

LEXINGTON PARK- TULAGI PLACE MASTER PLAN



Prepared by the St. Mary's County Planning Commission
Adopted by the Board of County Commissioners

1999

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LEXINGTON PARK - TULAGI PLACE MASTER PLAN

I. Introduction

A. Purpose of the Plan

Lexington Park is an unincorporated town in southern St. Mary's County, Maryland (see Figure 1). It is closely linked historically, geographically, socially, and economically with the Patuxent River Naval Air Station, which is located immediately east of town.

Prior to the 1940s, Lexington Park was a sleepy community at the crossroads of Maryland Routes 235 and 246. After the commissioning of the Naval Base in 1943, Lexington Park grew quickly. Tulagi Place was the commercial center of town containing retail shops and restaurants principally catering to base employees. In recent years, however, Tulagi Place deteriorated. What was once a bustling two-street shopping center, the nucleus of commercial activity in the area, turned into a deteriorated, boarded up and fire-ridden area: a potential threat to the health and safety of residents and visitors.

The county has pursued redevelopment options for this downtown area since 1990 related to the Defense Base Realignment and Closure Act (DBRAC) that required the consolidation of many naval facilities. Naval facilities in Virginia, Pennsylvania, and New Jersey were to be relocated to the Patuxent River Naval Air Station resulting in a net increase of approximately 4,400 personnel. The prospect of a sudden influx of military personnel drew attention to the dilapidated condition of downtown Lexington Park. Federal, state, and county government have pledged funds to help revitalize this important area.

St. Mary's County filed a successful grant application for the revitalization of Tulagi Place in 1993 under the Community Development Block Grant Program. The 1994 grant award, together with state and county inputs, funded several projects in the area, including acquisition and demolition of several buildings on the Skipjack site, a 3.7 acre site across from Tulagi Place; development of a park-and-ride lot on Three Notch Road; relocation of four existing businesses; and this master plan.

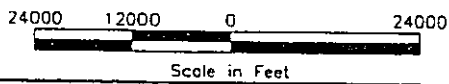
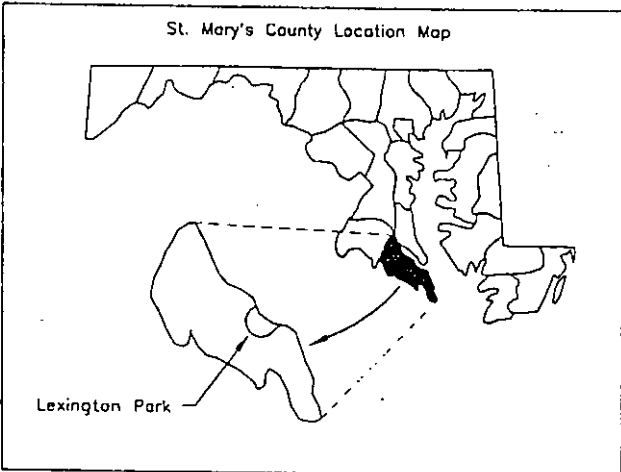
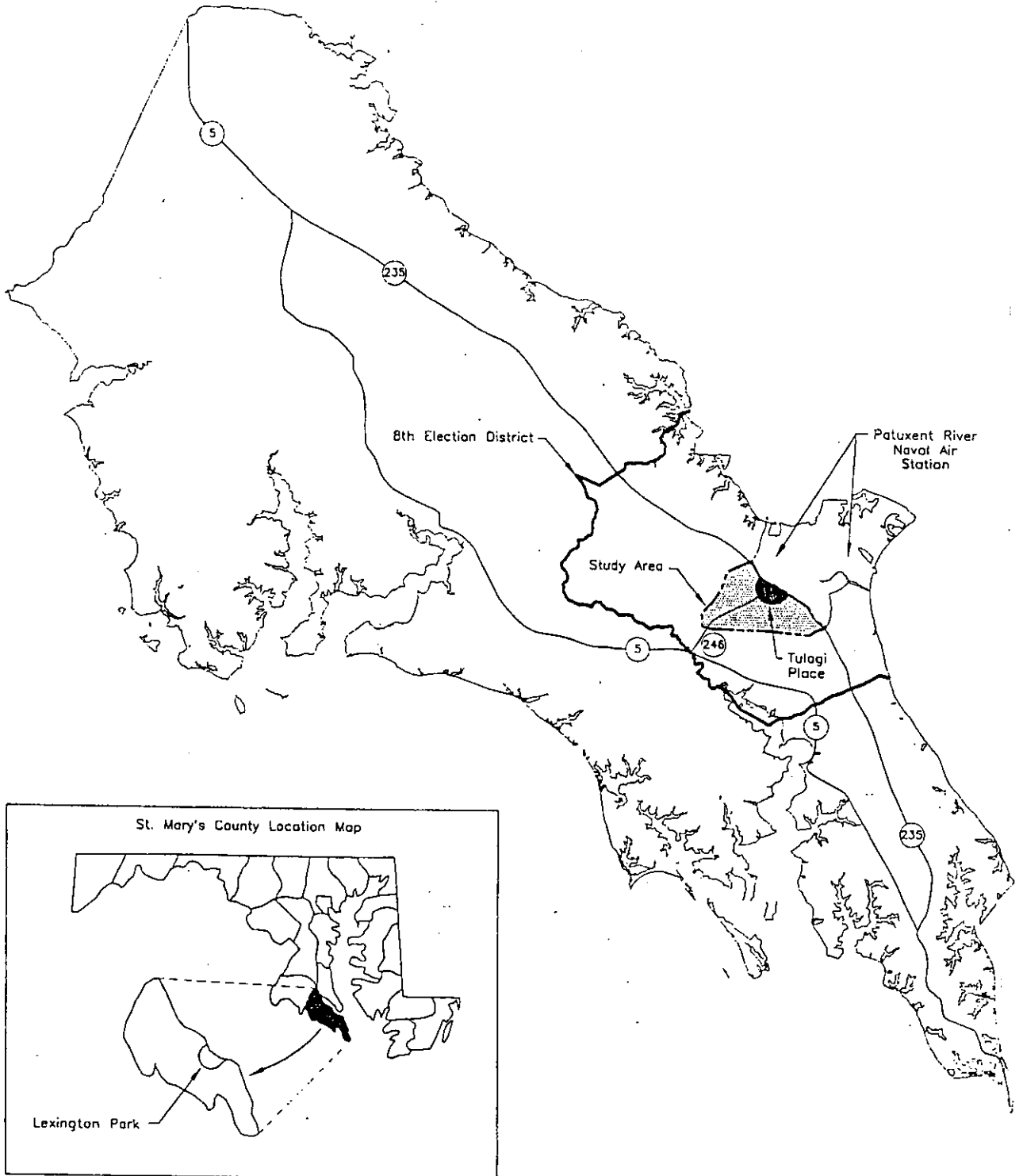
The master plan has two areas of emphasis:

- a plan for the 2,900 acre wedge-shaped study area, hereafter referred to as the Wedge.
- a community revitalization plan for the town center, a semi-circular area of about 120 acres radiating from the intersection of Three Notch Road (MD 235) and Great Mills Road (MD 246), including Tulagi Place.

Key questions addressed in the master plan include the following:

- How can Tulagi Place be revitalized?
- What is the best use for the Skipjack site, acquired and cleared by the county in 1995?
- How can downtown revitalization be achieved, compatible with protection of the Patuxent River Naval Air Station and within the constraints of the Air Installation Compatible Use Zone (AICUZ). The AICUZ places development restrictions within flight accident potential zones, that include around 80 percent of the town center.
- How should the plan accommodate Lexington Manor, an 84 acre 342 unit residential community living in housing built by the Navy in the 1940s for base personnel?
- How can traffic and pedestrian circulation, and provisions for recreation and open space be improved throughout Lexington Park?
- How can the image of Lexington Park be improved?

**Figure 1
Study Area Location Map
Lexington Park Master Plan
St. Mary's County, Maryland**



Legend

--- Study Area Boundary

B. The Planning Process

Following two community workshops sponsored by the planning commission that identified, by consensus, priority issues for planning purposes, in 1994 the county commissioners created the Lexington Park Planning Task Force (LPPTF) with 22 members representing local residents, businessmen, property owners, and county department heads. The task force was charged with creating more detailed development guidelines for the Lexington Park development district. The task force's mission statement is as follows:

"Through a consensus building process this task force will, with staff and consultant assistance, prepare a comprehensive revitalization plan for the Tulagi Place core area and an overall development plan for the Lexington Park development district as delineated by the St. Mary's County Comprehensive Plan. This master plan will offer solutions for identified problems and seize upon opportunities to upgrade and enhance the quality of life for all residents, workers and visitors by providing for aesthetically pleasing sustainable growth and development, and by specifying changes in infrastructure and community facilities needed to achieve those solutions and opportunities."

The LPPTF met monthly beginning in June 1994. The consultant team began work in April 1995. On June 24, 1995 a design workshop was held at the Frank Knox Training Center. Over 100 residents attended. Three work groups discussed and generated ideas for the overall study area, the town center, and the commercial corridors. Plan concepts and revisions were presented to the LPPTF in August and September. On October 19, 1995, concept plans were presented to the public at an information meeting attended by over 65 residents and task force members. The LPPTF voted to endorse the concept plan on October 23, 1995.

The master plan, with LPPTF recommendations, was presented to the St. Mary's County planning commission on December 11, 1995. The planning commission voted to forward the plan to the county Commissioners on January 29, 1996. With planning commission recommendations, it was presented to the St. Mary's County Commissioners on February 6, 1996.

II. A Vision For Lexington Park

Based on several community workshops and meetings with the Lexington Park Planning Task Force, the following VISION for Lexington Park's future emerged.

- 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 Patuxent River Naval Air Station, 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 Patuxent River Naval Air Station 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.

III. Goals and Objectives for Lexington Park and the Wedge

This section lists goals and objectives for the Lexington Park-Tulagi Place master plan.

A. Overall Goals

These goals, in conjunction with the Vision, provide guidance and direction for the development of this master plan and the implementation of its recommendations.

- 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.

- Improve Lexington Park's image.
- Move traffic safely and efficiently through the town.
- Make Lexington Park green with large areas of open space and town greens.
- Capture the greatest amount of economic activity that will occur as a result of employment growth at Patuxent River Naval Air Station.
- Promote development and redevelopment that respects the safety goals of the Air Installation Compatible Use Zone (AICUZ).

B. Objectives

The following objectives add specificity to the goals listed above.

- Town Center
 - a. Create a lively center for public life and activity in the town center.
 - b. Make the character of the town center more urban than suburban.
 - c. Cluster uses to provide opportunities for critical mass and appropriate relationships.
 - d. Make the town center safe, pedestrian friendly, and visually attractive.
 - e. Make the town center a green oasis, taking advantage of AICUZ mandated open space.
- Air Installation Compatible Use Zone (AICUZ)
 - a. Create predictability for property owners with respect to land development within the AICUZ.
 - b. Take advantage of the high open space requirements within the AICUZ to create a town center with large amounts of attractive green space.
- Patuxent River Naval Air Station
 - a. Strengthen visual and physical connections between the Patuxent River Naval Air Station and Lexington Park.
- Community Facilities
 - a. Locate public services such as police, fire, library, post office, social services, convenient to town residents.
- Recreation
 - a. Create a greenway through Lexington Park.
 - b. Increase recreation and open space opportunities.
- Transportation
 - a. Increase and improve transportation connections between communities within the Wedge and the town center.
 - b. Improve traffic flow within and outside the Wedge by increasing road connections and reducing dependence on Great Mills Road.

IV. Description of the Planning Area

A. Land Use

The study area, also known as the Wedge because of its triangular shape, is bounded by the intersection of Three Notch Road and Pegg Road to the north, Three Notch Road and Hermanville Road to the south and Great Mills High School to the west and contains approximately 2,900 acres. The development status of this land is shown in Table 1. Nearly half the Wedge is currently uncommitted to development.

Table 1. Lexington Park Study Area - Acres of Developed and Undeveloped Land

	Acres	Percent
Existing Developed	1,095	38%
Approved Development	51	2%
Proposed Development	350	12%
Uncommitted Land*	1,369	48%
Total	2,865	100%

*Includes approximately 70 scattered single-family detached homes on large lots. These are categorized as uncommitted because of the possibility of future resubdivision.

Source: Environmental Resources Management, St. Mary's County department of planning and zoning.

Lexington Park developed in three phases: (1) the downtown area outside the main gate during the early 1940s, (2) a residential ring around the downtown, which developed during the 1940s to 1960s, and (3) an outer suburban ring and commercial strip along Great Mills Road that developed during the 1970s and 1980s.

The downtown area surrounding the main gate includes Tulagi Place, the Skipjack site, Lexington Manor, Millison Plaza, the Naval Base main gate, the NAVAIR museum, and the Frank Knox Training Center. One key site remains undeveloped: an 18 acre tract located between the Queen Anne Apartments and Shangri-La Drive, which is referred to in this plan as the Gabrelcik site. This site is partially inside and partially outside the AICUZ. The downtown area has generally higher density and a more compact urban form compared to the Wedge. Although automobile-dominated, it has potential to be pedestrian friendly.

