
Woodland & forest
Greenway
Nicollet Park
Freedom Park
Proposed "Town Green"
Lancaster Park
Jarbosville Park
Legend
Institutional Centers
Planned & existing development
Public parking lots
Street with no sidewalk
Streets with existing sidewalk
Street planned for sidewalks
Paved trail for hiking or biking

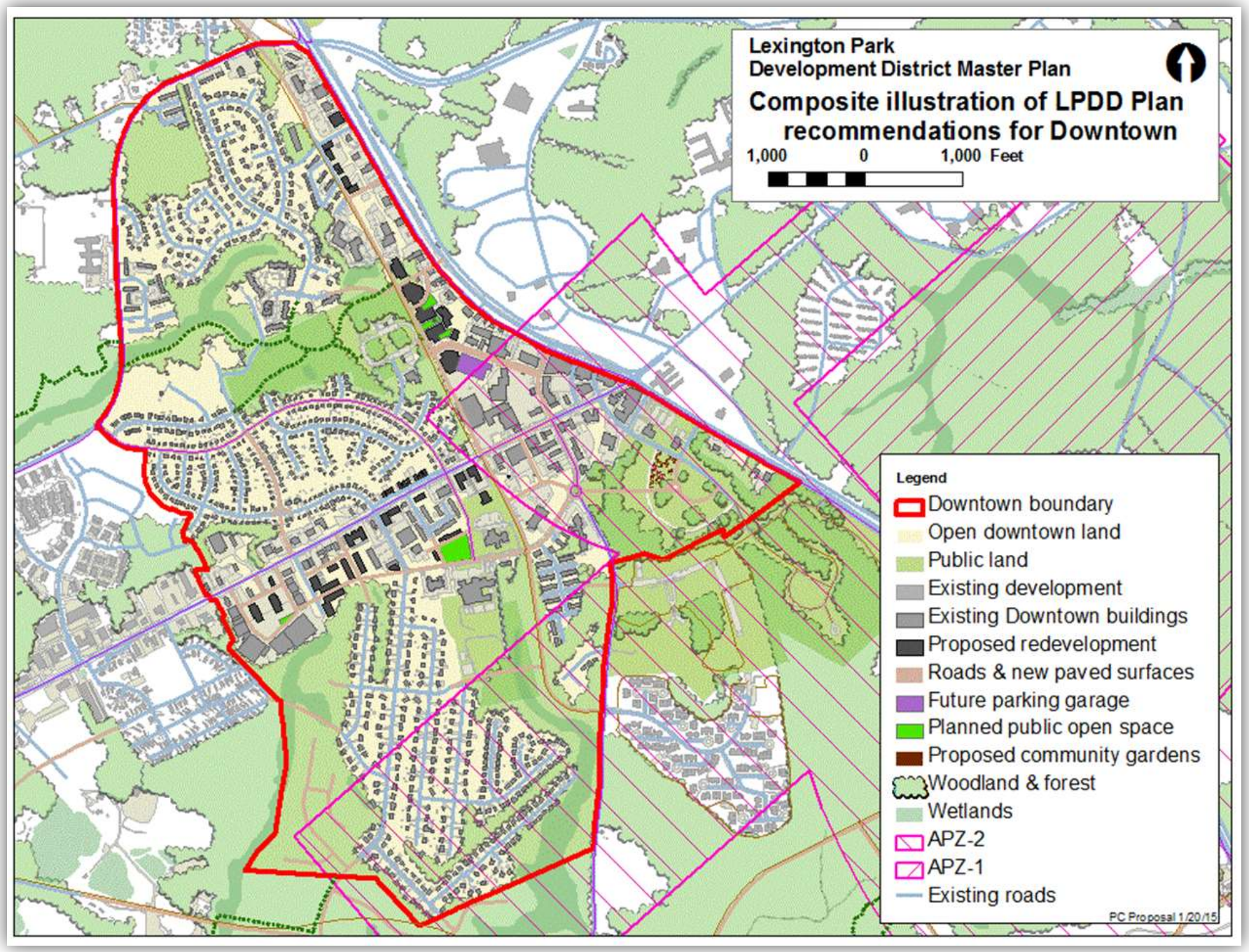
2.2.7 Small public greens and pocket parks

The walkability and livability of Lexington Park will be enhanced by a sidewalk and trail network linking parks and new public greens throughout the Downtown

During community meetings held during the preparation of this Plan, participants made suggestions for additional parks for passive outdoor recreation, public art spaces that could fit into an arts district strategy, and spaces that offer seasonal opportunities such as an ice skating rink or summer concerts, farm markets or local craft fairs. Continued community involvement will be invited to assure that the public open space network is built.

Highlighted in bright green in the illustration below (in Lexington Manor, near the library, within St. Mary's Square and in the Downtown Gateway across from Nicolet Park) are sites suggested for new public greens that can become important components of the Downtown open space network.

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


Lexington Park
Development District Master Plan
Composite illustration of LPDD Plan recommendations for Downtown
1,000 0 1,000 Feet
Legend
Downtown boundary
Open downtown land
Public land
Existing development
Existing Downtown buildings
Proposed redevelopment
Roads & new paved surfaces
Future parking garage
Planned public open space
Proposed community gardens
Woodland & forest
Wetlands
APZ-2
APZ-1
Existing roads
PC Proposal 1/20/15

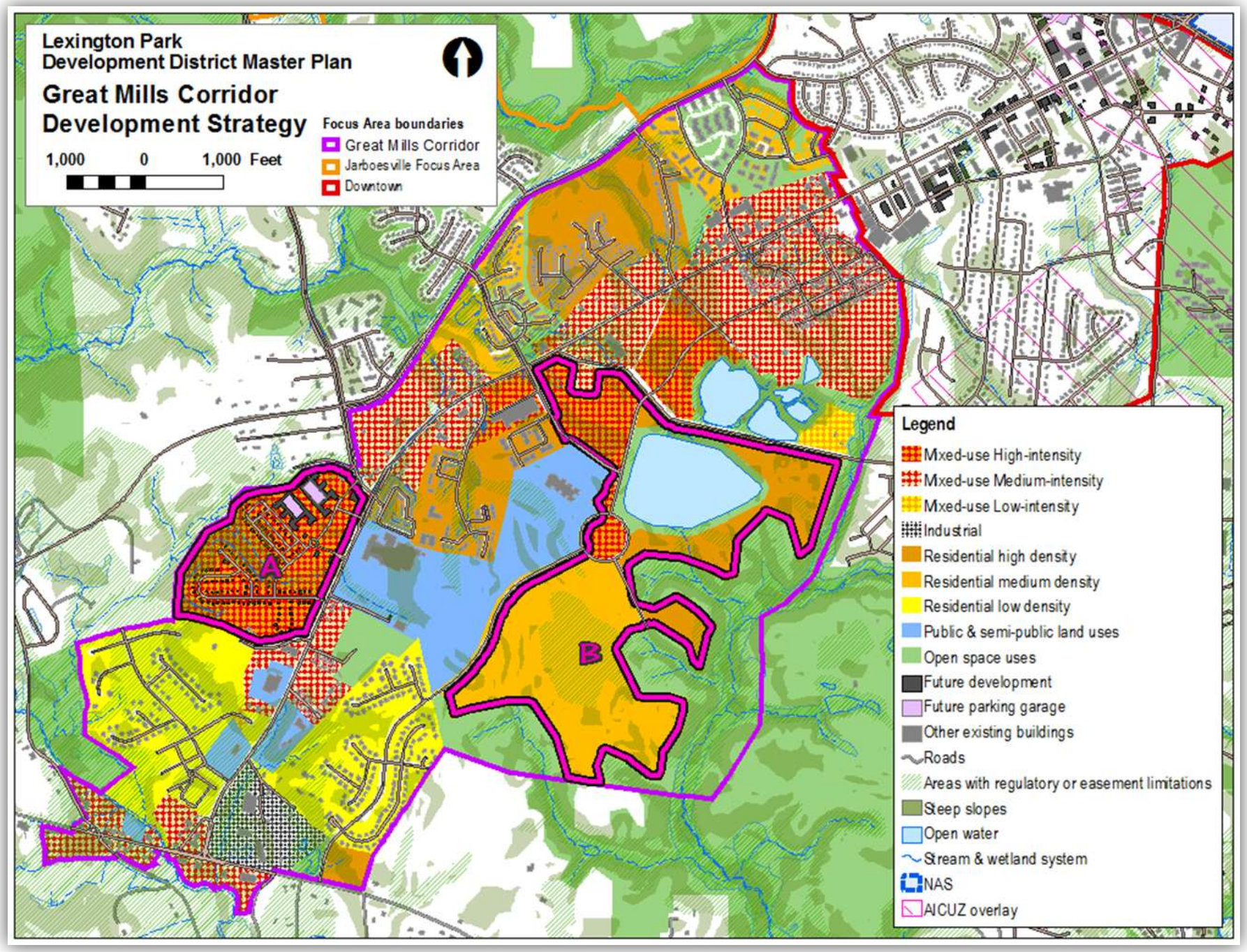
2.3 Great Mills Road Corridor

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

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

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

2.3.4 Stewart's Grant. This planned unit development is a "modified neo-traditional design." This Plan supports continuation of the PUD concept as described in the approved PUD documents and summarized as follows. Stewarts Grant PUD includes a commercial site near Great Mills Road, recreational uses near the pond (that remains once mining on the site is completed), and multifamily senior housing within walking distance to both shopping and recreation. Single family attached and detached dwellings are proposed in the areas above the Hilton Run stream valley. Approximately 50 % of the site will remain as recreation or preserved open space to protect Hilton Run. The village center will face onto the main street with parallel parking on the street side and access parking behind the units. Each housing area will be built around public open spaces, in both the multifamily and single family areas.


Lexington Park
Development District Master Plan
Great Mills Corridor
Development Strategy
1,000 0 1,000 Feet
Focus Area boundaries
Great Mills Corridor
Jarboesville Focus Area
Downtown
A
B
Legend
Mxed-use High-intensity
Mxed-use Medium-intensity
Mxed-use Low-intensity
Industrial
Residential high density
Residential medium density
Residential low density
Public & semi-public land uses
Open space uses
Future development
Future parking garage
Other existing buildings
Roads
Areas with regulatory or easement limitations
Steep slopes
Open water
Stream & wetland system
NAS
AICUZ overlay

2.4 FDR Boulevard Corridor

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

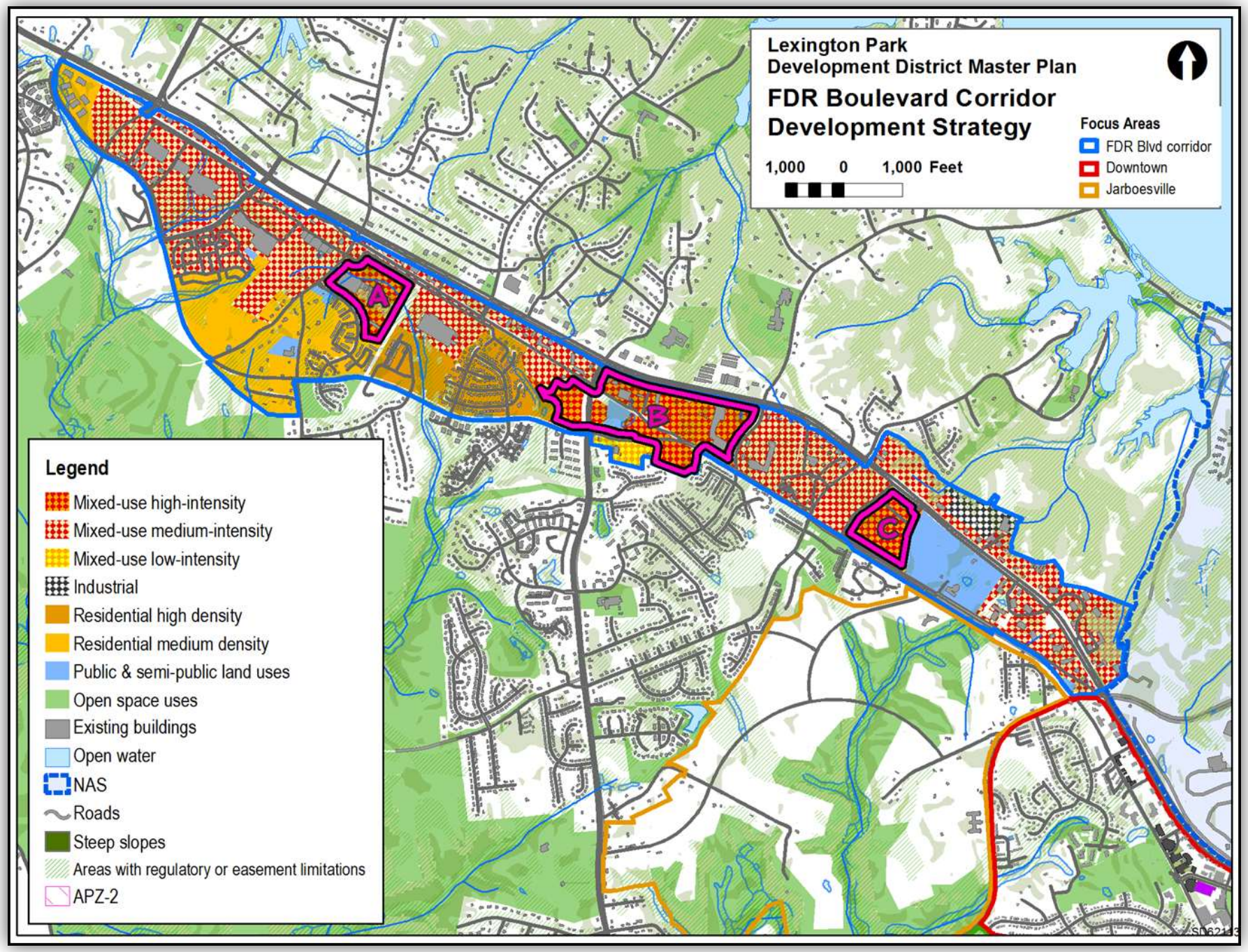
2.4.2 Some segments of FDR Boulevard are currently built and several infill segments are planned for construction. Completion of FDR Boulevard will likely depend on shared public and private contributions.

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.

2.4.4 This Plan's land use recommendation is for medium mixed-use commercial and residential land uses, with the addition of concentrated nodes of high-intensity mixed-use development. A mixed-use approach will allow integration of multi-family residential development into existing shopping and employment centers. New transportation connections from these centers to existing residential development at the fringes of the corridor should be built.

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

A. Laurel Glen
B. Hickory Hills
C. Patuxent Center


Lexington Park
Development District Master Plan
FDR Boulevard Corridor
Development Strategy
1,000 0 1,000 Feet
Focus Areas
FDR Blvd corridor
Downtown
Jarboesville
A
B
C
Legend
Mixed-use high-intensity
Mixed-use medium-intensity
Mixed-use low-intensity
Industrial
Residential high density
Residential medium density
Public & semi-public land uses
Open space uses
Existing buildings
Open water
NAS
Roads
Steep slopes
Areas with regulatory or easement limitations
APZ-2

2.5 Jarboesville Focus Area

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

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

A. Chancellor's Run Road at Horsehead Road Neighborhood Center

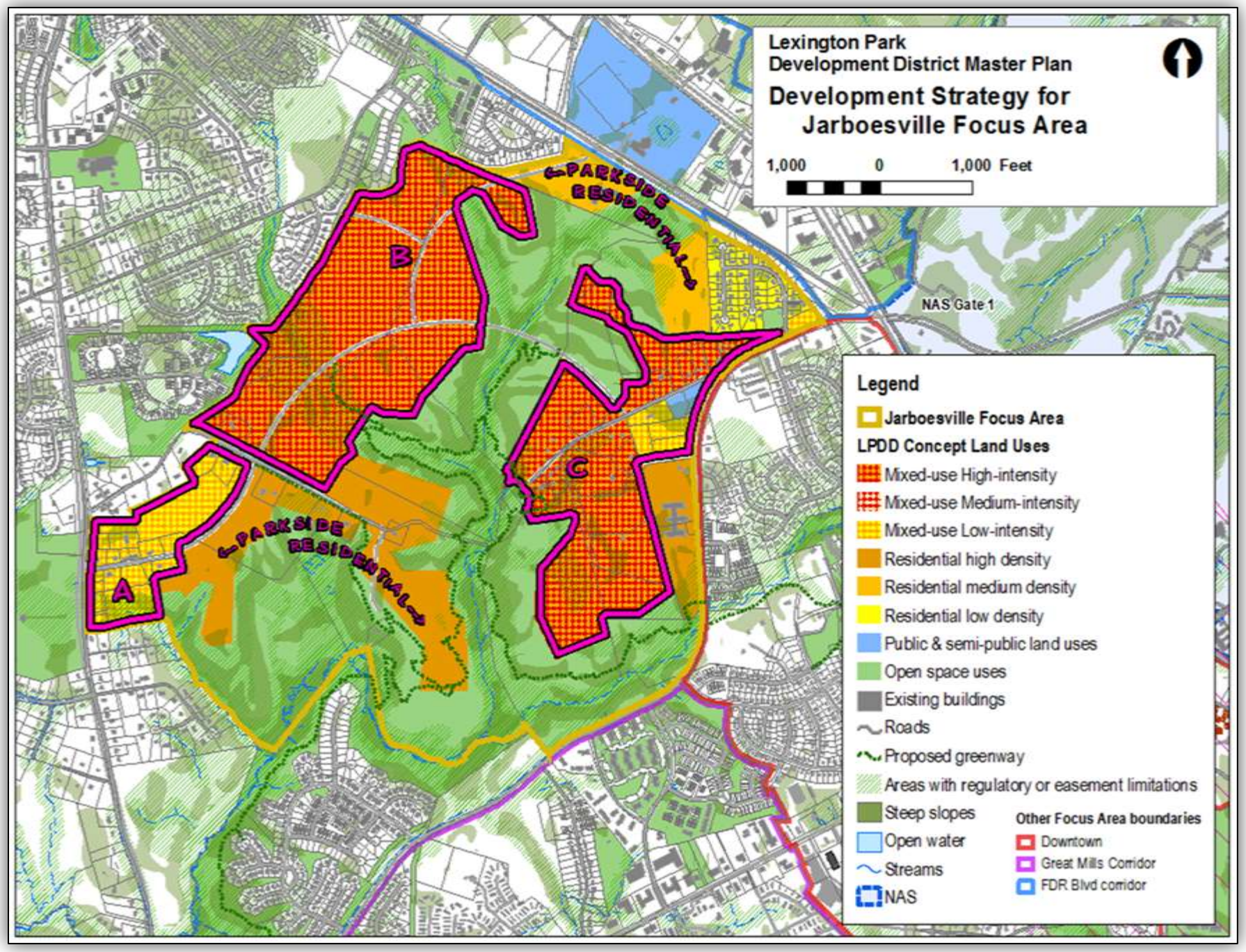
The urban design strategy calls for the creation of a new small neighborhood center of about two acres at the intersection of Chancellor's Run Road and Horsehead Road. This center will provide a gathering place with small scale convenience shopping and services. Located across from the entrance to the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

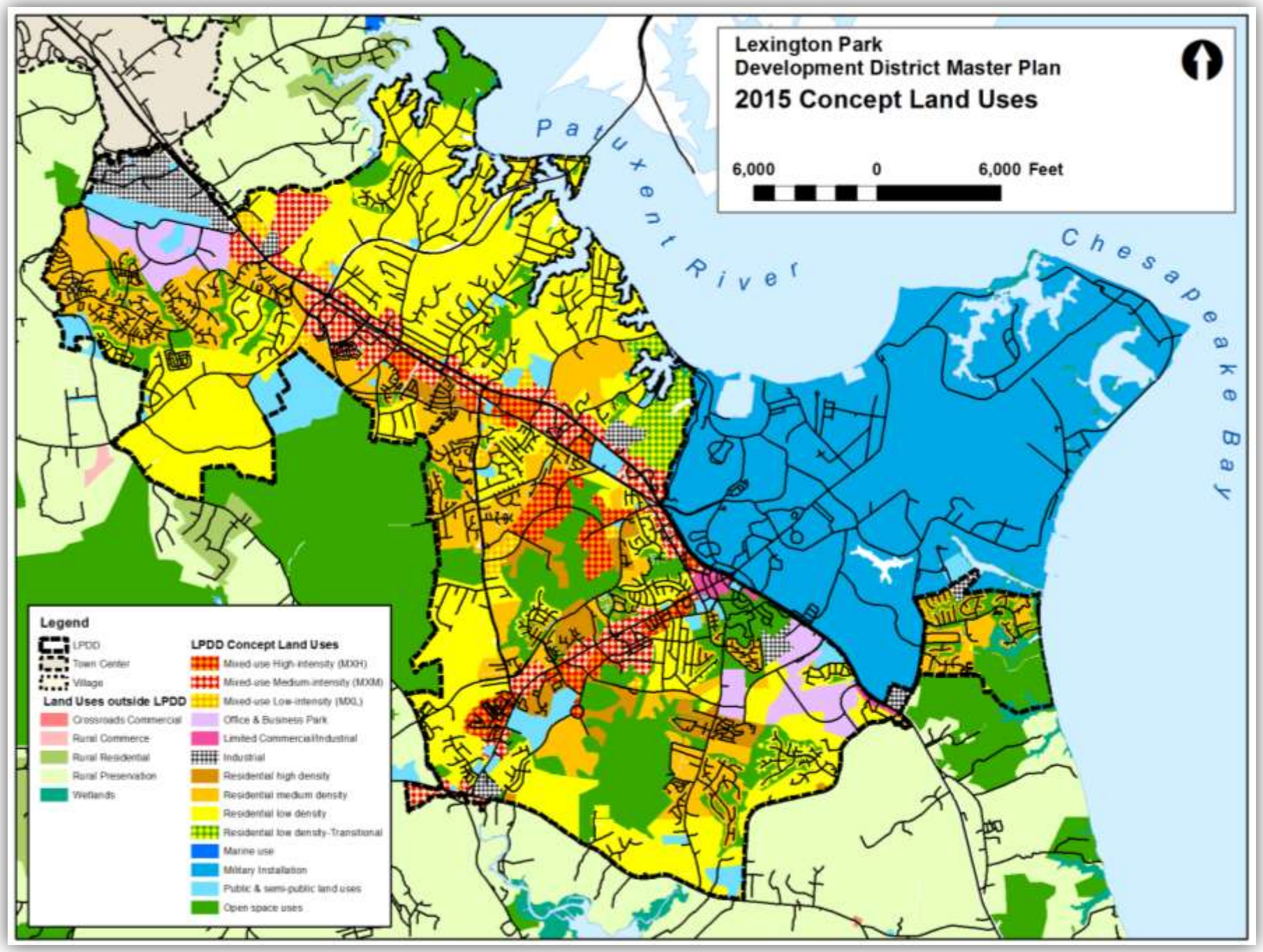
B. Future High-intensity Mixed-use Neighborhood

Horsehead Road would extend from the Neighborhood Center discussed above eastward toward Jarboesville Run. It will connect to Pegg Lane via a bridge crossing the protected open space encompassing the Jarboesville Run's floodplain, wetlands and steep slopes. This new road would allow for the creation of a new large-scaled mixed-use community along Horsehead Road and a proposed road from Horsehead to FDR Boulevard. This neighborhood should offer a mix of medium to high density residential clusters adjacent to protected open space. The open space is proposed to be improved with trails and greenways to serve new and existing commercial and residential areas. It would connect to a trail system running throughout Lexington Park.

C. Gate 1 Employment Center

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


Lexington Park
Development District Master Plan
Development Strategy for
Jarboesville Focus Area
1,000 0 1,000 Feet
PARKSIDE RESIDENTIAL
PARKSIDE RESIDENTIAL
NAS Gate 1
A
B
C
H
Legend
Jarboesville Focus Area
LPDD Concept Land Uses
Mixed-use High-intensity
Mixed-use Medium-intensity
Mixed-use Low-intensity
Residential high density
Residential medium density
Residential low density
Public & semi-public land uses
Open space uses
Existing buildings
Roads
Proposed greenway
Areas with regulatory or easement limitations
Steep slopes
Open water
Streams
NAS
Other Focus Area boundaries
Downtown
Great Mills Corridor
FDR Blvd corridor


Lexington Park
Development District Master Plan
2015 Concept Land Uses
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
LPDD
Town Center
Village
Land Uses outside LPDD
Crossroads Commercial
Rural Commerce
Rural Residential
Rural Preservation
Wetlands
LPDD Concept Land Uses
Mixed-use High-intensity (MXH)
Mixed-use Medium-intensity (MXM)
Mixed-use Low-intensity (MXL)
Office & Business Park
Limited Commercial/Industrial
Industrial
Residential high density
Residential medium density
Residential low density
Residential low density-Transitional
Marine use
Military Installation
Public & semi-public land uses
Open space uses

2.6 Land Use Designations

2.6.1 Residential Areas

A. Low Density Transitional (RL-T)

Development in this designation should consist of low-density detached residences with substantial accommodation for preservation of open space or forest retention. Although base density would be 1 dwelling unit per acre, it may increase to 3.5 dwellings per acre with the use of transferred development rights (TDRs). All major subdivisions must achieve at least 3.5 dwellings per acre within the development envelope[5]. Minimum lot size would be 2 acres.

B. Low Density (RL)

Development in this designation consists of low density residences in clustered configurations with preservation of sensitive areas. Acceptable density would range from 3.5 dwelling units per acre to 5 units per acre. All major subdivisions and residential site plans would achieve at least 3.5 dwellings per acre within a development envelope. Ensure need for TDRs.

C. Medium Density (RM)

Development in this designation consists of medium density residences with preservation of sensitive areas. Density would range from 5 to 10 dwelling units per acre. All major subdivisions and residential site plans would achieve at least 5 dwellings per acre within a development envelope. Ensure need for TDRs.

D. High Density (RH)

Development in this designation consists of high density residences with preservation of sensitive areas. Density would range from 10 to 20 dwelling units per acre. All major subdivisions and residential site plans should achieve at least 10 dwellings per acre within a development envelope. Ensure need for TDRs.

2.6.2 Commercial Areas

A. Office and Business Parks (OBP)

Development in this designation consists of offices with supporting limited retail uses in a campus setting, and excludes residential use.

B. Industrial Areas (I)

Development in this designation consists of industrial and office uses with preservation of sensitive areas.

2.6.3 Mixed-use Areas

A. High Intensity Mixed-Use (MXH)

Development in this category combines the intensity of areas designated for Downtown mixed-use, the density of areas designated for residential-high density and the breadth of uses allowed in corridor mixed-use areas. In exchange for this increased density and intensity of development, projects creating more than 3000 square feet of floor area will be required to achieve a mix of uses. Proposed development should accommodate multi-modal transportation. The design of buildings, landscaping, and public amenity spaces should assure a visually attractive town-like environment and provide an inviting environment for people to work, eat, shop and congregate. Residential density would range from 7 to 30 dwelling units per acre.

B. Medium Intensity Mixed-Use (MXM)

Development in this designation should consist of large-scale and clustered commercial and residential uses adjacent to existing or planned principal transportation corridors with

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

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

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

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

D. Limited Commercial/Industrial (LCI)

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

2.6.4 Open Space

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

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

- Sensitive Areas

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

- Greenways

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

- Public Lands

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

2.7 Zoning Recommendations to Implement the Plan

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[6] 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.
F. Develop and implement design standards necessary to achieve a walkable urban rather than a car dominated suburban development pattern.
    i. Assure the interconnection of parcels and development sites with streets, sidewalks, bikeways and trails.
    ii. Provide standards that address building massing, relationships between on and offsite site features, fenestration, multi-modal access, and landscaping.
    iii. Provide standards for design of new streets and repurposing of existing streets to favor safe and convenient transportation by walking, biking, and transit.

2.7.2 Maps

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

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

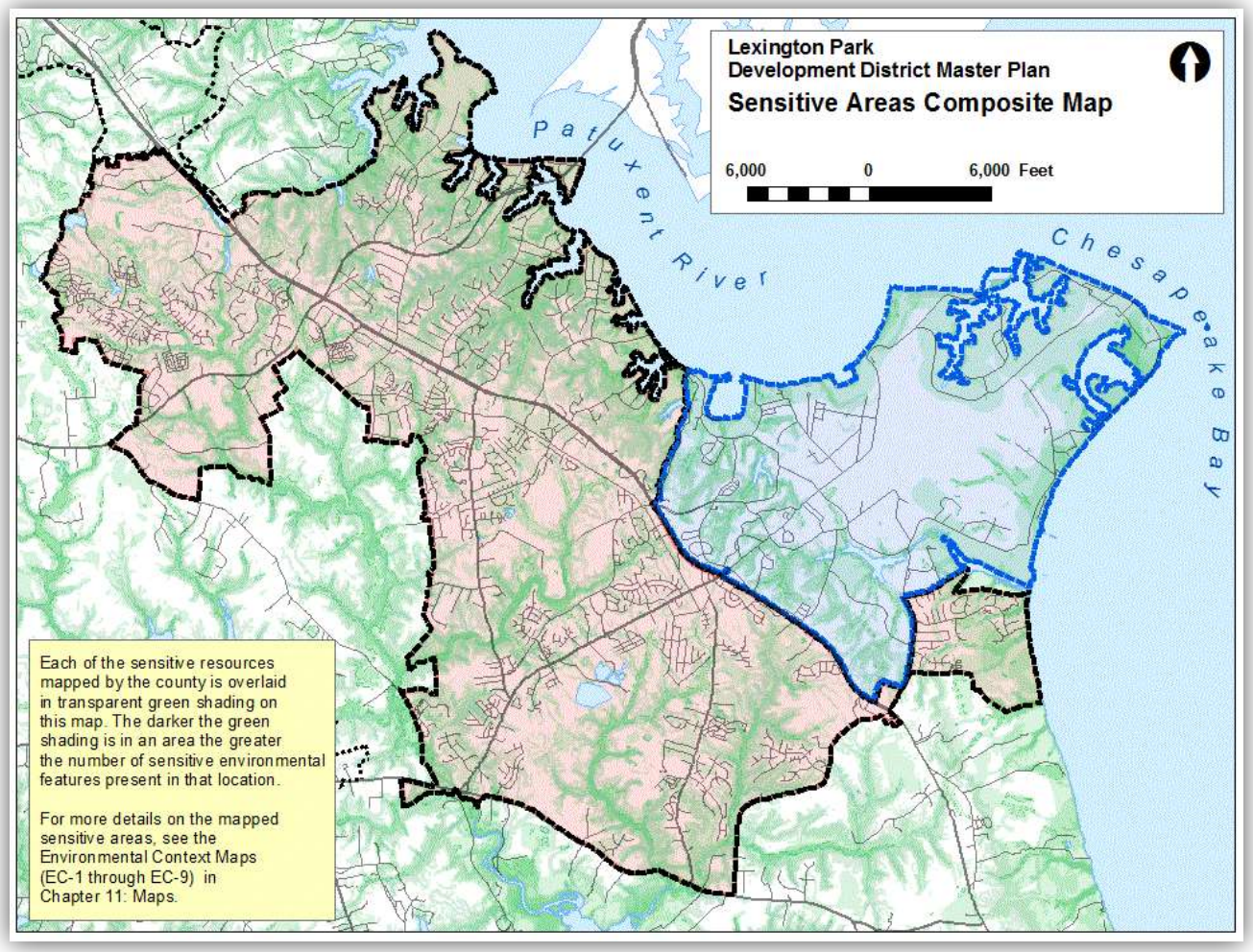
This page is intentionally blank.

3. Physical Setting and the Environment

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

This chapter describes how to both accommodate growth and minimize impact to ecosystems through clustering, green infrastructure and best management practices. Clustering allows maximum build-out in the growth area by using the least sensitive areas of a site while supporting environmental protection, and concentration of growth in compact walkable neighborhoods.

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



3.1 Background

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

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

3.1.1 St. Mary's River

The LPDD occupies approximately 17.5 square miles in the St. Mary's River watershed, which is just less than 25% of the total land area in the watershed. The river has three primary reaches. The main stem flows from its source near the regional airport, and through the St. Mary's River State Park to the head of the river's tidal waters. Jarboesville Run is the main stem's major tributary. The Western Branch was dammed to form St. Mary's Lake. The Eastern Branch consists of two main tributaries: Hilton Run to the west of Willows Road, and Pembrook Run to the east of Willows Road.

A 1998 study found that the St. Mary's River watershed above the head of tide was approximately 64% forested, and impervious surfaces, a key determinant of watershed health, totaled 4.7%. Analysis of 2007 data (the most recent year for which an updated impervious coverage is available) shows this area's forest coverage had decreased to 55%, and its impervious surfaces had nearly doubled to 8.5% coverage. Three subwatersheds (Hilton Run, Jarboesville Run, and the upper main stem above head of tide, discussed below) each exceed 10% impervious surface, which is the threshold at which significant stream impairments occur[7].

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

A. Hilton Run Subwatershed #0715

Hilton Run receives runoff from the Downtown Core and Great Mills Road Corridor. In 2003, the Watershed Legacy Coalition determined that a degree of biological integrity has been maintained in spite of growth, and concluded that the forested core of the subwatershed has protected water quality from serious deterioration and maintained high biological diversity. If this forested core should be removed, and if building activity proceeds in these areas without adequate protection for the aquatic environment, then water quality and biological integrity will be impaired. Controlling growth in the Hilton Run watershed should therefore focus on improving stormwater management where it is inadequate or lacking, and on protecting the forested core through environmental site design.

B. Jarboesville Run Subwatershed #0717

This Plan recommends a large area for new high and medium intensity mixed-use within this forested subwatershed in the middle of the Central Subarea. This area has significant opportunities for development, but it also has significant steep slopes and bottomland floodplains that should be protected from erosion that would result from deforestation and excessive runoff from new construction. Environmental site design and best management practices must be implemented to minimize degradation of water quality and habitat. Protected lands will be well suited for greenways and passive recreation.

C. Upper Main Stem of St. Mary's River Subwatershed #0719

The upper main stem subwatershed includes the public landfill, the airport, and the built-up area of the FDR Corridor discussed in Chapter 2, which results in this subwatershed having the highest overall impervious surface coverage (13.83%) in the St. Mary's River watershed. Nevertheless, the subwatershed retains significant environmentally sensitive resources, and it provides opportunities for recreational benefits.

The St. Mary's River bottomland is an extensive, heavily forested floodplain, covering approximately 1,500 acres just west and south of the Development District. This bottomland, most of which is within St. Mary's River State Park, is home to rare plant and animal species[8] (including a federally-listed endangered toad), and is a designated Wetland of Special State Concern. Also located within the State Park is a 520-acre fish management area containing a lake and surrounding forest, which contains rare, threatened and endangered species habitats. Even though the St. Mary's River bottomland and St. Mary's River Fish Management Area are outside the Development District, upstream development has high potential for impacts to water quality and habitat resources.

3.1.2 Patuxent River

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

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

3.2 Resource Protection Issues Affecting Development

3.2.1 Chesapeake Bay Critical Area[9]

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

The Critical Area in the Patuxent River watershed is characterized by extensive stream valleys with steep erodible soils. Often the most effective means to limit erosion is clustering within small development envelopes in areas where impacts to slopes and forest cover can be minimized. The low density residential transitional (RL-T) land use designation limits the ability to cluster[10]. This Plan recommends changing the RL-T use to the low density residential (RL) for 1,257 acres of RL-T in the Myrtle Point area, and for 581 acres of RL-T along Point Lookout Road (MD 5). In the area between Millstone Landing Road and the NAS, the Plan recommends changes that will result in 196 acres of residential medium density (RM) near the existing schools, 103 acres of RL along Rue Purchase Road, and 267 acres of RL-T for land adjacent to the NAS and in the Critical Area.

3.2.2 Clean Water Act

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

3.2.3 Impaired Streams

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

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

The impairment of streams in the LPDD is primarily caused by excess nitrogen, phosphorous and sediments. A Chesapeake Bay TMDL has been established to address these types of impairments, and the requirements to address the Bay TMDL are discussed in Sections 3.25, Watershed Implementation Plan (WIP), and 3.27, National Pollution Discharge Elimination System (NPDES) Permit.

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

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

3.2.4 High Quality "Tier II" Streams

MDE's stream evaluation also identifies streams and waters with good water quality and aquatic habitat. These streams are listed as "Tier II" streams and the Clean Water Act requires that Tier II streams' water quality and habitat must be maintained. When a project comes forward in a Tier II watershed, an anti-degradation evaluation may be required. Loss of designated and historical uses for the water body must be avoided, and the benefits resulting from development must be demonstrated to outweigh the impacts. Identified impacts may be required to be mitigated in order for the development to be approved.

Figure EC-8 shows the Hilton Run watershed and the upper reaches of the St. Mary's River main stem; both are Tier II catchment areas.

3.2.5 Watershed Implementation Plan (WIP)

A. Excess nitrogen, phosphorous and sediment generated by existing development has resulted the Bay TMDL. EPA and MDE have required development of local Watershed Implementation Plans (also discussed in Section 1.2.5) as necessary to meeting the Bay TMDL. The local WIP offers options for funding, implementation, and monitoring necessary to meet the county's share of the TMDL for nutrient and sediment pollution resulting from *existing* development. The county's Phase II WIP strategy was submitted to MDE in 2012.

B. Financial impacts of the strategy on development and on county residents generally are projected to be significant.[11] In most cases, septic system upgrades are not likely to be affordable unless a comprehensive program to expand sewer capacity and to connect septic systems to sewer can be implemented as recommended in the county's Phase II WIP strategy.