A semi-circular ring of mostly older (1940s to 1960s) housing is within walking distance of the downtown. There is mix of housing types including apartments, duplexes, townhouses and two large, older, single-family detached neighborhoods: Essex and Patuxent Park. There is some older commercial strip development along Great Mills Road and Three Notch Road. The area is basically developed, although some opportunities exist for infill development.

The outer ring contains the remainder of the Wedge. It developed mostly in the 1960s to the present without a discernible pattern or form. The area still contains much undeveloped land. Development is mostly suburban in character.

Most existing development is concentrated along or with immediate access to existing main roads such as Great Mills Road, Three Notch Road and Pegg Road and Willows Road. Recently development is beginning to expand north and south of Great Mills Road along new, developer-built roads such as Pacific Drive and Westbury Boulevard. There is a significant concentration of development at the western end of the Wedge around the high school. Willows Run is an isolated Industrial Park located in the Flower of the Forest subdivision on Willows Road.

Uncommitted land within the outer ring currently has a range of uses including low density residential on large lots, woodland and open meadow.



Photo 1. Patuxent Park, one of Lexington Park's traditional single family developments, within easy walking distance of the town center.

B. Patuxent River Naval Air Station

The Naval Air Station at Patuxent River, Maryland (Patuxent River) occupies 7,950 acres immediately east of Lexington Park. Patuxent River is the Navy's leading research design testing and evaluation installation, which also provides fleet support for aircraft and ship/shore/air operations.

The Navy, at Patuxent River and at Webster Field, is St. Mary's County's single largest employer accounting for around 35 percent of county employment. On a daily basis over 15,000 people are on base (4,000 civilians, 2,600 military, and 9,000 others including 4,700 dependents and 4,300 contractors). Other workers and visitors can swell the daytime population towards 20,000.

As a result of the Base Realignment and Closure Act (BRAC), military activities will be consolidated and expanded at Patuxent River. Facilities recently completed or currently under construction total 1.3 million square feet and include a 250,000 square foot North Engineering Center, a 462,500 square foot Naval Air Systems Command headquarters building, a 450,000 square foot South Engineering Center, a 100,000 square foot Propulsion System Evaluation Facility, and the rehabilitation of the former Frank Knox elementary school into a 35,000 square foot training center.

Naval Base related employment is projected to increase by over 35 percent to 16,600 by the year 2000. Of these, around 6,150 will be contractors (see Table 2). Approximately two thirds of the contractors work primarily off-base.

Table 2. Patuxent River Naval Air Station Projected Employment 1995 - 2000

Jobs	1995	2000
Military	2,807	3,236
Civilian	4,040	7,223
Contractor	5,308	6,147
Total	12,155	16,606

Source: Naval Air Warfare Center Aircraft Division, Patuxent River, Maryland.

The impacts of growth at the Naval Base will be felt throughout Southern Maryland, although the strongest effects can be expected in Lexington Park. The employment increase will affect the entire economy including the residential and non-residential real estate markets, retail and service sales and opportunities, transportation, parks and recreation. Lexington Park is positioned to capture many of the benefits of this growth.

C. St. Mary's County Comprehensive Plan

The 1988 St. Mary's County Comprehensive Plan designates Lexington Park and Leonardtown as the two development districts in the county. According to the Comprehensive Plan, most of the county's expected growth is to be directed to development districts, and community facilities and services are to be concentrated there. The Plan envisions maximum residential densities of 15 dwelling units per acre in the development district.

- Lexington Park Development District

The Lexington Park development district is approximately equivalent to the county's 8th Election District (see Figure 1). The 8th district contains 39,228 acres, slightly under one fifth of the county land area. Lexington Park is the most densely populated district in the county land area. Over 34 percent (26,000 people) of the total county population lived in the 8th District in 1990. This area is projected to grow by approximately 20 percent over the next 15 years, reaching 35,753 by the year 2010 (see Table 3).

Table 3. Demographic and Employment Summary for County and Lexington Park 1980 - 2010

	1980	1990	1995	2000	2010
Population					
St. Mary's County	59,895	75,974	84,500	90,484	102,430
Lexington Park*	20,562	26,172	29,153	31,339	35,753
Households					
St. Mary's County	18,791	25,500	29,100	31,075	36,875
Lexington Park*	6,451	8,784	10,040	10,763	12,871
Employment					
PAX Naval Base		12,723	12,155	16,606	16,606
Remainder of County	n/a	22,177	24,545	25,890	30,190
Total		34,900	36,700	42,496	46,796

*8th Election District. The Wedge is an area within the 8th election district.

Sources: Environmental Resources Management and Economics Research Associates, compiled from various sources.

There is no area master development plan for Lexington Park and the guidelines contained in the 1988 Comprehensive Plan are very general. Absent an area plan or other development guidelines, the key documents currently guiding development are the zoning map and ordinance, the water and sewer master plan, and the 1992 Lexington Park Transportation Plan.

D. Existing Zoning

Existing zoning within the Wedge is shown on Figure 2. Most of the area is residentially zoned. Most land along Three Notch Road and Great Mills Road is zoned for commercial uses. A large area south of Lexington Manor and east of Willows Road is zoned for industrial use. Much of the undeveloped residential land is currently zoned for low density residential use with a base density of one dwelling unit per acre, well below the densities envisioned in the comprehensive plan. These areas are encouraged to develop at higher densities by the Comprehensive Plan and Zoning Ordinance through the Planned Unit Development process.

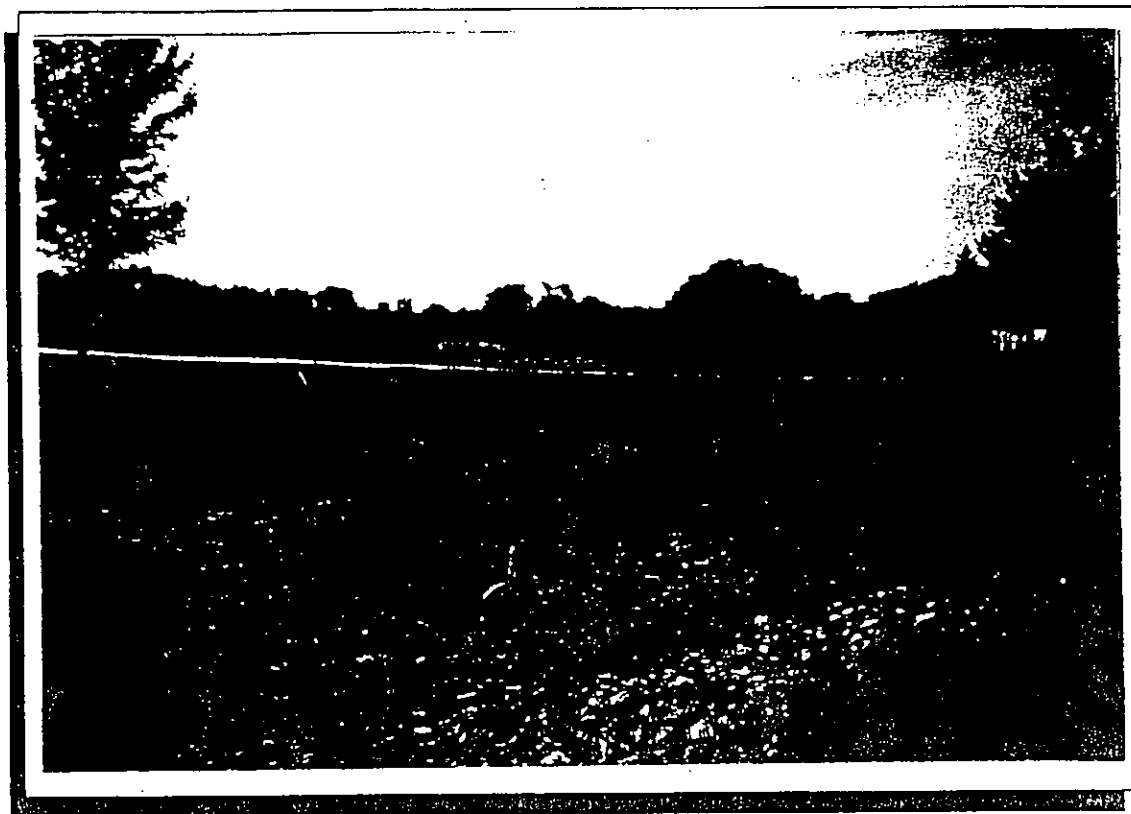


Photo 2. Large areas within the Wedge contain single family houses on large lots. This site is north of Pegg Road.

- AICUZ

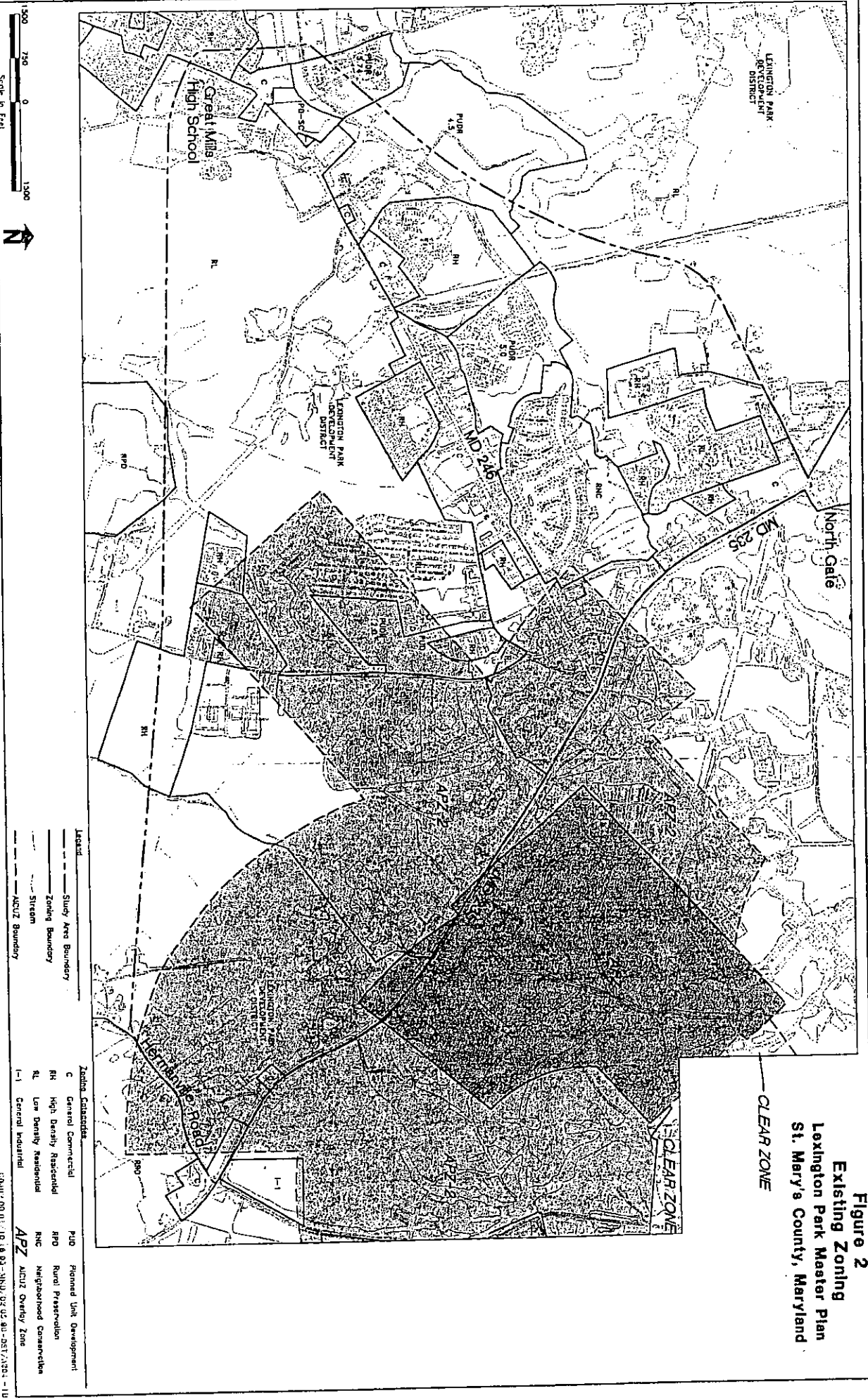
Around 958 acres, 33 percent, of the Wedge is affected by the Air Installation Compatible Use Zone (AICUZ). The AICUZ consists of accident and noise potential zones around the Naval Base, based on factors including flight paths, operational procedures, aircraft mix and runway utilization. Restrictions on development apply within the AICUZ. The county adopted the AICUZ concept into its zoning ordinance in 1977 in the form of an overlay zone. The purpose of the AICUZ is to protect persons living and working near the base and to protect the base from encroachment from development.

Figure 2 shows the current AICUZ based on a 1979 study. As of October 1995, an updated AICUZ study was being prepared for the Navy. Preliminary indications are that the AICUZ footprint will not change significantly. There are three zones within the AICUZ: the clear zone; APZ-1, the Glide Zone; and APZ-2, the Rendezvous Dispersion Zone. As shown on Figure 2 most of the affected area within the Wedge is APZ-2. In this zone residential development is limited to a maximum of two dwelling units per acre and non-residential development is limited to low intensity uses. A small area north of Carver Elementary School is in the APZ-1 where development is more limited. The clear zone, where no construction is permitted, is entirely on base.

Very little new development has taken place within the AICUZ since 1977, in spite of the locational advantage of the area's proximity to the naval base. This may be interpreted by some as showing that the intent of the AICUZ is being met. However, the lack of investment and decline of Tulagi Place and downtown Lexington Park may be attributed to some extent to the uncertainties created by the AICUZ, and may be one factor why development has been attracted to other locations in and around Lexington Park, where development is not subject to restrictions.

The AICUZ zoning regulations have also created uncertainty with respect to the permitted type and intensity of development. For example, while the regulations prescribe a maximum permitted residential density of two dwelling units per acre, they do not set a maximum density or intensity for non-residential development. The kinds of uses that are permitted are subject to interpretation by the planning commission.

Figure 2
Existing Zoning
 Lexington Park Master Plan
 St. Mary's County, Maryland



Legend	
--- Study Area Boundary	
--- Zoning Boundary	
--- Stream	
--- ACUZ Boundary	
Zoning Categories	
C	General Commercial
RH	High Density Residential
RL	Low Density Residential
I-1	General Industrial
PUO	Planned Unit Development
RPO	Rural Preservation
RNC	Neighborhood Consistent
APZ	ACUZ Overlay Zone



E. Market Analysis

This section summarizes existing and projected market conditions for housing, office, retail and industrial land uses¹. The master plan's key recommendations are based in part on this market evaluation.

- Housing

There are approximately 3,850 housing units within the Wedge (see Table 4 and Figure 3).

Table 4. Lexington Park Study Area Residential Development, August 1995

	Units				Total
	Single Family	Townhouse	Multi-family	Mobile Home/ Duplex	
Existing	967	744	1,509	623	3,843
Approved	87	156	192	0	435
Proposed*	2,236	160	206	0	2,602
Total					6,880

*Unit mix to be determined, could be townhouse or multi-family.

Source: Environmental Resources Management, St. Mary's County planning and zoning

Existing residential density across the entire area is about 1.3 dwelling units per acre, although individual developments have higher per acre densities. Residential demand within the Wedge over the 1995-2010 period is projected to be approximately 2,200 housing units, or 150 units per year. This demand could be accommodated within land already approved or proposed for development (approximately 3,000 units on 400 acres).

As of August 1995 approximately 1,350 acres within the Wedge were uncommitted to new development. Most, but not all, of this area is towards the periphery of the Wedge. Based on existing and proposed developments, and projected demand, this area could accommodate several thousand housing units, meeting housing demand for at least 30 years.

- Retail

Market demand projections and existing inventory surveys indicate an oversupply of retail space in the area. Therefore, there will be limited demand for additional retail space. Over the next 10 years the Wedge will be able to support between 75,000 and 150,000 square feet of new retail space. These figures are based on household retail sales potential as well as employee expenditures of Patuxent River Naval Air Station employees. McKays Plaza (96,000 square feet), under construction as of August 1995, will satisfy some of this demand, as will new on-base retail facilities. The new NAVAIR building, for example, will incorporate a 10,000 square foot food court, although this is not expected to satisfy all the Naval Air Station demand.

- Office

Office demand within the Wedge over the next 15 years is projected to be between 200,000 and 250,000 square feet. Around 60 percent of this demand will be for general office (doctors, attorneys, accountants etc.) and 40 percent for Patuxent River Naval Air Station contractors. All the contractor space demand is projected to occur in the immediate short term between 1995 and 2000.

¹ This section contains a summary only. The full Market Evaluation report prepared as part of this planning process is available from the St. Mary's County Department of Planning and Zoning.

- Industrial

Industrial space demand is projected to be only between 18,000 and 25,000 square feet over the next 15 years. Lexington Park has traditionally captured a small share of the county's growth in industrial space. Very little of the demand for industrial space will be for Naval Base contractors.

- Warehouse

Projections indicate that the Wedge could support between 155,000 and 215,000 square feet of warehouse space by 2010. Most of the demand will be from growth in the retail trade and service sectors. Very little of the demand is expected to be from Naval Base contractors.

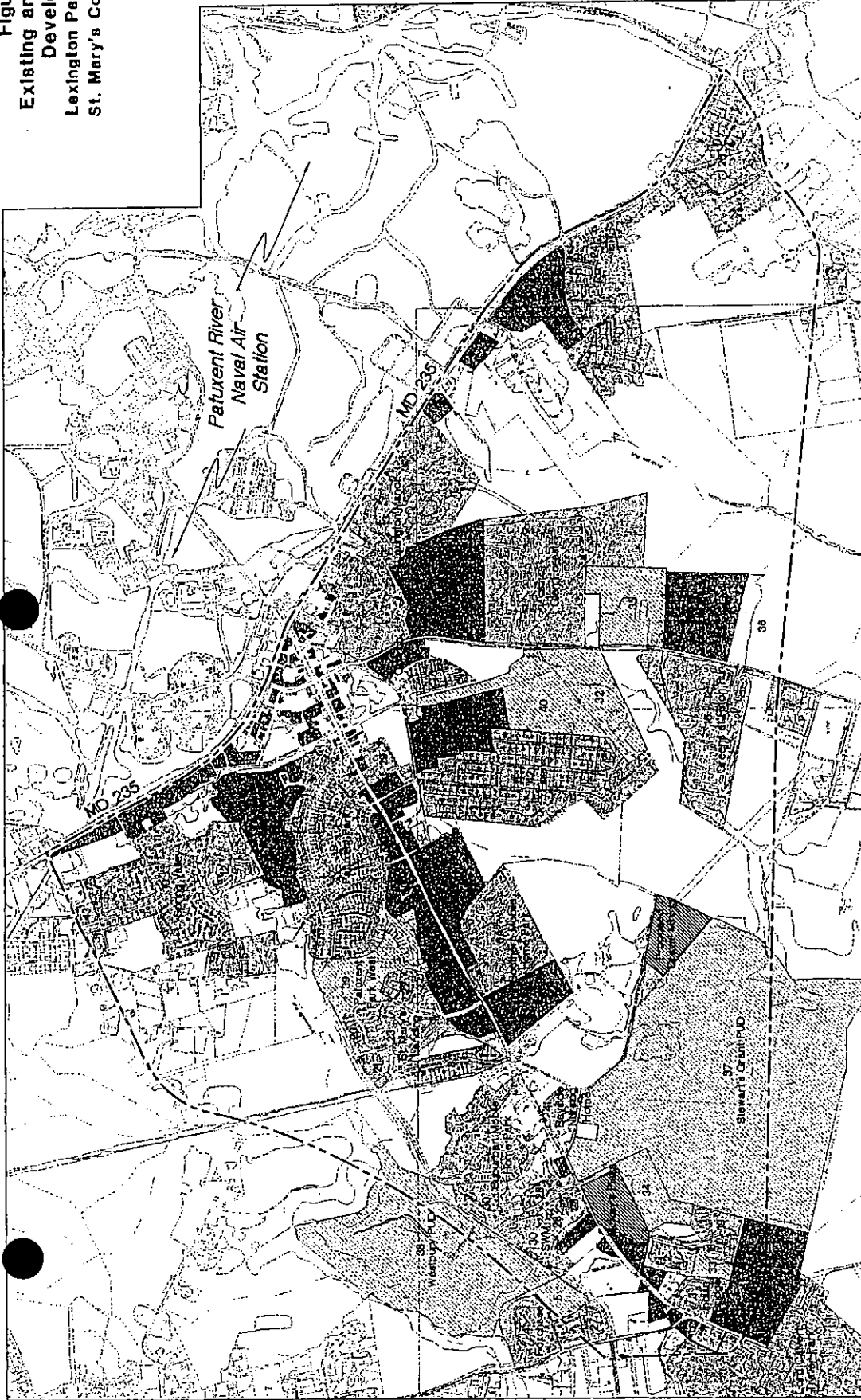
- Hotel

Over the next 10 years the market could support around 200 hotel rooms, equivalent to two moderate or three smaller sized hotels. These would likely be limited service or national budget chain hotels seeking a location on main roads.



Photo 3. Willows Road Industrial Park. Suburban style industrial development just outside the AICUZ line. A proposed road would connect existing Bradley Road with Hermanville Road and MD 235.

Figure 1
Existing and Proposed
Development
Lexington Park Master Plan
St. Mary's County, Maryland



1:500 750 0 1500
 Scale in Feet

Legend:

- Study Area Boundary
- Map Key Number (See Appendix)
- ▨ Existing Residential
- ▩ Existing Non-Residential
- ▧ Proposed Residential
- ▦ Proposed Non-Residential
- Uncommitted Land (Within the Study Area)
- Excludes parking lots in Town Center area.

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F. Transportation

The Wedge is served by two major state roads: MD 235 (Three Notch Road) MD 246 (Great Mills Road). Other roads important to the local road network are Chancellor's Run Road (MD 237), and Hermanville, Pegg and Willows Roads. Average Daily Traffic on selected roads and intersections in the Wedge are shown on Table 5.

Table 5. Average Daily Traffic On Selected Roads And Intersections

	Vehicles Per Day	
	Current	2015 Projection
Three Notch Road (1)		
Between Great Mills Road and Shangri-La Drive	19,725	24,300
Between FDR Boulevard and Pegg Road	30,225	39,8
(North Gate)		
Three Notch Road/Great Mills Road intersection (2)	27,343	n/a
Great Mills Road east of MD 237	17,300 (3)	27,600 (4)

(1) May 1994 (2) May 1994 (12 hour count) (3) 1990 (4) 2010

Sources: Environmental Resources Management, Greiner, Inc., 1992 Lexington Park Transportation Plan.

A transportation plan for Lexington Park was prepared for the county in 1992. It lists short term and long term measures to address existing and future traffic conditions. Long term measures include a number of new roads and upgrades to existing roads that would constitute the 2010 road network.

Since the fall of 1994, State Highway Administration and community representatives have been working as a focus group to study improvements to the Three Notch Road corridor north of Pegg Road. This area is just outside the Wedge study area. Alternatives under consideration for Three Notch Road include widening to a four lane road with auxiliary lanes, a six lane section, and a six lane section with outside auxiliary lanes. All the alternatives would include a bicycle lane, and a landscaped median. The focus group has also been studying the construction of FDR Boulevard, which would parallel Three Notch Road. Public hearings on the Three Notch Road corridor plans are planned for 1996.

- Patuxent River Naval Air Station Traffic

The predominant traffic movement in the Lexington Park area is to and from points north and west to the Base. Access to the base is provided by three gates - the North Gate, the Main Gate and the South Gate. The only east-west route through the area is Great Mills Road. This forces much traffic from the west heading to the North or South Gates to use Great Mills Road. Recently completed improvements at the North Gate and Pegg Road have reduced traffic on Three Notch Road between the North Gate and Great Mills Road by an estimated 33 percent. The final segment of Pegg Road between Chancellor's Run Road and Three Notch Road opened in December 1995 and now offers an important alternative route to Great Mills Road for traffic to and from the base. In spite of these improvements, annual traffic growth rates are such that traffic volumes are projected to grow significantly on the major routes through the area.

- Commercial Corridors

Great Mills Road, and to a lesser extent Three Notch Road, function as both through routes and as commercial corridors. These dual functions lead to conflicts between through-traffic and local traffic accessing businesses, services, and residential developments located along the roads. Great Mills Road in particular is characterized by numerous entrances and curb cuts. In the half mile stretch between Three Notch Road and Essex Drive there are 21 entrances on the north side and 27 entrances on the south side of Great Mills Road.

Traffic speeds tend to exceed the posted limits making, left turns in front of oncoming traffic and right turns into retail centers and minor roads more difficult.

- Accident and Safety Issues

Between 1991 and 1993 almost all categories of accidents and collisions along Great Mills Road between Three Notch Road and Chancellors Run Road (MD 237) were significantly higher than the statewide averages for similar routes. Three Notch Road was below the statewide average. Great Mills Road at Shangri-La Drive had High Accident status in 1993. The high number of rear-end and fixed-object collisions along Great Mills Road suggest that congestion coupled with the large number of driveways causes many of the accidents. Safety concerns at specific locations are as follows:

- a. As southbound traffic from Three Notch Road turns west onto Great Mills Road, drivers' sight distance around the bend for pedestrians is limited.
- b. Three Notch Road about one quarter mile south of the Three Notch Road/Great Mills Road intersection. As southbound traffic makes left turns into the Frank Knox training center, a dip in the road blocks the view of northbound traffic from southbound traffic, making the left turn movement hazardous.