C. Existing development is a primary source of current urban, septic, and wastewater treatment plant load allocations, and the Development District is slated for significant new development that has the potential to increase pollutant loads. The WIP strategy's recommendations consider existing and future nutrient and sediment loads within the Development District including:

D. Natural filters protection and enhancement to reduce stormwater runoff help maintain habitat and water quality and improve aesthetic and environmental quality.

E. Continue existing sensitive areas regulations to limit the impacts from new development.

F. Increase attention to the protection of existing forest cover and green infrastructure at the time of development approval and construction.

G. Enhance use of urban forestry programs to increase forest cover in urban areas.

H. Stormwater management

   i. Increase tracking, inspection, retrofits and maintenance of existing stormwater management (SWM) facilities to improve water quantity and quality.

   ii. Implement environmental site design for new developments.

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

I. Septic system and wastewater treatment plant policies and programs

i. Connection of existing development served by onsite sewage disposal systems (OSDS) to sewer is recommended; the first priority for connection should be areas within and near Lexington Park where sewer infrastructure exists. Expansion of the Marlay Taylor water reclamation facility may be necessary to provide capacity for a septic connection program as well as to accommodate planned growth within the next twenty years.

ii. Updates to the comprehensive water and sewerage plan should address connection of all new and existing development to expanded and enhanced sewage treatment plant infrastructure.

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.

3.2.7 National Pollution Discharge Elimination System (NPDES) Permit

An NPDES permit and program for implementation to manage nonpoint source pollution is required, since the county's population exceeds 100,000. There will be additional stream protection requirements as well as more formal plans and processes for project review to assure that land development minimizes generation of pollutants and maintains stream water quality and existing natural hydrology. Another aspect of the permit may be a state requirement that NPDES jurisdictions develop and implement a fee program to fund stormwater implementation programs.

3.2.8 Conservation of Green Infrastructure

A. Green infrastructure includes important natural lands that are large and intact enough to provide a full range of environmental functions. The primary areas of green infrastructure, called "hubs," are typically large unfragmented natural areas that are important to maintaining the state or county's ecological health. They provide habitat for native plants and animals, protect water quality and soils, regulate climate, and perform other critical functions. "Corridors," linear remnants of natural land such as stream valleys and ridges, connect the hubs and allow animals, seeds, and pollen to move from one area to another. Preserving linkages between the remaining blocks of habitat will ensure the long-term survival and continued diversity of the county's unique plants, wildlife, and environment.

B. Conservation and enhancement of green infrastructure will help reduce pollution and improve water quality in a cost efficient manner. While single-purpose stormwater infrastructure is designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source, while delivering environmental, social and economic benefits. As discussed in the section above, implementation costs to address the TMDL and NPDES program are expected to be substantial.

As Lexington Park develops, these costs can only be expected to grow unless measures are taken to fully account for the impacts of new growth. Maintenance of the natural environment is the most efficient way to reduce costs.

C. Figure EC-7 in the appendix shows green infrastructure in the Development District that includes streams and extensive concentrations of forest cover and sensitive areas. The largest concentration is the St. Mary's River bottomland. This "hub" extends into the Development District along Jarboesville Run and on the north and south sides of St. Andrew's Church Road. Smaller hubs occupy areas adjacent to Hilton Run and Pembrook Run. The hubs are interconnected by natural corridors, such as the two that cross St. Andrew's Church Road near Wildewood and two that cross Great Mills Road. Unless corridors are designated and maintained, the hubs become isolated (especially the smaller hubs) and less able to be ecologically self-sustaining.

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.

3.2.9 Principles of Conservation

A. Preserve the major stands of forest and open space that form the bulk of the green infrastructure.

B. Protect wide and undisturbed riparian buffers that encompass all erodible soils, steep slopes, wetlands, and 100-year floodplain areas and provide wildlife corridors with sizable stands of forest. To ensure the long-term resource and habitat value of watercourses and streams, adequate buffers along either side thereof should be maintained in their natural condition in keeping with state or federal standards.

C. Interconnect existing forest stands and remaining isolated pockets of green space (including parks) to enhance the form and structure of the built environment. Existing edges of forests and tree stands along roads and streets provide beauty, color, and seasonal variation associated with native natural landscapes and should be protected from loss and fragmentation.

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

3.2.10 Protective Strategies

A. Continued Implementation of Sensitive Area Regulations

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

B. Low Impact Development (LID)

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

C. Conservation Subdivision Design

To protect green infrastructure and natural or historic resources, this Plan recommends the use of a conservation subdivision (or site plan) approach by clustering home sites on small lots or in buildings containing more than one unit on a property.

D. Off-Site Reforestation

Where conservation requirements cannot be met on site, land within or adjacent to mapped green infrastructure should be targeted for reforestation and/or protection through easements.

E. Stream Restoration Projects

Plan and implement stream restoration projects to enhance compliance with state and federal clean water standards for stream segments that fall within or downstream of green infrastructure and assure that development upstream will not undo the benefits of the restoration.

F. Easements

Acquire conservation easements to protect green infrastructure.

G. Transfer of Development Rights (TDR) Sending Areas

Consider revising the TDR program to allow properties with green infrastructure to be "sending areas" to transfer development rights to other parts of the Development District or to other growth areas.

H. Purchase of Development Rights

Prioritize and actively seek preservation through voluntary purchase agreements with property owners.

I. Land Swaps

Consider swapping publicly owned open space land that is more advantageous for development (as guided by the Plan) with green infrastructure lands or for perpetual conservation easements on such lands.

J. Conservation Incentives

Encourage private land conservation and /or the creation of a new private entity to promote the preservation of the remaining forests in the Development District.

4. Transportation and Circulation

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

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

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

4.1 Background

One of the desired outcomes of the Plan is compact urban form that is safe and attractive for pedestrians and bicyclists. Compact urban form may be attained, in part, through the use of "transit-oriented" development. The definition of transit-oriented development adopted by the Maryland legislature in 2008[12] is: "a dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to increase transit ridership." An area with a radius of ½ mile contains approximately 500 acres and is considered to be a 10 minute walk. Residential densities will vary, but are often at least 10 to 15 units per acre. Floor area ratio (or FAR), which is the total square feet of buildings divided by the size of property in square feet will also vary, but to support transit will probably be at least 1.0. The increased densities and FAR will only be allowed outside the AICUZ.

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

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.

4.1.1 Southern Maryland Regional Transportation Priorities

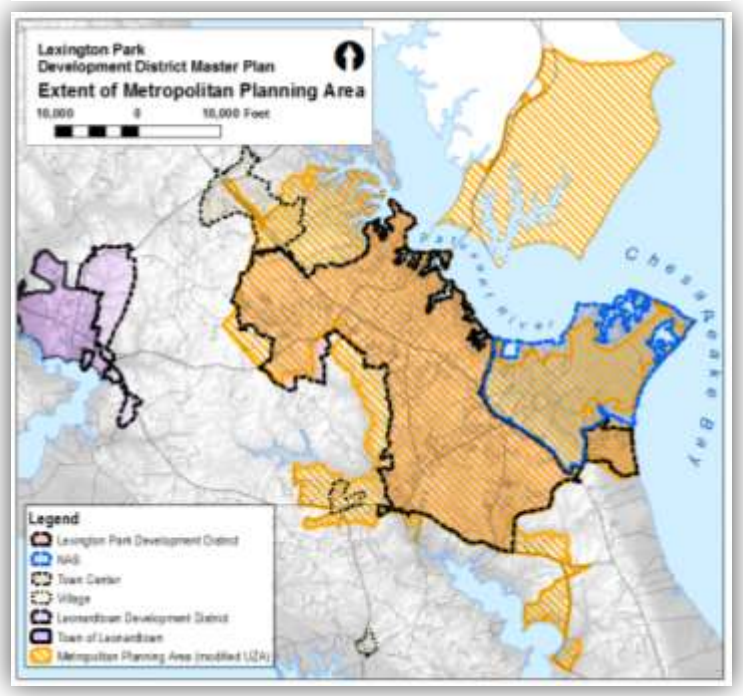
According to the Maryland Consolidated Transportation Program (CTP) and as stated by the Tri-County Council for Southern Maryland, regional priorities for St. Mary's, Calvert, and Charles Counties, and of importance to Lexington Park and the NAS, include the Thomas Johnson Bridge replacement and the Three Notch Road intersection with MD 4. The top regional transit priority is the Southern Maryland Transit Project that will provide fixed-route, high-capacity transit service in the MD 5 / US 301 corridor from the Branch Avenue Metro Station to Waldorf and White Plains in Charles County, with connections to Lexington Park. Priorities in St. Mary's County include the enhancement of commuter bus service and additional park and ride lots.

12 (http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/TOD/Index.html)

4.1.2 Calvert – St. Mary's Metropolitan Planning Organization

The 2010 Census identified an "Urbanized Area" comprised of the Lexington Park, Great Mills, and California areas in St. Mary's County and Solomons and Chesapeake Ranch Estates in Calvert County (shown below). Federally designated Urbanized Areas are required to form a Metropolitan Planning

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



Organization (MPO); Calvert and St. Mary's Counties, along with the Maryland Department of Transportation, established the Calvert – St. Mary's MPO (C-SMMPO) in 2013. Funds for transportation planning are available to the two counties, and there may be an increase in transit funding through the C-SMMPO. Since Lexington Park is the largest St. Mary's County community within the Urbanized Area, a significant portion of the MPO funds could be used to help implement the transportation recommendations in this Plan.

4.2 Roads and Streets

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

Street improvements discussed in this Plan are based on the concept of the Complete Street[13], which has potential to increase transportation options.

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

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

Public participation is an important component of the process of selecting, prioritizing, and designing road projects. It is important for the residents and businesses of the Development District to stay informed about future road projects. When meetings are held to discuss these projects, individual residents

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

as well as groups are encouraged to attend and present their opinions and ideas.

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).

4.2.3 The following provides criteria for including Complete Street into site designs and identifies types of traffic calming devices that should be considered.

A. Site designs should accommodate the existing and planned transportation network (planned road connections, public transit routes, bike lanes, hiker/biker trails, greenways, etc.) including conserving the rights-of-way for potential rapid transit routes along primary corridors.
B. Street designs should provide well defined and separate travel paths for vehicles, bikes, and pedestrians; accommodate bus stops.
C. Provide a safe and inviting pedestrian landscape by occupying the area between streets and buildings and between the buildings and parking lots with street trees, pedestrian amenities, sidewalks, and landscaping.
D. Provide visually and texturally distinct crosswalk surfaces where pedestrian/bike paths and sidewalks must cross streets.
E. Integrate stormwater management into the streetscape as a means to minimize flooding of the transportation infrastructure and to protect and improve water quality.

F. Provide sidewalks and pedestrian/bike paths extended to the edges of the property in a manner that allows each new project to seamlessly connect to existing walks and paths on adjacent sites.
G. Specifically provide continuous walkway/crosswalk connections (with particular attention to handicapped accessibility) between uses within commercial and mixed-use developments and between non-residential development and adjacent residential developments.
H. Where pedestrian connections are currently missing, provide infill sidewalks and crosswalks when public roads are repaved or widened.
I. Use traffic calming measures such as pavement width reduction to slow traffic and increase crossing safety, traffic circles at primary cross streets, crosswalks and canopy trees along streets.

4.2.4 Access Management

Access management should be thought of as an attempt to balance the need to provide good mobility for through traffic with the requirement for reasonable access to adjacent land uses.

According to the Maryland State Highway Access Manual, transportation officials are showing more interest in access management as a means of addressing the problems presented by traffic congestion, safety issues, and the rising cost and complexity of road improvements.

Arterial and collector roads in a Development District have two primary functions. They must serve commuters traveling to and from places of employment, and they must provide automobile access to businesses. It is important that these two functions be balanced. If there are not enough driveways to and from the businesses, commuters will not stop; however, too many driveways or intersections on the main routes increase the length of the commute time. When congestion becomes unacceptably high, commuters will not leave the road to shop because of the difficulty (and delay) of getting back on their journey to or from work. More important than slow travel times is the fact that every driveway is a conflict point where turning movements can result in accidents.

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

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

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

4.3 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."

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

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

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

- Expand transit availability for all trip purposes in the evenings (late shifts) and on weekends.
- Provide additional service options for social and shopping trips, particularly for older adults.
- Centralize/promote easy access to information concerning services, trip options, and providers.
- Expand demand-response/specialized services, particularly for dialysis.
- Expand medical trips outside of the county, especially return trips from dialysis.

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

4.4 Sidewalks

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

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

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

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

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

4.5 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.

4.6 Trails

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

4.7 Airport

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

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

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

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.

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

4.8.3 Transportation Policies and Implementation Strategies

A. Within 5 years of the adoption of the Plan, complete the construction of FDR from First Colony to Pegg Road.
B. Within 5 to 10 years of the adoption of the Plan, develop and implement access management plans for major state roads.
C. Conduct a study of and prepare an implementation plan for bikeways and pedestrian ways (sidewalks and trails).
    i. Within 18 months of the adoption of the Plan initiate a sidewalk analysis.
        a. Propose new links where gaps are found.
        b. Determine needs for curb extensions (bump outs), islands, or other safety zones for pedestrians will be established to provide comfortable and safe walkways across multi-lane, high traffic volume roads.
        c. Implement the recommendations of an ADA (Americans with Disabilities Act) assessment and transition plan for sidewalks and ramps along state and county roads.
    ii. Identify locations for features such as benches and appropriate lighting along sidewalks, bikeways, and trails. Within 6 months of the adoption of the Plan initiate a study to:
        a. Identify locations for new and improved bikeways within the Development District.
        b. Identify options and the need for the high priority bikeway projects identified by the study.
        c. Recommend traffic calming techniques to allow bicyclists to safely share travel lanes with automobile traffic when dedicated bikeways are not feasible.
    iii. Within 12 months of the adoption of the Plan initiate a trails and greenways study to:
        a. Identify locations and priorities for new and improved trails within the Development District.
        b. Consider trails as a circulation element for development. Ensure provision of easements for public use of these trails. Prohibit fences, walls or other barriers that prevent public access to trails.
        c. Include the provision and interconnection of trails in long-range plans of St. Mary's County Departments of Public Works and Transportation and Recreation and Parks to include funding for constructions.
        d. Develop and implement a schedule for the interconnection of the existing and proposed new trails
    iv. Within 2 years of the adoption of the Plan, seek funding for recommended projects.

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

E. Continue to protect the airport from the encroachment of incompatible land uses and structures.

4.8.4 Implementation Priorities Necessary to Achieve the Vision

A. This Plan supports but also refines and expands upon the list of road projects recommended in the adopted 2006 *Transportation Plan.*

B. Table 4-1: Road and Street Connections Needed to Implement the Plan on the following pages identifies road and street connections needed to implement this Plan. The proposed improvements do not include all service or internal roads and inter-parcel connections necessary to provide Complete Street networks within developments, to provide increased circulation between adjacent properties, and to manage access onto major roadways. These types of connections will be considered on a case-by-case basis at the time of subdivision or site plan review.

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

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

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

Table 4-1 continues on next page

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

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

This page is intentionally blank.

5. Public Facilities

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

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

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

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

5.1 Public Water and Sewerage Facilities

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

5.1.1 Sewerage

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

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

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

5.1.2 Water

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

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

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

5.1.3 Sewer and Water Service Recommendations

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

5.2 Public Education Facilities

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

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

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

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

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 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.

5.2.2 Education Facilities Recommendations:

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

5.3 Library Facilities

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

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

[15] http://www.smcps.org/dss/cpgs/educational-facilities-master-plan

5.4 Broadband Infrastructure

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

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

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

An answer to a Frequently Asked Question on the Maryland Broadband Map site[16] explains "availability": The National Telecommunications Information Administration defines broadband service availability as available to an end user at an address if a broadband service provider does, or could provide within 7 to 10 business days without an extraordinary commitment of resources:

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

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

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

5.4.1 Broadband Recommendations:

A. All property within the Development District should have access to affordable broadband service.

B. Expand the availability of broadband, especially fiber optic internet access.

   i. Maintain an inventory of broadband services

      a. Ask for the participation of such groups as the Lexington Park Business and Community Association, the St. Mary's County Community Development Corporation, the St. Mary's County libraries, and Tri-County Council for Southern Maryland to help research broadband availability.

      b. Contact fiber optic providers to help determine opportunities and constraints of the broadband market.

      c. Use the Lexington Park Facebook page, and other Internet communication tools, to glean data about those currently served by fiber optic and those who would like fiber optic internet access.

   ii. Revise zoning and subdivision regulations to foster expanded broadband service and to ensure streamlined processing of permits for broadband infrastructure.

[16] www.mdbroadband.map.org

5.5 Public Safety: Fire, Sheriff and Emergency Medical Services

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

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

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

This Plan recognizes that a concept introduced in Chapter 2 "crime prevention through environmental design," or CPTED as important to providing a safe and desirable community for Lexington Park 's residents workers and visitors. The proper design and effective use of the built environment can lead to a reduction in the fear of crime, the incidence of crime, and to an improvement in quality of life. The fundamental principle is to reduce opportunities for crime while increasing the opportunities for residents to be able to safely observe and report crime or suspicious persons and activities. CPTED emphasizes urban design, building construction, landscaping, and lighting that are consciously planned so as to eliminate areas where vagrants and criminals can hide. In addition to eliminating places of concealment, CPTED promotes unobstructed lines of sight from the street and neighboring buildings so that loitering and suspicious activities can be observed and reported to police (often referred to as "eyes on the street").

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

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

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

5.5.1 Fire and EMS Recommendations:

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

A. Ensure that EMS and fire departments are adequate and equitably financed. High quality services will be provided to all neighborhoods within Lexington Park.
   i. Maintain an adequate level of staffing and appropriate equipment for EMS and fire stations to fully respond to emergency.
   ii. Achieve and maintain an average response time of 6 minutes.
   iii. Ensure that developers make provisions for new, additional or upgraded emergency response facilities or equipment, etc. when the development can be directly linked to the need for additional capital improvements.

[17] http://www.firstsheriff.com/lexingtonparkpolicing.asp

5.5.2 Law Enforcement Recommendations

Reduce actual and perceived crime in Lexington Park. This Plan supports continuation of the public safety provisions of the St. Mary's County *Comprehensive Plan*.

A. Reduce resident concern about, and susceptibility to, crime.
   i. Locate sheriff facilities in areas that enable the deputies to respond to calls as quickly as possible. Visibility of the sheriff's office and deputies will be emphasized to enhance the feeling of security.
   ii. Achieve and maintain adequate staffing levels to provide a level of service of officers per the International Association of Chiefs of Police Standards.
   iii. Achieve and maintain an average response time of 4 minutes.

B. Increase awareness of crime prevention methods.
   i. Encourage and support citizen involvement in crime prevention programs such as neighborhood watches.
   ii. Promote participation of businesses in the B-Alert Program. Pursue 100% participation.
   iii. Incorporate CPTED principles in design guidelines for new construction and redevelopment projects; ensure conformance of buffer requirements pursuant to these principles.

5.6 Parks and Recreational Facilities

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

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

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

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

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

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.

5.7 Trails

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

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

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

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

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

Table 5-2: Trails in and near Lexington Park

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

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

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

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[18] 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.

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

5.8.1 Historical and Cultural Sites Recommendations:

A. Promote balanced heritage activities and programs that capitalize on the historical and cultural resources within the Development District. Take actions to maintain heritage resources.
B. Seek and support increased opportunities for conservation, preservation, and maintenance of heritage resources.
C. Review and document the historic and architectural significance of all structures slated for demolition that are fifty years or older. Inform landowners of the resources available for conservation and adaptive reuse of significant historic structures.
D. Ensure implementation of ordinance requirements for protection of designated scenic and historic resources.
E. Ensure review of all development proposals for potential adverse impacts on historic resources:
    i. Identify known resources on all development plans.
    ii. Identify cemeteries, burial grounds, and archeological resources prior to any disturbance of a site.
    iii. Support local, regional, state and federal heritage program efforts, such as the National Register of Historic Places and Maryland Historical Trust Grants Programs, which provide incentives to foster the preservation or restoration of significant structures.
    iv. Obtain state and federal recognition of county sites and of Southern Maryland as a "Heritage Area."
    v. Support public and private community preservation efforts.
    vi. Document resources discovered during development.
F. Promote historic resources for economic opportunity. Continue to participate in the Chesapeake Gateways network and to utilize network resources to develop and interpret the Naval Air Station Museum and Myrtle Point Park.

5.9 Solid Waste Management

Vision: A comprehensive program for solid waste collection, processing, and disposal, for waste stream reduction and for recycling management addresses solid waste and recycling needs of the residents and businesses in Lexington Park

This Plan supports recommendations of the 2005 *St. Mary's County Solid Waste Management and Recycling Plan* and the State of Maryland requirements for achieving waste reduction. The county owns and operates six convenience centers where its residents may drop off waste, recyclables, used motor oil, and antifreeze. Information about use and operation of these facilities may be found on the county's web site. The St. Andrews Land Fill and Convenience center are located within the Development District on St. Andrew's Church Road.

5.9.1 Solid Waste Recommendations:

All properties within the Lexington Park Development District should be serviced by a solid waste collection company that will include single stream recycling pickup. Recycling for multi-family and non-residential uses shall be via dedicated containers, sized and located to ensure efficiency and ease of use.

6. Economic Development

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

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

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

6.1 Introduction

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

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.

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

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

In addition to unmanned and autonomous systems, other types of businesses should be recruited. Light industrial, manufacturing, and technology-based businesses are needed. Medical practitioners, medical laboratories, diagnostic imaging centers, home health care services, and services for the elderly and disabled are also needed. The shortage of medical professionals is particularly acute in Lexington Park where a state designated Health Enterprise Zone (HEZ) was established in 2013 to address the shortage of medical services. There is also a need to increase the availability of cultural arts and art enterprises which are important to attracting and retaining a highly-skilled and educated workforce.

6.1.1 Economic Redevelopment Tools and Activities

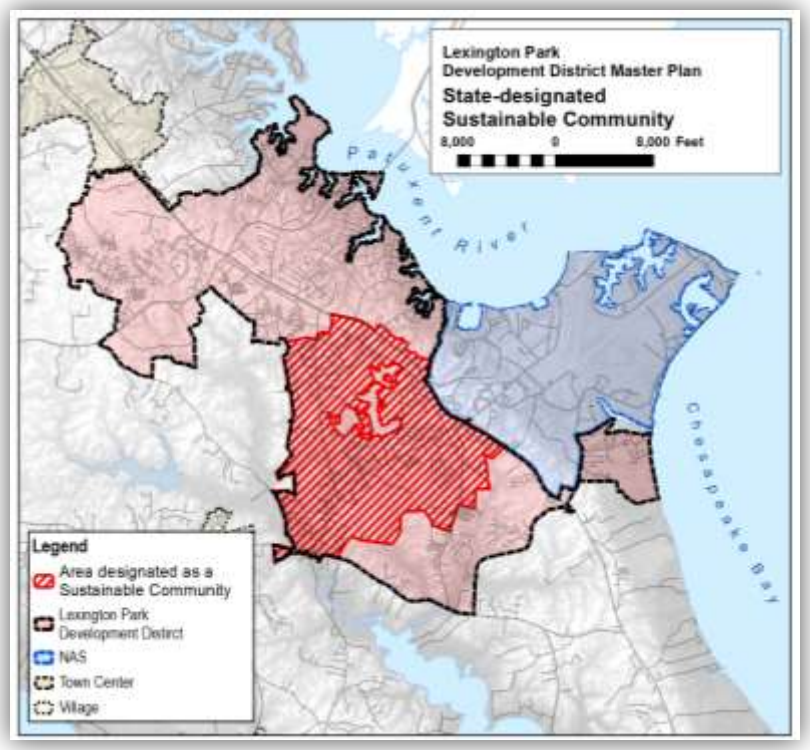
The following economic development tools and activities are recommended to fuel the revitalization of the core area of Lexington Park.

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

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

B. Sustainable Communities Designation

In 2014, portions of the Downtown and surrounding areas became a state-designated Sustainable Community (see the following map). This designation provides the county with a variety of tools to support revitalization of Lexington Park.



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

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

C. Lexington Park Business and Community Association

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

D. Business Improvement District

This Plan recommends that the businesses and commercial property owners form a Business Improvement District (BID). A BID is a defined area wherein a portion of the existing taxes paid by those property owners is dedicated to provide services which improve the immediate community and leverage additional private sector investment.

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

Building upon the early success of the Lexington Park Business and Community Association, the business and property owners should work through a BID to advance shared interests. Funds from a Lexington Park BID could be used for security improvements, beautification, and marketing and promotions among other things.

E. Angel and Venture Capital Funds

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

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

F. Arts, Entertainment and Heritage Tourism District

An arts, entertainment and heritage district can play a role in the revitalization of Lexington Park. Year-round performances at the Three Notch Theater, the gallery for local artists located in the Lexington Park Library, annual summer stock performances at Great Mills High School, and the Patuxent River Navy Museum and Visitor Center are existing heritage tourism and arts and entertainment destinations. A designated arts, entertainment and heritage district will allow the community to compete for state capital improvement and programing grants. A Lexington Park Arts, Entertainment and Heritage District would further the positive brand identity of the community and provide additional opportunities for weekend and nightlife to diversify the attractiveness of the Downtown. It could attract artists and young professionals to the Downtown.

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.

6.2 Economic Development Recommendations

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

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

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

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

6.2.4 Update zoning regulations, when required, to:

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

6.2.5 Expand availability of high-speed Internet service and address the “last mile” connectivity for neighborhoods located throughout the Development District.

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

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

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

- A. Attract specialized retailers and other businesses such as specialty shops and outdoor recreation experiences.
- B. Increase cultural, recreational and entertainment amenities and venues.
- C. Promote retailing of antiques, local handicrafts, and restaurants serving local fare.
- D. Publish a marketing campaign for business recruitment.
- E. Promote the proximity of the airport to Lexington Park as a benefit that can be used to attract new businesses to Lexington Park.
- F. Actively pursue extension of the regional airport runway, apron and road improvements.

6.2.9 Revitalize established business and commercial centers.

- A. Ensure availability of supportive infrastructure and public services.
- B. Encourage mixed-use development that reinforces existing small businesses or attracts locally-owned businesses.

6.2.10 Support the diversity of the arts, cultural, entertainment and sports (indoor and outdoor) enterprises as important and necessary to attracting and retaining a highly-skilled and educated workforce, including young professionals and growing families who represent an increasing portion of the local workforce.

- A. Provide infrastructure to support arts programing accessible to residents and visitors alike.
- B. Encourage participation in state and national programs to develop arts and cultural heritage focal areas in appropriate sectors of the Development District.
- C. Support the incorporation of public art and art spaces where appropriate.

6.2.11 Improve the physical environment.

A. Provide design standards for buildings and public spaces to foster attractive architecture on Complete Streets. Urban design overlay districts should be adopted for Downtown, the Great Mills Road Corridor and the FDR Boulevard Corridor. Development in these districts will favor the creation of walkable places supported by transit and cycling.
B. Design new street connections to break away from suburban street patterns, to improve accessibility, visibility and security, and to open up land for new development. First priority should be given to transportation improvements that serve retail areas. The proposed network of road connections will help transform these areas into walkable commercial and civic destinations.

6.2.12 Improve public safety.

A. Provide more street lights. The lack of adequate street lighting was identified as a key concern of residents, business and property owners. Adequate street lighting deters crime, creates a sense of place and develops a visual boundary for the commercial area. No public street in Lexington Park should be built or improved without the installation of streetlights. Create incentives to encourage property owners to enhance lighting on private property. Lighting must adhere to policies to avoid illuminating the night sky and avoid offsite glare.
B. Support establishment of a Sheriff's District 4 Station on Great Mills Road as discussed in Chapter 5.

7. Housing

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

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

7.1 Introduction

This chapter draws from a report entitled "Multi-family Rental Market Assessment St. Mary's County, Maryland," by the RealPropertyResearchGroup (RPRG) completed in May 2010[19], and a supplemental update completed in the 4th Quarter of 2012. This assessment was prepared for the Maryland Department of Housing and Community Development, Community Development Administration, BRAC Market Study Services Contract. The assessment was made for the Lexington Park market area, which is much larger than the Development District that is the subject of this Plan; hence there is a discrepancy between population and other statistics mentioned in this chapter compared with the balance of the Plan.

[19] http://www.stmaryshousing.org/docs/Multifamily%20Rental%20Market%20Assessment%202010.pdf

7.2 Perspectives

Enhancing the affordability, diversity, quantity, quality and accessibility of Lexington Park's housing supply and stock will require efforts by both the public and private sectors. Housing remains for the most part a market commodity that involves property rights and investments that are affected by federal, state and local tax codes, and critical to a community's economy. The decline and deterioration of this commodity directly impacts families, neighborhoods, the county's economy and investments coming into the county.

Lexington Park is defined as a Census-Designated Place (CDP) in St. Mary's County, and also is designated as a Micropolitan Statistical Area. That is, it includes an urban core with a population of at least 10,000, but less than 50,000. Within this area are a significant number of households with only elderly persons. Housing and services must remain available for this segment of the population, because a majority of these households have incomes that remain static or fall well below any ability to pay for their homes, or afford rental housing without some form of subsidy.

7.2.1 Tools and Incentives to Promote Affordable Housing

Some of the numerous tools and incentives available to support affordable home ownership have been grouped in three general categories below. This Plan recommends that the county utilize the following tools and incentives (and others that may be identified during the planning period) as necessary to achieve the housing recommendations of this chapter:

A. Owner Occupancy:
   i. Individual Development Accounts (IDAs)
   ii. Homeownership and Education Counseling
   iii. Earned Income Tax Credit
   iv. Section 8 Homeownership Program
   v. Below Market Mortgage Products
   vi. Down Payment and Closing Cost Assistance

B. Housing Production:
   i. Housing trust funds
   ii. Inclusionary zoning ordinances
   iii. Low-income housing tax credits
   iv. Tax increment financing
   v. The county's workforce capital fund
   vi. State financing programs
   vii. Flexible development standards
   viii. Property tax exemption
   ix. Parking reductions
   x. Fee Waivers or exemptions
   xi. Fees paid at closing
   xii. Process revisions
   xiii. Expedited reviews
   xiv. Quick turn-around for County Commissioners support letters, resolutions or funding applications
   xv. Mixed income housing communities

C. Housing Retention

   Items in the Housing Production list of tools & incentives apply to preserving affordable workforce housing. The following also apply:

   i. Code Enforcement
   ii. Ongoing Property Assessment and Inventory
   iii. Tax Relief Assistance

7.2.2 Housing Affordability

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

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

Housing affordability calculators are available on the Internet. In using the median household income for Lexington Park from the Census, and manipulating the amounts of the different variables in the calculators, it appears that many households with the median household income can afford to buy a house priced at or higher than the median value owner-occupied house. It is overly simplistic to say that all who work on the base or in the Lexington Park Development District would choose to live in the Development District. But the simple finding that the median household income is sufficient to purchase the median value house does confirm that there is a potential housing market in the Development District (see Figure 7-2).

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

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

Analysis of US Census and American Community Survey data found in the table below shows that the Lexington Park Census Designated Place (LP-CDP), an area targeted for revitalization, has an estimated median household income that is 28.3% less than that of the California Census Designated Place (C-CDP) and 24.2% less than that of St. Mary's County as a whole. The table also shows that monthly costs for owners without a mortgage are higher in the LP-CDP. While the median value of owner occupied homes is lower, the monthly costs for owners with a mortgage show that housing less affordable for residents, consuming approximately 38.3% of the median household income in LP-CDP, versus 23.4% in the C-CDP, and 28.6% of the median household income in the county as a whole.

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

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

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

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

7.2.3 Housing and poverty

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

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

Size of family unit	Related children under 18 years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual)									
Under 65 years	12,316								
65 years and over	11,354								
Two people									
Householder under 65 years	15,853	16,317							
Householder 65 years and over	14,309	16,256							
Three people	18,518	19,055	19,073						
Four people	24,418	24,817	24,008	24,091					
Five people	29,447	29,875	28,960	28,252	27,820				
Six people	33,869	34,004	33,303	32,631	31,933	31,041			
Seven people	38,971	39,214	38,375	37,791	36,701	35,431	34,036		
Eight people	43,586	43,970	43,178	42,486	41,501	40,252	38,963	38,622	
Nine people or more	52,430	52,685	51,984	51,386	50,430	49,101	47,899	47,601	45,768

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

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

7.2.4 Location of Housing

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

7.3 Housing Recommendations

7.3.1 Maintain current and representative inventories of housing conditions and trends by improving collection and analysis of supporting data for housing programs. Track data gathered and maintained by social services.

7.3.2 Collaborate with the navy to understand and address off-base housing needs.

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

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

7.3.4 Improve the collaboration between the Housing Authority and County Government to foster a working partnership, possibly providing working capital funds and other supporting tools.

7.3.5 Create incentives for housing preservation and rehabilitation, including adaptive reuse projects.

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

7.3.7 Develop strategies and programs to improve substandard housing stock.

A. Enforce regulations for property maintenance and elimination of unsafe structures and blight.
B. Encourage public-private partnerships dedicated to bringing investment to the Lexington Park housing stock and preserving the existing affordable housing stock as demonstrated by St. Mary's County Housing Authority's public – private partnerships.
C. Invite land assembly strategies and land banking.
D. Pursue grants and participate in state and federal programs.

7.3.8 Assure adequate privacy and comfort, safety from fire, flood and other hazards, and protection from health threats while maintaining home affordability.

A. Increase awareness of code requirements, their impact on affordability, and availability of programs and techniques that can offset some increased costs.
B. Utilize building designs and materials that increase overall housing affordability, considering not only initial construction costs but also including energy efficiency, structural durability (maintenance), and access to infrastructure and transit.

7.3.9 Promote, recognize and reward good design.

A. Provide bonus densities and other incentives for enhanced design of neighborhoods.
B. Seek planning commission recognition for innovative and effective community design.
C. Seek Chesapeake Bay Commission recognition of "Bay Friendly" environmental design.
D. Support green building design for energy efficiency and long-term affordability of housing

8. Community Health and Wellness

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

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







8.1 Impact of Community Design on Population Health

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

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

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

8.1.1 Increasing physical activity and access to healthy food.

Numerous case studies demonstrate the positive impact of community design practices on the physical activity levels and nutritional choices of residents[21]. Increasing physical activity and eating healthier foods reduce chronic diseases such as diabetes and heart disease[22]. Transportation planning decisions, including those related to sidewalks, bike paths, and mass transit, affect population health and physical activity levels.[23] Complete Streets and other community design principles supporting pedestrian and bicycle transportation are key factors in promoting physical activity. Convenient and affordable public transit can increase access to a variety of grocery stores to take advantage of weekly sales prices, while walking to and from bus stops provides more exercise than driving. Easy access to nearby healthy food options, including fresh produce available in grocery stores and farmers markets, is essential to ensuring adequate fruit and vegetable consumption by residents. Similarly, an abundance of unhealthy food options in proximity to schools, workplaces, and homes demonstrated by the density of fast food retailers may be linked to poor nutritional decisions.

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

Air quality is largely influenced by transportation-related pollutants, including respiratory irritants that trigger asthma and lead to poor population-level control of asthma. Community design practices promoting non-motorized transportation, such as walking and bicycling, may reduce air pollutants linked to asthma and other respiratory diseases. Public transit availability that results in decreased vehicular congestion[24] and compact, mixed-use development[25] that reduces the distance between work and home can have positive impacts on air quality.

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

Community design policies which ensure easy access to nature/green spaces is positively associated with decreased depression, anxiety, stress, mental fatigue, and problems with attention deficit in children[26]. The American Planning Association also suggests that "Green residential spaces are gathering places where neighbors form social ties that produce

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

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

Active Living Research, Robert Wood Johnson Foundation. "Designing for Active Living Among Adults." 2008. http://www.activelivingresearch.org/files/Active_Adults.pdf

Boone-Heinonen, J. et al., What neighborhood area captures built environment features related to adolescent physical activity? Health and Place. November 2010. 16(6):1280-1286.

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

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

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

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

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

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

stronger, safer neighborhoods."[27] Housing should be located near active and passive parks and open space, and all recreation areas should be accessible by sidewalks, bicycles, and transit.

The concept of behavioral health includes the prevention and control of substance misuse and abuse, such as that related to alcoholic beverages. Community design policies and management practices may impact substance abuse at the population level. For example, excessive alcohol consumption has been linked to increased alcohol outlet density in communities[28]. Regulation of alcoholic beverage outlet density through licensing is an evidence-based community strategy to decrease population-level problems with excessive alcohol consumption harms[29].

8.1.4 Reducing injuries to pedestrians and bicyclists from motor vehicles.

Ensuring safe recreational places and safe transportation corridors for pedestrians and bicyclists not only encourages physical activity (as residents often cite lack of safe places to exercise as a reason for physical inactivity), but also results in decreased injuries from motor vehicles[30]. Traffic calming measures, sidewalks, bikeways, and separating major motor vehicle traffic from housing areas are examples of environmental interventions to reduce injuries to pedestrians and bicyclists[31]. Residents who live in communities applying Smart Growth policies in land use and transportation planning, such as compact and mixed-use development, connectivity of transport paths for various types of use, and greater walkability experience substantially lower traffic casualty rates than do residents living in communities allowing automobile-dependent sprawl[32].