- Public Transportation

Public transportation is very limited within the Wedge. Maryland Mass Transit is not available. The H & M Company provides one daily bus service to Washington DC.

The St. Mary's County Office on Aging operates four programs: the Public Rural Transportation Program operating daily bus service between Leonardtown and Lexington Park; ADA Paratransit Service; Special Transportation Program for the physically challenged and elderly; and Senior Access Service. Bus service to the Naval Base from points north including Charles County is being considered in response to the increase in employment on the base. The new park-and-ride lot at Tulagi Place has been discussed as a destination for this service.

- Pedestrians and bicycles

The relatively high density of development in the Wedge lends itself to walking and biking. This is especially true closer to the town center where residential communities and retail and service uses are close together. The current level of pedestrian and bicycle travel, however, is low. A number of factors contribute to this:

- a. The overall environment along Great Mills Road, including the size and scale of the roadway, is oriented to automobile through traffic as opposed to a community service function. The posted speed limit is 30 m.p.h. but vehicles travel at higher speeds, often up to 45 to 50 m.p.h.
- b. Sidewalks and other walkways do not form a continuous network. Some of the older sidewalks are in poor condition.
- c. There are few signals or crosswalks. There is no crosswalk or crossing signal at the Three Notch Road/Great Mills Road intersection.
- d. The large number of entrances and curb cuts creates unsafe situations for pedestrians and cyclists. Views of the driveways from turning vehicles are often obstructed. Cyclists often use the sidewalks, which further discourages pedestrians.
- e. Wheelchair ramps are not located on every sidewalk, forcing the physically challenged to find alternative routes. On the northwest and southwest corners of Great Mills Road and Shangri-La Drive telephone poles in the sidewalk

challenged to find alternative routes. On the northwest and southwest corners of Great Mills Road and Shangri-La Drive telephone poles in the sidewalk block the wheel chair ramps.

- f. There are few trees or other landscaping which would make the environment more attractive and scaled to pedestrian/bicycle use.

Continuous sidewalks were recently installed along Great Mills Road west of St. Mary's Square shopping center to Great Mills High School, in association with the Great Mills Road widening improvement project.



Photo 4. Great Mills Road looking west. Sidewalks in poor condition and numerous curb cuts discourage pedestrian activity.

- Parking

Despite the perception that parking is limited in the town center area, the overall supply of parking is adequate. Individual businesses and services may experience temporary parking shortages at their immediate locations, but the overall supply is such that parking is generally available nearby. The unsafe conditions for walking and the existing physical environment, however, are not conducive to people walking from parking locations that are not in the immediate vicinity of their destination. Rather than parking in one location and walking to multiple destinations, people tend to get back in their cars and drive the short trip to the next location, even if it is nearby.

The park-and-ride lot in Tulagi Place is scheduled for completion in late 1995. It will have 104 spaces, of which 45 spaces, located close to Tulagi Place, will be designated for retail and service uses.

G. Community Facilities

- Recreation

Nicolet Park is the only developed park within the Wedge. Access to Nicolet Park is somewhat isolated, at the terminus of Bunker Hill Drive in the Patuxent Park neighborhood. The county is planning to develop Willows Run Park on a 50 acre site between Glen Forest and Lexington Manor, which will be leased from the Navy.

There is currently very little open space that is accessible to the public in the town center. However, a small "pocket" park, to be known as the Sound of Freedom park is being developed on Tulagi Place adjacent to the new park-and-ride lot. The park will include a monument to African American war dead.

The St. Mary's County department of recreation and parks operates programs at Lexington Park and at Carver elementary schools. The department also operates a popular gymnastics center in Millison Plaza.

There is no park or open space system through the Wedge. New Planned Unit Developments are required to provide recreation and open space to serve residents, but these open areas rarely connect together to form a network.

- Police

Crime is a major concern for people living and working in Lexington Park. The St. Mary's County Sheriff's Office has stated that it is particularly concerned about criminal activity in the town center area and in many of the residential neighborhoods in the Wedge.

The Office has an unmanned outpost office in the Lexington Park Volunteer Rescue Squad Station on Great Mills Road east of Saratoga Drive. The Office sees the need for additional police protection in the area, and in the long term would like to have a manned sub-station with office and lock-up space.

- Library

The Lexington Park library, located on Tulagi Place, is the county's most heavily used branch, despite concerns about safety and incidents of vandalism. The library has remained a strong and positive use for the community while the Tulagi Place area declined, but it needs to have additional complementary uses nearby that will support and reinforce its presence.

The library needs additional space for books, seating and meetings. Expansion of the library on its existing site, especially expanded meeting room space, poses conflicts with the use compatibility requirements of the AICUZ.

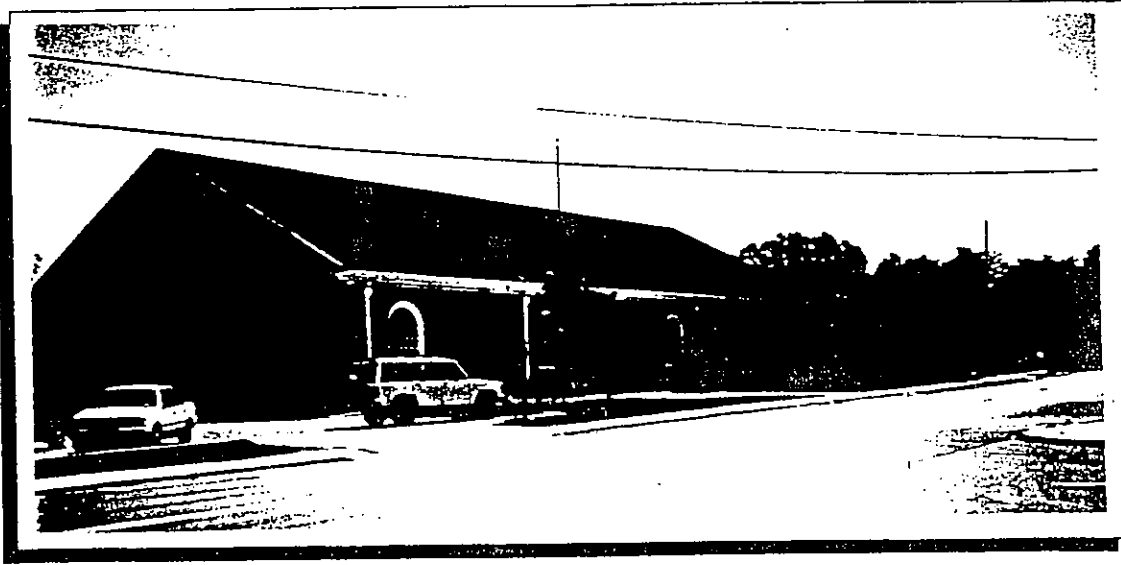


Photo 5. The Lexington Park Library is the busiest library in St. Mary's County and needs expanded facilities.

- Water and Sewer

County policy is to serve the county's two development districts by public water and sewer. The county's current Comprehensive Water and Sewerage master plan shows the entire Wedge in the existing or planned service categories for water and sewer. Most of the undeveloped portions of the Wedge are in the W-6 and S-6 category: service anticipated within six to ten years. Water and sewer capacity is not constrained by capacity or topography within the Wedge. System extensions are generally paid entirely by developers. Design and construction costs dictate that extensions will typically be for large developments, such as for Planned Unit Developments, where costs can be shared by a large number of users.

- Fire and Rescue Service

The Lexington Park Volunteer Fire department, Bay District Company 3, is located at the corner of Great Mills Road and Coral Place. The site is constrained and the company needs expanded facilities. The company would like to stay in the town center area and needs a minimum one acre site.

- Government and Quasi-Governmental Services

Although Lexington Park is the county's major population center, few government or quasi-governmental services are located here. Services that are located in or near the town center include: the library, the fire department and the Metropolitan Commission (MetCom), which operates public water/sewer systems in the county. The post office is currently located at the north end of Millison Plaza. A new post office for Lexington Park has been proposed in the Post Office Capital District's capital improvements program. A homeless shelter is located south of the library.

Although not a government service, the Naval Air Test and Evaluation Museum is an important "public" use located in the town center. The museum opened in 1978. It is one of only 11 navy museums that is approved by the Secretary of the Navy. Its mission is to preserve the heritage and interpret the history of test and evaluation of naval aviation.

- Social Services

Social service offices are in scattered locations, often not readily accessible to clients. Tri-County Community Action operates a Family Assistance Center near Carver Elementary School, by the southeast corner of the Wedge. The county's senior center, medical adult daycare center, and a teen center are in Chancellor's Run Park, outside the Wedge, about one mile from Great Mills High School. Most state and county government services are in Leonardtown, the county seat.

During the master plan process, several residents expressed concern that whereas most of the social services client base is in Lexington Park, the service providers are mostly in Leonardtown. In the past the St. Mary's County department of Social Services operated a satellite office two days per week at the Family Assistance Center in Lexington Park, but this service was discontinued.

- Daycare

As of July 1995, within the Wedge, there were 33 day care programs (five day care centers and 28 family day care homes) for a total of 312 day care slots according to the Child Care Administration of the Maryland Department of Human Resources.

H. Environmental Features

The majority of the Wedge drains via Jarboesville Run, Hilton Run, and Pembroke Run to the St. Mary's River. Most of the Patuxent River Naval Base drains to the Patuxent River, with MD 235 marking approximately the drainage divide. The Wedge is characterized by relatively flat to gently sloping topography in the uplands, with more moderate slopes associated with well-defined streams. The soils are of the Beltsville-Caroline Association, which are moderately well to well drained silty soils.

The entire Wedge area lies within the Coastal Plain physiographic region. Vegetation in the area is typical of this region and is primarily a mixed pine and hardwood forest. The Wedge does contain several distinct vegetative communities. Recently disturbed or logged areas have relatively young stands with an overstory of white oak, sweet gum, and Virginia pine and a shrub layer dominated by flowering dogwood and mountain laurel. The more mature tree stands are dominated by white oak, red oak, mockernut hickory, loblolly pine, red maple, and tulip poplar. Shrub species include flowering dogwood, American holly, blueberry, and huckleberry.

Along well-defined stream channels, narrow floodplains, and other wetland areas, red maple and tulip poplar dominate the overstory. Most of these areas would be classified as palustrine forested wetlands. In general, the only large wetlands areas within the Wedge are found along Hilton Run, which drains the area between Willows Road and Great Mills Road. Otherwise, most of the Wedge is well suited for development.

Common wildlife in the Wedge includes white-tailed deer, gray squirrels, fox, and raccoons. Common resident and migrant bird species include robins, American crows, Northern cardinals, black-capped chickadees, tufted titmice, blue jays, mourning doves, and pileated woodpeckers. The numerous mast producing tree species, such as oaks and hickories, provide abundant food for deer and squirrels. Those areas with dense shrub layers add to the structural diversity of the site and provide additional food and cover habitat for various species of birds and small mammals.

V. Master Plan

The master plan is divided into three sections (see Figure 4):

- A. The Wedge
- B. The Town Center
- C. Commercial Corridors

A. The Wedge

- Land Use

The 8th Election District, which includes Lexington Park, is the most rapidly growing portion of St. Mary's County. With over 50 percent of the Wedge currently undeveloped, this area will likely continue to experience growth pressures, especially considering the planned expansion of the Patuxent River Naval Air Station.

Most of the undeveloped land is currently zoned RL Low Density Residential (see Figure 2). Land could be developed under this zoning at up to three dwelling units per acre. Most large new developments, however, are requesting approval as Planned Unit Developments (PUDs). PUDs give the county more control over the development of the subdivision, but allow development at higher densities than otherwise allowed by existing zoning. Examples of PUDs within the Wedge are Westbury, Fox Chase, Chancellors Run Apartments, and St. Mary's Landing. A large PUD called Stewart's Grant is proposing approximately 1,300 housing units on 283 acres south of Great Mills Road and west of Great Mills High School.

In general, current zoning in the Wedge is appropriate. Land use recommendations for the Wedge are listed below. Additional recommendations regarding zoning in the town center and AICUZ zoning are described in the town center section.

- a. PUDs should be encouraged within the Wedge.

PUDs have been successful in encouraging innovative and creative design and maximizing the conservation of natural features and the efficient use of open space. PUDs should be encouraged on the remaining large undeveloped tracts within the Wedge.

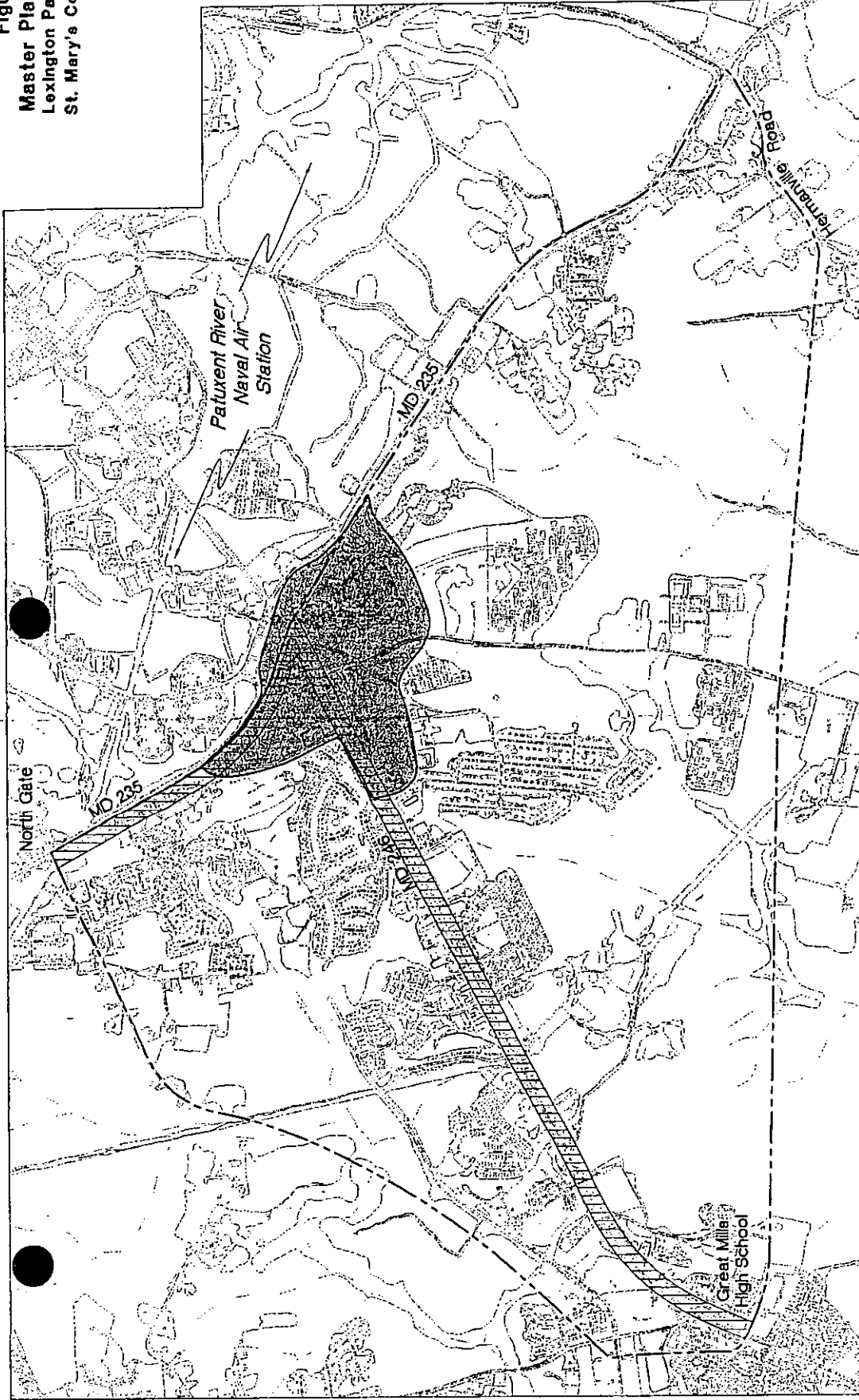


Photo 6. Warwick, modern single-family suburban tract development in the Westbury Planned Unit Development.

Large commercial and employment uses should be discouraged outside of the town center.

The county planned unit development regulations allow for nonresidential uses, such as retail, office and employment uses, within PUDs. Incentives should be provided to encourage large retail and office uses within an enlarged town center, but smaller than the Wedge so as to not compete with the existing commercial corridors. The retail and office markets within the development district are projected to be limited. Every effort should be made to reinforce existing commercial areas by discouraging the dispersion of commercial and employment uses.

Figure 4
Master Plan Study Areas
Lexington Park Master Plan
St. Mary's County, Maryland



Legend
 Study Area Boundary - The Weight
 Commercial Corridors
 Town Center

1500 750 0 750 1500
 Scale in Feet
 N



Limited neighborhood retail and service uses such as convenience type grocery stores, cleaners, and beauty shops should still be permitted within PUDs. These uses reduce the need for residents to leave the community for convenience goods, and will not detract from efforts to concentrate employment uses in the town center. These uses should be internally oriented, primarily to serve residents of the PUD, rather than located along Great Mills Road or other state roads. These convenience centers should contain no more than 20,000 square feet of gross floor area, depending on the size of the development being served. The allowance in the PUD regulations for 150 square feet of commercial use per residential unit is excessive and should be reduced.

b. Limit Commercial Rezoning along Three Notch Road and Great Mills Road

There is an adequate supply of commercially zoned land within the wedge. The county should limit future rezoning of land to commercial zoning districts within the enlarged town center (especially south of the Main gate) in order to avoid additional strip commercial development, enhance the marketability of existing commercial developments within the town center, and protect the traffic capacity of these roads.

• Transportation

This master plan endorses most of the recommendations with respect to the Wedge area contained in the 1992 Lexington Park Transportation Plan. Several major events have occurred since 1992, however, that require a re-examination of the 1992 Plan. Principal among these is the Base Realignment and Closure Act (BRAC) recommendations that will result in an increase of over 4,400 jobs by the year 2000 (see Table 2).

In 1995, approximately 12 percent of traffic used the south gate and 44 percent used each of the main and north gates. As a result of BRAC-related construction on base, approximately 2,500 new positions will be created near the north gate, 500 near the main gate, and 1,000 near the south gate. Therefore, more traffic is expected to use the North and South gates. In addition the Base plans to move the Visitor Control Center from the Main Gate to the North Gate. These changes significantly affect commuting patterns in the area, given that the base is the area's largest employer.

Several modifications are proposed, reflecting these changed conditions, to improve traffic flow and minimize congestion. Principal among these is the impending completion of Pegg Road, which will provide improved access to the north gate from areas west of the town center; and construction of a link between Great Mills Road and Hermanville Road, which would provide improved access to the south gate from areas west of the town center. The proposed modifications will relieve pressure on Great Mills Road through the town center and along Three Notch Road as the Wedge develops. The following changes are recommended to the 1992 Lexington Park Transportation Plan (see Figure 5).

a. Connect Hermanville Road to Great Mills Road.

A key element of the proposed transportation plan is to provide a direct connection between Great Mills Road west of the town center and the south gate via Hermanville Road. This road would reduce traffic through the town center and relieve congestion at the Great Mills Road/Three Notch Road intersection. Although a detailed environmental study would be needed to determine the preferred alignment, one possible alignment would be to extend Bay Ridge Road through the Stewart's Grant PUD to Bradley Road and then linking with Hermanville Road. Pacific Drive and Westbury Boulevard would provide cross connections between Bay Ridge Road and Pegg Road, establishing an interconnected road network. The section of Hermanville Road from the intersection with Bradley Road extended to Three Notch Road would need to be upgraded to accommodate the additional traffic, including street lighting at key locations.

- b. Provide a traffic signal at the Three Notch Road/Hermanville Road intersection.

Area residents have expressed concern over the safety of this intersection and the possible need for a traffic signal. With the completion of the Propulsion Systems Evacuation facility building, traffic volumes will increase significantly and will warrant a traffic signal at this intersection.

- c. Do not provide a direct connection from Bay Ridge Road through the Essex community.

The 1992 Transportation Plan recommends extending Bay Ridge Road through Stewart's Grant connecting to Essex Drive. This connection would direct a large number of trips through an established residential community. Instead, this plan recommends connecting Essex Drive to Pacific Drive extended, which would link with Bay Ridge Road (see Figure 5). This would make the through movement to Hermanville Road and access through the Essex community very indirect.

- d. Do not extend Bradley Road to Three Notch Road through Southampton.

The 1992 Transportation Plan recommends extending Bradley Road from Willows Road to Three Notch Road through Southampton, an existing residential community. This alignment would not lead to a specific destination, but would require traffic to turn on Three Notch Road. This plan recommends that Bradley Road be extended to Hermanville Road (see above). If a Willows Road/Three Notch Road connection is desired, alternate northern and southern alignments that avoid existing communities appear feasible.

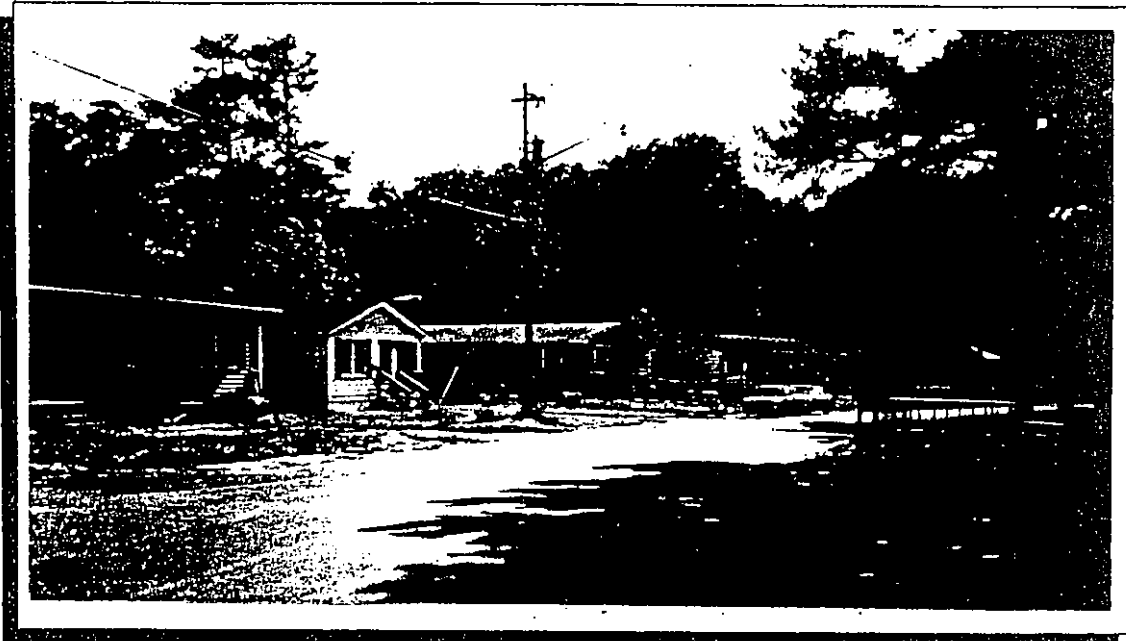


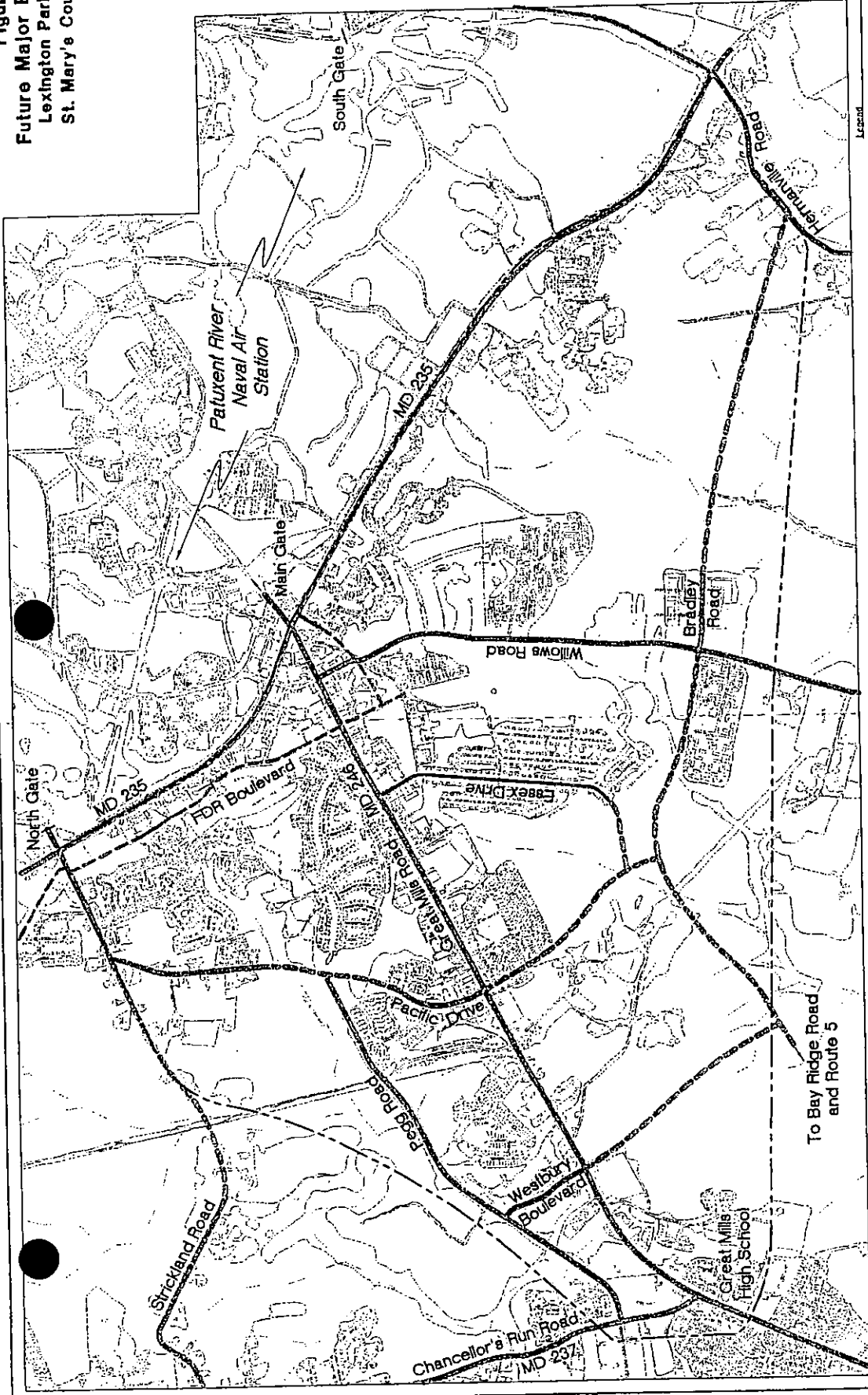
Photo 7. Southampton, near the southeast corner of the wedge. A major road should not come through this community.