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

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

8.2 Priority Health Needs

Multiple community health needs assessments have been conducted in St. Mary's County over the past decade. These assessments, as well as other population level health data, have identified several priority health concerns for residents of St. Mary's County; the identified

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

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

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

[30] Cummins S.K., Jackson R.J., "The Built Environment and Children's Health". Pediatric Clinics of North America 48(5): pp. 1241-1252.

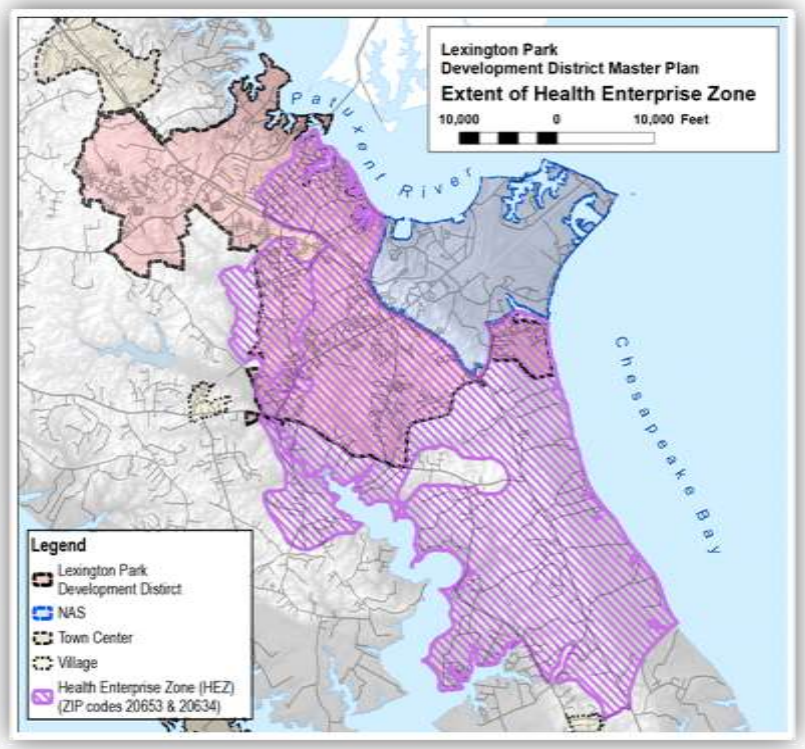
[31] Roberts I., Norton R., Jackson R., et al. "Effect of environmental factors on risk of injury of child pedestrians by motor vehicles: a case-control study." BMJ 310(6972):91-94, 1995. Roberts, I.G. "International trends in pedestrian injury mortality." Arch Dis Child 68:190-192, 1993.

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

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

problems are disparately impacting the residents of the Lexington Park Development District. According to 2010 Census data, Lexington Park has the greatest number of residents living at or below the federal poverty level in the county, and it has the highest percentage of minorities living with health and economic inequities. The poor health outcomes demonstrated in the greater Lexington Park area have led to the state's designation of the region as a Health Enterprise Zone (HEZ).

Figure 8-1: Health Enterprise Zone (HEZ)



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

8.2.1 Healthy eating and physically active lifestyles are critical in preventing and controlling chronic diseases like obesity, cardiovascular disease, diabetes, arthritis, and certain cancers. With billions of dollars being spent annually in health care treatment costs for the top chronic diseases and lost workplace productivity related to chronic diseases[34], these conditions are the most costly to both individual quality of life and the economic sustainability of families and businesses.

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

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

[35] USDA Food Environment Atlas, accessed Feb 2013

[36] 2009 Maryland Behavioral Risk Factor Surveillance System

[37] 2011 Maryland Behavioral Risk Factor Surveillance System

8.2.2 Behavioral Health, which consists of mental health as well as prevention and control of substance abuse, remains a top priority for the Lexington Park area. Past community health needs assessments indicated that addressing substance use disorders is a top priority for community members. According to the St. Mary's County Department of Aging and Human Services, rates of substance abuse have consistently increased in the county over the last several years. Get Connected to Health, a mobile primary care service offered in the Lexington Park region by MedStar St. Mary's Hospital, documents approximately 60% of its patients in its first three years of operation as having primary or secondary mental health conditions. Alcohol abuse and other substance use disorders frequently occur with mental health conditions such as anxiety, depression, or other mood disorders[38].

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

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

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

8.3.1 Increase access to healthy foods and beverages.

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

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

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

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

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[41] 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[42] (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.

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

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

8.3.3 Improve behavioral health outcomes, including those related to mental health and substance abuse.

A. Use community design practices that encourage social support networks and improve mental health, including housing projects with open green spaces adjacent to homes and sidewalks to enhance sense of community through better connections to neighbors.
B. Recognize the health impacts of the number of alcoholic beverage outlet locations.

8.3.4 Improve access to health care and human services.

A. Identify physical sites for medical, behavioral, and dental health care providers in community development plans.
B. Ensure affordable and easily accessible transit options that link housing developments to health and human service delivery locations, such as primary care providers, behavioral health care providers, dentists, and pharmacies – for example, by sustaining the Health Enterprise Zone Medical Transport Route as part of the St. Mary's Transit System.
C. Expand transport and mobility services for individuals with varying disabilities.

8.3.5 Include Health Impact Assessments (HIA) in the development review process of approving community design and transportation policies and projects.

A. Train community and transit planners on HIA utilization, such as through the online training course offered by the American Planning Association and the National Association of City and County Health Officials.
B. Integrate HIA into the process of decision-making by community, transit planners, appointed boards, and the Commissioners of St. Mary's County.

This page is intentionally blank.

9. Community Design

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

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.

9.2 Community Design Goals

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

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

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

9.2.4 Investigate incentives to achieve the vision.

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 relates, 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.

This page is intentionally blank.

10. Appendices

10.1 Maryland's Twelve Planning Visions

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

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

10.2 Planning History

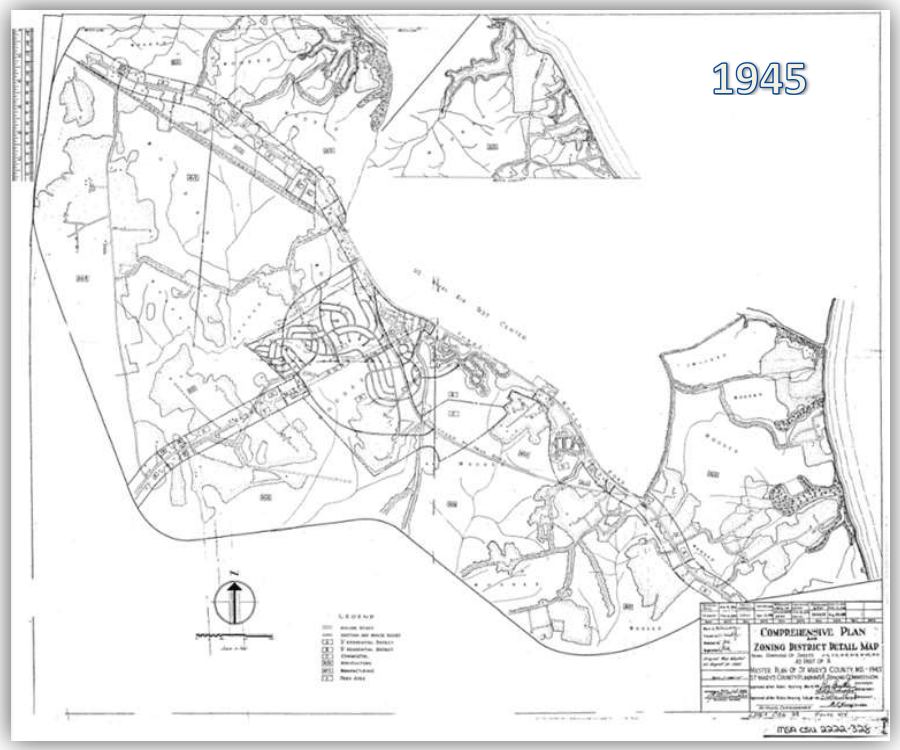
Prior to World War II, St. Mary's County was largely rural (for a brief summary of and introduction to St. Mary's County's general history, see *Painting a Self Portrait, A Historic Preservation Plan for St. Mary's County*, March 2000.)

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

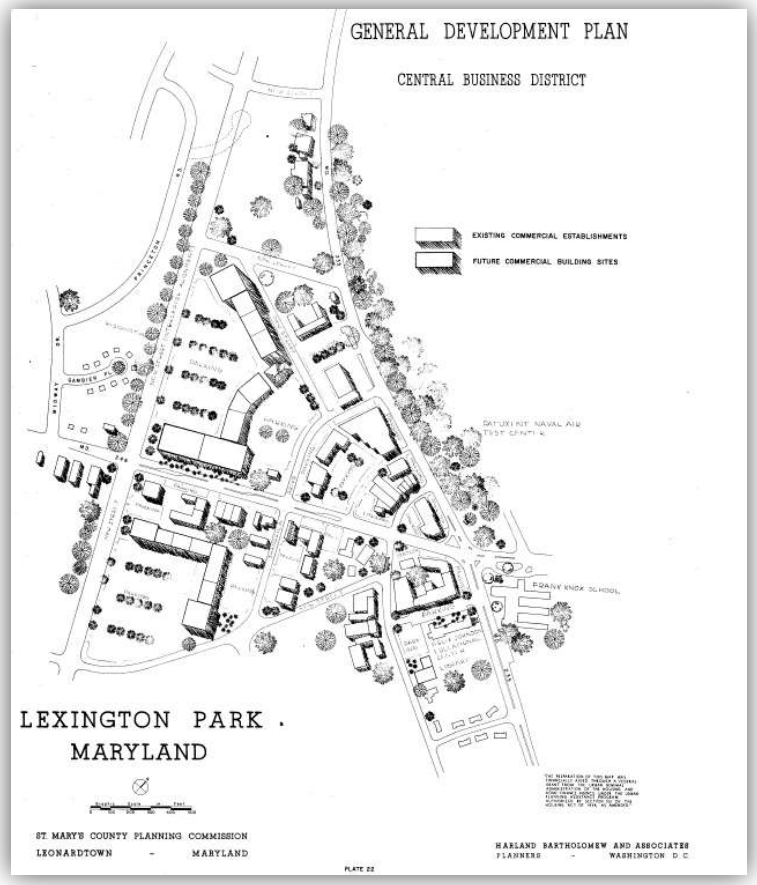
Two factors have had the greatest effects on Lexington Park's development since 1940. First, in 1941-1942 the U.S. Navy condemned the approximately 6,400-acre area that today is the NAS. The Navy base with its current workforce of over 22,000 has become the driving force behind the county's economy. Second, the Governor Thomas Johnson Bridge over the Patuxent River was opened on December 17, 1977. The bridge made the county far more accessible and helped expand the focus of Lexington Park north towards California and Hollywood.

Lexington Park has developed in four main phases:

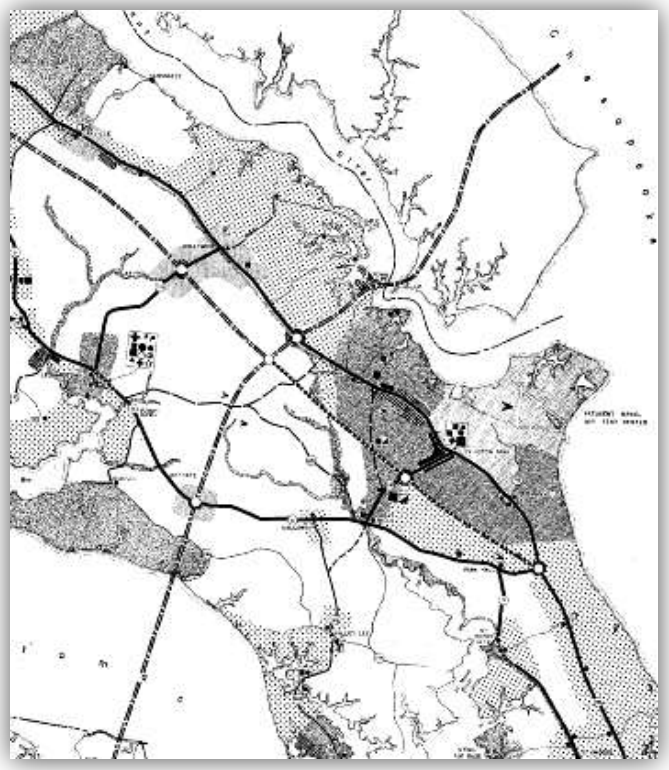
Early 1940s. The Downtown area outside what was the main base gate at the intersection of Three Notch Road and Great Mills Road includes Tulagi Place and a new housing development that was known as Lexington Park. This housing, a collection of duplexes, was built between 1942 and 1944, and was named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



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



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



Three major conclusions drawn from the 1966 plan are:

- Broaden the economic base of the region and reduce its vulnerability to fluctuations at the two Naval installations;
- Counteract declining economic sectors: tobacco, seafood, travel on Route 301 and slot machines;
- Alleviate fiscal strains on local government.

1970s and 1980s. This period saw two main trends: i) An outer suburban residential ring including the first portions of Wildewood; and ii) commercial strip development along Great Mills Road and Three Notch Road between Great Mills Road and Pegg Road, the latter of which was facilitated in large measure by a new sewer main connecting Wildewood to the Marlay-Taylor water reclamation facility (formerly known as the Pine Hill Run wastewater treatment plant).

The 1978 Comprehensive Plan

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

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

1978 Plan

The 1988 Comprehensive Plan

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

The Leonardtown and Lexington Park Development Districts are separate districts with a rural preservation district between them.

Although the boundaries are not drawn with precision, on the west side the Lexington Park Development District boundary follows the boundary of the 8th Election District, and extends west of Indian Bridge Road.

The Lexington Park Development District boundary extends east of Three Notch Road.

A small area designated Rural Preservation separates the Lexington Park Development District and Hollywood, on the east side of Three Notch Road.

1988 Plan

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

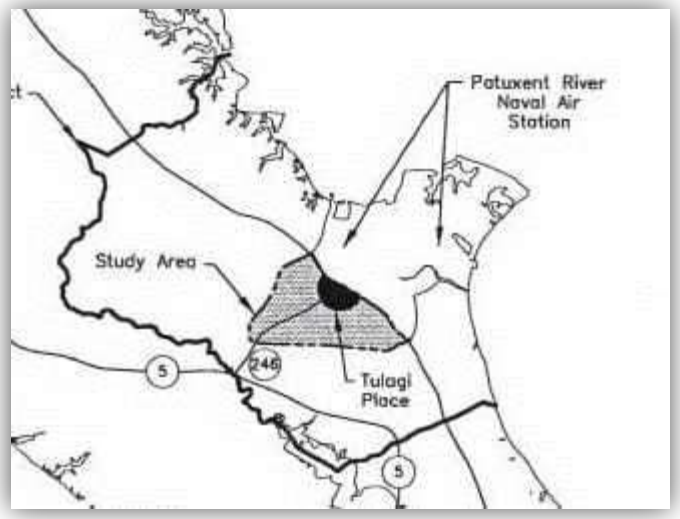
1990 Comprehensive Zoning

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

1999 Lexington Park-Tulagi Place Master Plan

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

The "Wedge", 1999 (shown as "Study Area")

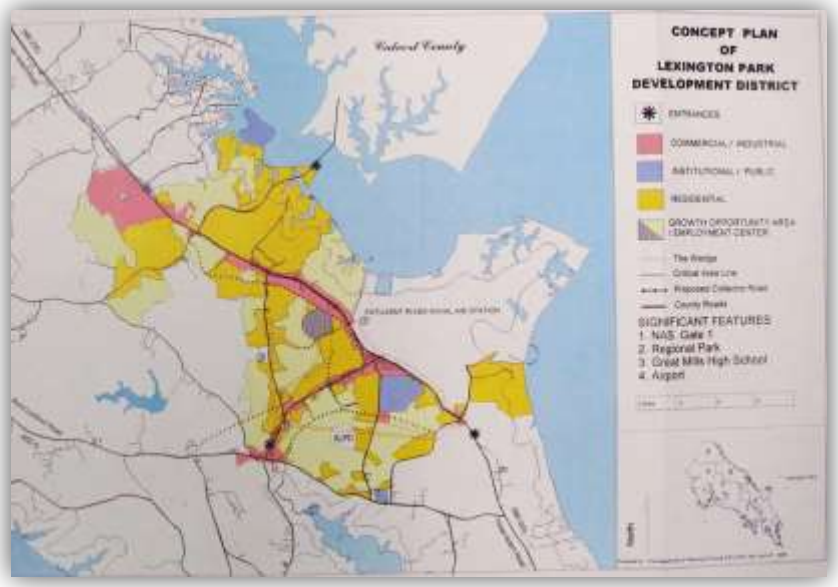


1999 Comprehensive Plan

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

- The Leonardtown and Lexington Park Development Districts remained separate.
- The Lexington Park Development District boundary no longer extended west of Indian Bridge Road. The area west of Indian Bridge Road was designated Agricultural District Overlay, as was St. Mary's River State Park.
- The separation between the Lexington Park Development District and Hollywood, on the east side of Three Notch Road was maintained.

1999 Plan Recommendations for Lexington Park Development District



Findings

- Lexington Park is a true town center that serves as a destination and a focus for all of St. Mary's County. It offers a mix of governmental, retail, office, residential, entertainment, and recreational uses. It is a special place with a distinct and recognizable character. It has landmarks, town greens, gateways, and appealing streetscapes that distinguish it from surrounding suburban development. Located prominently across from the main gate to the NAS, Tulagi Place remains the heart of Lexington Park.
- Lexington Park is a people-place. Public squares, pedestrian friendly streets, recreation areas, the library, post office, Lexington Park Elementary School, and community centers provide places for people to gather and socialize. The community also provides for the needs of its residents. Senior care, child care, and various social service functions are conveniently located in the downtown area. Local police and fire stations provide for enhanced public safety. Existing affordable housing is rehabilitated and new housing near the elementary school brings additional residents to the downtown area.
- Lexington Park takes advantage of the development restrictions associated with the Air Installation Compatible Use Zone (AICUZ) to create a downtown area with abundant open space. This includes the preservation of natural areas, development of active recreation areas connected by hiker-biker trails, and the creation of formal village greens.
- The NAS is the heritage of Lexington Park, and the town is proud of its association with the base. The Naval Air Museum offers an exciting collection of naval airplanes and military artifacts and attracts visitors from across the country. Many of the landmarks and monuments that are found in the town center celebrate the base's important role and accomplishments in naval aviation.
- Congestion along Three Notch Road and Great Mills Road is relieved by an improved interconnected road network that enables employees to access the base and related contractor and services safely and efficiently. Streetscape improvements (continuous sidewalks, street trees, access consolidation, facade improvements) encourage pedestrian activity. The impact of overhead utilities is minimized through burial, relocation or consolidation. A greenway encircles the entire downtown area, which enables local residents to walk or bike to the post office, community center, library, parks, or shops.

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.

B. Air Installation Compatible Use Zone (AICUZ)
   1. Create predictability for property owners with respect to land development within the AICUZ
   2. Take advantage of the high open space requirements within the AICUZ to create a town center with large amounts of attractive green space.

C. NAS
   1. Strengthen visual and physical connections between the NAS and Lexington Park.

D. Community
   1. Locate public services such as police, fire, library, post office, social services, convenient to town residents.

E. Recreation
   1. Create a greenway through Lexington Park.
   2. Increase recreation and open space opportunities.

F. Transportation
   1. Increase and improve transportation connections between communities within "the Wedge" and the town center.
   2. Improve traffic flow within and outside "the Wedge" by increasing road connections and reducing dependence on Great Mills Road.

2002 Comprehensive Plan

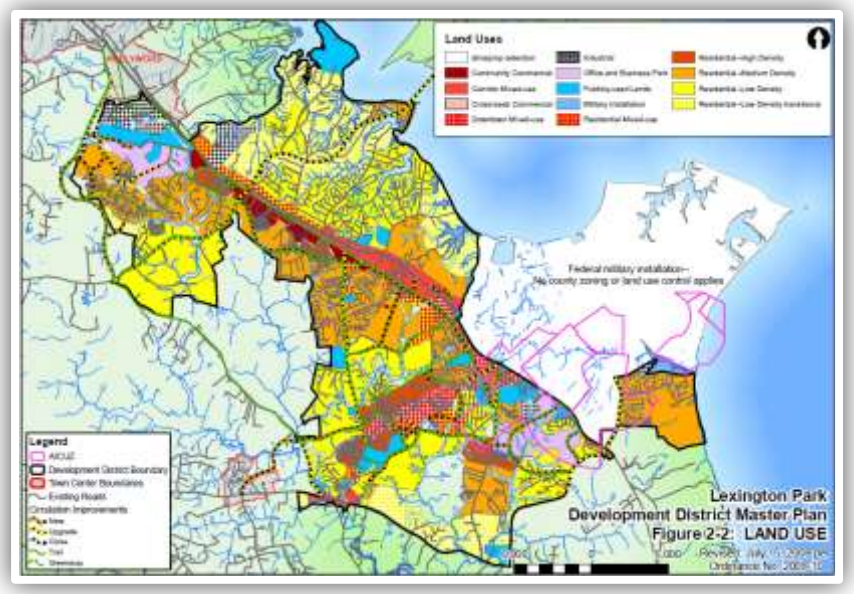
The county adopted major revisions to the 1999 Comprehensive Plan in February 2002. The revisions primarily affected the rural area, which was under intense consideration during the rewrite of the 1990 zoning ordinance. There were no changes to the Lexington Park Development District boundary.

2005 Master Plan Highlights

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

- How can the Lexington Park - California - Great Mills area become a better place to live, work, and play?
- Which areas are most suitable for growth? Which areas may be unsuitable?
- How should the LPDD relate physically and economically to other parts of the County?
- How should the different parts of the LPDD relate physically to each other?
- What public facilities such as schools, roads, and parks as well as transportation and public safety services are needed to serve the area?
- How should environmentally sensitive areas be best protected?

2005 Lexington Park Development District Master Plan



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

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

- Upper St. Mary's River – Consider a school site in or adjacent to the Wildewood planned unit development.
- Jarboesville Run – mix of residences and offices; cross-county transportation connections.
- Patuxent River – Gate 1 vicinity: enhance this emerging employment center with respect to traffic, complimentary uses, and pedestrian and bicycle connections. Prescribe residential use of those unimproved lands to the northeast of this center.
- Hilton Run – expand downtown mixed-use capacity, support with interconnected street system, and ensure protection of sensitive areas.
- Pembrook Run – Willows Road corridor: guide and encourage opportunities for mixed residential and office use, with supporting transportation connections.
- 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.

The 2005 Plan's major recommendations were to:

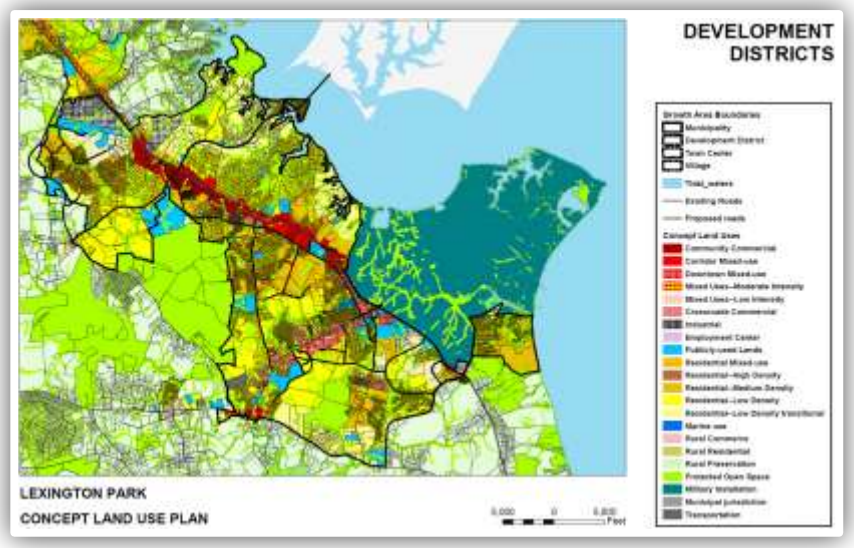
- Direct development to existing developed areas.
- Implement watershed management plans.
- Retrofit areas in need of improved stormwater management.
- Expand wooded buffers along major streams to protect important forested floodplains from development.
- Create a diverse housing stock. The plan identifies several options to facilitate an increased supply of affordable housing and recommends three areas for high residential density: headwaters of Jarboesville Run area, south side of Great Mills Road area, and southern portion of Willows Road.
- Ensure adequate parks and recreation areas. Support heritage tourism. Continued development in the LPDD will create additional demand for recreation land and programs. The plan recommends the following:
- Acquire four new neighborhood parks.
- Connect neighborhoods, employment centers, shopping areas and public open spaces with hiking and biking trails including the Three Notch Trail.
- Provide natural greenways and trail connections in the Hilton Run and the Jarboesville Run watersheds.
- Enhance existing neighborhoods. Because the LPDD is large and contains large undeveloped areas, few residents relate to it as a single place. It is, rather, a collection of developments and small places with no single defined center. Over time, as the LPDD continues to grow, these collections of developments will likely coalesce into neighborhoods with their own concerns, needs and interests. The plan identifies potential neighborhood groupings, related to community features such as schools and shopping areas, which over time can be enhanced with physical improvements.

The 2005 Plan created transitional residential areas with reduced base (or by-right) density to direct growth to the core of the Development District.

2010 St. Mary's County Comprehensive Plan

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

2010 St. Mary's County Comprehensive Plan



Lexington Park Planning and Design Recommendations

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

10.3 Successes Since Adoption of the 2005 LPDD Master Plan

The 2005 LPDD Plan was based on eight visions of a future that would characterize the quality of life in St. Mary's County. The state's 2009 Smart, Green, and Growing Legislation replaced those eight planning visions with the 12 visions listed in the prior section.

These visions provide guidance for public decisions concerning how development will be managed and where capital improvements and public services should be provided to support it. In the years since 2005, there have been many improvements in the facilities and services provided by the County in the LPDD. While much remains to be done to ensure quality of life, much has been accomplished.

The twelve visions also provide a ruler against which the County can measure progress. While the accomplishments that follow are listed under one of the "vision" categories, each may address more than one of the 12 visions

10.3.1 Quality of life and sustainability

A. Patuxent Park is a vital neighborhood built in the1940's. Its revitalization began in 2009 with improvements to enhance the quality of life for current and future residents and preserve this traditional workforce neighborhood. Phase 1 improvements, completed in 2010, included the reconstruction of roads and sidewalks, the installation of a storm drainage system and stormwater management facility, and installation of new water/sewer lines for a five block area. Phase II was completed in 2015 for Great Mills lane and a portion of North Essex Drive. A final phase of improvements is pending.

B. A Blight Ordinance went into effect in 2014 that offers a means to remedy, via a legal process, neighborhood concerns about deteriorated buildings and unsafe properties.

C. The County acquired the Lexington Manor property to protect the Air Installation Compatible Use Zone (AICUZ), safeguard the economic contribution of the Navy, and contribute to the revitalization of Lexington Park. The south property (50.5 acres) is now a park (an adjunct to Lancaster Park). The north property (33.86 acres) is available for either open space or for future development of AICUZ compatible uses. The acquisition of these properties involved the relocation of residents and demolition of all but one "Flat Top" structure. That remaining structure has been converted to a small museum and meeting space that also provides restroom facilities for the park.

D. The Great Mills Road Streetscape improvement project was begun in 2009 and completed in 2012. Project goals were to improve safety, accessibility, create a more attractive environment for businesses, pedestrians and motorists. This State Highway Administration (SHA) project reconstructed a heavily-used, 1.4 mile section from Coral Drive to the entrance of St. Mary's Square. The work included the construction of brick-edged sidewalks, a median strip from Coral Drive to FDR Boulevard, and sewer and water line replacement. Landscaping, lighting and other improvements were also installed.

E. Street tree plantings and other streetscape improvements have been installed along designated county roadways. Projects that support revitalization efforts in Lexington Park included:
   i. Street trees installed along Great Mills Road (MD 246) adjacent to Dorsey/Decesarius, St. Mary's Motors/Taylor Gas, Toyota of Southern Maryland, Decker LineX, Memorial Sitting Garden and Lore's Laundry. (Future projects may include Crystal Car Wash, CVS Pharmacy, Checkers Restaurant and Aldridge Ford.)
   ii. Approximately 83 decorative street lights installed using FY 2005 funds along South Shangri-La Drive and on the east side of South Essex Drive to complete the Pathways to Schools sidewalk project funded by the Maryland Department of transportation (MDOT) in FY 2003

F. St. Mary's County Department of Human Services began operations July 1, 2008. This new department represents a consolidation of many existing County functions (Community Services and Marcey House) along with the integration of the programs and funding that had previously been handled by an array of public and private entities. This department integrates all forms of assistance, including health, mental health, housing, training, employment, and transportation needs. Individuals and their families now have access to a system of care and

services across all segments of the population (children, adults, individuals with disabilities, senior citizens, and their families).

G. The Department of Human Services is partnering with the faith-based community to coordinate and provide transportation for the WARM (Wrapping Arms 'Round Many) program where area churches provide shelter and meals for homeless individuals during winter months. The Department also developed the Three Year Strategic Plan Addressing Homelessness in St. Mary's County (http://www.co.saint-marys.md.us/docs/HomelessnessPlan.pdf).

H. In an effort to reduce crime and substance abuse, an Adult Drug Court is providing a comprehensive program and resources to help non-violent drug users break the cycle of addiction. This collaborative partnership operates through a program where participants commit to an intensive rehabilitation process.

I. A Teen Court Program was established as a juvenile crime-deterrent program allowing first time, non-violent offenders the opportunity to have their case heard in front of a jury of their peers.

J. In 2006, new Mobile Data Terminals were installed in all Sheriff's cars as standard equipment on law enforcement vehicles and are helping law enforcement officers respond to crimes. The Sheriff's Office also received a new Mobile Command Center.

K. In 2007, a Words on Wheels (WoW!) Program was begun by the St. Mary's County Public Libraries to provide library services to child care providers.

L. The Department of Recreation and Parks has invested in land, facilities, and programs necessary to meet the recreation and sports needs and to support the well-being of the community. (See 10.2.5.C for discussion of facility improvements.) The Department manages leisure programs, youth camps, after school programs, recreational facilities, parks, and historical sites in Lexington Park. In addition to meeting the leisure passive recreation needs for the community, the Department provides the fields, courts and facilities needed for 12,000 youth participants on 870 youth sports teams and for over 4000 adult participants on more than 270 teams. The Department assists the leagues by providing safe playing fields, game and practice scheduling and coaches training and certification.

10.3.2 Public Participation

A. Each comprehensive plan, small area and master plan, functional plan, regulation, implementation strategy, and budget includes a public process. Each process seeks to understand community and specific stakeholder concerns, to develop community priorities, and to develop plans that guide government and community action to address those priorities. The plans, regulations or strategies that have been updated since 2005 or are in the process of development include:

i. 2005 update of the Comprehensive Solid Waste Management and Recycling Plan (and subsequent amendments)
ii. 2005 update of the Land Preservation, Parks and Recreation Plan
iii. 2006 Transportation Plan
iv. 2008 Energy Management & Conservation Action Plan
v. 2009 MDE Stormwater Design Manual (local adoption)
vi. 2010 Comprehensive Plan update (county-wide)
vii. 2010 Comprehensive Zoning Ordinance (and subsequent amendments)
viii. The Housing Authority of St. Mary's County, Maryland 5 Year Public Housing Authority (PHA) Plan for Fiscal Year 2010-2014 and the Annual PHA Plan for Fiscal Year 2010
ix. 2010 update of the St. Mary's County Road Ordinance
x. 2011 Hazard Mitigation Plan
xi. 2012 Land Preservation, Parks and Recreation Plan
xii. St. Mary's County Transit Development Plan Final Report June 2013
xiii. 2014 Comprehensive Water and Sewerage Plan
xiv. Economic Development Strategy (May 2015)
xv. 2015 Naval Air Station Patuxent River Joint Land Use Study (JLUS)
xvi. Watershed Implementation Plan and 2-year milestones
xvii. Lexington Park Development District Master Plan (update in progress)

xviii. Calvert -St. Mary's Metropolitan Planning Organization's development of a 25+ year Long Range Transportation Plan is in progress with development of a Transportation Improvement Program to follow.

xix. The St. Mary's River Watershed Restoration Action Strategy (WRAS) being prepared by St. Mary's River Watershed Association, to be completed in 2015 focuses on problem identification and citizen involvement.

B. An agreement between the Commissioners of St. Mary's County and the U.S. Navy was signed in 2007 to officially mark their ongoing partnership. The Commissioners committed to preventing encroachment upon operations at the Naval Air Station. This commitment, combined with a dedication to the community's rural character, has led to several key land use decisions. Notably, the Transferable Development Rights (TDRs) program was simplified and revised to promote its use as a land preservation tool. Per the Memorandum of Understanding (MOU), the Commissioners and the Navy leadership have been meeting twice a year to discuss relevant issues. The MOU was cited as a criterion for the 2008 Commander-in-Chief Installation Excellence Award received by NAS Patuxent River.

C. The Healthy St. Mary's Partnership (HSMP) is a community-driven coalition of partners working together to improve health in the county. Ongoing meetings with teams of health care professionals, social service agencies, public health representatives, and other local organizations were held to determine health priorities for St. Mary's County. Key health priorities were chosen according to the seriousness of the issue and the ability of the community to make an impact on improving the condition. The coalition has mobilized members and community involvement through four action teams to address the priority health issues: Access to Care, Behavioral Health, Healthy Eating & Active Living and Tobacco Free Living. Each team is working, in part, to advocate for community design, land use decisions that support active lifestyles and adequate infrastructure and services that can improve health outcomes in the LPDD.

10.3.3 Growth areas

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

B. The table that follows summarizes concentration of growth (as quantified in Planning Commission annual reports) that has occurred in the LPDD and other designated growth areas from 2005 to the beginning of 2015.

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

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

Based on the US Census average of 2.77 persons per household in the county, the increase in occupied LPDD dwelling units translates to an estimated 12,570 residents added in the LPDD from 2005 through 2014.

10.3.4 Community Design

A. The 2005 *Lexington Park Development District Master Plan* was adopted and incorporated by reference into the 2002 Comprehensive Plan. Plan adoption was followed in 2006 by an update of the comprehensive zoning. Regulations added cluster provisions and density/intensity incentives to foster more efficient development and accommodate "live where you work" objectives of Smart Growth.
B. The adoption in March 2010 of a new Comprehensive Plan was followed in August 2010 by a comprehensive rezoning (text and maps) and revisions to the Subdivision Ordinance. Notable changes to the ordinances related to the Lexington Park Plan were:
    i. A low density transitional zone was adopted for areas at the edges of the development district adjacent to the Rural Preservation District or near the shoreline in areas encumbered by sensitive areas.
    ii. Scenic highway corridors, which occur at fringes of the LPDD along MD 5 and MD 4 were designated for increased protection through zoning regulations.
    iii. Subdivision regulations were amended to require preservation of a minimum of 50% open space for major subdivisions in low density residential (RL) zoning districts.
    iv. Forest conservation provisions were augmented to streamline processing of projects that fully protect sensitive areas.

10.3.5 Infrastructure

A. In 2008, the Comprehensive Water and Sewerage Plan (CWSP) was revised and re-adopted.
    i. Areas removed from the Development Districts by the 2002 Comprehensive Plan were designated as not planned for service.
    ii. The policy was carried forward to prohibit extension of public water and sewer service from within a designated growth area into a rural preservation area except to correct health hazards such as septic system failures.
B. The state-adopted Sustainable Growth and Agricultural Preservation Act of 2012 (aka "Septic Bill") resulted in an amendment of the subdivision ordinance to define minor subdivisions as 7 or fewer lots and required local adoption of Growth Tiers as part of the next comprehensive plan update. The Septic Bill serves to direct growth primarily into areas planned for water and sewer in the Lexington Park and Leonardtown Development Districts, until Growth Tiers are adopted by the county.
    i. Any development, including within growth areas, of more than 7 lots must be served by public sewer.
    ii. The RPD, the rural RNCs, and most town and village centers are not planned for sewer except to address environmental concerns; therefore, new major subdivisions are prohibited by the Septic Bill in these places.
C. The 2012 Land Preservation Parks and Recreation Plan's analysis of recreation facilities indicated that District 8, which includes the Lexington Park Development District, had the most local recreation land (442 acres) but needed another 126 acres to serve the District's 2011 population[43]. By 2030, District 8 is projected to have a population of 61,800 and to require 927 acres of recreation land. To meet current and future needs, Recreation and Parks has continued to acquire land and to manage, enhance and develop parks and facilities within the LPDD:
    i. The Great Mills swimming pool opened in 2005.
    ii. Myrtle Point Park Master Plan was adopted October 2005.
    iii. John G. Lancaster Park was improved with an off-leash dog area, disk golf course, and fitness trail.
    iv. Chancellors Run Park was improved with a 90' baseball field, playground, and pavilion.
    v. 2005 Nicolet Park facilities expansion, including two basketball courts, a picnic pavilion, hard surface walkways, baseball fields, and nature trails. Design for a new entrance from FDR Blvd is in progress.