- e. Increase public awareness about existing transit options.

During preparation of the plan it became apparent that many transit dependent people were unaware of even the limited transit options that are currently available.

The Office on Aging and other transit providers should consider ways to improve outreach regarding transit options among their client base. Kiosk advertising and publicity at the park-and-ride lot could also be done.

Figure 5
Future Major Road Network
 Lexington Park Water Plan
 St. Mary's County, Maryland



Legend

- Study Area Boundary
- Existing Major Roads
- - - - - Proposed Major Roads*

* Precise alignments to be determined based on further study.

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Scale in Feet

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- Recreation and Open Space

There is currently no integrated recreation or open space system through the Wedge. The opportunity exists, however, to create a greenway network that would link existing and proposed parks and activity centers, while protecting sensitive wetlands and flood plains. This greenway could actually encircle much of the Wedge and make recreation facilities and open space accessible for nearly all local residents.

- a. Develop a greenway that encircles much of the Wedge.

The proposed greenway loop would be approximately five miles long and include a continuous hard surface bike path. The greenway would be of variable width, primarily following stream corridors, although some segments would simply be designated bicycle lanes along roads where open space connections are not available (see Figure 6). It would link the three major parks in the area (Chancellor's Run, Nicolet, and the proposed Willows Road parks) as well as other activity centers such as Lexington Park Elementary School and the Lexington Park Library. Because the trails would be accessible from neighborhoods, residents could use them as alternative routes to the town center and to any of the parks or activity centers.

New recreation areas are proposed along Jarboesville Run as part of the Westbury PUD and south of the Stewart's Grant PUD. These lands are currently privately owned. When these lands are subdivided for development, the required open space should be configured to include connections to the proposed greenway loop. In this way, over time, the loop can be completed as properties develop, concurrent with the need for the greenway.

- b. Design the Willows Road Park to meet a variety of community recreation needs.

This proposed 50 acre park can help satisfy many of the recreational needs of the community. Current plans emphasize active recreational uses, including various ball fields. The county should ensure that the park provides facilities for uses compatible with AIGUZ that appeal to all age groups, including tot lots and playgrounds for younger children. There is also a need for basketball courts in the town center area.

- c. Provide additional recreational facilities at Nicolet Park.

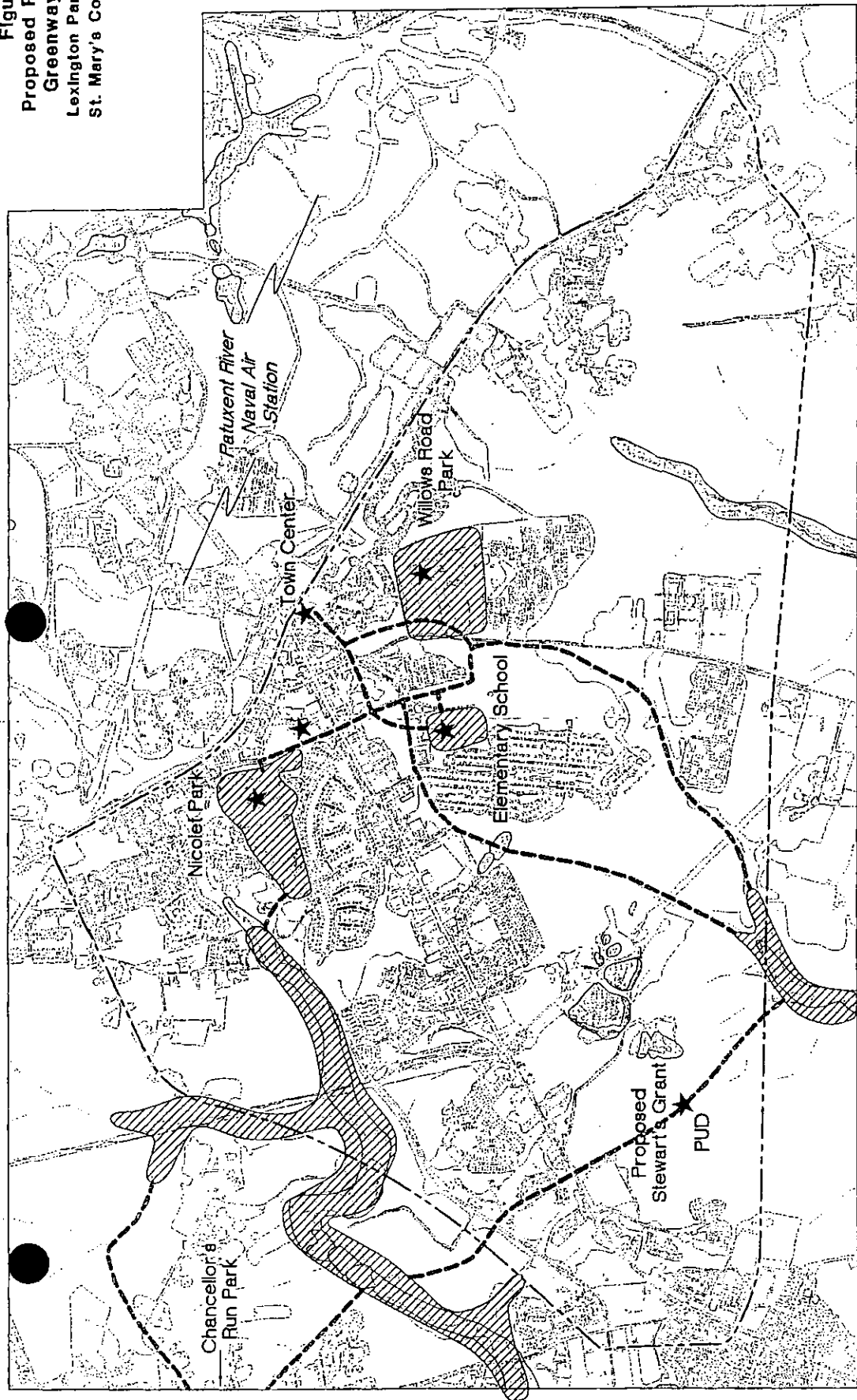
Nicolet Park is an underutilized recreation resource in the town center. This is primarily attributable to its isolated location and inconvenient access. A proposed new entrance to the park from FDR Boulevard (see discussion below under The Wedge - Millison Plaza Subarea) will make this park more visible and accessible. Additional recreational improvements in response to local demands should be provided.

- d. Connect the town green and Sound of Freedom Park to the greenway

The town green and Sound of Freedom Park are important open spaces in the town Center that should be connected to the area wide greenway.



Figure 6
Proposed Recreational
Greenway Concept
Lexington Park Master Plan
St. Mary's County, Maryland



Legend

- Study Area Boundary
- Hiker/Biker Trails
- ▨ Parks and Major Open Space Areas
- ★ Activity Centers
- Islands



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- Utilities

The Metropolitan Commission should continue to ensure that adequate water supply and waste water treatment capacity is available to serve the Lexington Park development district. It is critical, especially for the town center, that public water and sewer remain available in order to support the relatively high densities recommended in the county Comprehensive Plan for the development districts.

- Environmental Features

Most of the Wedge is located near the headwaters of the St. Mary's River watershed and has relatively few wetlands, flood plains, and other environmentally sensitive areas. In fact, the town center includes no significant environmental constraints for development. There are some floodplain and wetlands associated with Jarboesville in the northern half of the Wedge and Pembrook Run in the southern portion of the Wedge. This master plan recommends the following environmental protection measures.

- a. Establish a greenway system.

The county should require the establishment of an interconnected greenway system that protects streams and their associated wetlands and flood plains while providing opportunities for active and passive recreation. The greenway would be of variable width depending on the extent of wetlands and the 100-year floodplain.

- b. Reduce air pollution using a comprehensive traffic management strategy.

By encouraging a pedestrian friendly mixed use development and providing commuter buses to the Patuxent River Naval Air Station, the county and the state will reduce dependence on the automobile in support of the goals of the Clean Air Act.

- c. Encourage PUDs in order to protect sensitive areas.

The county should continue to encourage the establishment of PUDs to ensure the comprehensive planned development of the larger tracts within the Wedge. PUDs give both the county and the developer more design flexibility. Development should be clustered within the PUD to protect mature forests, steep slopes, valuable wildlife habitat, and other environmentally sensitive areas.

- d. Determine the preferred alignment for the Great Mills Road to Hermanville Road link.

This important road linkage will cross Pembrook Run. A detailed environmental assessment is necessary to determine the preferred road alignment and ensure that developers dedicate right-of-way and construct road segments in the appropriate location.

B. The Town Center

The Lexington Park town center encompasses a several-block area around the major intersection of Three Notch Road and Great Mills Road (see Figures 4 and 7). Note that this is a slightly larger area than the area proposed for the town center zoning district, as detailed in the implementation section. For example the town center area includes portions of the Navy Base and the United Methodist Church that are not included in the proposed zoning district.

This section provides an overview of the design principles and general design guidelines that are applicable throughout the town center. Specific planning and design recommendations for five subareas of the town center are in Appendix A.

- Land Use

Land Use in the town center area is dominated by non-residential uses: primarily retail, service and office uses located in Millison Plaza, and along Great Mills Road and Tulagi Place. The area contains around 670,000 square feet of such uses, of which nearly half are retail. A number of important community uses are also located in the town center area, including the library, post office, and fire department. The Queen Anne Apartments, some 14 dwelling units within Lexington Manor, and the homeless shelter are the only residential uses within the town center area. The 18 acre Gabrelcik site is the only undeveloped site within the town center area. The 3.7 acre Skipjack site is a potential redevelopment site, and the subarea recommendations suggest some other potential opportunity sites.

The town center area is zoned almost entirely C- General Commercial, see Figure 2. Approximately 80 percent of the town center area is located within the AICUZ. Significantly, approximately 75 percent of the Gabrelcik site and the northern end of Millison Plaza lie outside the AICUZ. Table 6 in Appendix B contains a detailed breakdown of land uses inside and outside the AICUZ for the proposed town center zoning district.