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

vi. The former Carver Elementary School in the AICUZ has been reused as a recreation center. The multi-purpose building is used for a youth afterschool program, youth and adult sports, and rental events. The facility has space for workshops, meetings and holiday parties. A new playground, pavilion and additional parking were added in 2009. In 2014, a boxing training program began leasing space at the center.

vii. The United State Colored Troops (USCT) Memorial Monument was dedicated in Lancaster Park in 2012 and the last "Flat Top" house remaining from Lexington Manor was renovated to become the USCT Memorial Interpretive Center which opened in 2014.

viii. Phase III of the Three Notch Trail runs from Wildewood Condominiums to Wal-Mart. The Wildewood, South Plaza and Wal-Mart sections are now complete. The County completed construction of Phase IVA, from Wal-Mart to Chancellors Run Road. Phase IVB, from Chancellors Run Road to Pegg Road, will be constructed in the future as part of the FDR Blvd. community road project. The county is considering funding options to complete trail sections adjacent to St. Mary's Marketplace, First Colony, and Laurel Glen developments,

ix. The Beavan property, 76 acres on the west side of Indian Bridge Road, has been purchased for a future central county park at the boundary of the LPDD.

x. Shannon Farm, a 212 acre property, was purchased in 2015. The site is to become a park that, once planned and developed, will provide for unrestricted public access for fishing, hiking trails, nature study, educational and cultural activities, historic interpretation, wildlife observation, kayaking, canoeing, sailing and horseback riding. Funding restrictions for the purchase will not allow development for active recreational uses such as ball fields, bleachers, and shooting ranges.

D. In 2006, a consultant conducted a study to determine the county-wide need for library facilities through 2025. The report, St. Mary's County Library Comprehensive and Integrated System Analysis, was approved by the Library Board in March 2007 and presented to the County Commissioners to guide future growth of the library system.

E. Library access has been improved:

i. Sunday hours were reinstated at Lexington Park Library, increasing access to the computer lab, public Wi-Fi and study materials for LPDD students and residents who lack access at home.

ii. Public transportation is available to all three library branches through STS.

F. An Educational Facilities Master Plan is updated annually. The 2015 Plan notes two sites in the LPDD currently planned for new schools, one on the same property as Evergreen Elementary and a second "south of Great Mills." In August 2015 the County accepted 249 acres of land donated for a new public school complex or other governmental use located in the LPDD on St. Andrew's Church Road (MD 4) across from St. Andrew's Lane. There have been numerous improvements to school facilities serving the LPDD including:

i. Greenview Knolls Elementary: Security site lighting improvements completed 2005; security vestibule completed 2010; HVAC renovation, asbestos abatement, fire protection, window replacement, exterior lighting completed 2013; security improvements 2015

ii. The replacement George Washington Carver Elementary School was completed 2005. The school meets the capacity needs generated by new student growth for planned housing developments in the Lexington Park development district. The 61,385 square foot facility has a 541 student state-rated capacity. A solar photovoltaic system installed on roof and grounds was completed in 2011. Security initiative upgrades were completed in 2014

iii. Green Holly Elementary: Asbestos Hazard Emergency Response Act (AHERA) project 2006, folding wall improvements 2008

iv. Town Creek Elementary: Kindergarten Classroom addition 2006; ADA playground improvements completed 2009; security cameras and locks 2015

v. Esperanza Middle: Security vestibule completed 2008; security initiative completed 2014; soil erosion project in progress 2015
vi. Great Mills High: Gymnasium floor resurfacing completed 2008; tennis court resurfacing completed 2010; lighting improvements in 2012; energy efficient exterior lighting in 2013; and interior door locks in 2014
vii. Park Hall Elementary: security vestibule completed 2009; bathroom renovations, playground renovations completed 2013; security cameras and locks 2015,
viii. Evergreen Elementary School: The LPDD's newest elementary school, completed 2008, earned a Silver LEED certification, and is integrating energy conservation into the daily curriculum for the students. Security initiative upgrades completed 2014
ix. Lexington Park Elementary: Security initiative completed 2014
x. Spring Ridge Middle (which serves the LPDD): Limited renovation underway in 2015 to renovate or replace the HVAC, roof, fire sprinkler, lighting and security systems; provide new public address and wireless data; renovate restrooms, replace flooring, refurbish lockers, modernize media center and fine arts areas, and modify kitchen and serving line.
xi. Fairlead Academy opened in 2008 to offer freshmen and sophomores who may be at risk of dropping out a smaller school with low class sizes in a bid to stem the dropout rate. The academy is housed in an old elementary school in Great Mills. Nearly all of the 120 students who attended in the first three years were on track to graduate. In 2011, Fairlead Academy II opened with 62 students housed in the Dr. James A. Forrest Career and Technology Center; the school serves juniors and seniors who attended the original Fairlead Academy as freshmen and/or sophomores.

G. A new Bay District Rescue Squad was constructed adjacent to Phase II of FDR Blvd.

H. A residential sprinkler ordinance was adopted requiring automatic fire sprinkler systems to be installed in new homes served by a publicly maintained water system.

I. Fifteen of the 103 stormwater management retrofit projects identified by DPWT through the Watershed Implementation Plan process have been designed and are funded for construction using state grants and county monies.

10.3.6 Transportation;

A. In 2006 a County-wide transportation plan was adopted, incorporating the recommendations of the 2005 LPDD Master Plan and the 2005 master plan for the airport. In addition to new road connections, the Lexington Park Master Plan and the Transportation Plan call for an expanded network of sidewalks and bicycle trails to accommodate alternatives to automobile use.

B. Public transportation has expanded. St. Mary's Transit System (STS) connects with Charles and Calvert counties, and with the Maryland Transit Authority's commuter service to Washington, DC. STS expanded coverage to the southern portion of the county and offers weekend service. A Transportation Development Plan (TDP) was completed in 2007 and approved by the County and Maryland Transit Administration.

C. Airport Master Plan implementation projects in the capital budget include:

i. Airport Drive realignment (Design and construction of a 2,000' relocation of Airport Drive in front of the St. Mary's Higher Education Center, Improvements required to meet the separation requirements from the relocated taxiway, utility relocation);

ii. Taxiway separation and extension (Design and construction of taxiway relocation and parallel extensions at both runway ends to provide required 240' runway to taxiway centerline separation) ;

iii. Obstruction removal to meet the current 7:1 and proposed 34:1 approach surfaces.

D. In June 2015, SHA approved a design alternative (Single Point Urban Interchange) for the Three Notch Road (MD 235) – Patuxent Beach Road (MD 4) intersection. See inserted map below.

Interim improvements, expected to be complete in fall 2015, include an acceleration lane on Patuxent Beach Road (MD 4) northbound between Three Notch Road (MD 235) and Patuxent Boulevard. SHA District 5 has also investigated potential alignments of a connector road between the Woodland Acres community and Three Notch Road (MD 235).

E. A State Highway Access Control Plan has been developed for Three Notch Road (MD 5 and MD 235) from Patuxent Beach Road (MD 4) to the Charles County line. This Plan is not yet adopted by the County.

F. In June 2015, SHA also selected a design alternative (Four-Lane Parallel Span) for a second span on the Thomas Johnson Bridge. See the two maps that follow:

G. Public informational meetings were held to discuss the widening of Point Lookout Road (MD 5), widening of St. Andrew's Church Road (MD 4) and. the extension of Pegg Road to Point Lookout Road, a critical intra-county connector.

H. Trails:
   i. A planned network of bicycle paths and trails was adopted as a component of the 2006 Transportation Plan.
   ii. The Three Notch Trail alignment has been confirmed through the Land Preservation, Parks and Recreation Plan, the Transportation Plan and the Lexington Park Development District Master Plan. The trail, which serves pedestrians, runners, bikers and rollerbladers, is continuing to attract significant state and federal grants. Portions of the trail in Lexington Park have been completed adjacent to South Plaza and from Walmart to Chancellors Run Road.
   iii. The abandoned roads in Lexington Manor are being used as trails. These are connected to paved paths and sidewalks in Lancaster Park and in the adjacent Glen Forest housing development.

I. Transportation project implementation in the LPDD since 2005 has included:
   i. FDR Boulevard alignment has been confirmed through the Lexington Park Development District Master Plan and the Transportation Plan. The entire right-of-way (ROW) is mapped, portions of ROW purchased and portions of road are constructed or funded for construction. See map and information below for phasing information:

      a. New traffic lights have been added on St. Andrew's Church Road (MD 4) at FDR Blvd and Wildewood Parkway.
      b. Phase II, a publicly constructed segment, was completed between Great Mills and South Shangri-La Roads in 2014.
      c. Phase I ROW acquisition is completed and construction plans are ready to bid for the segment from Chancellor's Run Road to Pegg Road. Project is expected to begin construction in 2015.
      d. Phase III funded in FY 2017/18.
   ii. Chancellor's Run Road (MD 237) has been widened to 4 travel lanes plus bike lanes and planted median from Pegg Road to Three Notch Road (MD 235). The project also aligned Norris Road with Buck Hewitt Road, and placed signals at high volume intersections.
   iii. Buck Hewitt Road improvement design is finalized, easement acquisition is complete, and funding has been secured.
   iv. Wildewood Boulevard culverts and stormwater pipe were upgraded.
   v. ROW was preserved for extension of Carver School Boulevard to Bay Ridge Road and, at the time of the construction of Carver Elementary, was rough graded to point of planned intersection.
   vi. Carver School Boulevard improvements included design and installation of a traffic signal; installation of advanced hazard identification beacons, video detection and an Opticom system; and construction of a right hand turn lane on the Carver School Boulevard approach to Great Mills Road (MD 246).
   vii. Pacific Drive has been extended to Pegg Road.
   viii. Portions of ROW are preserved for Pegg Road extension from Chancellor's Run Road (MD 237) to Point Lookout Road (MD 5) at the Piney Point Road (MD 249) intersection. Part of the road has been constructed in the Elizabeth Hills Subdivision.
   ix. Service road connections were constructed (between First Colony, South Plaza, Laurel Glen, and Walmart shopping centers) creating a continuous vehicular connection paralleling Three Notch Road from BJ's to Walmart.

x. Lawrence Hayden Road alignment study has been completed. The extended road is planned to serve the new Evergreen Elementary School and to connect with Indian Bridge Road as part of a system of cross-county connector roads.

xi. Improvements were made to the parking lots and sidewalks at the former Lexington Park Library and at the Chancellors Run Activity Center.

xii. Solar bus shelters were added on certain routes, and an improved parking and maintenance facility ("bus barn") for STS buses was provided at DPWT's St. Andrews Church Road site.

xiii. Low interest loans area being used for shoreline projects including a Patuxent Beach Road Revetment to bolster the deteriorated timber bulkhead and provide the needed shore erosion protection to the County maintained road.

10.3.7 Housing

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

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

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

B. 2007 Completed "Workforce Housing: A Report of The St. Mary's County Community Workforce Housing Task Force, Spring 2007" http://www.co.saint-marys.md.us/docs/WorkforceHousingReptMay07.pdf

C. Workforce housing and affordable housing initiatives were implemented through efforts of the Housing Authority, including:

i. Offering payment in lieu of taxes;

ii. Impact fee waivers and deferrals;

iii. Rental assistance to over 1400 families;

iv. Revitalization projects in neighborhoods.

D. New housing initiatives that have opened include

i. Gateways, a 4-story rental/ownership condominium building with 42 homes comprised of one, two and three bedroom units opened in 2007 in Lexington Park;

ii. In 2010 Hunting Creek Apartments on Willows Road were developed on County -owned land by the Southern Maryland Tri County Community Action Agency with the assistance of Impact Aid Waivers. Single family homes are also being built on the Hunting Creek site by partnering families.

iii. Following acquisition of the Fenwick property (150 acres) as a site for a year-round farmers market adjacent to the southern LPDD boundary, 5 lots in the Fenwick Ridge subdivision on the property were donated by the County to Patuxent Habitat for Humanity and two homes have been constructed as of 2015.

iv. Lincoln Military Housing opened two new neighborhoods for military residents: Columbia Colony, located in First Colony in California; and Challenger Estates, sited within the Wildewood Residential Subdivision.

v. Phases of Victory Woods, a 75-unit affordable housing complex for seniors, were completed on land donated by the Archdiocese of Washington.

vi. Both Abberly Crest and Wildewood Apartments opened up new phases in these market-based apartment communities.

10.3.8 Economic development

A. Agricultural efforts include expansion and support for new farm stands and farmers markets in the LPDD. The Home Grown Farm Market on Three Notch Road adjacent to the southern boundary of the LPDD was developed and has become an important outlet for local produce growers and a popular resource for fresh food and value added goods in the surrounding community.
B. A streamlined process for approval of roadside stands was adopted. The total number of roadside farm stands has increased adjacent to and within the LPDD, with temporary stands often locating in the parking lots of existing commercial businesses.
C. The new 22,000 square foot Patuxent River Naval Air Museum and visitor's center which was completed in 2015 is a primary tourism destination. The facility includes a mezzanine, exhibition space, auditorium / multipurpose space, gift shop, and administrative offices.
D. Tourism has continued to thrive during a tough economy:
    i. An updated tourism web site encourages visitors to explore the county.
    ii. A collaborative "Celebrate 375" campaign drew visitors to St. Mary's County to mark the 375th birthday of Maryland.
    iii. The existing Patuxent River Naval Air Museum continues to attract individuals and groups,
    iv. Lodging and dining opportunities have increased with the opening of multiple new hotels and many new restaurants.
    v. New regional programs include the State Tourism Area Corridor Signs, Southern Maryland Heritage Area, Religious Freedom By-way Corridor Management Plan, State Civil War Trails program, Potomac Heritage Trail, Southern Maryland Trails and Southern Maryland Bicycle Routes.
E. Over 100,000 square feet of hangar space and 8 research and development facilities have been proposed by the private sector at the St. Mary's Regional Airport. A University of Maryland Unmanned Aircraft Systems (UAS) test site is currently operating out of the regional airport terminal building. A new 11,050 square foot office hangar facility for research and development is under construction at the airport.
F. Lexington Park business retention and revitalization efforts included:
    i. Implementation of a business loan guarantee program, Lexington Park Enterprise Zone, and a restructured Community Development Corporation.
    ii. Matching grants for a streetscape improvement program to enhance land or streetscape of commercial and industrial properties located on Great Mills Road (MD 246), Three Notch Road (MD 235) and Point Lookout Road (MD 5).
    iii. Collaboration with the Small Business Development Center and the College of Southern Maryland to develop business programs and services to expand St. Mary's County's economic base.
    iv. Cooperative efforts with the Maryland Department of Business and Economic Development (DBED) to stimulate private investment, create jobs, attract new businesses, encourage the expansion and retention of existing companies, and provide businesses with workforce training and financial assistance.
    v. On-going collaboration with the Maryland DBED-International to capitalize on international business opportunities for St. Mary's County companies in an effort to expand and diversify the local economy.
    vi. Working with the St. Mary's Chamber of Commerce, the Patuxent Partnership, Southern Maryland Navy Alliance, Leonardtown Business Association and St. Mary's County Economic Development Council continued fostering close relationships with local contractors concerning upcoming base programs.
G. Participation continued in industry conferences and annual publication of the Technology Handbook for St. Mary's County.
H. Maintenance and provision of a list of available commercial buildings and sites was published to assist potential businesses in locating in the county.

10.3.9 Environmental protection

A. Implementation of zoning regulations for protection of sensitive areas preserves streams, wetlands, steep erodible soils, floodplains and other important habitats as open space.
B. To better protect water quality and better manage adverse impacts of runoff (flooding, erosion, and damage to infrastructure and property), stormwater management review and approval was expanded to include review of individual properties in 2010. New staff was added in 2011 to more efficiently accomplish this state mandated requirement.
C. In 2006 the county received approval from the Maryland Department of the Environment to construct and operate a 12,000 square foot Transfer Station & Processing Facility (Refuse Disposal Permit & Operating License #2006-WPT-0624) to serve the solid waste disposal needs for the citizens and commercial sector of St. Mary's County. The proposed state-of-the-art facility, to be located on the St. Andrews Landfill property, has an estimated design capacity of 500 tons per day Partially because Charles County was willing to provide an interim reduced tipping fee rate of $45/ton for St. Mary's County to transport solid waste to its facility, it was deemed more cost effective to defer the capital construction costs and additional annual operational costs. However, the county has kept the 2008 MDE Refuse Disposal Permit and Operating License, the 2009 Local Building Permit, and the 2010 Conditional Use approval CUAP#06-132-030 current. At some time in the future, a transfer station may serve as the primary means to manage solid waste generated by both residential and commercial waste haulers in St. Mary's County. Until that time, residents will continue to utilize existing facilities as they historically have.
D. In 2014 the county updated its solid waste plan and regulations to comply with state mandates for recycling facilities in multifamily residential developments and for source reduction. A major update of the Solid Waste Plan is currently in progress, which will include recommendations for reuse of landfills (e.g. for solar application), use of waste to energy, and development of resource recovery facilities. Other accomplishments related to Solid Waste Management and Recycling include:
    i. Since December 2006 when single stream recycling was implemented, residents using the six (6) convenience centers have not needed to sort recyclable items. This change also expanded the range of materials collected for recycling.
    ii. In 2010, in an effort to reduce recycling contractor costs, provide more convenient service to customers and defer the immediate need to expand rural convenience centers, 30 yard recycling compactors were installed at St. Andrews Convenience Center in the LPDD and at the other five (5) convenience centers.
    iii. The St. Andrews Landfill gas mitigation project was completed in 2014.
    iv. As a result of its proactive programs, St. Mary's County currently receives 4% out of a total of 5% of the Source Reduction credit offered by the Maryland Department of the Environment.

10.3.10 Vision 10—Resource conservation

A. Ordinances in 2006 implemented non-residential development bonuses for construction standards that improved energy efficiency or incorporated "green building" design. These bonuses were removed at the time of a 2007 TDR program update on the, as yet unimplemented, condition that requirements for improved energy efficiency and "green building" design become general development standards.
B. Countywide mapping of sensitive areas and improved access to the mapping via geographic information system (GIS) software has allowed improved identification of potential impacts, faster and more thorough review of projects, and increased protection of sensitive areas.
C. Forest protection is recognized as critical to protection of water quality and sensitive resources. Regulations to protect forest land were made more consistent in and out of the Critical Area by rules governing conversion of harvested lands, countywide protection of forest interior dwelling species (FIDS) habitat, and

requirements for maintaining state mapped green infrastructure when sites are developed.

D. Native vegetation is required for mitigation planting to enhance and restore native habitats. Regulatory incentives are provided to allow removal of non-native invasive vegetation that is harmful to natural habitats.
E. A watershed restoration action strategy (WRAS) for the St. Mary's River watershed, developed by the St. Mary's Watershed Association in cooperation with many county and state agencies, is nearing completion.
F. The county's Commission on the Environment (COE) is active in efforts to conserve resources. The COE has concentrated on expanding county composting and recycling efforts and increasing incentives for green building practices.
G. Pursuant to 2007 legislation adopted at the state level, a Water Resources Element was incorporated into the 2010 Comprehensive Plan. This element addresses watershed protection, planning to meet water supply and septic/sewer needs, groundwater conservation, stormwater, requirements for a county NPDES permit, and for meeting Clean Water Act mandated total maximum daily load (TMDL) limits.
H. The county's recycling program has been expanded. County government has increased its use of recycled products. Commercial recycling services provided to residential customers by waste management companies have increased. Current state mandates for waste stream reduction are being met or exceeded.

10.3.11 Stewardship

A. The county was assigned TMDL caps for nutrients and sediments entering impaired water bodies in 2010. State and local Watershed Implementation Plans (WIP) and 2 year milestones have identified actions necessary to meet Bay TMDL limits by 2025.
B. Evergreen Elementary School earned a Silver LEED certification and is integrating energy conservation into its daily curriculum.
C. Reuse of obsolete and abandoned structures included:
    i. In 2007 the Chesapeake Public Charter School (CPCS) was established in a rented facility (a former racquet club renovated for the school) on Great Mills Road. In 2015, the school's purchase of its building was enabled through a USDA loan to the CPCS Alliance. The purchase will allow the school to renovate unoccupied areas of the building to meet its current and future needs. It will also allow the school to begin expanding. In 2014/2015, the CPCS served 360 students in grades kindergarten through 8. In 2016/17 it plans to expand by one kindergarten class of 20 students. CPCS will continue to rent space to tenants (which in 2015 included PAE Applied Technologies, Heron Systems, MedStar Medical Group, MedStar St. Mary's Hospital Laboratory Center and Essex South Management, LLC).
    ii. The former Carver Elementary School on Lincoln Avenue in the AICUZ is being reused as a recreation center
    iii. The old Lexington Park Library on Coral Drive is now the Three Notch Theater, home of the Newtowne Players.
    iv. Habitat for Humanity ReStore, which has occupied the former Bay District VFD since 2007, outgrew its space and relocated in September 2015 to a much larger space in St. Mary's Square.
    v. The county accepted bids in 2015 for a design-build renovation of the former Bay District Rescue Squad on Great Mills Road to provide a new District 4 Sheriff's Office.
    vi. Other notable vacant buildings that have been renovated to meet alternative uses include a former 7-Eleven building renovated as corporate offices, a former bicycle shop converted to a restaurant /wine shop, and a former tire & auto service outlet converted to a Verizon store.
D. Transit routes have been restructured and streamlined to improve system efficiency, reduce travel time for riders, improve on-time performance, reduce idling time spent at transfer stations; all without increase to ticket and fare costs.
E. In 2010, in an effort to reduce recycling contractor costs, provide more convenient service to customers and defer the immediate need to expand rural Convenience Centers, 30 yard

recycling compactors were installed at St. Andrews Convenience Center in the LPDD and at the other five convenience centers.

F. Grants and federal funding have aided the county in maintaining/reconstructing bridges and correcting flood areas.

10.3.12 Implementation

A. The strategic partnership with the U.S. Navy includes a signed memorandum of understanding on encroachment mitigation and prevention.
B. Grants.
   i. Certified Local Government grants have been utilized and continue to be available for historic preservation initiatives.
   ii. State grants continued to partially fund salaries for the county's implementation of the Critical Area Program.
   iii. Program Open Space and other state grants are being used for park and trail acquisition and development.
   iv. Transportation enhancement funds and Maryland Bikeways Program funds were obtained in 2012 for Three Notch Trail development outside the LPDD and will be sought for future phases of the trail inside the development district.
C. The county obtained a Sustainable Community designation for developed areas in the LPDD that would benefit from revitalization. This state-approved designation allows municipalities and counties to target revitalization areas by financing the cost of infrastructure improvements in designated strategic areas and to use Tax Increment Financing (TIF) to leverage increases in property tax value resulting from new development to pay for public improvements.
D. Other funding resources utilized include:
   i. The annual budget and five-year capital improvements program (CIP) is directed at implementing comprehensive, small area, and functional plans.
   ii. A fee-in-lieu schedule provides an alternative to the purchase of TDRs for development in certain areas. These funds are available for agricultural land preservation programs. Fees-in-lieu are also collected to mitigate for future development related traffic impacts.
   iii. Economic Impact Fees are collected.
   iv. Tax credits for restoration of designated local historic landmarks are available.
   v. Grants are offered by federal, state or local agencies/programs, and by companies, organizations and individuals
E. A Transportation Policies and Procedures Manual was adopted in 2010 to implement energy efficiency standards for transportation vehicles and equipment and promote carpooling,
F. The county agencies have encouraged alternative energy, renewable energy and reliability for demand and growth.
   i. Solar panels were installed at George Washington Carver School.
   ii. Investigation of potential for a solar farm on closed portions of the St. Andrews landfill was initiated
   iii. Two 260-kilowatt generators and a 49,000-square-foot gas storage structure convert methane into electricity that is used at the MetCom sewage treatment plant. The facility is expected to save $175,000 a year in energy bills.

10.4 Background Metrics

Table 1: Population, Housing and Labor Force Data

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

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

Table 2: Selected Population and Household Data

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

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

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

Table 3: Population by Age

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

Source: U.S. Census 2010 and Maryland Department State Data Center.

Table 4: Population by Race

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

Source: U.S. Census 2010 and Maryland State Data Center.

Table 5: Household Income 2010

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

[1] Development District Data tables 3-5 include the Census Block Groups which contain the Development District and additional blocks.
Source: American Community Survey 2006-2010 and Maryland State Data Center.

Table 6: Selected Housing Data 2010

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

[1] Lexington Park Development District Unit Type Data from 2010 represents the Block Groups containing the LPDD and additional Census Tracts. Source: American Community Survey 2006-2010 and U.S. Census Community Survey 2006-2010 and Maryland State Data Center.

Table 7: Units in Structure. 2006-2010

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

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

Table 8: Building Permits in LPDD from 2011-2014

["GA" = growth area]

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

Table 9: Area and Population for Selected Places

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

Source: U.S. Census 2010

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

10.5 Planned Bicycle Routes

Various bicycle plans have been developed for St. Mary's County. These plans recommend county and state roads that provide a safe environment for bicycles. There are three principle sources that provide this information. The State of Maryland Bicycle Map identifies state routes within each county that have the potential to accommodate bicycle traffic. The Southern Maryland Bicycle Map evaluates both state and local roads in Charles, Calvert, and St. Mary's Counties. The Southern Maryland Regional Trail and Bikeway System (SMRTABS) study provides an analysis of both existing and planned facilities for the tri-county area (Charles, Calvert, and St. Mary's Counties) of Southern Maryland. These and associated plans are presented below:

10.5.1 Maryland State Bicycle Map

The Maryland State Bicycle Map is one source that identifies the suitability of state routes for cyclists. The criteria used to identify these routes include a generalization of shoulder widths and the average daily traffic (ADT).

10.5.2 Southern Maryland Bicycle Map

The Southern Maryland Bicycle Map classifies state and county roads with a rating scheme of "Good" to "Dangerous." There are ten (10) loops represented in the three Southern Maryland Counties. These loops are linked roads that form a circuitous path for cyclist and have the common thread of providing a connection to historic and/or scenic sites.

10.5.3 Southern Maryland Regional Trail and Bikeway System

The Southern Maryland Regional Trail and Bikeway System (SMRTABS) study recommends a network of on-street and off-road bicycle routes, multi-use trails and greenways that will provide access to the environmental, historic, cultural, recreational, residential and commercial areas. The five routes identified in St. Mary's County are the Amish Country Route, St. Clements Island Route, Leonardtown Route, St. George Island Route and Point Lookout Route.

10.5.4 Three Notch Trail

St. Mary's County Department of Recreation, Parks and Community Services is moving forward with plans to construct a recreational trail along the 28-mile county railroad ROW which runs south from Hughesville (in Charles County) to Lexington Park (to the NAS). The trail will be a non-motorized pedestrian, bicycle and equestrian trail.

Phase one of the trail begins at MD 236 in New Market and proceeds approximately one mile north to the new Northern County Senior Center in Charlotte Hall. This section of the trail will provide a connection between the southern Maryland Regional Library, the St. Mary's County farmers market, the Veteran's Home, the Charlotte Hall Welcome Center, and the Northern County Senior Center, and link the villages of New Market and Charlotte Hall. Phase II will continue north from the senior center, another two miles to the county line. The remainder of the trail – from Lexington Park north to New Market – may be constructed in phases over the next several years as funding permits. Some of the sections are proposed to be constructed by private developers.

A trails advocacy group, the Friends of the Three Notch Trail, was recently formed to assist with promoting awareness of the Three Notch Trail project and will coordinate volunteer work on the trail once completed. The "Friends" group is comprised of cyclists, runners, equestrians and hikers who are dedicated to the creation and maintenance of the non-motorized trail.

10.5.5 Potomac Trail Council

Numerous opportunities to explore the Potomac shoreline are offered throughout St. Mary's County. However, the topography of this area does not provide a practicable route for a continuous trail. The Potomac Heritage System utilizes existing roads along the Potomac River between Point Lookout State Park and Piscataway Park in Charles County to identify an on-road bicycle route connecting numerous points along the Potomac River.

10.5.6 Maryland Scenic Byways

The Maryland State Highway Administration (SHA) has designated 31 scenic byways, reflecting the rich heritage of the region surrounding each of the routes. The southern scenic byway explores the shores of the Chesapeake Bay, its tributary rivers, Maryland's first capital, St. Mary's City, and the Chesapeake Bay's rich maritime history.

10.5.7 Star Spangled Banner National Historic Trail Study

The purpose of this study is to evaluate the feasibility and desirability of designating the routes used by the British and Americans during the Chesapeake Campaign of the War of 1812 as a National Historic Trail. The proposed National Historic Trail would commemorate the British invasion of Washington, DC and the Battle for Baltimore in 1814.

10.5.8 Southern Maryland Bicycle Routes

The Southern Maryland Bicycle Route map has four routes in St. Mary's County. The routes were developed by the Southern Maryland Travel and Tourism Committee. The bicycle route names are "To the Point Route," "Rolling Hills and Tall Timbers Route," "The Historic Seventh Route," and "Hollywood on the Patuxent Route."

10.6 Sustainable Communities

Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

Support existing communities. Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

Coordinate and leverage policies and investment. Align policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

10.7 Incentives

10.7.1 St. Mary's County and the State of Maryland have a number of financing programs to assist small businesses.

A. County Programs

- Community Development Corporation guarantees.
- Small Business Loan Guarantee Program provides guarantees for under collateralized loans for startup or early stage small businesses located in one or more of the county's Priority Funding Areas.
- Industrial Revenue Bonds are tax exempt bonds financed by the county.
- Brownfields Incentives (Leonardtown) encourage the cleanup and revitalization of brownfields.
- PILOT (Payment in Lieu of Taxes) allows property owners of rental complexes to pay an annual percentage of revenues rather than the traditional taxed rate on assessed value to maintain units at affordable rent level.
- Impact Fee Waiver/Deferral Program creates an incentive for builders and developers to create communities that are affordable for lower income residents.
- State of Maryland Business Finance Programs: Direct Loan Guarantees provides financing for small businesses unable to qualify for financing from traditional lenders.
- The Contract Financing Program.
- The Equity Participation Investment.
- The Long-Term Guaranty Program.
- The Surety Bonding Program.
- Community Development Block Grant Economic Development Program provides funding to commercial or industrial economic development projects.
- Maryland Economic Development Assistance Authority and Fund offers five financing options with assistance provided to the business community and local jurisdictions.
- Maryland Industrial Development Financing Authority encourages private sector financing in economic development projects located in Priority Funding Areas.
- Maryland Venture Fund financed and operated by the MD Department of Business and Economic Development, makes direct investments in emerging technology and life sciences companies
- Tax Incentives are offered to businesses that create new jobs, hire disabled employees or employees from low-income population or make investments in targeted geographic areas.
- Maryland Grants Office provides businesses with resources to research potential funding opportunities, including federal and state grants, federal procurement and private foundations.
- Training Grants to assist Maryland businesses to retain and grow their existing workforce are offered by The Department of Labor, Licensing and Regulation, Division of Workforce Development. The program is intended to provide a dollar for dollar match for grants designed to increase the skills of existing employees.

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

This Plan supports 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.

Incentives also exist when a particular choice or action is widely regarded as the right thing to do, or is particularly admirable and where failure to act brings some form of censure. Recognition and branding programs or participation in public-private partnerships can provide the second type of incentive by providing a sense of self-esteem, approval or even admiration from the community.

A third form of incentive, which often takes the form of regulations, sets minimum standards to encourage desired performance by the regulated sector, but offers flexibility in the standard in exchange for performance that achieves alternative desired outcomes. Incentive-based zoning, inclusionary regulations, and form-based codes fall within this category of potential incentives.

Incentives may come from various levels of government on the local, state and national level or from the private sector. The following provides examples, but not an exclusive list, of incentives that could be considered to encourage implementation of this Plan.

10.7.3 Potential incentives, tools and minimum regulations identified in the LPDD Plan.

A. Numerous tools and incentives available to support affordable home ownership are identified in Chapter 6, including the items listed below.
   - Housing trust funds
   - Inclusionary zoning ordinances
   - Low-income housing tax credits
   - Tax Increment Financing
   - The County's Workforce Capital Fund
   - State financing programs
   - Flexible development standards
   - Property tax exemption
   - Parking reductions
   - Fee waivers or exemptions
   - Fees paid at closing
   - Process revisions
   - Expedited reviews
   - Mixed income housing communities
   - Individual Development Accounts (IDAs)
   - Homeownership and education counseling
   - Earned Income Tax Credit
   - Section 8 Homeownership Program
   - Below market mortgage programs
   - Down payment and closing cost assistance
   - Code enforcement
   - Ongoing property assessment and inventory
   - Tax relief assistance

B. Steps to promote, recognize and reward good design may include the following.
   - Provide bonus densities and other incentives for enhanced design of neighborhoods.
   - Seek planning commission recognition for innovative and effective community design.
   - Seek Chesapeake Bay Commission recognition of "Bay Friendly" environmental design.
   - Support green building design for energy efficiency and long-term affordability of the housing.
   - Develop a St. Mary's County "Smart Housing Choice" standard and offer "branding" opportunities for residential and residential-mixed-use developments meeting the standard.

C. Examples of incentives and regulations to serve transit, biking and pedestrian travelers include:
   - Based on floor area and distance to existing services, dedicate land for and install an approved bus stop.
   - Provide a bicycle rack if there is none within 100 feet of an approved bus stop
   - Provide marked pedestrian crosswalks across new and existing public roads and connections to existing sidewalks and hiking and biking trails.

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.

10.7.4 Additional incentives that may be considered for Plan implementation

A. Fee waivers for conservation development projects. These include waivers of application fees, review and inspection fees, permit fees, and park land in lieu fees that are normally charged in association with development projects.
B. Transfer of Impervious Cover and Conservation Area Credits: If the owner provides more conservation area than the minimum required or less impervious cover than the maximum allowed, the amount of the extra conservation acreage or impervious cover can be transferred to other conservation development projects.
C. Building Reuse:
    i. Developed to reutilize vacant downtown buildings built before 1950, the Building Reuse Incentive Program (BRIP) assists developers by reducing the cost of rehabilitation.
    ii. These "self-amortizing" grants include improvements such as facade updates, fire-safety upgrades, utility upgrades, installation of barrier-free access and facilities, and exterior and streetscape renovations to eligible buildings. Financial assistance may not exceed $50,000 or 50% of the total project cost.
D. Streetscape Improvement: The Streetscape Improvement Incentive Program helps qualifying property owners improve adjacent public sidewalks and other public pedestrian walkways in downtown buildings. The program is a matching grant, with a portion paid by a Downtown Development Authority (DDA) grant, and the remainder paid by the building owner.
E. Development Support Policy: The purpose of this program is to provide financial incentives and support for major development projects. For major development projects with a construction value exceeding $5 million, the DDA can provide support for a development or redevelopment project in the district by reimbursing the developer for eligible expenses related to the construction of necessary public facilities. Program guidelines are available at www.grcity.us/dda (quick link to an example of a Downtown Development Authority).
F. Design Manual: Design manual that removes strict use separation of zoning and encourages more creativity to create a traditional, walkable community, make specifications in the manual mandatory in some areas and optional in other parts of the community; however, the planners are giving incentives for developers to use it (setback exemptions, parking exemptions and coverage exemptions). The manual makes sure there's more uniform look between downtown lots and buildings, make communities more pedestrian friendly and encourage people to walk more, reducing the need for parking.
G. Green building incentives:
    i. Residential Deconstruction: If you are removing housing, a residential deconstruction permit may allow you to begin the process before a new building permit for the site is issued. (Deconstruction is taking apart a building in order to save the maximum amount of reusable building materials.)
    ii. See additional examples in PowerPoint presentations at http://www.rmla.org.nz/upload/files/mp_green_building.pdf
H. Historic Preservation Tax incentives: Federal, state and local programs offer tax programs that provide substantial savings to property owners that maintain and restore historic structures.
    i. Special Valuation Program:
    (reference http://www.clark.wa.gov/planning/historic/incentives.html)
    ii. A "special valuation" law makes it possible for the county to insure that property taxes will not reflect substantial improvements made to historic properties for 10 years. (Maryland enabling legislation to be confirmed.)
    iii. Similar program could be extended to substantial improvements made to structures in targeted redevelopment areas such as Downtown and Great Mills focus areas

I. Incentive Zoning: Incentive zoning allows developers more density in exchange for community improvements. An increase in density encourages high density development supportive of compact development. In exchange, the developer would be encouraged to include some community improvements in their projects. Community improvements may include additional open space, affordable housing, special building features, or public art. Public benefit zoning (PBZ) – also known as Land Value Recapture - is based on the premise that land use changes and enhancements enacted by a public agency contribute to increased real estate values. It is reasonable to expect that if a private landowner benefits from public action that benefits are extended towards the community as well. In addition to the value created by the up-zoning for the developer (as under incentive zoning) additional value is extracted from the landowner and dedicated to community benefits. More information found at:

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

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

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

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

M. Arts & Technology District Small Business Loan Program: A program designed to encourage the growth and development of arts and technology related small businesses. Existing and startup businesses located within a defined "Loan Zone" (such as downtown and the Great Mills Corridor) would be eligible to apply. All projects must result in the retention and/or creation of jobs for persons of low and moderate income households. Loan funds may be used for equipment, inventory, leasehold improvements, and real estate improvements. The county can loan up 50% of the total project costs, not to exceed $25,000. All loans must be adequately collateralized.

N. New Home Owner Rehabilitation Loan Program: This program could be administered by the county's housing authority. Under the program, households purchasing residential or mixed-use structures for use as their primary residence are eligible for a cash incentive of up to $6,000. This incentive is available only in a defined area (suggest downtown and Great Mills Corridor)

O. Architectural Assistance Grant: A grant of up to $2,000 (suggested) made available to pay for the assistance of a registered architect in mixed-use buildings located in Downtown and Great Mills Corridors. Architectural assistance should address obstacles related to converting upper floors of downtown commercial buildings for residential use. Available for mixed-use projects.