- Design Principles

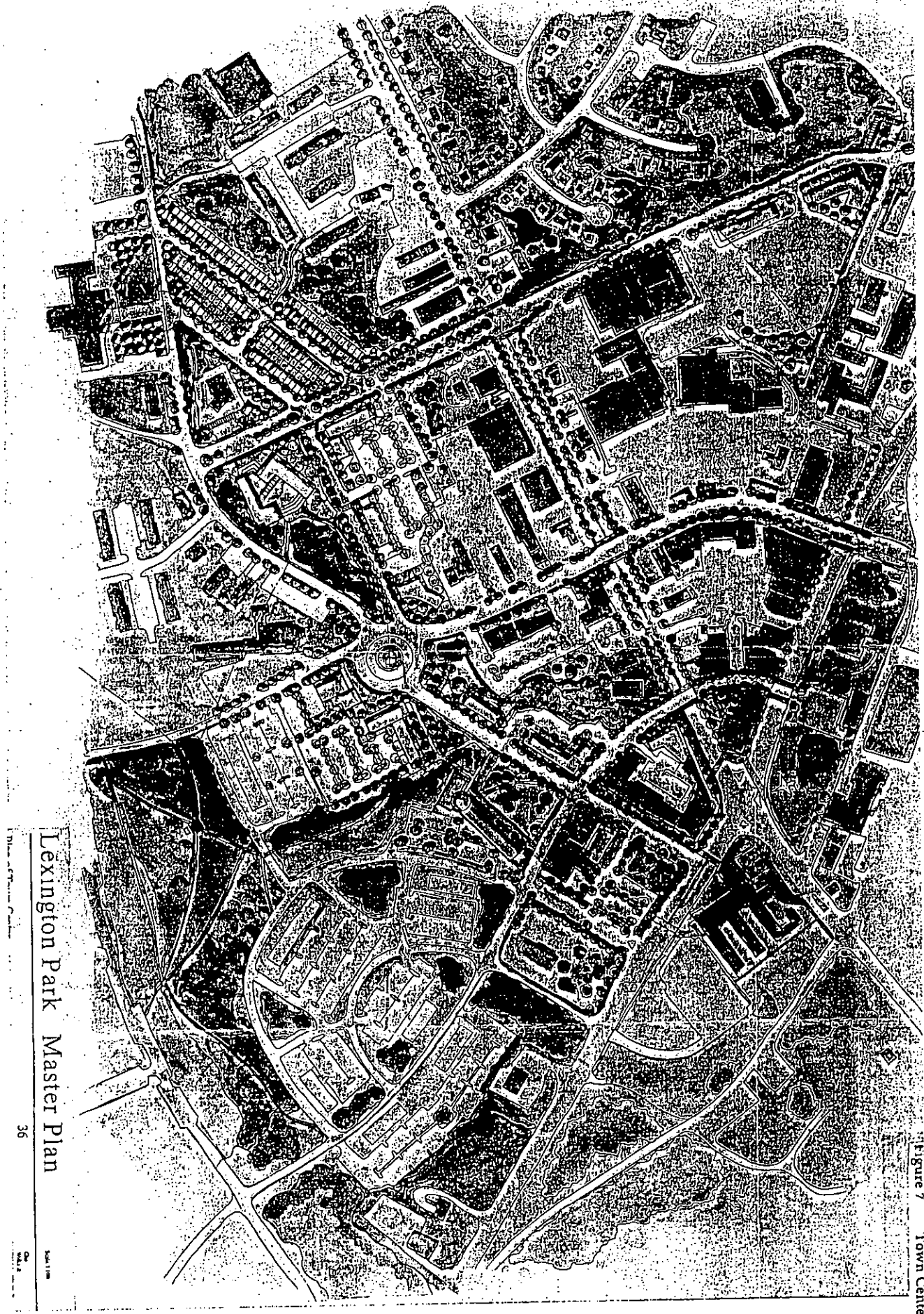
This section describes the design principles that form the basis for the town center master plan. While these design principles are not specific in nature, they are intended to indicate the overall intention and direction that is to be followed in town center design and should guide any proposals for development.

The guiding principles for the town center are to:

- make it a destination and a focus for all of Lexington Park;
- make it a people-place;
- encourage a mix of uses that are mutually supportive;
- take advantage of the AICUZ restrictions by providing abundant open space areas;
- reflect the presence and heritage of the Patuxent River Naval Air Station;
- create a pedestrian-friendly streetscape environment.

- General town center Design Guidelines

This section contains design guidelines that apply throughout the entire town center area. The purpose of these guidelines is to set clear and predictable goals for the design of the town center. The guidelines should apply to all new development, and to the redevelopment of existing buildings and parking areas. The guidelines are grouped into four categories: streetscape, parking, building, and open space.



Lexington Park Master Plan

Thames at Lexington Park

36

Scale 1/8" = 1'-0"

Figure 7 Town Center Plan



a. Streetscape Guidelines

A comprehensive public streetscape improvement program should be initiated to create a more unified street appearance, including the following elements:

Utilities: Reducing the visibility of overhead utility lines would be a major step in improving the streetscape in Lexington Park. Wherever possible, place utilities underground, move to the rear of lots, or consolidate on one side of the street. Utility work can be prohibitively expensive but different options should be explored. The Maryland Downtown Development Association is currently studying options in several communities throughout the state.

Signage: Incentives should be provided to encourage the voluntary participation of businesses in an effort to make signs more attractive to the public and to enhance the community. Business signs should be mounted on or in buildings. Signs should not be mounted on roofs, extend above the roof line, or above the second story of the building. Freestanding signage is generally discouraged but landscaped, monument signs are acceptable. Existing signs which become nonconforming should be phased out (amortized) to provide equal visibility and level "competition" within the planning area.

Sidewalks: Developers of new and revitalized projects should be encouraged to establish continuous sidewalks, with a minimum 5-foot width, along all public streets. On noncommercial roads other than Three Notch Road and Great Mills Road, the sidewalk should edge the street with a 5-foot landscaped buffer between the sidewalk and the building. On commercial streets, such as Coral Place and Tulagi Place, there should be no buffer between the sidewalk and buildings. New curb cuts should be minimized and existing curb cuts consolidated where possible, so the sidewalk system is relatively continuous and usable for bikes, strollers, and the physically challenged. Crosswalks should be clearly marked, properly signed, and well lit where pedestrian traffic is desirable.

Lighting: Provide street lights throughout the town center area. Differentiate lighting for vehicles from sidewalk lighting, which should not be mounted more than 15 feet high. Use special lighting fixtures to delineate special areas (see Figure 8), and coordinate with lighting installed at the park-and-ride/"Sound of Freedom Park" site at Tulagi Place.

Trees: Developers should be encouraged to plant shade trees continuously along public streets with a recommended 25-foot to 30-foot spacing. Trees help create a pedestrian-friendly environment by defining a more intimate human scale and providing a continuous framework for the varied land uses and architectural styles along the road. Trees should generally be of the same species, with unique or specimen trees used to identify areas of special interest, near gateways or public gathering areas. Suggested species include White Oak, Willow Oak, Maples, Sweet Gum, Black Gum, and Sargent Cherry. A more detailed list and typical planting detail are included as Appendix D.

Street Furniture: Street furniture (benches, trash cans, tree grates) is recommended to help create an environment where people want to congregate. Styles should be contemporary (see Appendix E). Recycled products, such as benches that look like wood, should be used as much as possible.

b. Parking Guidelines

On-Street Parking: Allow parallel parking on most streets in the town center area with the exception of Great Mills Road and Three Notch Road north of Shangri-La Drive. On-street parking should be credited toward satisfying minimum parking requirements for a proposed use at 1 parking space per 25 linear feet of street frontage.

Off-Street Parking: In order to bring buildings to the fore to provide for pedestrian access, and to provide more of a downtown feel, it is recommended that off-street parking be located behind buildings and not between a building and the street. Where parking in a front or side yard is unavoidable, landscaping, berms, or a low brick wall should be provided to screen the parking.

Parking Lots: Alternatives should be developed for making parking lots more attractive and understandable by using curbs, landscape materials, and lighting to define elements such as aisles, stalls, walkways, and driveways. Figure 9 illustrates the extent of environmentally enhancing landscaping that can be achieved between parking aisles, and how interpretive signage can be included to promote environmental education.

Figure 8. Lighting Fixtures

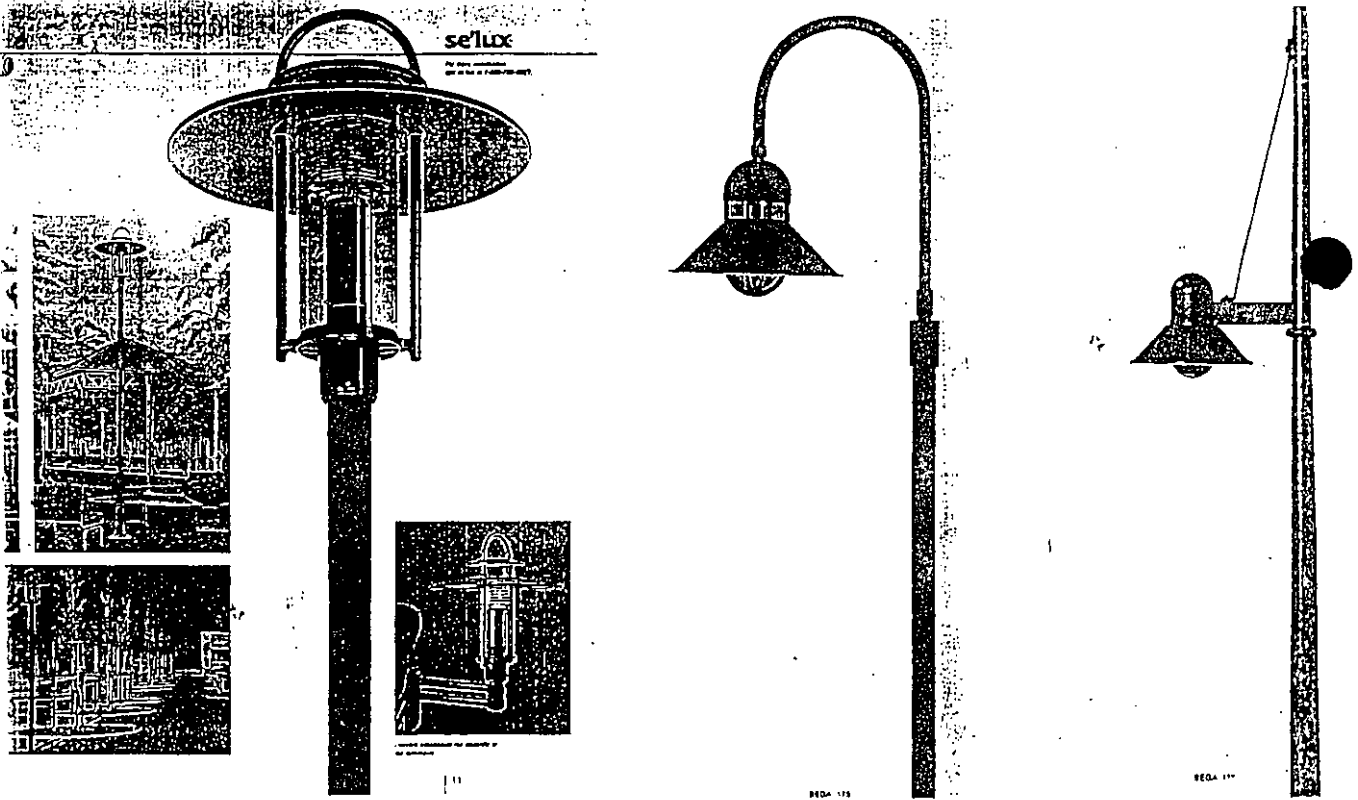


Figure 9. Parking Aisle Landscaping



- Building Guidelines

Building Location: Buildings should line the streets (maximum 5 foot front yard setback) in order to create a coherent street edge. The setback would be exclusive of the sidewalk which would be within the road right-of-way. Where buildings are already set back from the street, attractive connections should be made from the sidewalk to the building entry. Encourage awnings, arcades, and building overhangs to make entries more inviting, add visual interest to the streetscape, and to provide shelter for pedestrians.

Building Architecture: Built mostly post 1942, Lexington Park is not a colonial city. The architecture of new buildings or major renovations should reflect Lexington Park's modern history. Roofs should be flat or pitched (not mansard), extensive glass should connect interiors to exterior landscapes, horizontal siding and fenestration and exposed framework should be used. Buildings should generally have a maximum of three stories. The Task Force, or Community Development Corporation, should be asked to provide further recommendations regarding establishing an architectural theme.

- Open Space Guidelines

Encourage the use of open space for parks and greenways in and around the town center: Use open space to establish defined spaces for public activity and connections between places. This will also complement the AICUZ mandate for low density development. These open spaces should help to organize development and create a special identity for the town. They can include many public amenities such as gardens, sculpture and art, children's play areas and water features (see Figures 11 and 12).

A town green can begin to connect important areas of the town and help improve needed pedestrian networks. It should organize the buildings that surround it and help to strengthen the relationships between those buildings. Special uses should anchor the town green, creating focal points that will stimulate activity and help to form a critical mass. A market facility could provide such a needed spark at the north end of Tulagi Place, and a recreational element, such as a swimming pool or ice skating rink, would contribute to the more residential/community atmosphere at the south end (see Figure 10).