P. Assessment Moratorium (or property tax freeze): County to freeze property taxes at the pre-rehab level for a period of five years. The program is available for the repair, rehabilitation or restoration of existing commercial and residential buildings 25 years or older.

Q. Investment Tax Credits: A 20% Federal Investment Tax Credit is available for substantial rehabilitation of certified historic buildings that are income producing (commercial, industrial, or rental residential). The project must meet the Secretary of the Interior's Standards for Rehabilitation and then be certified through the State Historic Preservation Office and the National Park Service. A 10% credit is available for buildings built before 1936 that are not certified as historic. This credit is also available for income producing properties.
   i. The State of Maryland also offers a 30% credit against state income tax liability for the rehabilitation of historic owner-occupied residential and a 20% tax credit for the rehabilitate of other properties. Eligible projects must meet the Secretary of the Interior's Standards for Rehabilitation and other program requirements.

R. Community Development Block Grant (CDBG): The CDBG program provides funds for the rehabilitation of both owner-occupied and investor-owned property. The county has various rehabilitation programs as well as the capacity to design special loans to specific projects with approval of the governing body. All projects must benefit low and moderate income citizens or eliminate blight. Supportive public improvements and acquisition of real estate may also be funded through this program. Available for residential projects only.

S. "HOME": A HOME program provides funds to assist in the development and maintenance of low and moderate income housing. Funds may be used for acquisition, rehabilitation, and new construction. A first time homebuyer's program is a feature of the program. Available for residential projects only.

T. Economic Development Revolving Loan Program: A loan pool that provides access to capital for small businesses, entrepreneurs, developers and non-profits that are seeking to stimulate the revitalization of neighborhoods and promote permanent job creation for low to moderate income citizens.
Example found at
http://www.yesrichmondva.com/sites/default/files/documents/Arts%20%26%20Cultural%20District%20Micro-Enterprise%20Revolving%20Loan%20Program%20Application.pdf

U. CONTRACTORS ASSISTANCE LOAN PROGRAM: The purpose of a CAP Program is to provide access to capital to small contractors that are doing business within the community who lack access to traditional financing. The goal is to provide contractors with flexible terms and conditions, which may or may not be available in the conventional marketplace.
Example found at
http://www.yesrichmondva.com/sites/default/files/documents/ContractorLoanBrochure_Final.pdf

V. Economic Development Fund (EDF) incentives for small and new businesses. An Economic Development Fund Authority (EDFA) would commit a set amount for grants in each fiscal year beginning on July 1 and would be replenished on a fiscal year basis. Each grant would be awarded on a first come, first serve basis and provided until the annual funds have been depleted.
   i. Rent Assistance Incentive Program: A program designed to promote and encourage the recruitment of new small targeted businesses locating in a targeted area. Eligible properties that are current on real estate tax payments may be considered for this matching grant incentive, which provides cash grants to property owners to assist in the buy down of lease rates to attract new tenants or the expansion of existing tenants of buildings. Grant is only for small businesses and must be duly authorized. The new businesses selected will be within a specific target industry identified in a strategic plan. The Economic Development Fund Authority (EDFA) will provide a percentage of the monthly lease rate for a twelve month period based on proof of 3-year signed lease with the property owner up to a set limit.
   ii. Property Improvement Matching Grant Incentive: This program is designed to promote and encourage small business recruitment and retention by providing assistance to property owners for renovations and build-out to attract new tenants. All properties located in LPDD that are current on real estate tax payments may be considered for this matching grant incentive. The building must be an existing building or redevelopment project. Projects covered in this

improvement incentive include new floors, ceiling tiles, windows, doors, painting and other interior improvements that will not be removed if vacated. The building will also be listed on an inventory to assist in finding a new tenant through the county. To illustrate, begin with an application from the owners of the property to be improved (or the applicant may confirm that the property owner has given permission for the improvements to be made). A quote for the proposed project and photographs of the area identified for improvements would be attached to the application. The application would provide color schemes if painting is being proposed, and material specifications to be used. Photographs of the improvements made and proof of payment would be submitted prior to disbursement of EDA funds. The EDFA would then review and consider funding to assist in the buy-down of costs for the property owners portion. If approved, the EDFA would provide $0.50 for every dollar the property owner spends on interior improvements up to $5,000.

iii. Façade Improvement Matching Grant: A program is designed to provide assistance to property owners or business owners for exterior façade improvements, new signage and/or landscaping for business retention or to attract new tenants. All properties located in LPDD that are current on real estate tax payments may be considered for this matching grant. To illustrate, begin with an application from the owners of the property to be improved (or the applicant may confirm that the property owner has given permission for the improvements to be made). A quote for the proposed project and photographs of the area identified for improvements would be attached to the application. The application would provide color schemes if painting is being proposed, and material specifications to be used. Photographs of the improvements made and proof of payment would be submitted prior to disbursement of EDA funds. The EDFA would then review and consider funding to assist in the buy-down of costs for the property owners portion. If approved, the EDFA would provide $0.50 for every dollar the property owner spends on interior improvements up to $2,000. This grant is awarded on a first come, first serve basis and will be provided until the annual funds have been depleted.

iv. Co-op Advertising Grant Program: A program is designed to provide assistance to small businesses (businesses with at least a one-year lease or own their buildings) with advertising and promotional activities. Funds will be allocated quarterly to this program to enable more participation throughout the fiscal year. The EDFA staff will review the applications for approval in the order in which they are received. Funding will be provided until grant allocations for the current fiscal year are depleted. A maximum quarterly grant of $500 for multiple advertising/marketing projects can be awarded to one business. Applications must be submitted with proof of advertising and marketing project and prior payment to be considered. Funding cannot exceed 25% or $500 of the total advertising/marketing costs.

v. E-Commerce Matching Grant Program: A program is designed to provide assistance with new website design and development. All properties that are current on real estate tax payments may be considered for this matching grant incentive. A new website must be established, where none previously existed for the business; or, the applicant's existing website must include such upgrades as on-line shopping, search engine optimization or other new enhancements. Applicants must provide a minimum of two quotes from a certified web designer for the website work. The grant application must be signed and include the 2 quotes and selected provider information at time of submittal. Upon website completion, the applicant will submit the paid invoice and the EDFA will reimburse 50 cents for every dollar the business owner spends up to $500. Minority, women and veteran owned businesses may receive a matching grant up to $1,000.

W. Incentives for infill development
   i. Infrastructure-Related Incentives
      a. Upgrading infrastructure and amenities. A key strategy for encouraging infill development, particularly housing, is a focused public investment strategy to improve antiquated infrastructure and add public amenities such as parks, libraries and streetscapes. These upgrades can make a target area more attractive. Such infrastructure upgrades are generally implemented by the jurisdiction's public works or parks department in response to locally set priorities.
      b. Lowering of impact fees. Jurisdictions charge impact fees to offset the costs of public facilities and services necessary to serve the new development. Most localities charge a uniform fee that may not account for the higher costs to serve more distant suburban locations. Offering lower impact fees for infill projects can more accurately reflect the true costs for providing services through existing infrastructure. This more calibrated approach makes infill parcels more attractive, and builds greater equity into metropolitan growth patterns. Local governments can also waive infrastructure hookup fees for infill projects to lower costs to developers. Impact fees are included in the jurisdiction's development regulations; the lowering or waiving of such fees in response to priorities enacted by the jurisdiction.

   ii. Incentives related to the zoning and development process.
      a. Incentives relating to the zoning regulations and development permitting process fall under the purview of the jurisdiction's planning and building department as well as the planning commission, and are enacted in response to direction from the county.
      b. Fast Track and Streamlined Permitting. Fast track permitting, applied within targeted infill development areas, allows developers of infill parcels to get their application processed ahead of non-infill applications. Some localities consolidate or streamline permit processing to allow concurrent review and processing of related development permits. Since developers face holding costs during the development review process, long delays jeopardize the financial viability of a project. Affordable housing projects with slim profit margins can benefit substantially from speedy development review and approval. Related strategies include "one stop" centers for processing applications, and assignment of one staff as point person to help navigate a project through the various departments and processes that constitute the development review process.
      c. Reduce lot sizes, setbacks, and parking requirements. Many localities are updating their zoning code to address the challenges of developing smaller parcels. Key incentives modify regulations to allow for reduced residential lot sizes, reduced setback requirements, and reduced street and parking standards. Older standards often make development of infill parcels impractical because they tie up a large percentage of a site's total land area. Some requirements, in particular for on-site parking, may be inappropriate or unnecessary for infill areas where transit service and other alternatives to auto use exist.

d. Zone for mixed-use development. Traditional zoning has emphasized the separation of land uses. Smart growth principles emphasize the creation of integrated, multi-use districts that blend housing, services, recreation and jobs. Local governments may put in place a residential/mixed-use zoning designation to specifically encourage infill practices such as allowing housing development above stores. This enables residents to be closer to the services they use on a daily basis. To ensure availability of affordable housing, the jurisdiction can amend the zoning regulations to establish an overlay zone for the residential/mixed-use district that permits the development of affordable housing "by right" on the areas covered in the overlay. A "by right" zoning designation makes affordable housing development easier by eliminating the need to obtain a special use permit or undergo a zoning change approval process.

e. Increase density allowances. Increasing the maximum allowed density for infill areas in the zoning regulations is an important incentive. Higher densities permit more intensive development of a parcel and allow the developer the opportunity to spread development costs over more units. Local governments can also provide "density bonuses" to developers of infill sites that designate a certain percentage of housing units as affordable. In this way, localities can both encourage efficient use of the land and promote the inclusion of affordable housing units within a project.

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

10.8 Glossary

Terminology	Meaning
AICUZ	Air Installations Compatible Use Zone
Air Installations Compatible Use Zone	A Department of Defense program provided to protect military operational capabilities and the health, safety, and welfare of the public in the vicinity of a military installation. The AICUZ program recommends land uses, zoning and development standards that are compatible with noise levels, accident potential, and flight clearance requirements associated with military airfield operations
American Community Survey (ACS)	The American Community Survey (ACS) is an ongoing statistical survey by the U.S. Census Bureau, sent to approximately 250,000 addresses monthly (or 3 million per year). It regularly gathers information previously contained only in the long form of the decennial census. It is the largest survey other than the decennial census that the Census Bureau administers.
Antidegradation	Maryland has long had an antidegradation policy, and implementation procedures were developed in 2004. The implementation procedures: • explain how Tier II waters are identified • identify when the policy applies • outline the basic antidegradation review process • explain what must be done if some degradation of a Tier II water is necessary for social and economic reasons Proposed development projects that could potentially impact high-quality waters may, depending on the specific circumstances, be required to satisfy tougher environmental standards in order to obtain state permits or other approvals (for example water and sewer plan amendments). There are currently 235 identified Tier II stream segments, with at least one in every county in Maryland except Baltimore City.
APZ	Accident Potential Zone is a component of AICUZ.
Base Realignment and Closure	The Department of Defense base closure and realignment (BRAC) process is a systematic, rational process to bring our nation's military infrastructure into line with the needs of our armed forces, not only by reducing costs and closing unneeded installations, but also by facilitating the transformation of our armed forces to meet the challenges of the new century.
Below Market Mortgage Products	Housing-related programs that offer loans to qualified applicants at interest rates that are lower than the prevailing market rates. Many jurisdictions have programs in effect that extend below market interest rate (BMIR) loans to individuals with limited incomes, either for buying a home or for making home improvements. The Department of Housing and Urban Development (HUD) also has a BMIR-based rental program for HUD-assisted residents.
BID	Business Improvement District
Bikeways	"Bikeway" is a general term for any trail, path, part of a roadway, surfaced or smooth shoulder or any other travel way that in some manner is specifically designated for bicycle travel; it may be designated for the exclusive use of bicycles, or it may be shared with other transportation modes. The Maryland Bikeways Program will support the provision and upgrade of many types of bicycle facilities
BRAC	Base Realignment and Closure

Terminology	Meaning
Business Improvement District	A business improvement district (BID) is a defined area within which businesses are required to pay an additional tax (or levy) in order to fund projects within the district's boundaries. The BID is often funded primarily through the levy but can also draw on other public and private funding streams. BIDs may go by other names, such as business improvement area (BIA), business revitalization zone (BRZ), community improvement district (CID), special services area (SSA), or special improvement district (SID). These districts typically fund services which are perceived by some businesses as being inadequately performed by government with its existing tax revenues, such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. The services provided by BIDs are supplemental to those already provided by the municipality.
Capital Improvement Program	A Capital Improvement Plan (Program), or CIP, is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the Plan. Essentially, the Plan provides a link between the jurisdiction, school district, parks and recreation department and/or other local government entity and a comprehensive and strategic plan and the entity's annual budget.
CBD	Central Business District
CDC (in the context of economic development)	St. Mary's County Community Development Corporation
CDC (in the context of health)	United States Centers For Disease Control and prevention
CDFI	Community Development Financial Institutions
CDP	Census Designated Place
Census Designated Place	A census designated place (CDP) is a concentration of population identified by the United States Census Bureau for statistical purposes. CDPs are delineated during each decennial census as the statistical counterparts of incorporated places, such as cities, towns, and villages.
Charrette	A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the Plan.
Chesapeake Bay Critical Area	The Critical Area Act, passed in 1984, identifies the "Chesapeake Bay Critical Area" as all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay and its tributaries.
CIP	Capital Improvement Program

Terminology	Meaning
Clean Water Act	The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the U.S. Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and setting water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.
Community Development Financial Institutions	A community development financial institution provides credit and financial services to underserved markets and populations. A CDFI may be a community development bank, a community development credit union (CDCU), a community development loan fund (CDLF), a community development venture capital fund (CDVC), a microenterprise development loan fund, or a community development corporation. CDFIs are certified by the Community Development Financial Institutions Fund (CDFI Fund) at the U.S. Department of the Treasury, which provides funds to CDFIs through a variety of programs. The CDFI Fund and the legal concept of CDFIs were established by the Riegle Community Development and Regulatory Improvement Act of 1994. Broadly speaking, a CDFI is defined as a financial institution that: has a primary mission of community development, serves a target market, is a financing entity, provides development services, remains accountable to its community, and is a non-governmental entity. The Housing and Economic Recovery Act of 2008 (HERA) authorized CDFIs certified by the CDFI Fund to become members of the Federal Home Loan Bank implemented by the 12 Federal Home Loan Banks, each of which will evaluate membership applications independently.
Complete Street	Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A Complete Street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Terminology	Meaning
Conservation Subdivision Design	Conservation development, also known as conservation design, is a controlled-growth land use development that adopts the principle of allowing limited sustainable development while protecting the area's natural environmental features in perpetuity, including preserving open space landscape and vista, protecting farmland or natural habitats for wildlife, and maintaining the character of rural communities. A conservation development is usually defined as a project that dedicates a minimum of 50 percent of the total development parcel as open space. The management and ownership of the land are often formed by the partnership between private land owners, land-use conservation organizations and local government. It is a growing trend in many parts of the country, particularly in the western United States . In the eastern U.S., conservation design has been promoted by some state and local governments as a technique to help preserve water quality. This type of planning is becoming increasingly more relevant as land conversion for housing development is a leading cause of habitat loss and fragmentation. With a loss or fragmentation of a species' habitat, it results in the endangerment of a species and pushes them towards premature extinction. Land conversion also contributes to the reduction of agriculturally productive land, already shrinking due to climate change.
Corridors (in the context of Green Infrastructure)	Connecting Maryland's Green Infrastructure hubs are "corridors" - linear remnants of natural land such as stream valleys and hill ridges that allow animals, seeds, and pollen to move from one area to another. They also protect the health of streams and wetlands by maintaining adjacent vegetation. Preserving linkages between the remaining blocks of habitat will ensure the long-term survival and continued diversity of Maryland's plants, wildlife, and environment.
CPTED	Crime Prevention Through Environmental Design
Crime Prevention Through Environmental Design	Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Generally speaking, most implementations of CPTED occur solely within the urbanized, built environment. Specifically altering the physical design of the communities in which humans reside and congregate in order to deter criminal activity is the main goal of CPTED. Its principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighborhood and the amount of opportunity for "eyes on the street".
CTP	Maryland Consolidated Transportation Program
CWA	Clean Water Act
Development envelope	"Development envelope" means all of the proposed components of a project that are necessary to serve the proposed development, including lots, lot coverage, roads, utilities, stormwater management measures, sewage disposal measures, an active recreation area, and additional acreage needed to meet the development requirements of ordinances.
DNR	Maryland Department of Natural Resources
Down Payment and Closing Cost Assistance	Programs from employers, developers and community organizations that can help cover down payment and closing costs. These programs may make it possible for first-time homebuyers to afford a mortgage when they would not be able to do so the conventional way.

Terminology	Meaning
Earned Income Tax Credit	The United States federal earned income tax credit or earned income credit (EITC or EIC) is a refundable tax credit for low- to moderate-income working individuals and couples—particularly those with children. The amount of EITC benefit depends on a recipient's income and number of children. Maryland has two earned income credits. The first credit is equal to 50% of your federal EITC and is not refundable. If after that credit is applied, your state tax liability is equal to zero or less, you qualify for an additional refundable credit equal to 25% of your federal EITC. In addition, Maryland also offers the poverty level credit. If your Maryland state tax exceeds 50% of your federal earned income credit and your earned income and federal adjusted gross income are below the poverty income guidelines, you may claim a credit of 5% of your earned income.
EMS	Emergency Medical Services
Enhanced Use Lease	Enhanced Use Lease (EUL) is a method for funding construction or renovations on federal property by allowing a private developer to lease underutilized property, with rent paid by the developer in the form of cash or in-kind services. Currently, EULs are used by the Department of Defense and the Veterans Administration. EUL authority is derived from Congress and is specific to each agency (e.g. 10 USC 2667 for the DoD). The information below is specific to DoD EULs. • Granted a ground lease (the term may vary by agency or project), the developer is able to make improvements to the property which can be leased at market rents to any interested tenants. Under EUL, the U.S. government retains control over the leased property, the EUL developer (lessee) retains a lease interest only. • Since the agency can issue enhanced use leases only on land that is unneeded, the improvements must not be directly tied to any programmatic requirements of the installation. • The advantages to the developer include prime secure convenient locations on military installations, and the opportunity to provide sole-source services and products in lieu of rent for the ground lease. • The advantages to the federal agency include the possibility of fast-tracking alterations, repairs or new construction so that the improved space becomes available for lease. In-kind considerations or cash to no less than the fair market value of the property is provided in return by the developer. • The enhanced use lease is becoming a very popular tool to accommodate realignment of military functions under Base Realignment and Closure (BRAC). Military installations are legally bound, but not necessarily funded, to accommodate BRAC-mandated realignments of functions.
EPA	United States Environmental Protection Agency
EUL	Enhanced Use Lease
Expedited Reviews	A policy establishing criteria for the implementation, fee assessment, and handling of accelerated plan review services for construction documents only. It is expected that the submitted construction plans be complete and, to the greatest extent possible, code compliant when they are logged in for the first review. To be considered for expedited review, the applicant must demonstrate the project is in accordance with criteria approved by the jurisdiction. The applicant must also demonstrate significant adverse scheduling or financial impacts to the project if excluded from the program. Each application is evaluated on a case by case basis. Staff availability and current work load should be determining factors in granting approval. If the department is unable to meet published turn-around times due to high volume and staff limitations, expedited services may not be granted even to projects that qualify.
FAR	Floor Area Ratio
Fee waivers or exemptions	Legislated reduction or elimination of impact fees or fees for service

Terminology	Meaning
Fees paid at closing	See "Down payment and Closing Cost Assistance"
Flag stop system	In public transport, a flag stop, or request stop or whistle stop describes a stop or station at which public transit buses stop only on request; that is, only if there are passengers to be picked up or dropped off. In this way, infrequent stops can be incorporated into a route without introducing unnecessary delay. Vehicles may also save fuel by continuing through a station when there is no need to stop. There may not always be a significant savings on time if there is no one to pick up because vehicles going past a request stop may need to slow down enough to be able to stop if there are passengers waiting. Flag stops may also introduce extra travel time variability and increase the need for schedule padding.
Flexible Development Standards	Development regulations that provide the planning and development director, other review boards, and councils, as applicable, with the authority to allow deviations from the development standards for setbacks, front and corner side setbacks, lot area and dimension, number of parking spaces, signage, open space, landscaping, height, and building floor area, etc. set forth in regulation provided that certain conditions exist. The intent is to promote the orderly and efficient development of property. Regardless of the minimum development standards otherwise required in regulation, the planning agency administers flexible development standards for the purpose of facilitating the orderly development and redevelopment of property within the jurisdiction. The planning agency may place conditions on an approval to assure that the circumstances which warranted the application of the flexible development standards are maintained. Decisions are in writing and may be appealed. The cumulative total of any flexible development standard applied to a property by category or location shall not exceed the maximums by such a regulation. Maintaining appropriate records is necessary to insure compliance with provisions.
Floor Area Ratio	The ratio of a building's total floor area (Gross Floor Area) to the size of the piece of land upon which it is built. The terms can also refer to limits imposed on such a ratio. As a formula: Floor area ratio = (total covered area on all floors of all buildings on a certain plot, Gross Floor Area) / (area of the plot) Thus, an FAR of 2.0 would indicate that the total floor area of a building is two times the gross area of the plot on which it is constructed, as would be found in a multiple-story building.
Focus Area	An area defined in this Plan for detailed analysis and recommendations.
Form based zoning	A means of zoning that uses a form based code (FBC) as a means of regulating land development to achieve a specific urban form. Form based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle, with a lesser focus on land use, through local regulations. An FBC is a regulation, not a mere guideline, adopted into city, town, or county law and offers a powerful alternative to conventional zoning regulations. Form-Based Codes are a new response to the modern challenges of urban sprawl, deterioration of historic neighborhoods, and neglect of pedestrian safety in new development. Tradition has declined as a guide to development patterns, and the widespread adoption by cities of single-use zoning regulations has discouraged compact, walkable urbanism. Form-Cased Codes are a tool to address these deficiencies, and to provide local governments the regulatory means to achieve development objectives with greater certainty.
Gateway	A passage by or point at which a region or designated area may be entered.

Terminology	Meaning
Green Infrastructure	Maryland's most important natural lands comprise its "green infrastructure," and provide the bulk of the state's natural support system. Ecosystem services, such as cleaning the air, filtering and cooling water, storing and cycling nutrients, conserving and generating soils, pollinating crops and other plants, regulating climate, sequestering carbon, protecting areas against storm and flood damage, and maintaining aquifers and streams, are all provided by the existing expanses of forests, wetlands, and other natural lands. These ecologically valuable lands also provide marketable goods and services, like forest products, fish and wildlife, and recreation. They serve as vital habitat for resident and migratory species, maintain a vast genetic library, provide scenery, and contribute in many ways to the health and quality of life for Maryland residents. Green infrastructure benefits all citizens. For some people, like watermen, those who harvest and process timber, and those who cater to outdoor recreation, it provides their livelihood. For farmers, it provides insect control by birds. For city dwellers, it provides clean drinking water. For those living or farming near shorelines, streams, or steep hillsides, it protects their land from erosion. The green infrastructure provides places for hobbies, recreational activities, and learning opportunities. Children and teachers can, together, learn the wonders of nature by using the green infrastructure as a living classroom. Nature lovers can enjoy hiking, camping, observing, and photographing an impressive diversity of plants and wildlife. Studies have shown that if the values of ecological services are considered, natural lands show a net gain in cost-benefit analyses. While residential areas require public services, natural areas need little, other than protection. Further, they make public construction of many engineered facilities unnecessary. In addition to their ecological and economic contributions, these lands provide a sense of place and a unique identity. Natural landscapes make communities more comfortable and appealing; they link current generations to their heritage and cultural past. For everyone who lives in or visits Maryland, protecting green infrastructure helps to preserve our rich quality of life and safeguard, for future generations, Maryland's Chesapeake Bay and the legacy of Maryland's special natural landscapes, including the picturesque mountains of Western Maryland; the forests and wetlands of Southern Maryland; the expansive tidal marshes of the Eastern Shore; and the stream valleys of the Western Shore and Piedmont region.
Green Streets	A green street uses a combination of vegetated and engineered strategies to manage rain or melting snow (runoff), allowing it to soak into soil, filtering it, reducing the amount of stormwater making its way into sewer pipes.
Greenfield development	The term greenfield development is used in reference to development projects occurring on land that has never been used (i.e. green or new), where there was no need to demolish or rebuild any existing structures.
Greenway	A greenway is a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad or utility right-of-way converted to recreational use. It is a natural or landscaped course for pedestrian or bicycle passage; an open-space connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas; locally certain strip or linear parks. The term greenway comes from the green in greenbelt and the way in parkway, implying a recreational or pedestrian use rather than a typical street corridor, as well as an emphasis on introducing or maintaining vegetation, in a location where such vegetation is otherwise lacking. Some greenways include community gardens as well as typical park-style landscaping of trees and shrubs. They also tend to have a mostly contiguous pathway. Greenways resemble linear parks, but the latter are only found in an urban and suburban environment.. Though wild life corridors are also greenways, because they have conservation as their primary purpose, they are not necessarily managed as parks for recreational use, and may not include facilities such as public trails.

Terminology	Meaning
Health Enterprise Zone	Jointly administered by the Community Health Resources Commission (CHRC) and Maryland Department of Health and Mental Hygiene (DHMH), the HEZ Initiative is a four-year pilot program with a budget of $4 million per year. The purposes of the HEZ Initiative are to: 1.Reduce health disparities among racial and ethnic minority populations and among geographic areas; 2.Improve health care access and health outcomes in underserved communities; and 3. Reduce health care costs and hospital admissions and re-admissions. To receive designation as an HEZ, community coalitions identified contiguous geographic areas with measurable and documented economic disadvantage and poor health outcomes and proposed a creative plan for targeted investments in community health.
HEC	Southern Maryland Higher Education Center
HEZ	Health Enterprise Zone
Homeownership and Education Counseling	Programs and services that focus on a set of six core areas. • Competency, including strong knowledge of the home buying process, money management, etc. • Training, with recommendations for a minimum number of hours of training. • Code of Ethics and Conduct, which practitioners should sign and abide by. • Skills, including communication and listening skills, adult education and facilitation skills. • Operational Knowledge regarding programs, marketing, etc. • Performance Standards for practitioners, which include standards curriculum, recordkeeping, and reporting.
Housing Trust Funds	Housing trust funds are established sources of funding for affordable housing construction and other related purposes created by governments in the United States. Housing Trust Funds (HTF) began as a way of funding affordable housing in the late 1970s. Since then, elected government officials from all levels of government (national, state, county and local) in the U.S. have established housing trust funds to support the construction, acquisition, and preservation of affordable housing and related services to meet the housing needs of low-income households. Ideally, HTFs are funded through dedicated revenues like real estate transfer taxes or document recording fees to ensure a steady stream of funding rather than being dependent on regular budget processes. By 2009, 700 trust funds in states, cities and counties existed across the U.S. and allocated nearly $1 billion for housing-related needs.
Hubs	The heart of Maryland's green infrastructure, called "hubs," are typically un-fragmented areas hundreds or thousands of acres in size, and are vital to maintaining the state's ecological health. They provide habitat for native plants and animals, protect water quality and soils, regulate climate, and perform other critical functions.
Impaired waters (includes "impaired streams," and "impaired lakes")	The 303(d) List of Waters (identified by states as required by the CWA) reports on streams and lakes identified as impaired for one or more pollutants. The term "impaired" means these water bodies do not meet one or more water quality standards and require a TMDL. Impaired waters are identified through assessment and monitoring programs conducted by local, state and federal agencies and volunteer networks.

Terminology	Meaning
Inclusionary Zoning Ordinances	Inclusionary zoning, also known as inclusionary housing, refers to municipal or county planning ordinances that require a given share of new construction to be affordable by people with low to moderate incomes. The term inclusionary zoning indicates that these ordinances seek to counter exclusionary zoning practices, which aim to exclude low-cost housing from a municipality through the zoning code. In practice, these policies involve placing deed restrictions on 10%-30% of new houses or apartments in order to make the cost of the housing affordable to lower-income households. The mix of "affordable housing" and "market-rate" housing in the same neighborhood is seen as beneficial by the community. Inclusionary zoning is a tool for local municipalities in the United States to help provide a wider range of housing options than the market otherwise provides on its own. Many economists consider the program as a price control on a percentage of units, which negatively impacts the supply of housing.
Individual Development Accounts (IDAs)	An Individual Development Account (IDA) is an asset building tool designed to enable low-income families to save towards a targeted amount usually used for building assets in the form of home ownership, post-secondary education and small business ownership. In principle IDAs work as matched savings accounts that supplement the savings of low-income households with matching funds drawn from a variety of private and public sources. While anti-poverty policy makers have traditionally focused on issues of income and consumption, an expanded vision of poverty alleviation has emerged in recent years — one that encourages savings, investment, and asset accumulation in conjunction with, not instead of, traditional anti-poverty programs. Assets play a vital role in poverty alleviation by providing not only economic security but also a psychological orientation that encourages low income families to save and plan for the future.
JLUS (Joint Land Use Study)	A JLUS is a common planning process that is conducted around military installations throughout the country to prevent urban encroachment, safeguard the military mission, and protect public health, safety, and welfare.
LID	Low Impact Design
Low Impact Design (LID)	LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. LID has been characterized as a sustainable stormwater practice by the Water Environment Research Foundation and others.
Low-Income Housing Tax Credits	The Low Income Housing Tax Credit (LIHTC - often pronounced "lie-tech", Housing Credit) is a dollar-for-dollar tax credit for affordable housing investments. It was created under the Tax Reform Act of 1986 (TRA86) that gives incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. LIHTC accounts for the majority (approximately 90%) of all affordable rental housing created in the United States today. As the maximum rent that can be charged is based upon the Area Median Income (AMI), LIHTC housing remains unaffordable to many low-income (<30% AMI) renters. The credits are also commonly called Section 42 credits in reference to the applicable section of the Internal Revenue Code. The tax credits are more attractive than tax deductions as the credits provide a dollar-for-dollar reduction in a taxpayer's federal income tax, whereas a tax deduction only provides a reduction in taxable income. The "passive loss rules" and similar tax changes made by TRA86 greatly reduced the value of tax credits and deductions to individual taxpayers. As a result, almost all investors in LIHTC projects are corporations

Terminology	Meaning
Main Street Program	Main Street programs are locally driven, funded, organized, and run. They are independent nonprofits or agencies located in the community and are usually affiliated with the state or regional coordinating Main Street organization and a network of other Main Street organizations within the state. The statewide or areawide coordinating Main Street organization generally has an application process through which a community can be designated as a Main Street program. The coordinating organizations provide direct technical services, networking, and training opportunities to their affiliated programs. A listing of all state, regional, and local Main Street Coordinating Programs may be found on-line. Maryland's program "MAIN STREET MARYLAND" (MSM) is a comprehensive downtown revitalization program created in 1998 by the Maryland Department of Housing and Community Development. The program strives to strengthen the economic potential of Maryland's traditional main streets and neighborhoods. Using a competitive process, Main Street Maryland selects communities that have made a commitment to succeed and helps them improve the economy, appearance and image of their traditional downtown business districts. To accomplish Main Street goals, DHCD has partnered with the National Trust for Historic Preservation's National Main Street Center, which developed the Main Street Four Point Approach for commercial revitalization. Beginning in 2008, Main Street Maryland programs incorporated a fifth point: Clean, Safe, and Green. This approach emphasizes the importance of working simultaneously in the following areas: DESIGN: Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, developing sensitive design management systems, and long-term planning. ORGANIZATION: Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process PROMOTION: Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors ECONOMIC RESTRUCTURING: Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities and challenges from outlying development CLEAN, SAFE, and GREEN: Enhancing the perception of a neighborhood through the principles of Smart Growth and sustainability
Maryland Consolidated Transportation Program	The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP contains projects and programs across the Department of Transportation, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, the Washington Metropolitan Area Transit Authority, the Maryland State Highway Administration, the Maryland Port Administration, and the Maryland Transportation Authority. The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction or the purchase of essential equipment related to the facility or service. An expanded description is shown for each major project, along with a list of minor capital projects. Working together with Maryland's citizens, local jurisdictions and the local and state delegations, projects that preserve transportation system investments, enhance transportation services and expand transportation opportunities throughout the state are added to the CTP.
MDE	Maryland Department of the Environment
Median Household Income	Median income is the amount that divides the income distribution into two equal groups, half having income above that amount, and half having income below that amount. Mean income (average) is the amount obtained by dividing the total aggregate income of a group by the number of units in that group.

Terminology	Meaning
Metropolitan Planning Organization	A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. The United States Congress passed the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs is channeled through this planning process. Congress created MPOs in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3-C") planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §§ 134–135). Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law.
MGD	Million gallons per day
Mixed income housing communities	The definition of mixed income housing is broad and encompasses many types of dwellings and neighborhoods. Generally speaking, a mixed income housing development includes diverse types of housing units, such as apartments, town homes, and/or single-family homes for people with a range of income levels. Mixed income housing may include housing that is priced based on the dominant housing market (market-rate units) with only a few units priced for lower-income residents, or it may not include any market-rate units and be built exclusively for low- and moderate-income residents Traditionally mixed-income environments did not result from new housing construction, but instead arose organically from migration, income, and household changes at the neighborhood level. New, constructed mixed income housing development includes diverse types of housing units, such as apartments, town homes, and/or single-family homes for people with a range of income levels. Mixed income housing may include housing that is priced based on the dominant housing market (market-rate units) with only a few units priced for lower-income residents, or it may not include any market-rate units and be built exclusively for low- and moderate-income residents
MPO	Metropolitan Planning Organization
NAS	Naval Air Station - In St. Mary's County it refers to the Naval Air Station Patuxent River
National Pollution Discharge Elimination System	As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In most cases, the NPDES permit program is administered by authorized states. Since its introduction in 1972, the NPDES permit program is responsible for significant improvements to our nation's water quality.
NGO	Non-governmental Organization
NPDES	National Pollution Discharge Elimination System
Paratransit	Special transportation services for people with disabilities, often provided as a supplement to fixed-route bus and rail systems by public transit agencies. Paratransit services may vary considerably on the degree of flexibility they provide their customers. At their simplest they may consist of a taxi or small bus that will run along a more or less defined route and then stop to pick up or discharge passengers on request. At the other end of the spectrum—fully demand responsive transport—the most flexible paratransit systems offer on-demand call-up door-to-door service from any origin to any destination in a service area. In addition to public transit agencies, paratransit services are operated by community groups or not-for-profit organizations, and for-profit private companies or operators. Typically minibuses are used to provide paratransit service, but taxis and jitnies are also important providers. Most paratransit vehicles are equipped with wheelchair lifts or ramps to facilitate access.

Terminology	Meaning
Parking Reductions	Legislated reduction or elimination of parking requirements, typically when nearby existing public or shared parking facilities can accommodate the parking need
PDR	Purchase of Development Rights
PFA	The "Smart Growth" Areas Act of 1997, Chapter 759 of the Laws of Maryland of 1997, requires the state to target funding for "growth-related" projects to Priority Funding Areas (PFAs). To qualify as a PFA, areas must be improved with an actual density of at least 3.5 dwelling units per acre or be planned to permit an average density of at least 3.5 dwelling units per acre. This Plan sets a minimum density standard for residential development in the Development District based on the threshold established by this state law.
Poverty Level	Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds (sometimes called "poverty level") do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps). Federal Poverty Levels (which are also called Federal Poverty Guidelines, Federal Poverty Line, or simply FPL) are used to see if you qualify for cost assistance for programs.
Process Revisions	Legislated changes to program and regulatory processes typically used to increase flexibility or reduce processing time.
Property Tax Exemption	Legislated reduction or elimination of property taxes, typically for specific uses or categories of owners
Purchase of Development Rights	A Purchase of Development Rights program, or PDR program, is a voluntary program that compensates owners of property for their willingness to accept a permanent deed restriction (through a conservation easement) on their land. The conservation easement limits future development allowed on the property in order to preserve the resource value and open space value of the land. The value of the development rights is the difference between the value of the land based on its development potential and the value of the land after easement.
Reforestation	Reforestation is the natural or intentional restocking of existing forests and woodlands that have been depleted through cutting, fire or disease. Outside the Critical Area, reforestation means the establishment of a forest according to procedures set forth in the Forest Conservation Technical Manual through artificial reproduction or natural regeneration that creates a biological community dominated by trees and other woody plants containing at least 100 live trees per acre with at least 50 percent of those trees having the potential of attaining a 2-inch or greater diameter measured at 4.5 feet above the ground, within 7 years. Reforestation or reforested also includes landscaping of areas under an approved landscaping plan establishing a forest at least 35 feet wide and covering 2500 square feet or more of area. In the Critical Area, reforestation means replacement of trees and vegetation cleared in the Critical Area on a not less than equal area basis.
Section 8 Homeownership Program	A HUD program that implements the ''homeownership option'' authorized by section 8(y) of the United States Housing Act of 1937, as amended by section 555 of the Quality Housing and Work Responsibility Act of 1998. Under the section 8(y) homeownership option, "a public housing agency may provide tenant-based assistance to an eligible family that purchases a dwelling unit that will be occupied by the family." As required by law, the homeownership option is not available for families receiving section 8 project based assistance.

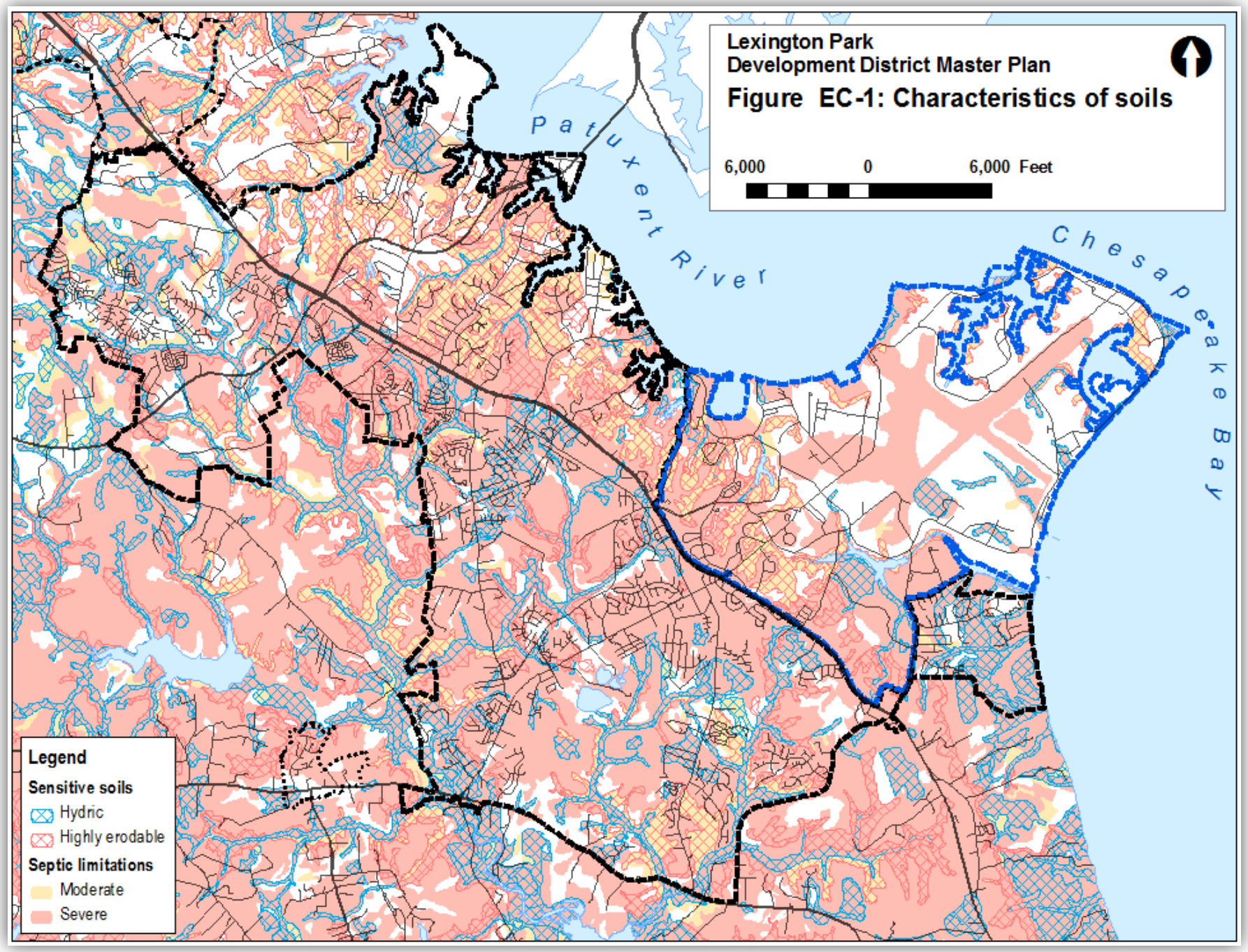
Terminology	Meaning
Sensitive Areas	Maryland's Land Use Article requires jurisdictions to protect streams and their buffers; the 100-year floodplain; habitats of threatened and endangered species; and steep slopes, wetlands and agricultural and forest lands intended for resource protection or conservation. Jurisdictions, of course, can identify and protect other sensitive areas as well. For more information see the Sensitive Areas - Volume I and Sensitive Areas - Volume II sections from the Models and Guidelines published by the Maryland Department of Planning.
SMCPS	St. Mary's County Public School System
St. Mary's Transit System	Public transportation system operated by the county's Department of Public Works and Transportation through a fixed-route, and demand-response transportation service. There are 12 fixed routes: Leonardtown-Lexington Park (two routes), Leonardtown Loop, Charlotte Hall, Great Mills Loop, Calvert Connection, Rt. 5 Express, Northern Route, Southern Route, California/Great Mills Eve, Charlotte Hall Eve and Leonardtown Eve Route. These public transportation routes are also served by complementary ADA service. The portion of the demand-response service that is funded by the statewide Special Transportation Program (SSTAP) meets the needs of the elderly and persons with disabilities in the entire county. This program also provides transportation for the St. Mary's County Department of Aging nutrition centers.
State Financing Programs	The State of Maryland's Department of Business and Economic Development provides the business community a myriad of business and financing solutions for economic development projects. The programs available involve tax credits, incentives, loan programs and other funds created by the State of Maryland to provide grants, revolving loan funds and early stage capital for a wide range of economic development projects.
Strip Shopping Center	An attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. It may be configured in a straight line or have an L or U shape. There are no enclosed walkways linking the stores. The tenants offer a range of goods and services.
STS	St. Mary's Transit System
Subwatershed	A portion of a watershed defined by the topographic perimeter of the catchment area of a stream tributary.
Sustainable Communities Designation	The Maryland Department of Housing and Community Development's (DHCD) Sustainable Communities Program is a place-based designation offering a comprehensive package of resources that support holistic strategies for community development, revitalization and sustainability. Led by DHCD, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically and socially responsible growth and development in existing older communities. The Sustainable Communities Act of 2010 established a shared geographic designation to promote efficient use of scarce state resources based on local sustainability and revitalization strategies. The Sustainable Communities program consolidated resources for historic preservation, housing and economic development under a single designation with an emphasis on infrastructure improvements, multimodal transportation and "green" development. The legislation established the Governor's Smart Growth Subcabinet as the body charged with final approval of Sustainable Communities designations. The 2010 Sustainable Communities Act defines Sustainable Community Areas as places where public and private investments and partnerships achieve: • Development of a healthy local economy; • Protection and appreciation of historical and cultural resources; • A mix of land uses; • Affordable and sustainable housing, and employment options; • Growth and development practices that protect the environment and conserve air, water and energy resources, encourage walkability and recreational opportunities, and where available, create access to transit.

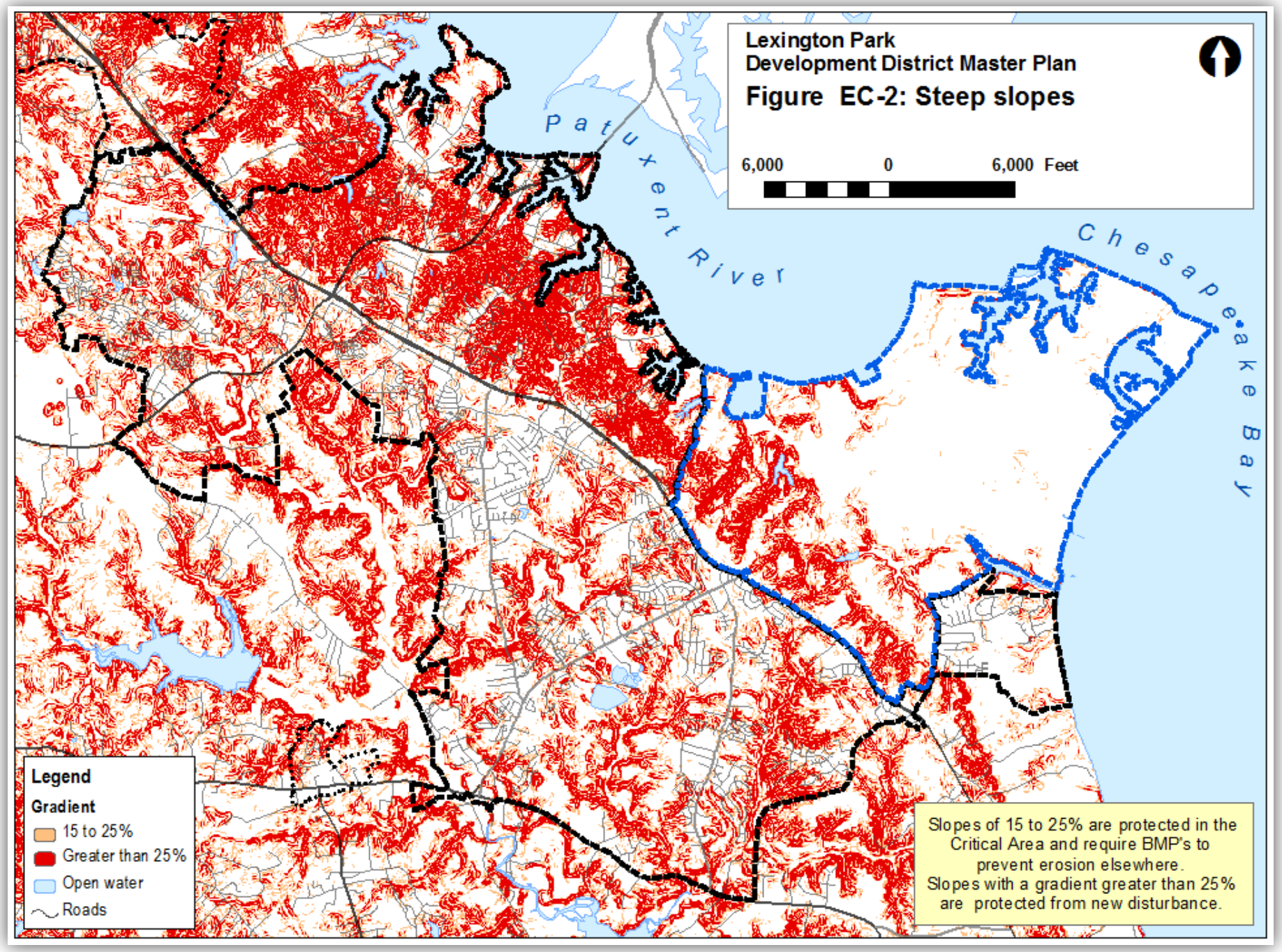
Terminology	Meaning
Sustainable Growth and Agricultural Preservation Act of 2012	Sometimes called the “Septics Bill” or “SB 236 of 2012.”
Tax Increment Financing	Tax Increment Financing (TIF) is a vehicle for funding the cost of typical infrastructure expenses in a real estate development project (e.g., roads, sidewalks, water and sewerage, and other public amenities such as parks and recreational facilities) through the issuance of municipal bonds by the local governmental agency, such as the county or municipality. The bonds are repaid by the dedication of all or a portion of the increased real property taxes that are generated from the properties included within the district. This is an example of growth paying for itself.
TDRs	Transferred (or transferrable) development rights
Tier II Streams	States are required by the federal Clean Water Act to develop policies, guidance, and implementation procedures to protect and maintain existing high quality waters and prevent them from degrading to the minimum allowable water quality. Tier II waters have chemical or biological characteristics that are significantly better than the minimum water quality requirements. All Tier II designations in Maryland are based on having healthy biological communities of fish and aquatic insects. MDE’s responsibility to protect high quality waters includes confirming existing Tier II streams, and identifying any new Tier II streams, every three years. New stream designations are subsequently proposed by MDE for adoption in state regulation. In addition, the agency works internally to ensure that MDE’s relevant permit and approval programs are aware of and, where required, impose special Tier II water quality protections.
TIF	Tax Increment Financing
TMDL	Total Maximum Daily Load
Total Maximum Daily Load	A Total Maximum Daily Load (TMDL) is a regulatory term in the U.S. Clean Water Act, describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting designated water quality standards. Alternatively, TMDL is an allocation of that water pollutant deemed acceptable to the subject receiving waters.
Town Green	In the context of this Plan, a town green is public open space in or near the center of a business district and envisioned to become the focus of community life. The open space should serve as a public park on a daily basis and as a regular community meeting place, and as an occasional venue of community events. Such a green will typically be bordered on all sides by public streets with on-street or diagonal parking and surrounded by buildings overlooking the green to provide 24-hour-a-day “eyes” on the space for enhanced security.
Traffic Calming	Traffic calming consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads with the intention of slowing down or reducing motor vehicle traffic as well as to improve safety for pedestrians and cyclists. Urban planners and traffic engineers have many strategies for traffic calming. Traffic engineers refer to three "E's" when discussing traffic calming: engineering, (community) education, and (police) enforcement. Because neighborhood traffic management studies have shown that residents often contribute to the perceived speeding problem within their neighborhoods, instructions on traffic calming often stress that the most effective traffic calming plans entail all three components—engineering measures alone will not produce satisfactory results. Traffic calming includes a number of engineering measures that can be grouped by similarity of method, including narrowing, vertical deflection, horizontal deflection (i.e., making the vehicle swerve slightly), blocking or restricting, and access installation of faux or flexible devices that slow cars.

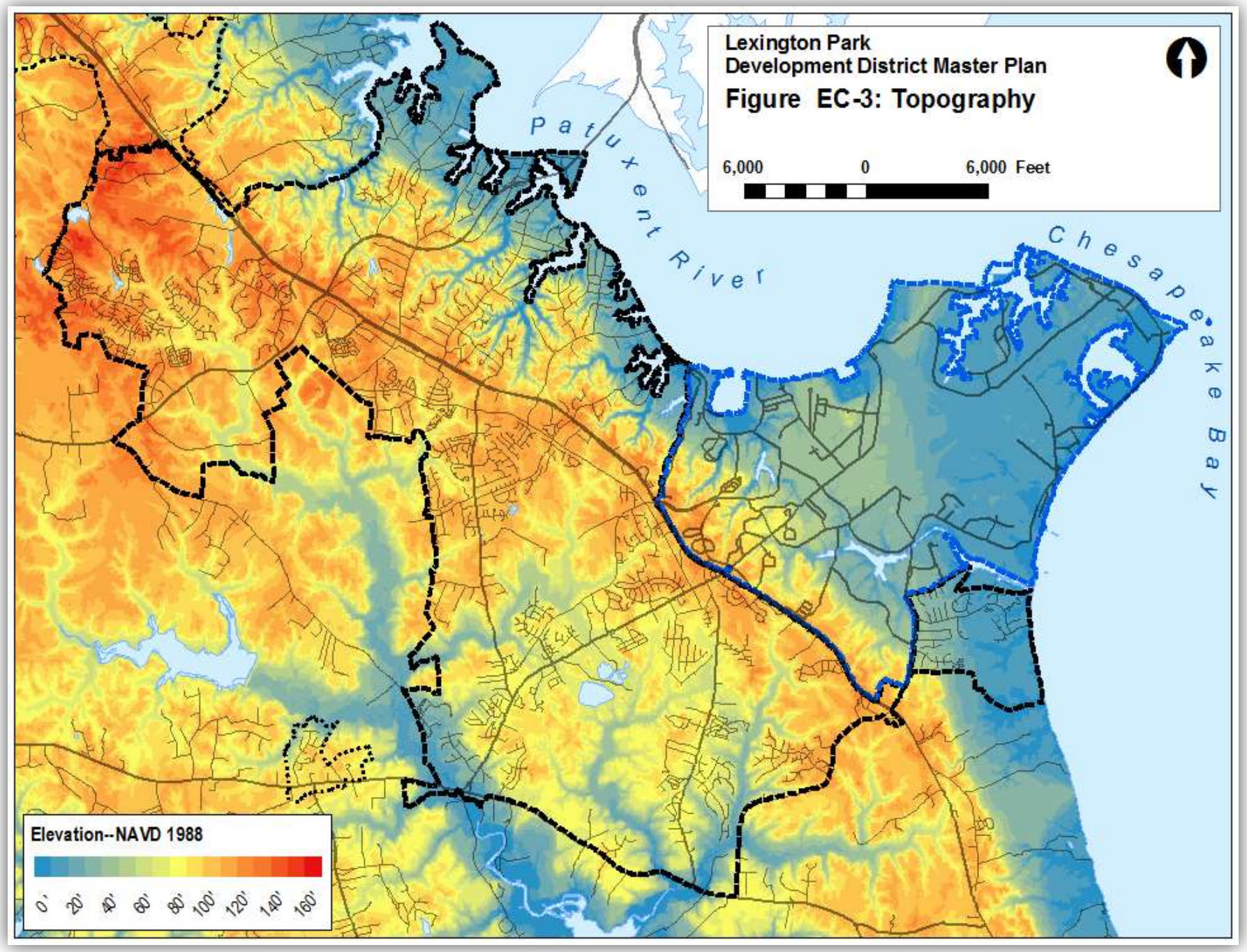
Terminology	Meaning
Trail	A trail is usually a path, track or unpaved lane or road, path or footpath. Some trails are single use and can only be used for walking, cycling, horse riding, snow shoeing, cross-country skiing, etc., others, can accommodate multiple uses. Signage and pavement marking often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

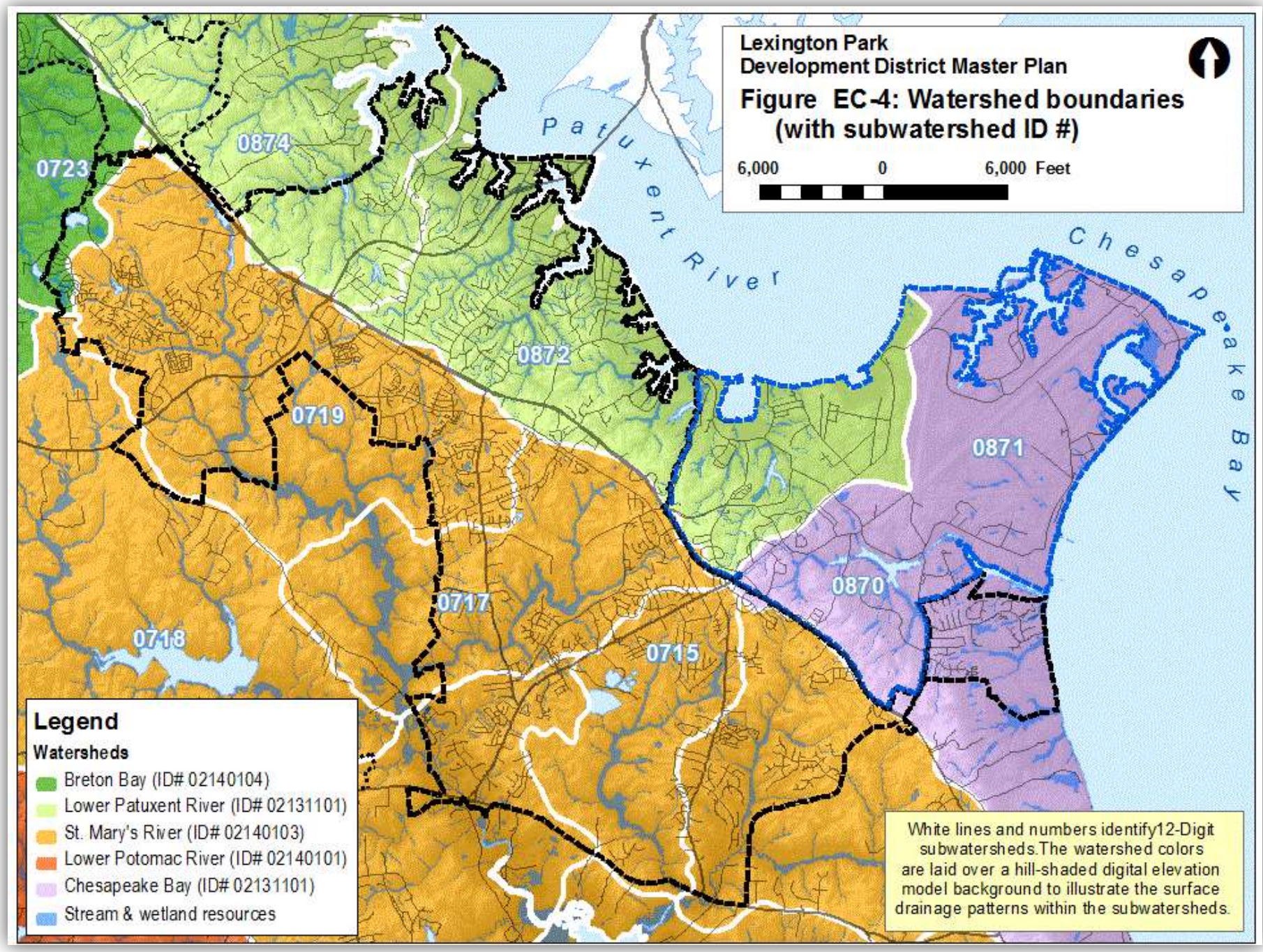
11. Maps

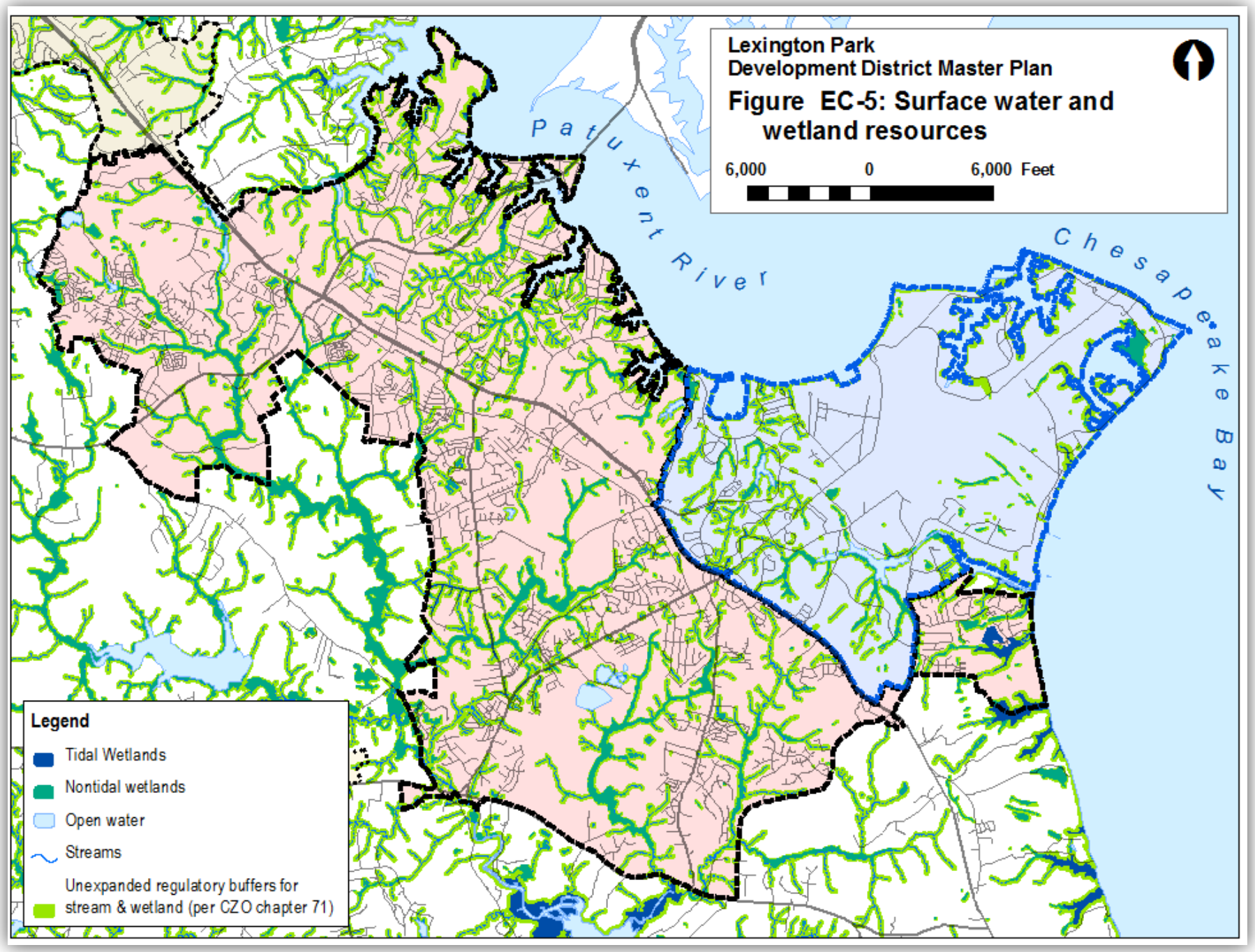
Environmental Context Maps

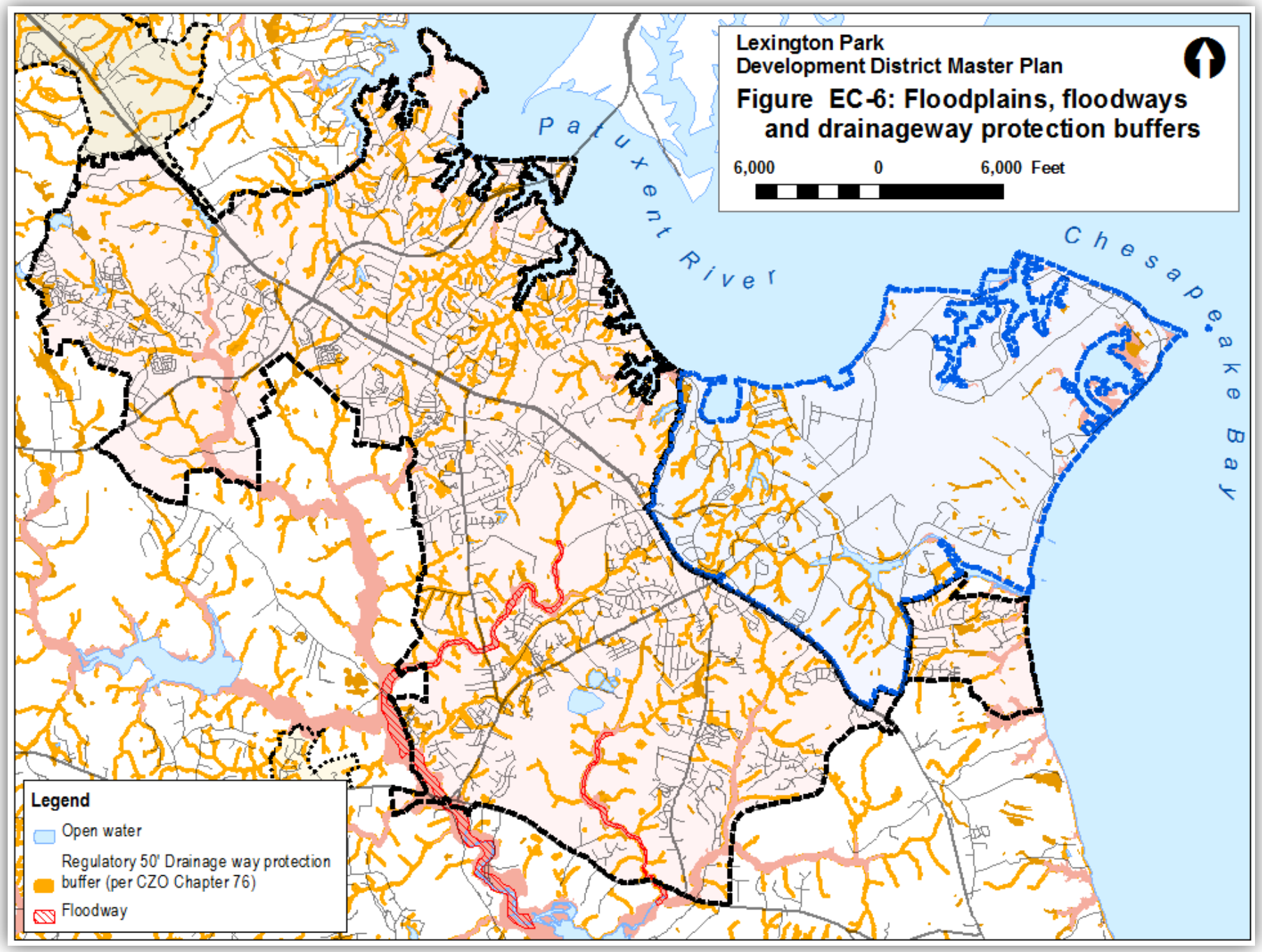

Lexington Park
Development District Master Plan
Figure EC-1: Characteristics of soils
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Sensitive soils
Hydric
Highly erodable
Septic limitations
Moderate
Severe

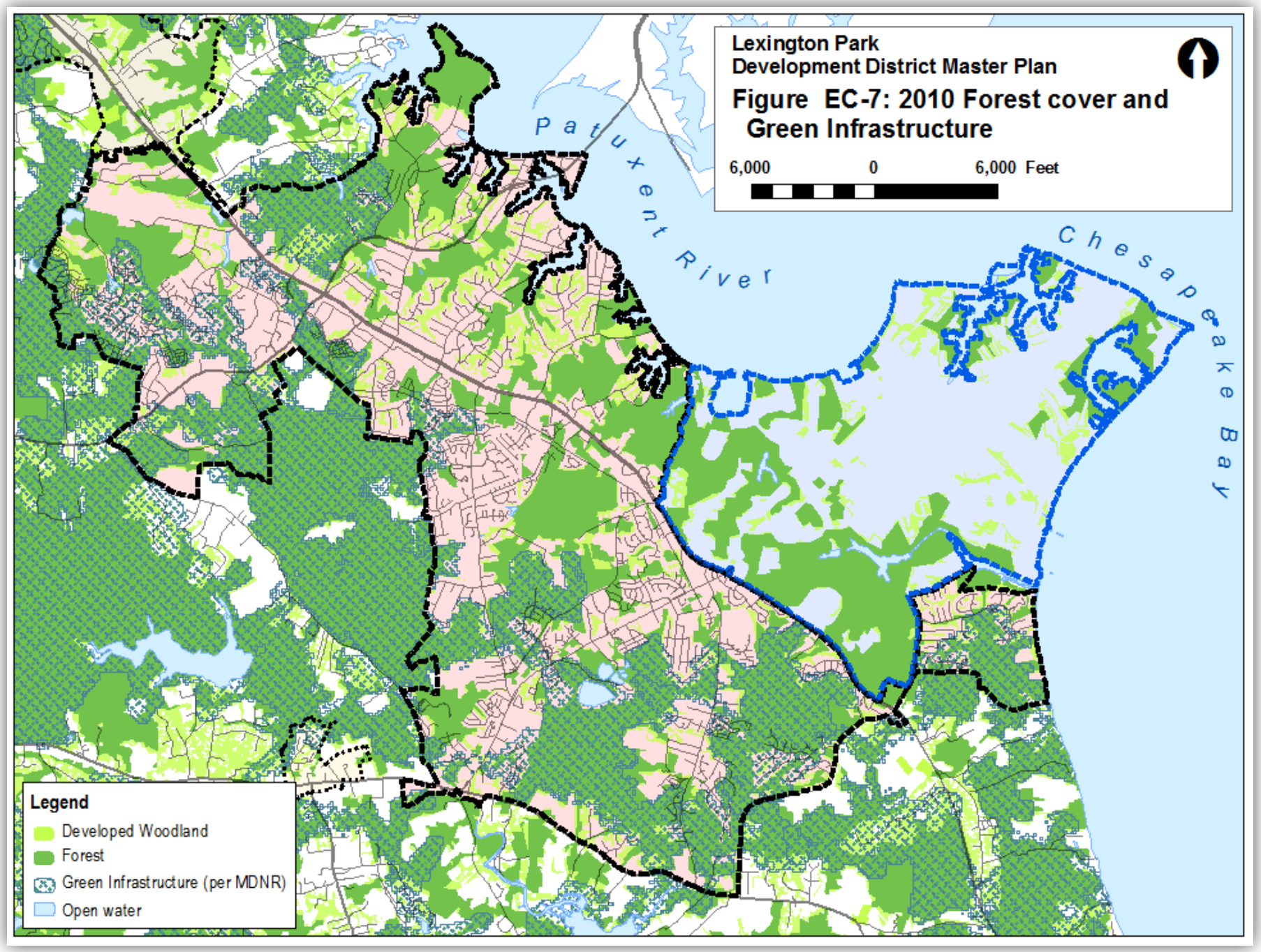

Lexington Park
Development District Master Plan
Figure EC-2: Steep slopes
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Gradient
15 to 25%
Greater than 25%
Open water
Roads
Slopes of 15 to 25% are protected in the Critical Area and require BMP's to prevent erosion elsewhere.
Slopes with a gradient greater than 25% are protected from new disturbance.

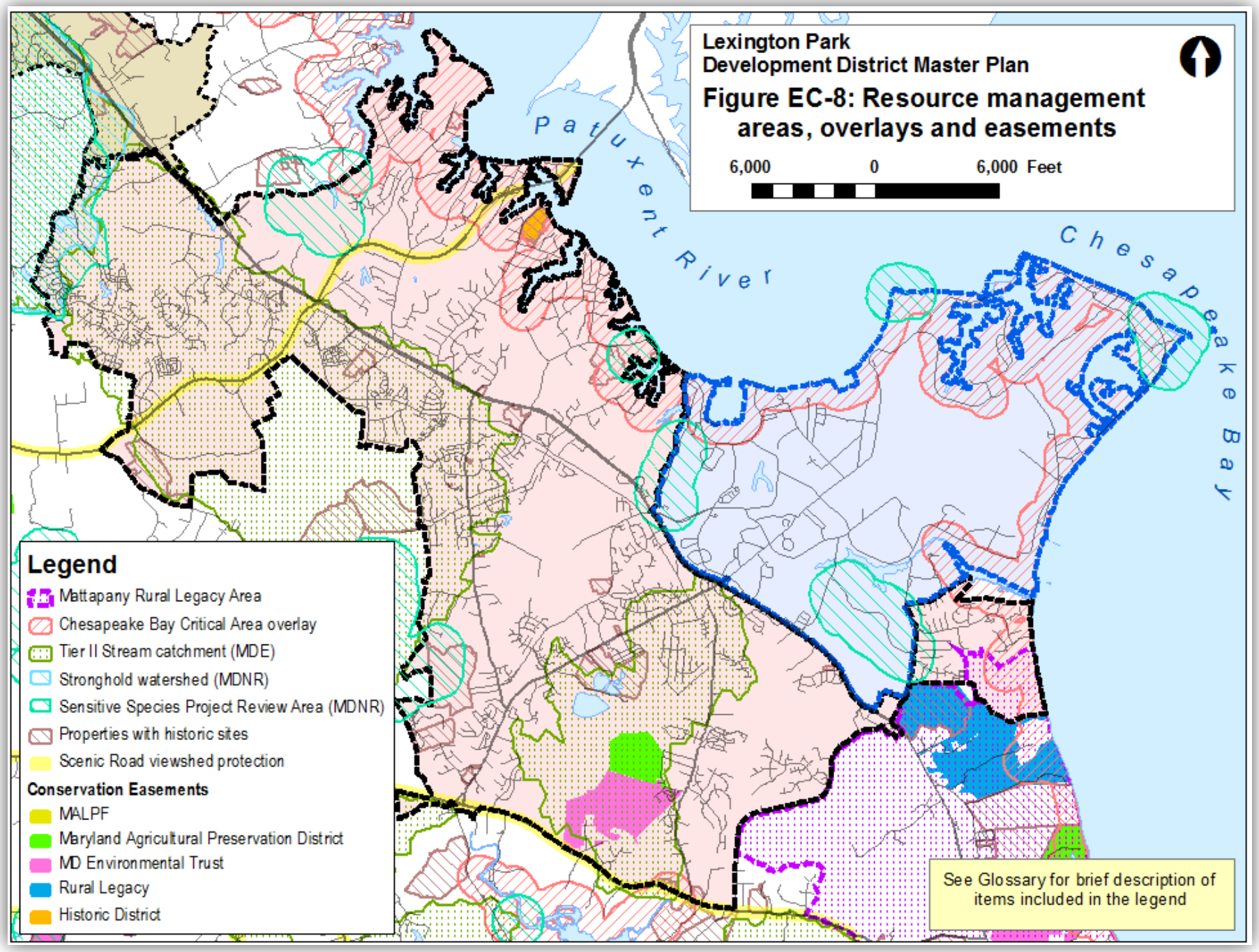

Lexington Park
Development District Master Plan
Figure EC-3: Topography
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Elevation--NAVD 1988
0'
20'
40'
60'
80'
100'
120'
140'
160'

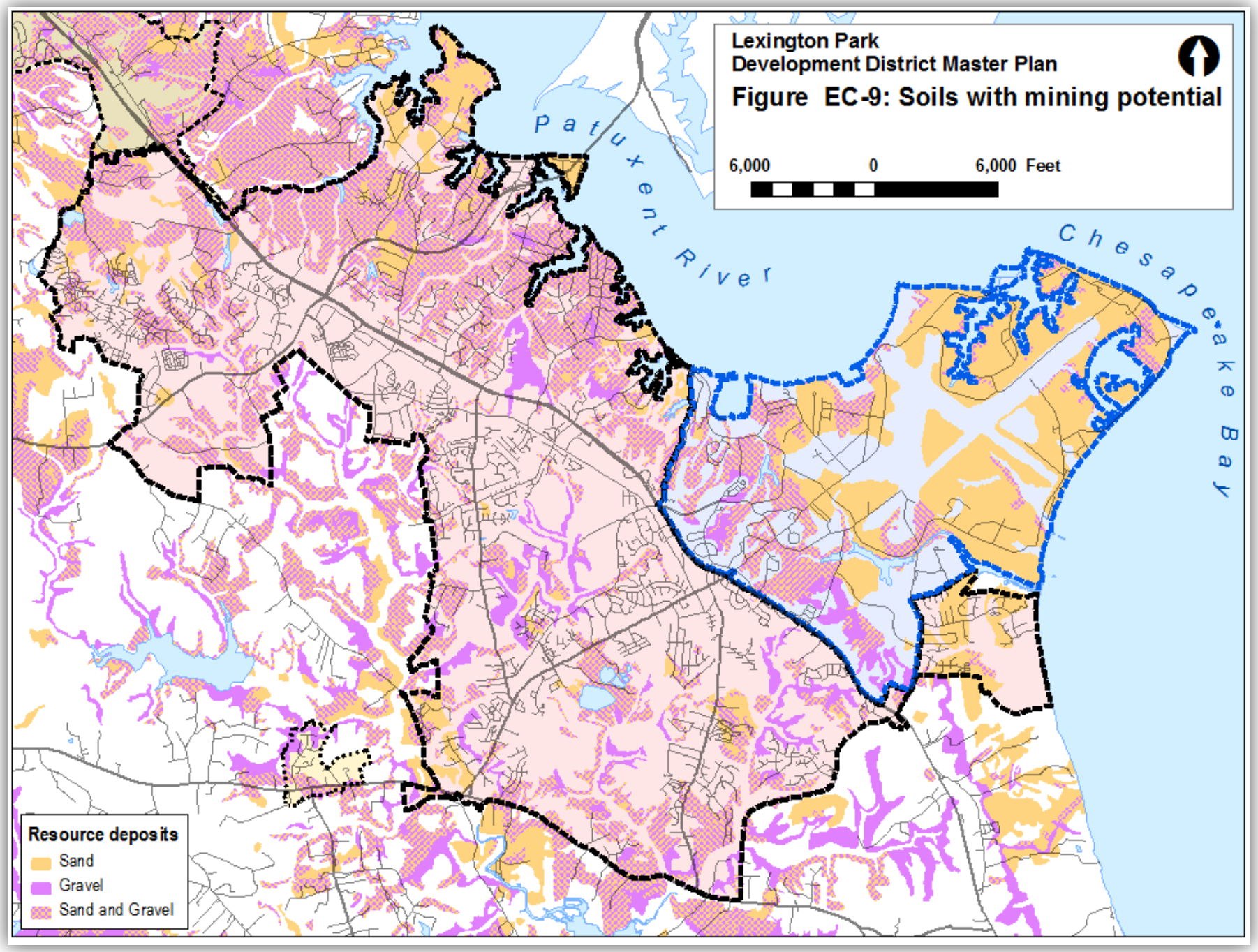

Lexington Park
Development District Master Plan
Figure EC-4: Watershed boundaries
(with subwatershed ID #)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
0723
0874
0872
0719
0871
0870
0717
0718
0715
Legend
Watersheds
Breton Bay (ID# 02140104)
Lower Patuxent River (ID# 02131101)
St. Mary's River (ID# 02140103)
Lower Potomac River (ID# 02140101)
Chesapeake Bay (ID# 02131101)
Stream & wetland resources
White lines and numbers identify12-Digit subwatersheds.The watershed colors are laid over a hill-shaded digital elevation model background to illustrate the surface drainage patterns within the subwatersheds.

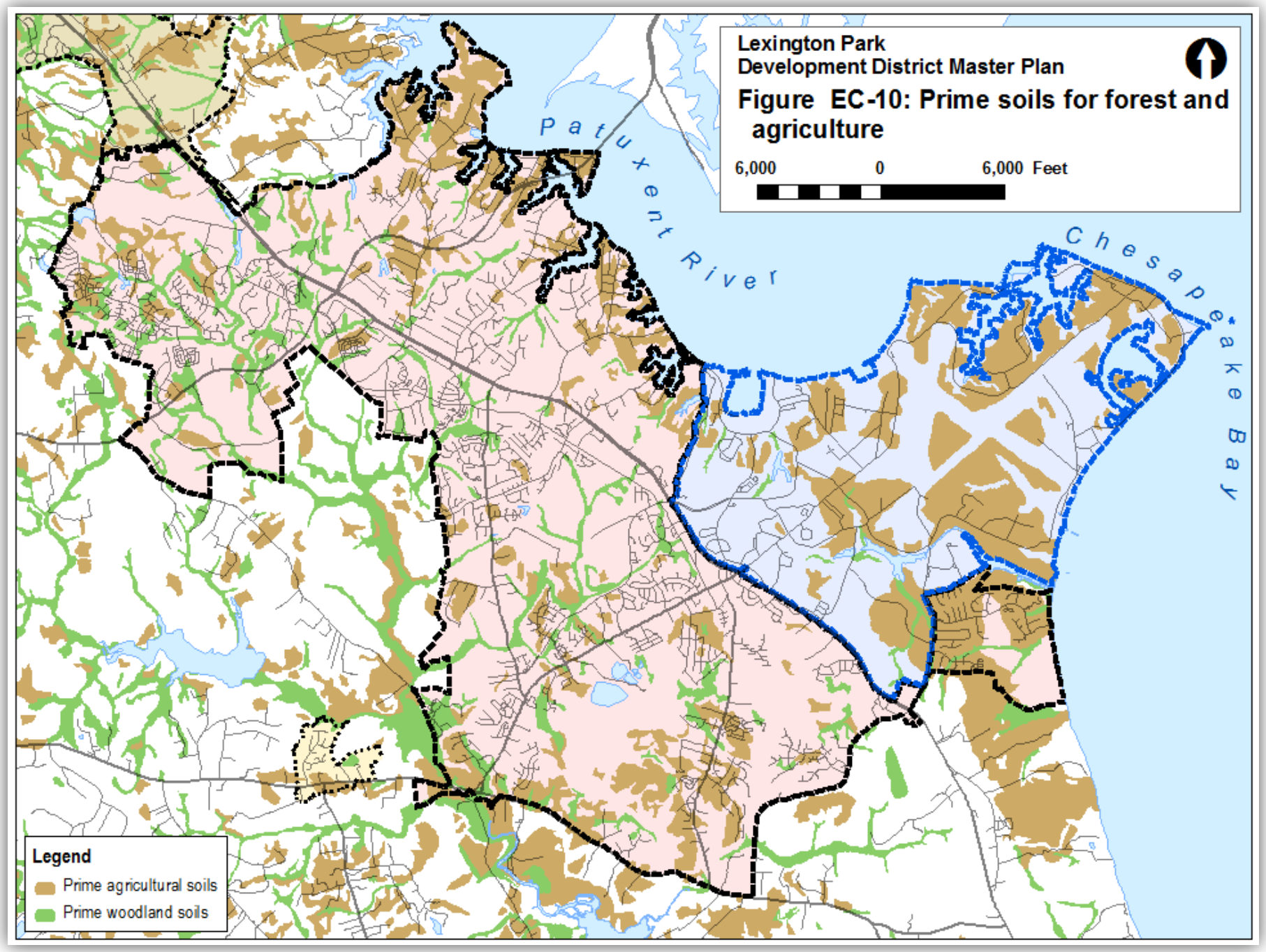

Lexington Park
Development District Master Plan
Figure EC-5: Surface water and wetland resources
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Tidal Wetlands
Nontidal wetlands
Open water
Streams
Unexpanded regulatory buffers for stream & wetland (per CZO chapter 71)


Lexington Park
Development District Master Plan
Figure EC-6: Floodplains, floodways and drainageway protection buffers
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Open water
Regulatory 50' Drainage way protection buffer (per CZO Chapter 76)
Floodway


Lexington Park
Development District Master Plan
Figure EC-7: 2010 Forest cover and Green Infrastructure
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Developed Woodland
Forest
Green Infrastructure (per MDNR)
Open water


Lexington Park
Development District Master Plan
Figure EC-8: Resource management areas, overlays and easements
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Mattapany Rural Legacy Area
Chesapeake Bay Critical Area overlay
Tier II Stream catchment (MDE)
Stronghold watershed (MDNR)
Sensitive Species Project Review Area (MDNR)
Properties with historic sites
Scenic Road viewshed protection
Conservation Easements
MALPF
Maryland Agricultural Preservation District
MD Environmental Trust
Rural Legacy
Historic District
See Glossary for brief description of items included in the legend


Lexington Park
Development District Master Plan
Figure EC-9: Soils with mining potential
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Resource deposits
Sand
Gravel
Sand and Gravel


Lexington Park
Development District Master Plan
Figure EC-10: Prime soils for forest and agriculture
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Prime agricultural soils
Prime woodland soils

This page is intentionally blank.

Development Context Maps

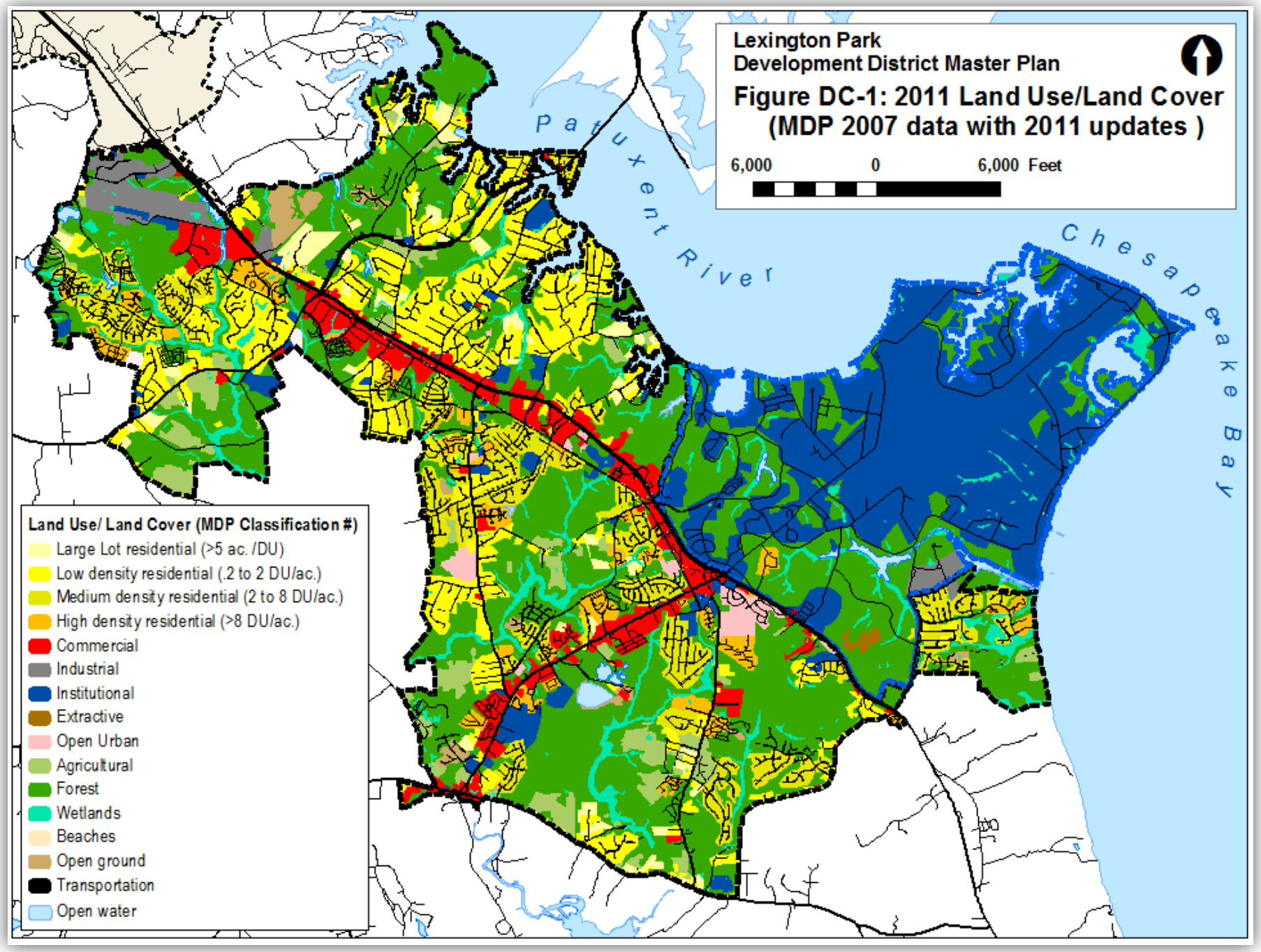
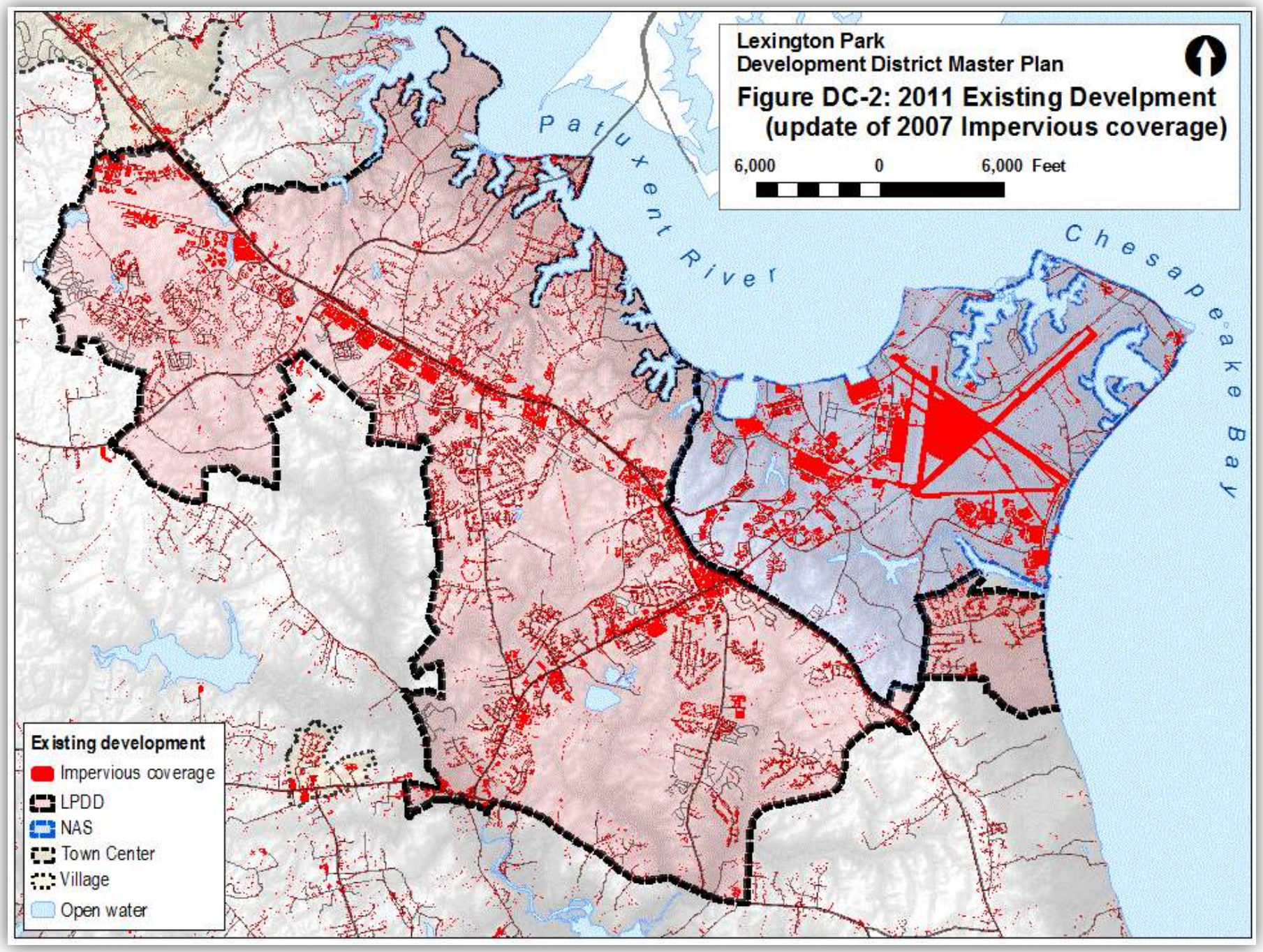
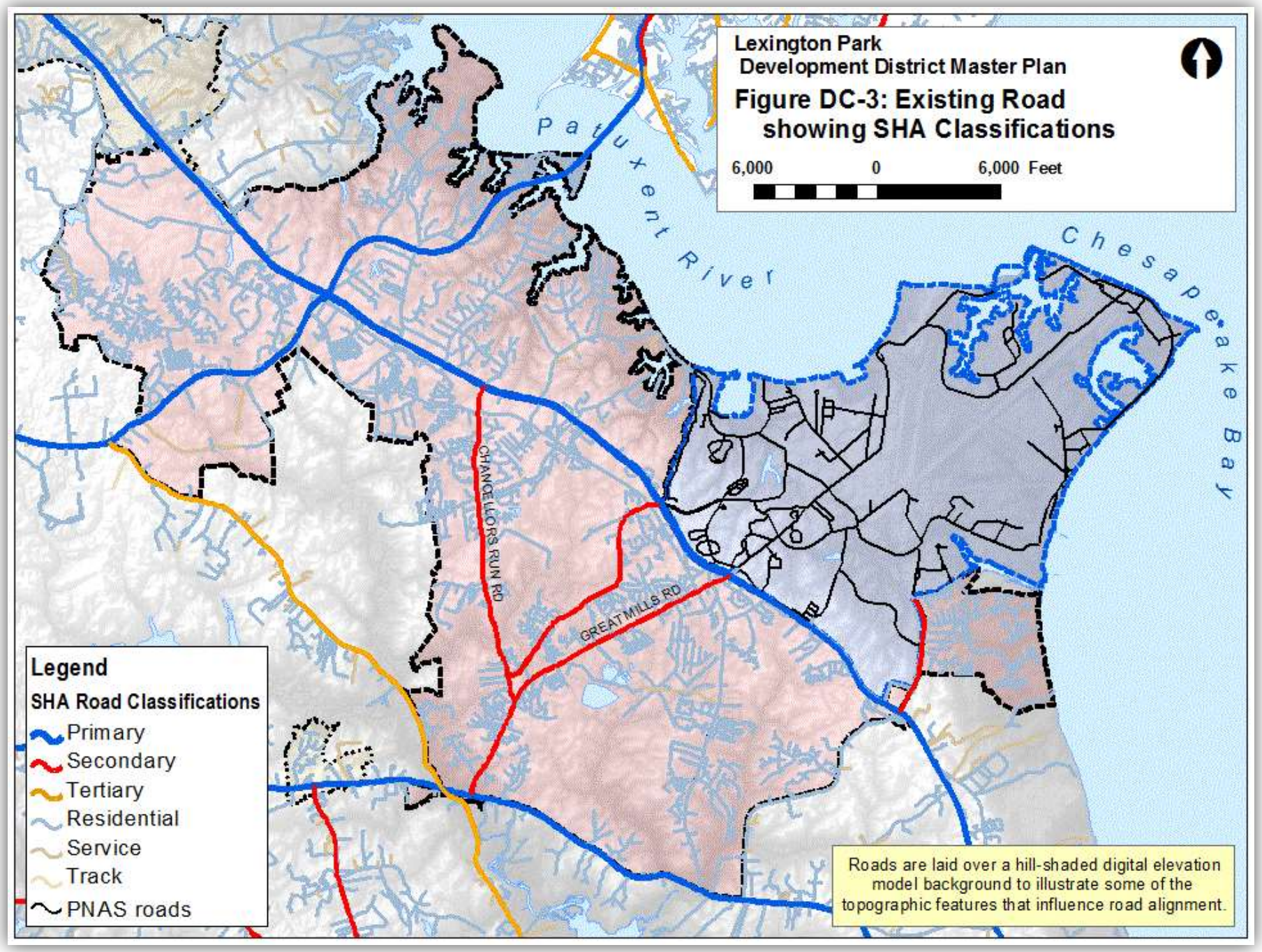
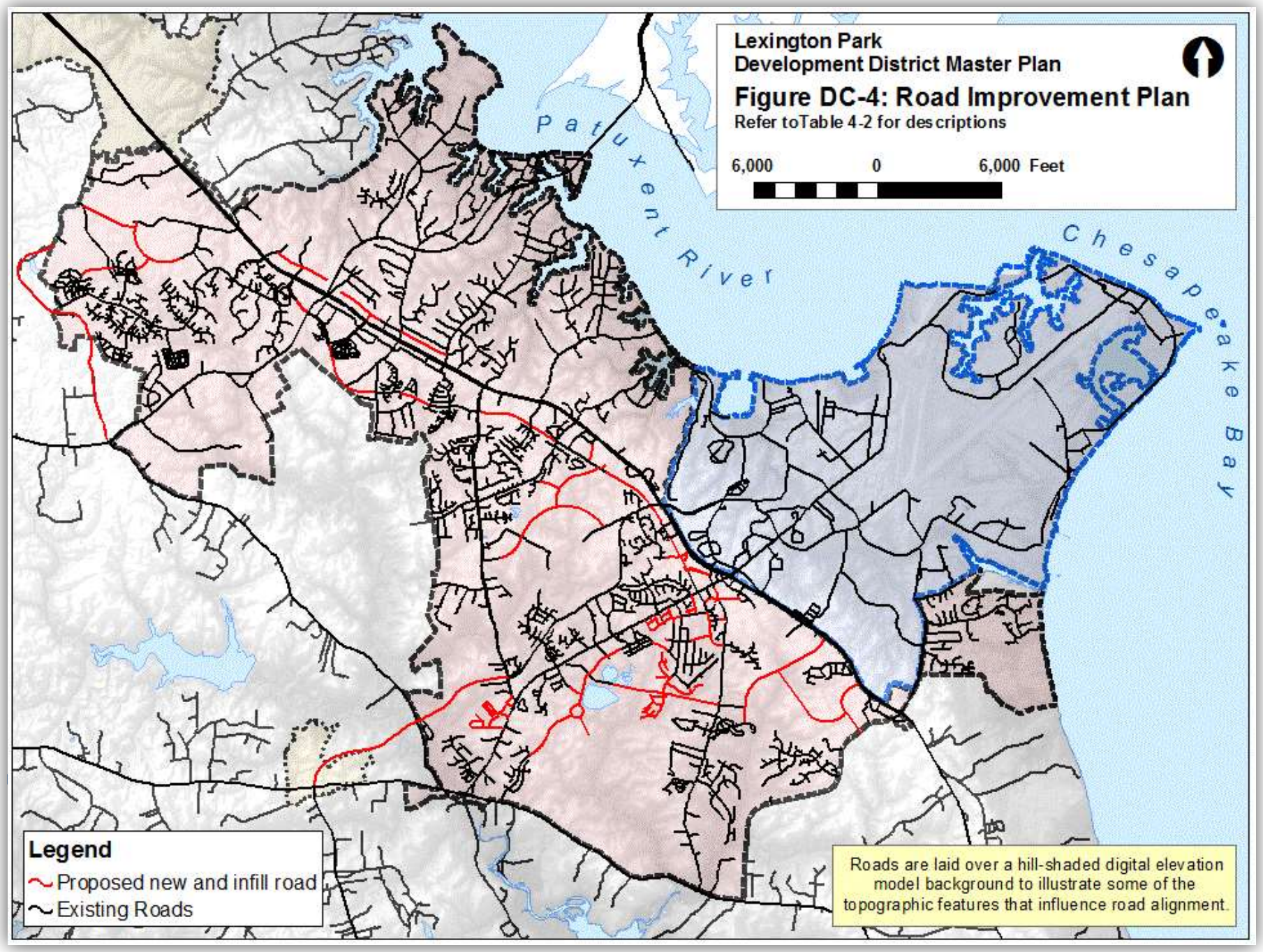

Lexington Park
Development District Master Plan
Figure DC-1: 2011 Land Use/Land Cover
(MDP 2007 data with 2011 updates)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Land Use/ Land Cover (MDP Classification #)
Large Lot residential (>5 ac. /DU)
Low density residential (.2 to 2 DU/ac.)
Medium density residential (2 to 8 DU/ac.)
High density residential (>8 DU/ac.)
Commercial
Industrial
Institutional
Extractive
Open Urban
Agricultural
Forest
Wetlands
Beaches
Open ground
Transportation
Open water

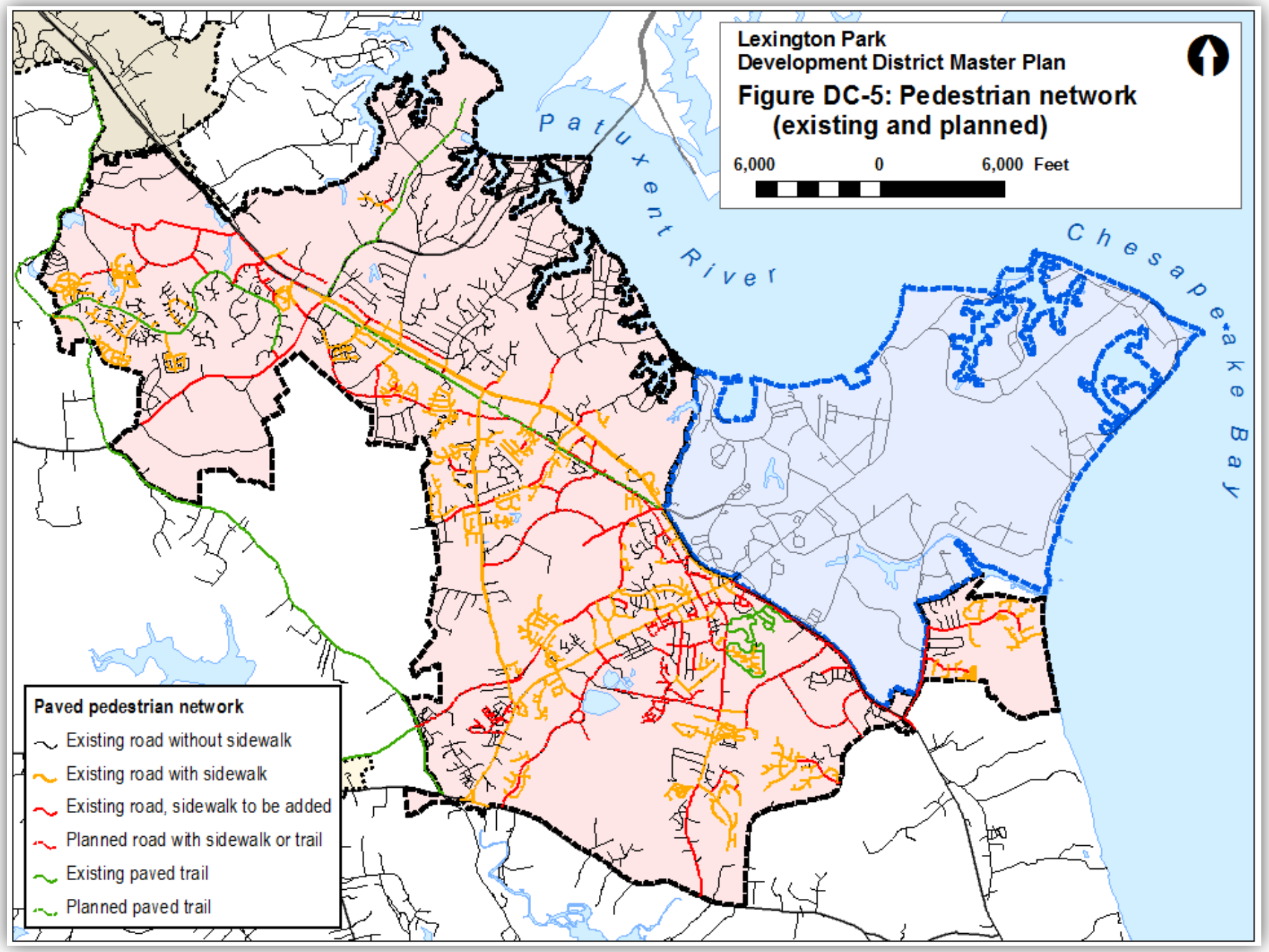
Table DC-1: Land Use/Land Cover Descriptions

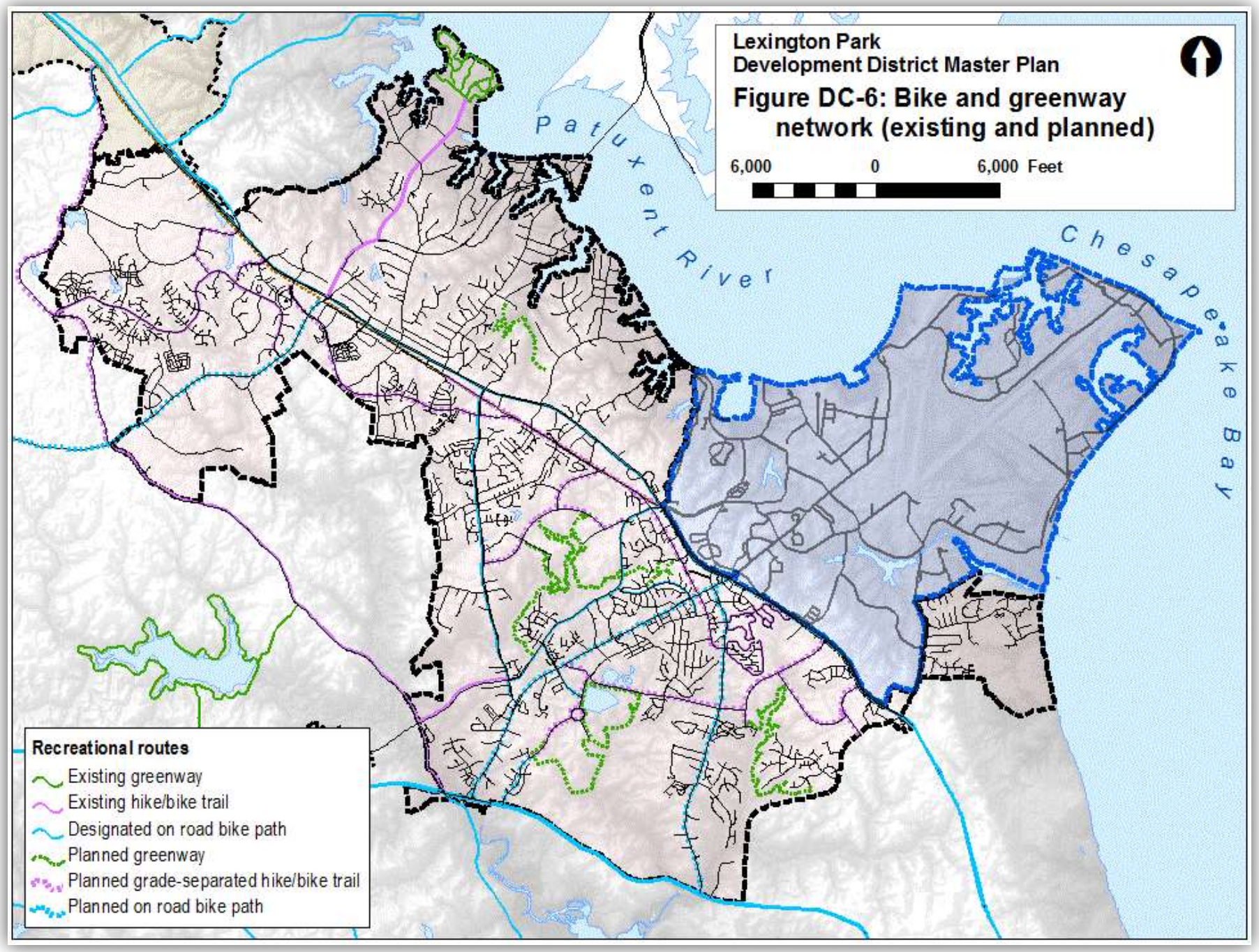
Land Use/Land Cover (*MDP Classification #*)	**Description**
Large Lot residential (>5 ac. /DU) *(191 & 192)*	Large lot subdivision Residential subdivisions with lot sizes of less than 20 acres but at least 5 acres, with ia dominant land cover of open fields or pasture or deciduous, evergreen or mixed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

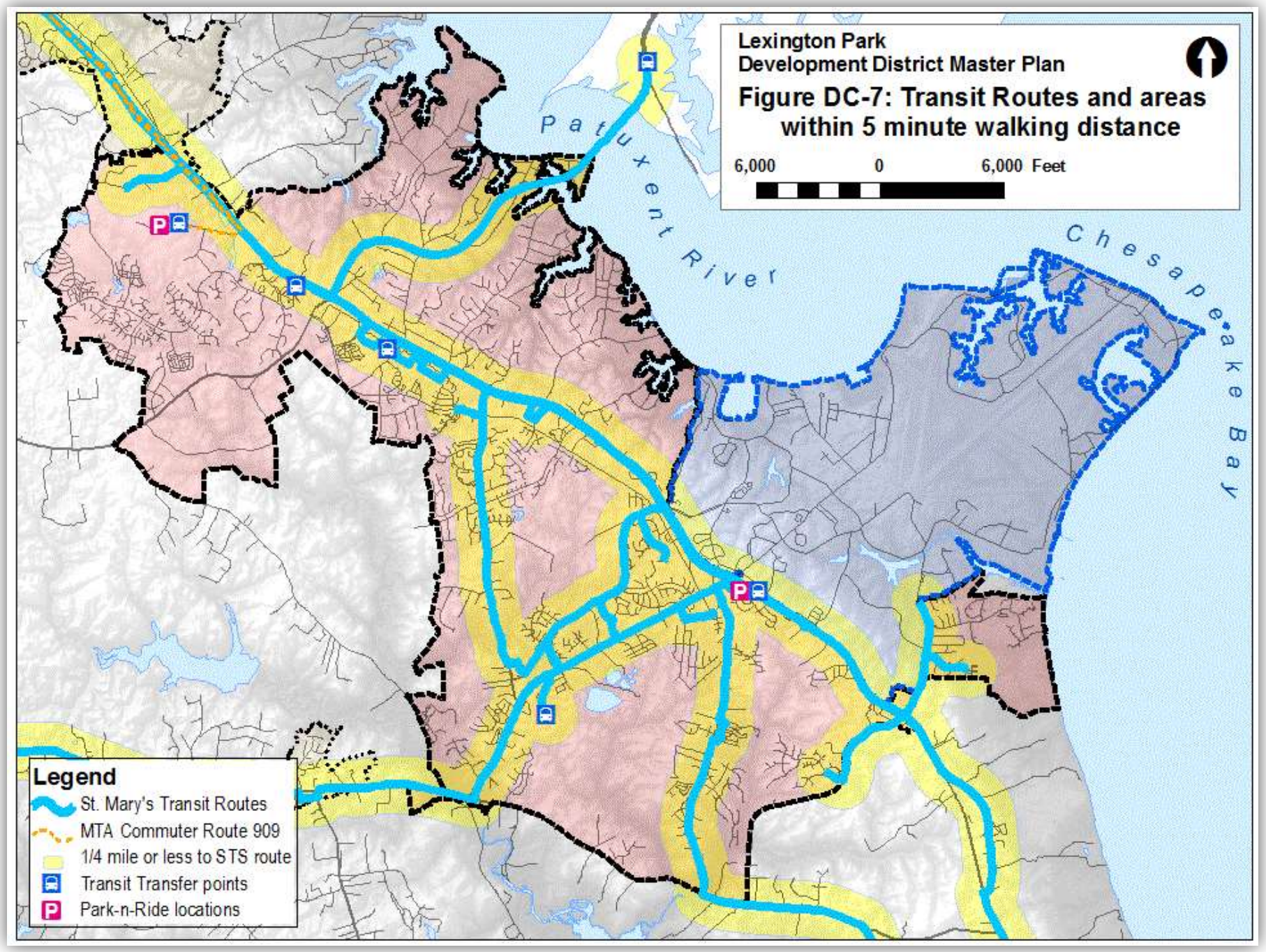

Lexington Park
Development District Master Plan
Figure DC-2: 2011 Existing Develpment
(update of 2007 Impervious coverage)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Existing development
Impervious coverage
LPDD
NAS
Town Center
Village
Open water

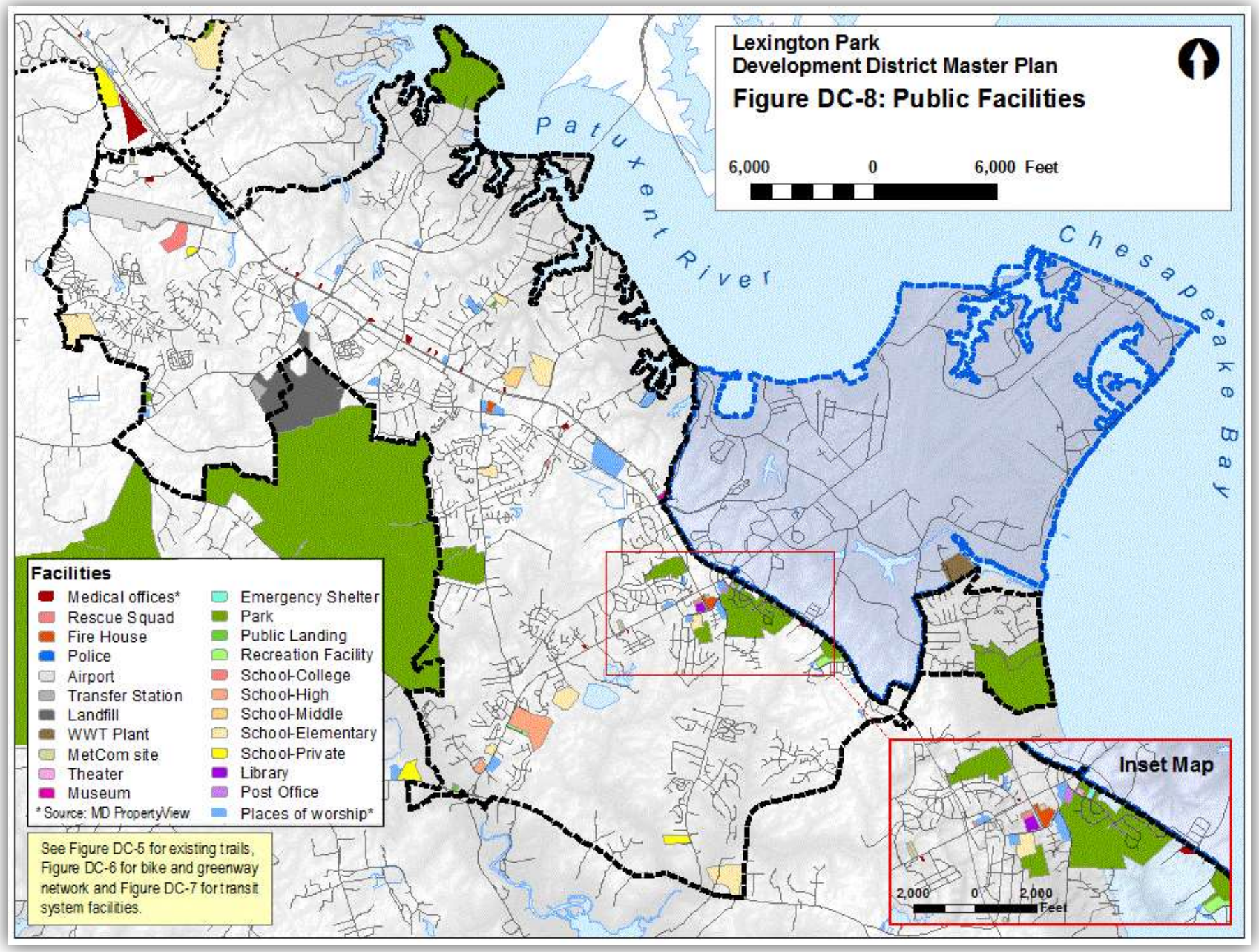

Lexington Park
Development District Master Plan
Figure DC-3: Existing Road showing SHA Classifications
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
CHANCELLORS RUN RD
GREAT MILLS RD
Legend
SHA Road Classifications
Primary
Secondary
Tertiary
Residential
Service
Track
PNAS roads
Roads are laid over a hill-shaded digital elevation model background to illustrate some of the topographic features that influence road alignment.


Lexington Park
Development District Master Plan
Figure DC-4: Road Improvement Plan
Refer toTable 4-2 for descriptions
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Proposed new and infill road
Existing Roads
Roads are laid over a hill-shaded digital elevation model background to illustrate some of the topographic features that influence road alignment.

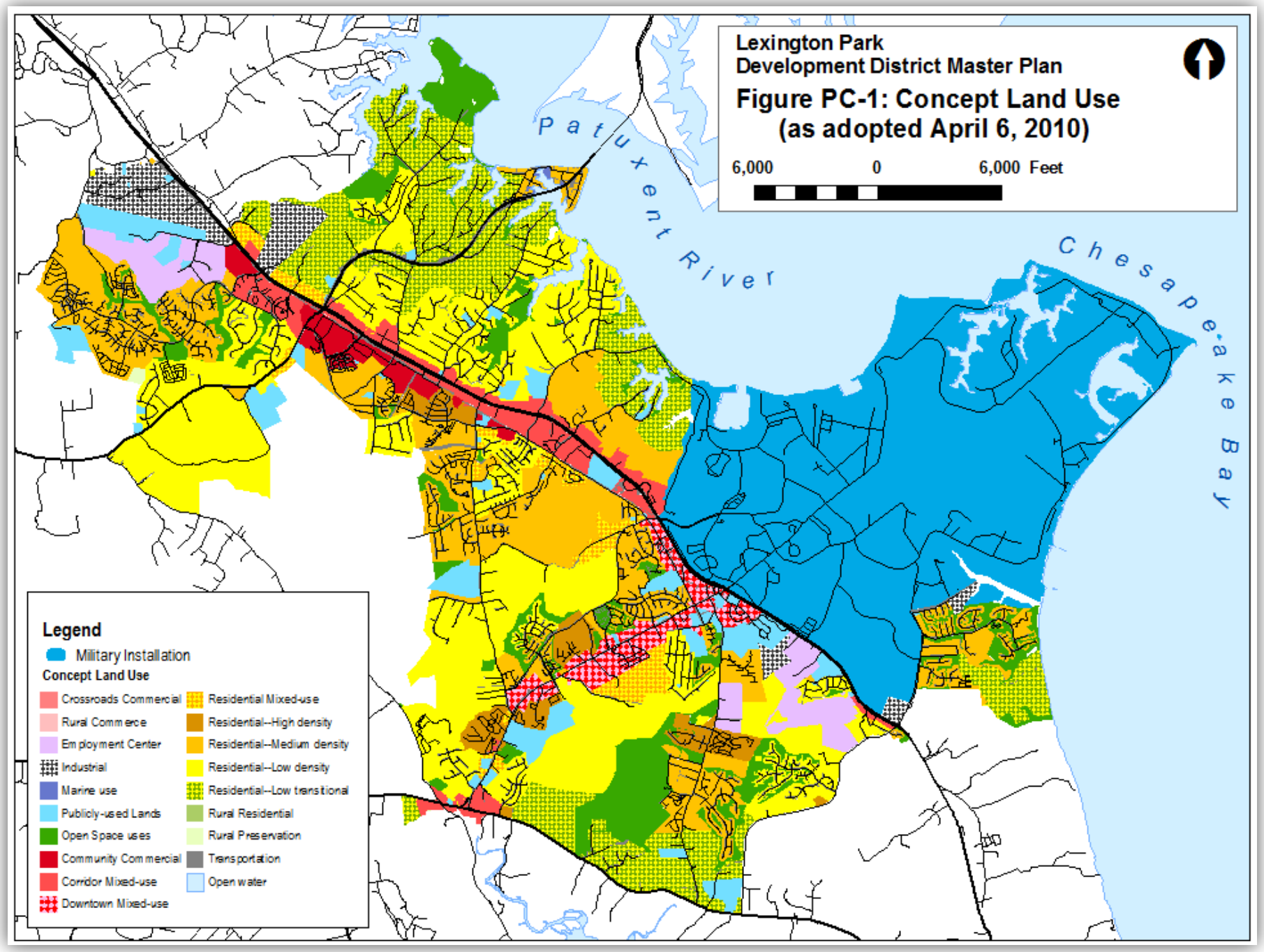

Lexington Park
Development District Master Plan
Figure DC-5: Pedestrian network
(existing and planned)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Paved pedestrian network
Existing road without sidewalk
Existing road with sidewalk
Existing road, sidewalk to be added
Planned road with sidewalk or trail
Existing paved trail
Planned paved trail

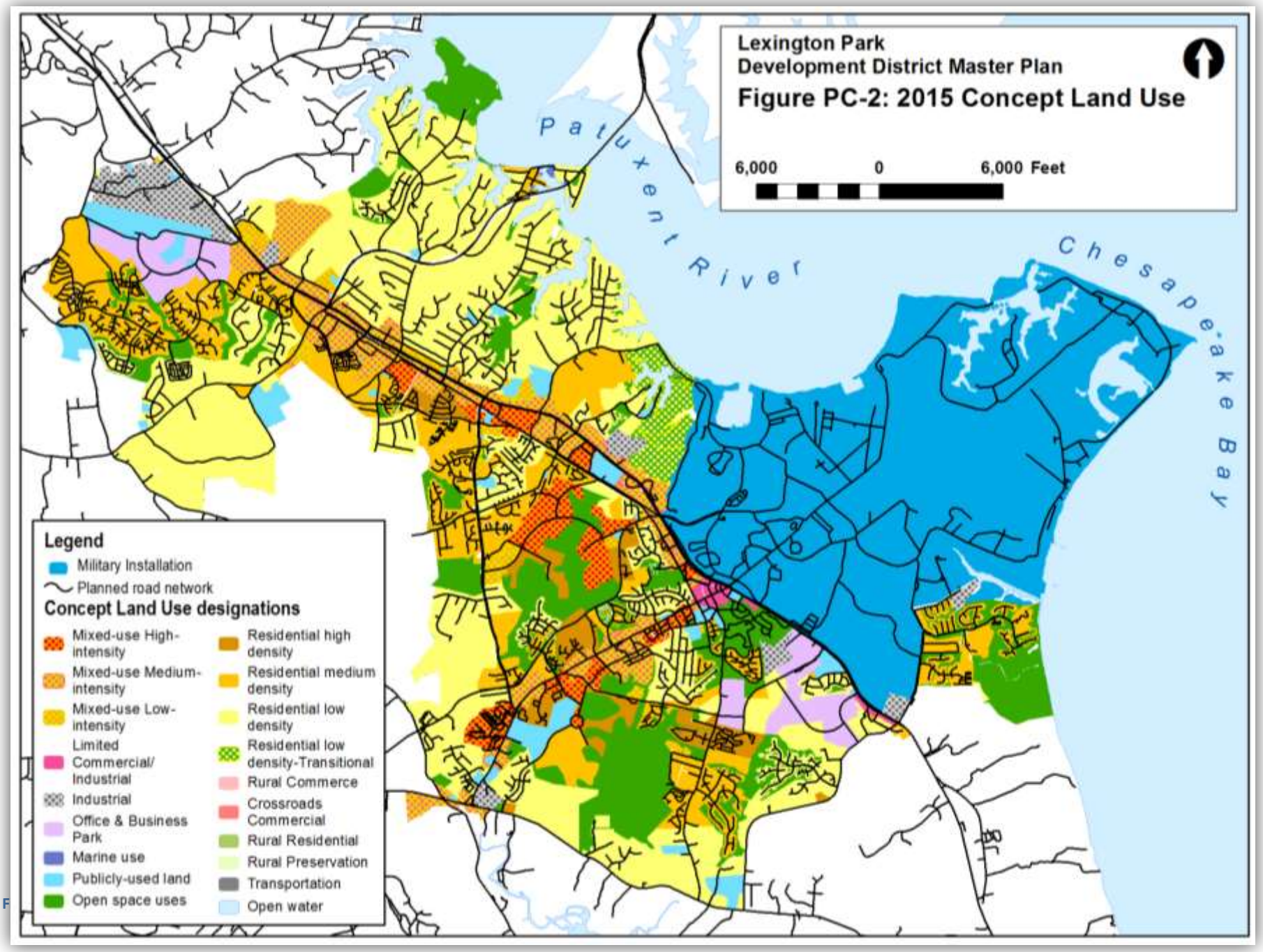

Lexington Park
Development District Master Plan
Figure DC-6: Bike and greenway network (existing and planned)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Recreational routes
Existing greenway
Existing hike/bike trail
Designated on road bike path
Planned greenway
Planned grade-separated hike/bike trail
Planned on road bike path


Lexington Park
Development District Master Plan
Figure DC-7: Transit Routes and areas within 5 minute walking distance
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
St. Mary's Transit Routes
MTA Commuter Route 909
1/4 mile or less to STS route
Transit Transfer points
Park-n-Ride locations


Lexington Park
Development District Master Plan
Figure DC-8: Public Facilities
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Facilities
Medical offices*
Rescue Squad
Fire House
Police
Airport
Transfer Station
Landfill
WWT Plant
MetCom site
Theater
Museum
Emergency Shelter
Park
Public Landing
Recreation Facility
School-College
School-High
School-Middle
School-Elementary
School-Private
Library
Post Office
Places of worship*
* Source: MD PropertyView
See Figure DC-5 for existing trails, Figure DC-6 for bike and greenway network and Figure DC-7 for transit system facilities.
Inset Map
2,000 0 2,000 Feet

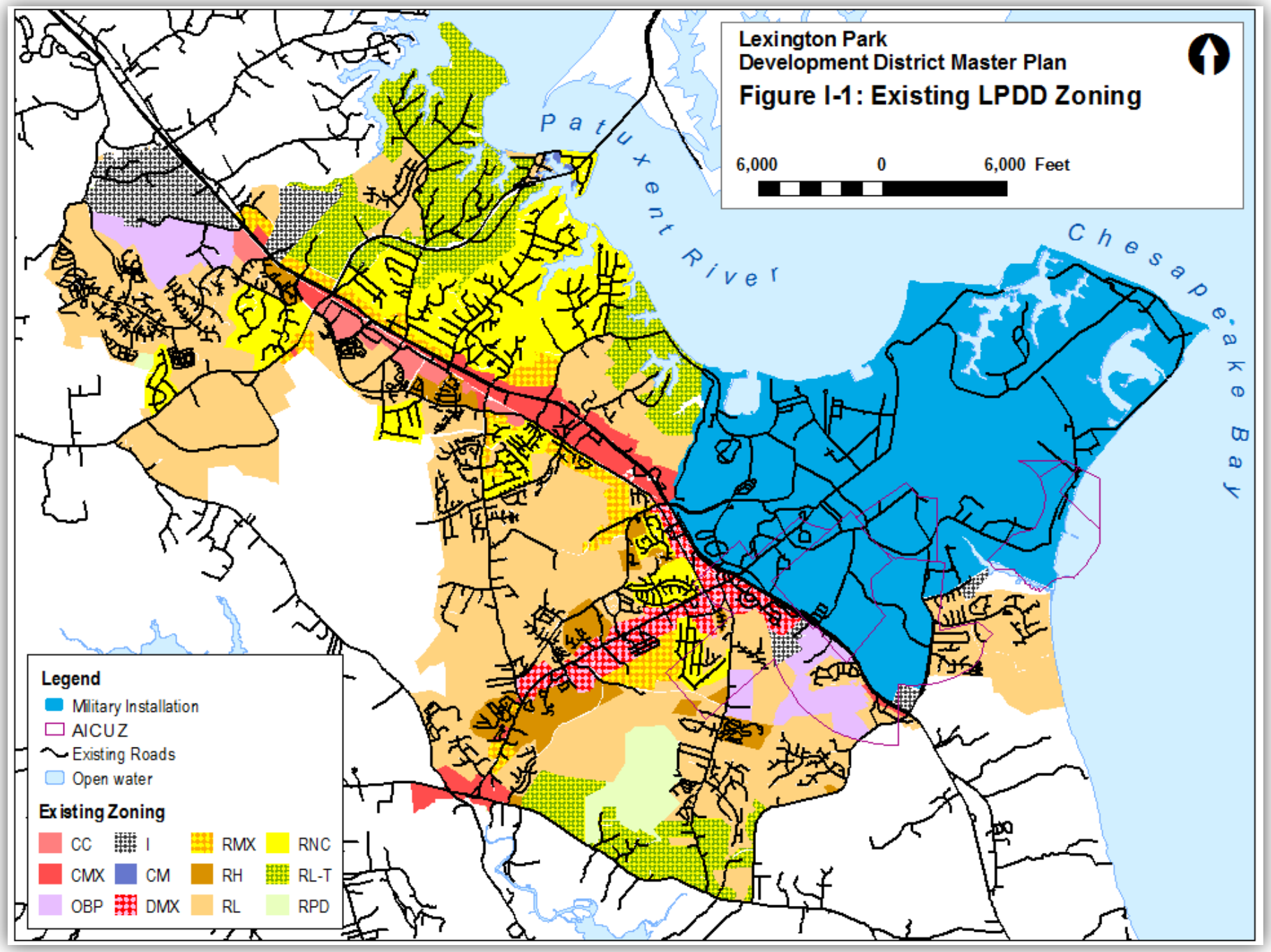
Planning Context Maps

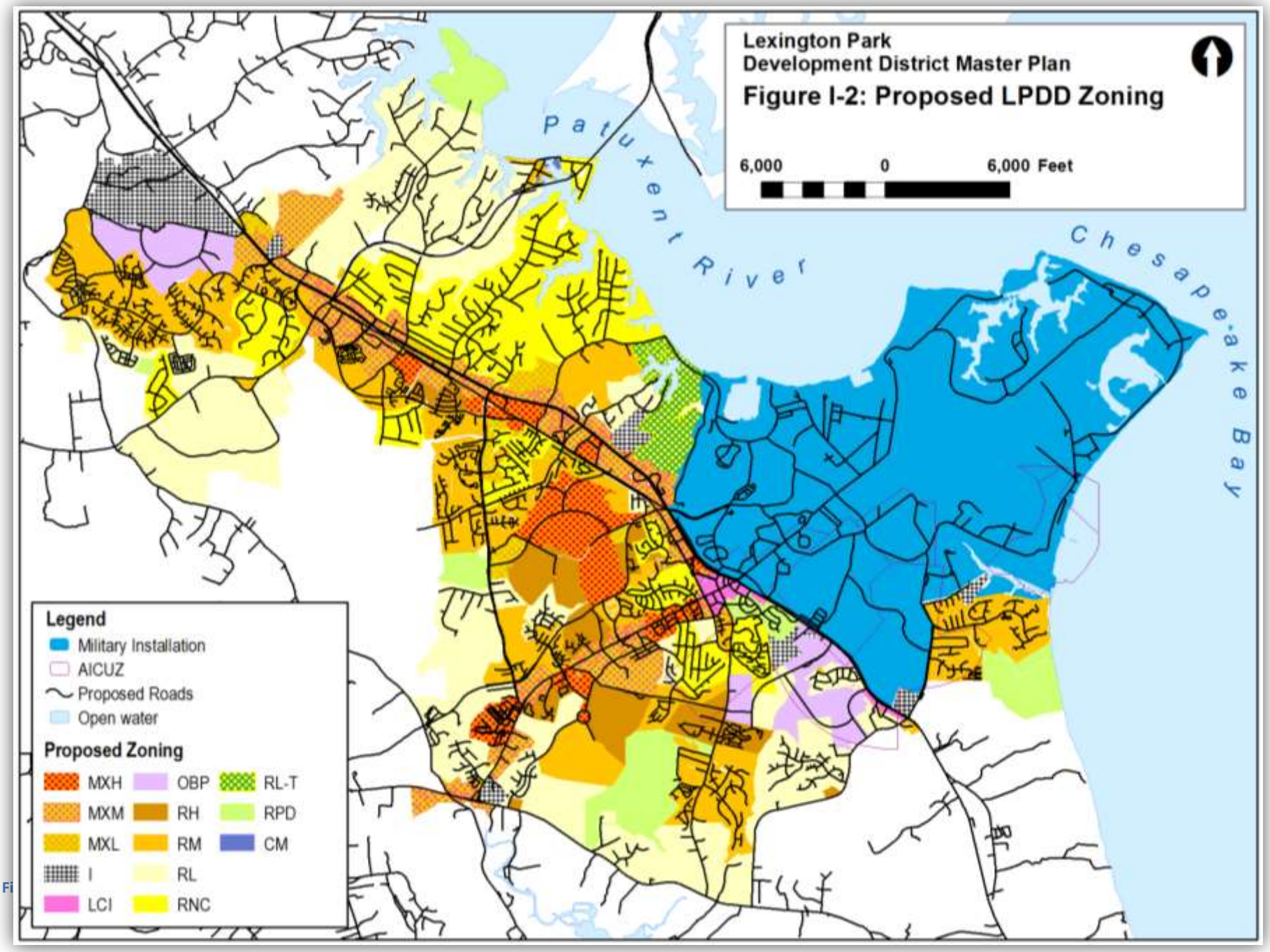

Lexington Park
Development District Master Plan
Figure PC-1: Concept Land Use
(as adopted April 6, 2010)
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Military Installation
Concept Land Use
Crossroads Commercial
Rural Commerce
Employment Center
Industrial
Marine use
Publicly-used Lands
Open Space uses
Community Commercial
Corridor Mixed-use
Downtown Mixed-use
Residential Mixed-use
Residential--High density
Residential--Medium density
Residential--Low density
Residential--Low transitional
Rural Residential
Rural Preservation
Transportation
Open water


Lexington Park
Development District Master Plan
Figure PC-2: 2015 Concept Land Use
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Military Installation
Planned road network
Concept Land Use designations
Mixed-use High-intensity
Mixed-use Medium-intensity
Mixed-use Low-intensity
Limited Commercial/ Industrial
Industrial
Office & Business Park
Marine use
Publicly-used land
Open space uses
Residential high density
Residential medium density
Residential low density
Residential low density-Transitional
Rural Commerce
Crossroads Commercial
Rural Residential
Rural Preservation
Transportation
Open water

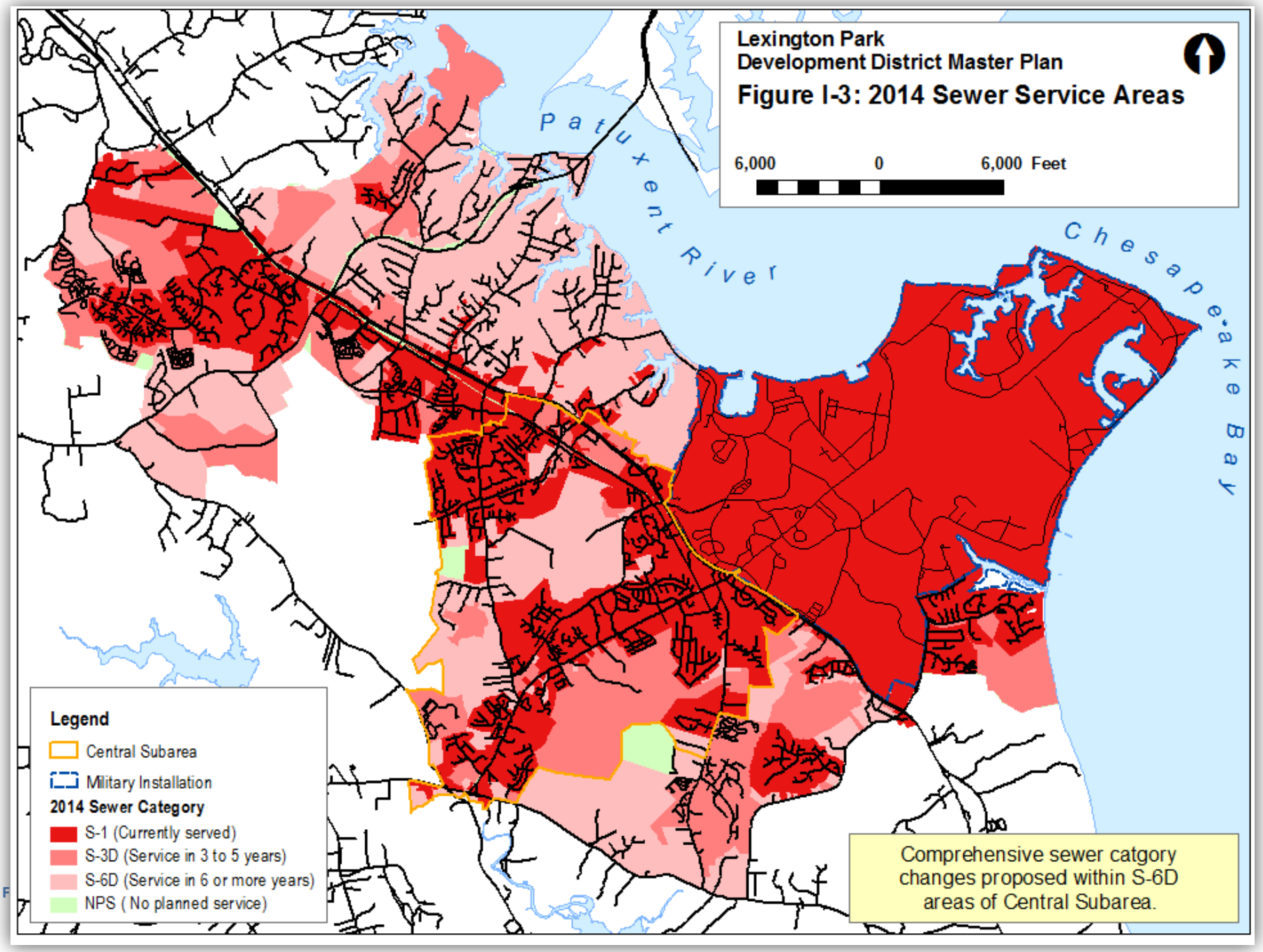
This page is intentionally blank.

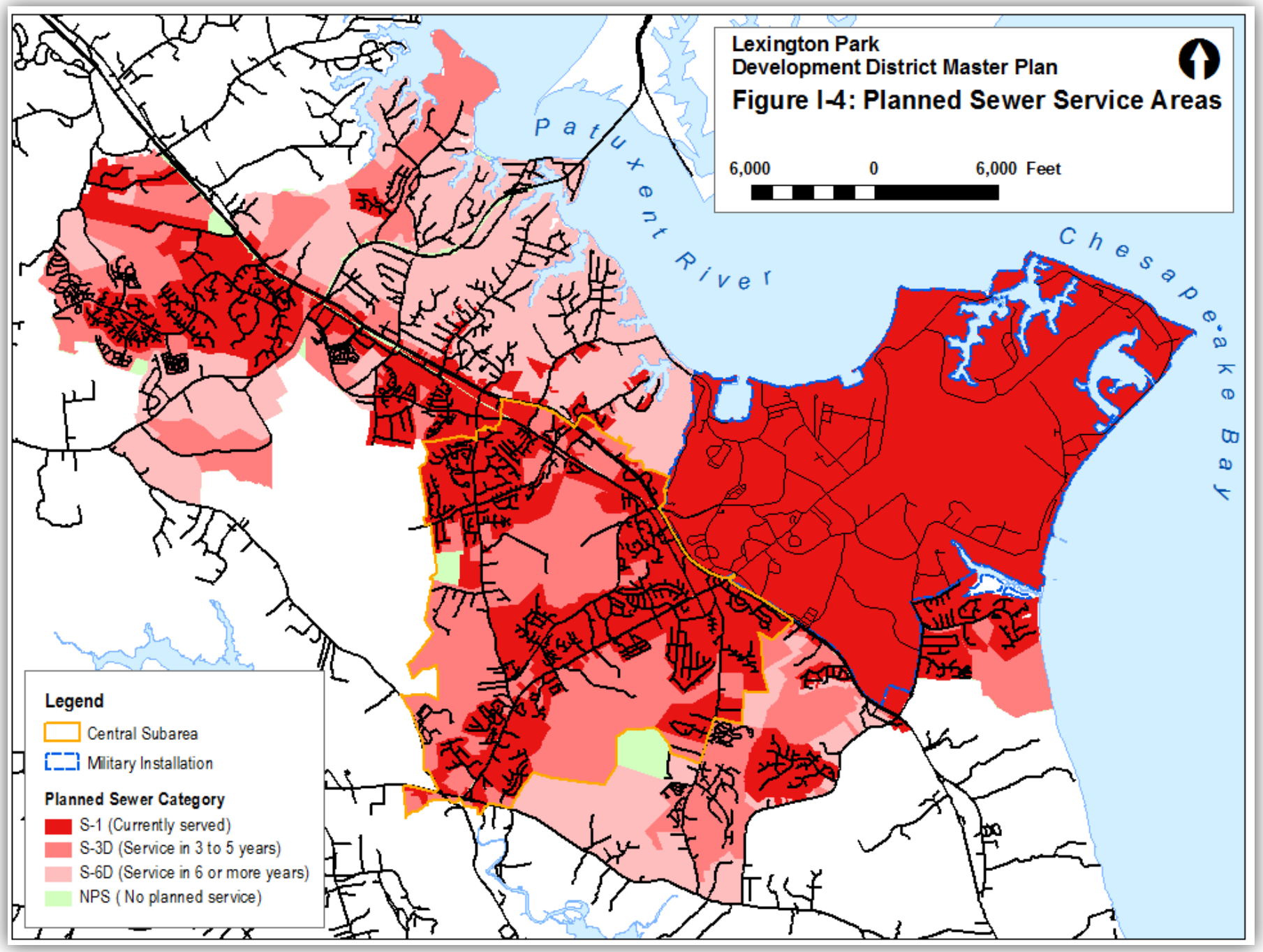
Implementation Maps

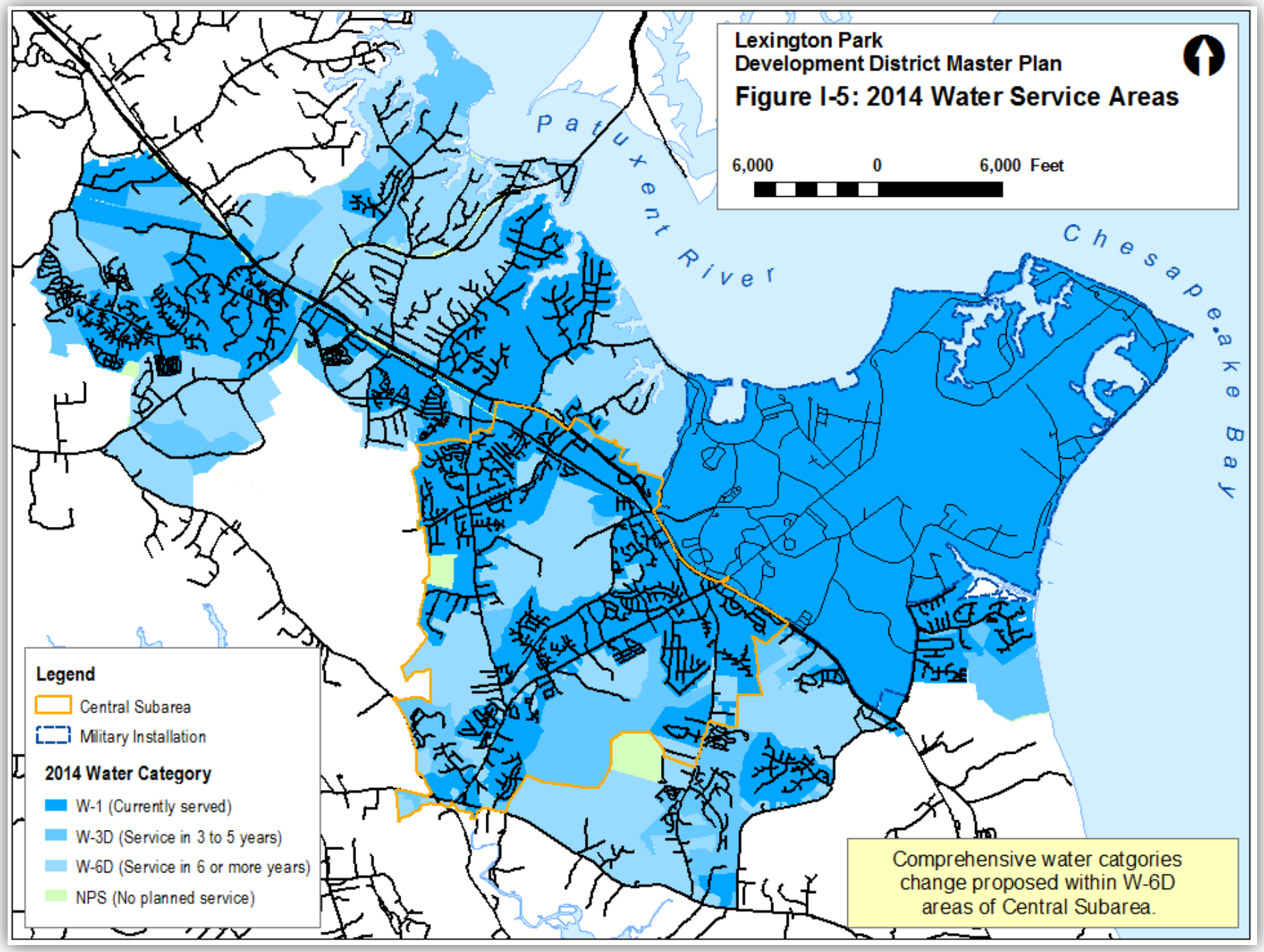

Lexington Park
Development District Master Plan
Figure I-1: Existing LPDD Zoning
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Military Installation
AICUZ
Existing Roads
Open water
Existing Zoning
CC
I
RMX
RNC
CMX
CM
RH
RL-T
OBP
DMX
RL
RPD

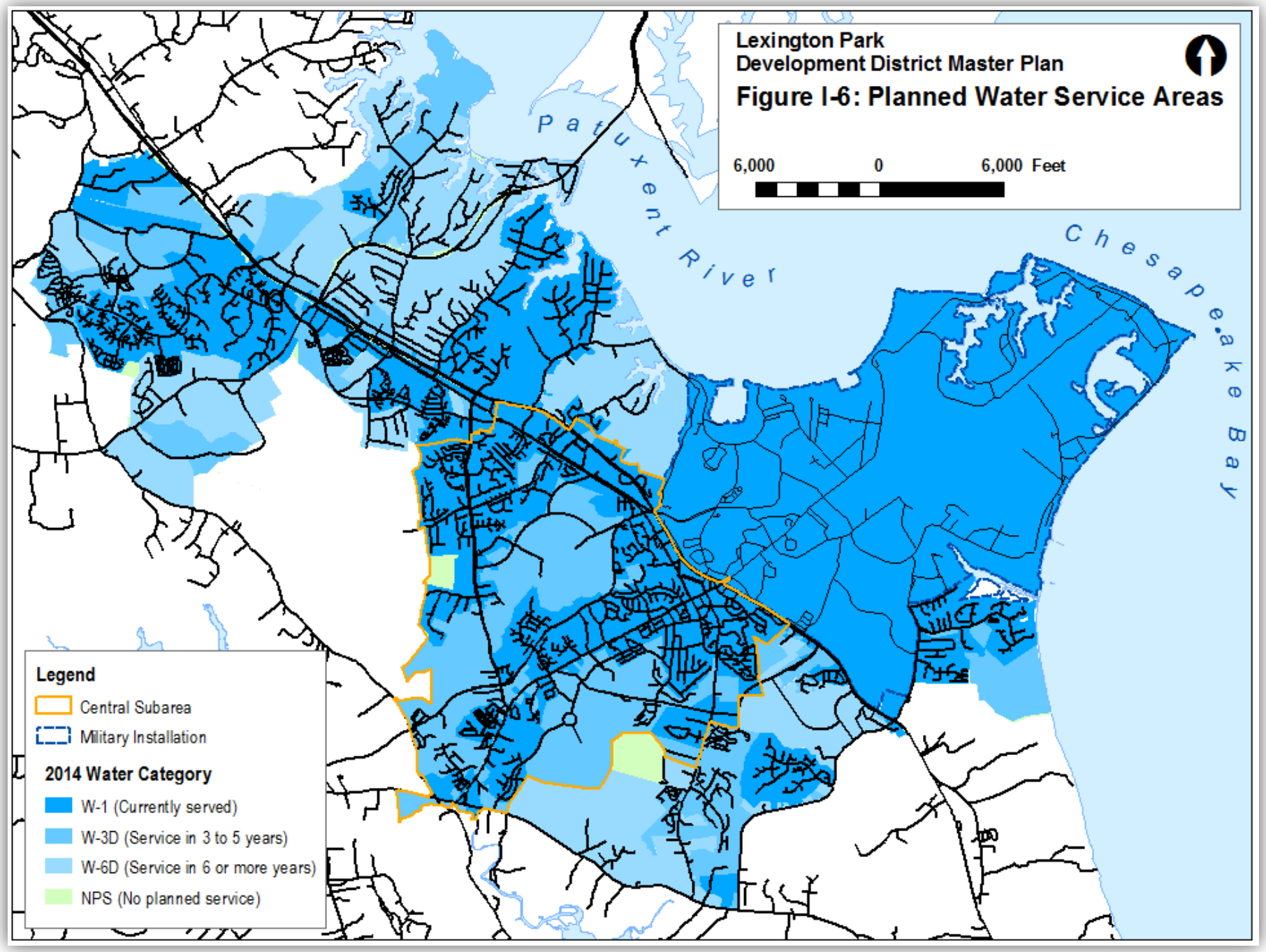

Lexington Park
Development District Master Plan
Figure I-2: Proposed LPDD Zoning
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Military Installation
AICUZ
Proposed Roads
Open water
Proposed Zoning
MXH
MXM
MXL
I
LCI
OBP
RH
RM
RL
RNC
RL-T
RPD
CM

Fi


Lexington Park
Development District Master Plan
Figure I-3: 2014 Sewer Service Areas
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Central Subarea
Military Installation
2014 Sewer Category
S-1 (Currently served)
S-3D (Service in 3 to 5 years)
S-6D (Service in 6 or more years)
NPS (No planned service)
Comprehensive sewer catgory changes proposed within S-6D areas of Central Subarea.


Lexington Park
Development District Master Plan
Figure I-4: Planned Sewer Service Areas
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Central Subarea
Military Installation
Planned Sewer Category
S-1 (Currently served)
S-3D (Service in 3 to 5 years)
S-6D (Service in 6 or more years)
NPS (No planned service)


Lexington Park
Development District Master Plan
Figure I-5: 2014 Water Service Areas
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Central Subarea
Military Installation
2014 Water Category
W-1 (Currently served)
W-3D (Service in 3 to 5 years)
W-6D (Service in 6 or more years)
NPS (No planned service)
Comprehensive water catgories change proposed within W-6D areas of Central Subarea.


Lexington Park
Development District Master Plan
Figure I-6: Planned Water Service Areas
6,000 0 6,000 Feet
Patuxent River
Chesapeake Bay
Legend
Central Subarea
Military Installation
2014 Water Category
W-1 (Currently served)
W-3D (Service in 3 to 5 years)
W-6D (Service in 6 or more years)
NPS (No planned service)