Figure 10. Ice Rink



Figure 11. Town Green With Water Feature

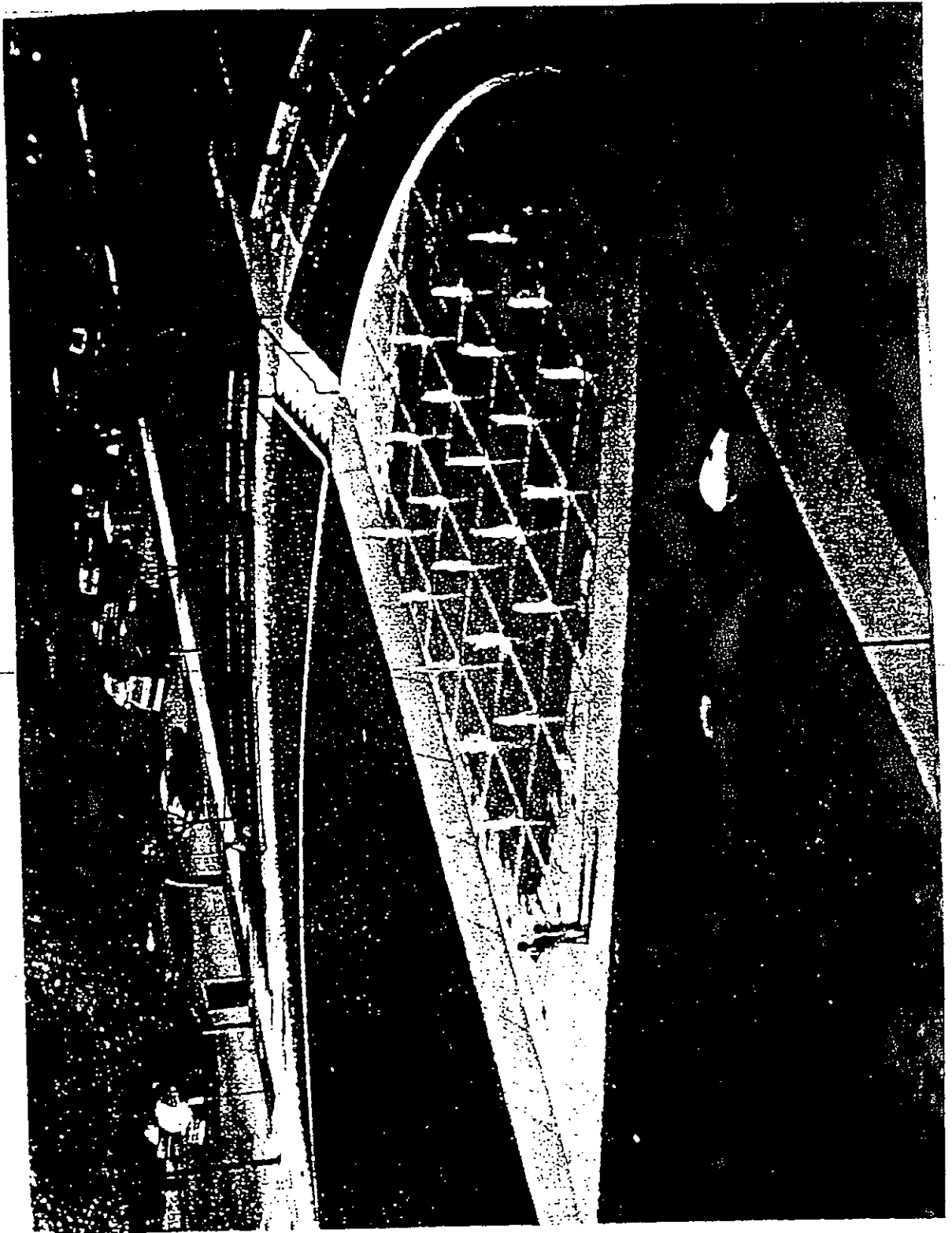
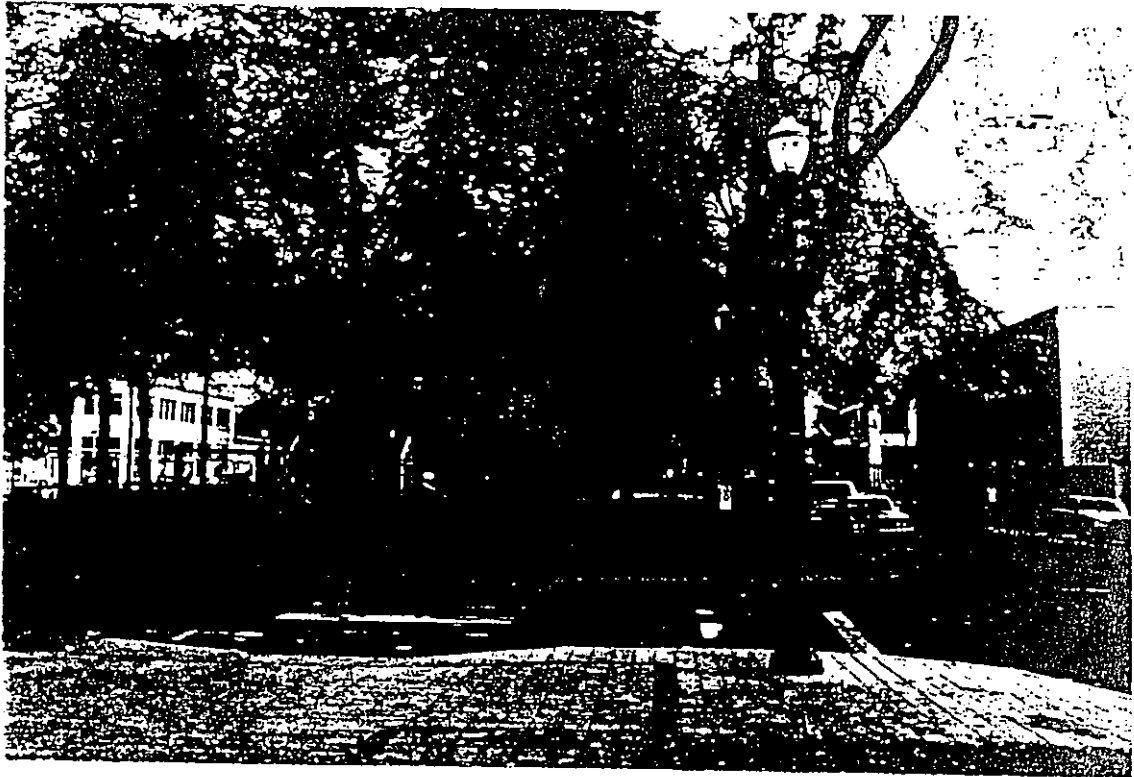


Figure 12. Town Green Examples



C. The Commercial Corridor

The Commercial Corridor extends in a "V" shape from the intersection of Three Notch Road and Great Mills Road, north along Three Notch Road to the north gate and west along Great Mills Road to Great Mills High School. These road segments historically carried primarily through traffic traveling to the Patuxent River Naval Air Station. Over the years, strip commercial development was attracted to these areas to serve base employees and local residents. This dual function of carrying both through and local traffic has resulted in congestion, poor levels of service, and safety concerns.

The intent of many of the transportation improvements recommended for the Wedge is to redirect much of this through traffic away from Great Mills Road via Pegg Road to the north gate and along a southern bypass to Hermanville Road and the south gate. These improvements will relieve traffic congestion on Three Notch Road and Great Mills Road and free road capacity for local growth.

Most of the commercial corridor is already developed, with the remaining frontage zoned for commercial use. Much of the existing commercial development is conventional strip development with frequent curb-cuts. This section of the master plan makes recommendations to achieve an attractive streetscape character. The letter designations correspond with the letters in Figures 13 and 13A.

- Streetscape Recommendations

Plant continuous rows of trees along Three Notch Road from the North Gate to the Great Mills Road intersection, and along Great Mills Road to the FDR Boulevard intersection to create a special community identity for the town center. These trees should have high canopies supplemented with low plantings to maintain vehicular visibility, and should be of suitable species at a cost that will not overburden the property owner.

Maintain continuous sidewalks on both sides of Great Mills Road. Three Notch Road should at least have a continuous sidewalk across from the base from the intersection of Great Mills Road to Pegg Road. Allow a 10 foot minimum width for sidewalk and a tree planting strip. Provide wheelchair ramps consistently at crosswalks and relocate the telephone poles that block the ramps at the northwest and southwest corners of the Great Mills Road and Shangri-La Drive intersection.

Consolidate public signage and lighting in the planting strip area to help reduce roadside clutter. On Great Mills Road and Three Notch Road, separate the sidewalk from the road bed with the planting strip. Pedestrian pole-mounted lighting should typically occur between every other tree, and fixtures should be no more than 15 feet above ground. No freestanding business signs should be allowed. Signage should be mounted on or in buildings, or as landscaped monument signs.

Provide crosswalks at all signalized intersections and other designated areas. Crossing signs and signals should be used in conjunction with crosswalks and should be clearly visible to pedestrians and vehicles.

- Utilities

Reduce the visibility of overhead utilities on Lexington Park's streetscape. This is, however, a high-dollar issue and long-term goal, and will not be achieved overnight. Options for treatment include burial underground; consolidation on one side of the road (along Great Mills Road for example); removal to the rear of buildings; or softening the impact with plantings. Important intersections or short stretches of roadway should be identified and, with treatment, would serve as an example of what could be achieved.

- Buildings and Parking

Make building entries more inviting. Awnings, arcades, or building overhangs are encouraged to add visual interest to the streetscape and shelter for pedestrians. Use trees and plants to enhance buildings and facades.

Use access lanes where possible to alleviate traffic congestion on Great Mills Road and Three Notch Road. Where access lanes are one-way, traffic direction should parallel that of the adjacent lane. Entrances and exits to access lanes should occur a minimum of 60 feet away from intersections, and be clearly signed. New curb cuts should be minimized and existing curb cuts consolidated where possible. Directional business signage should be grouped on a single, low monument at access lane entrances to direct motorists to store entrances. Maintain a minimum five foot sidewalk in front of buildings that front access lanes. If greater width is available, provide plantings to enhance entrances. Parking for businesses should occur along access lanes, parallel to the lane on the building side, or perpendicular (head-in) where building setbacks allow. Overflow parking should occur between and behind buildings.

See Figure 13B for proposed typical cross sections along the commercial corridor. A "before and after" photograph and perspective drawing (see Figures 14 and 14A) illustrate the effect these recommendations would have on the commercial corridor.

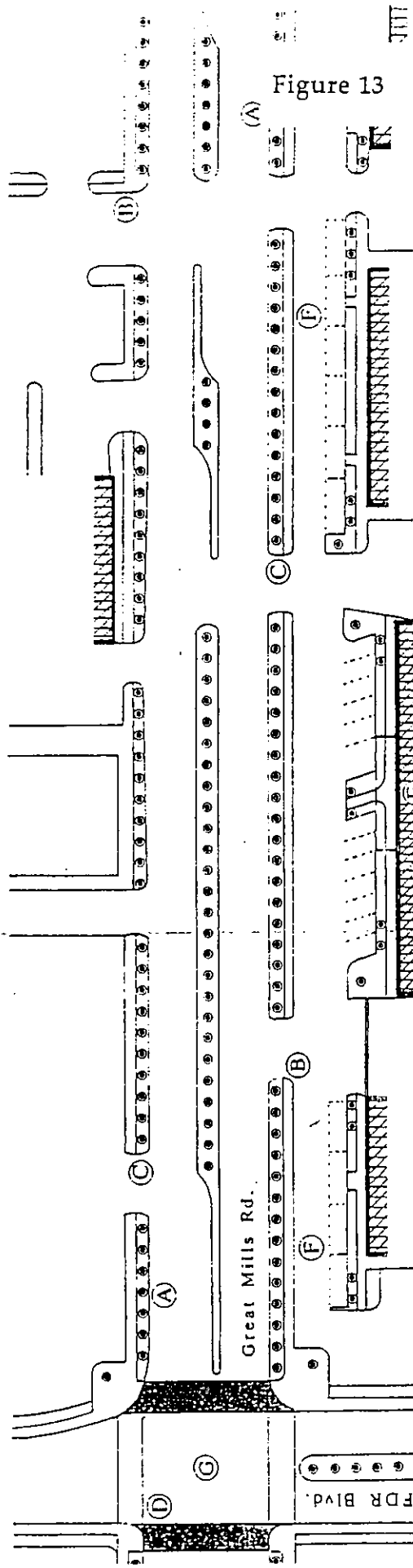
- Gateways

Identify the Chancellor's Run Road/Great Mills Road intersection as the western gateway into the town center. From this intersection to the Coral Place/Great Mills Road intersection, the existing center turn lane should become a tree-lined median, with designated turn lanes at all street intersections and mid-block where necessary. Turn lanes at intersections should maintain a minimum 80 foot storage capacity. Textured crosswalks should be provided through this zone to enhance the safety of increased pedestrian activity. The landscaped median and crosswalks provide traffic calming, reducing speeds by creating in drivers the perception that they are on a local or community road, as proposed to a commercial highway. Special street light fixtures could be used to reinforce the entire gateway district.

Identify the Pegg Road/Three Notch Road intersection as the northern gateway into the town center. Formal rows of trees with extensive landscaping, special signage and lighting should form the Pegg Road corner and continue down Three Notch Road as an extra wide landscape area (with an access lane behind for future development on this site). On the Base gate side, formal rows of trees with extensive plantings could form a circle back to the gate. This Base entry could be upgraded with improved fencing, lighting, and signage etc.

Commercial Corridor Plan

Figure 13



LEXINGTON PARK
Key (N) Scale: 1:50

	Road
	Public/Institutional
	Commercial/Office
	Tree-lined Streets
	Existing Woods/Trees
	Special Parking
	Landmark Feature
	COMMERCIAL CORRIDOR

Figure 13r.
Commercial Corridor
Partial Plan

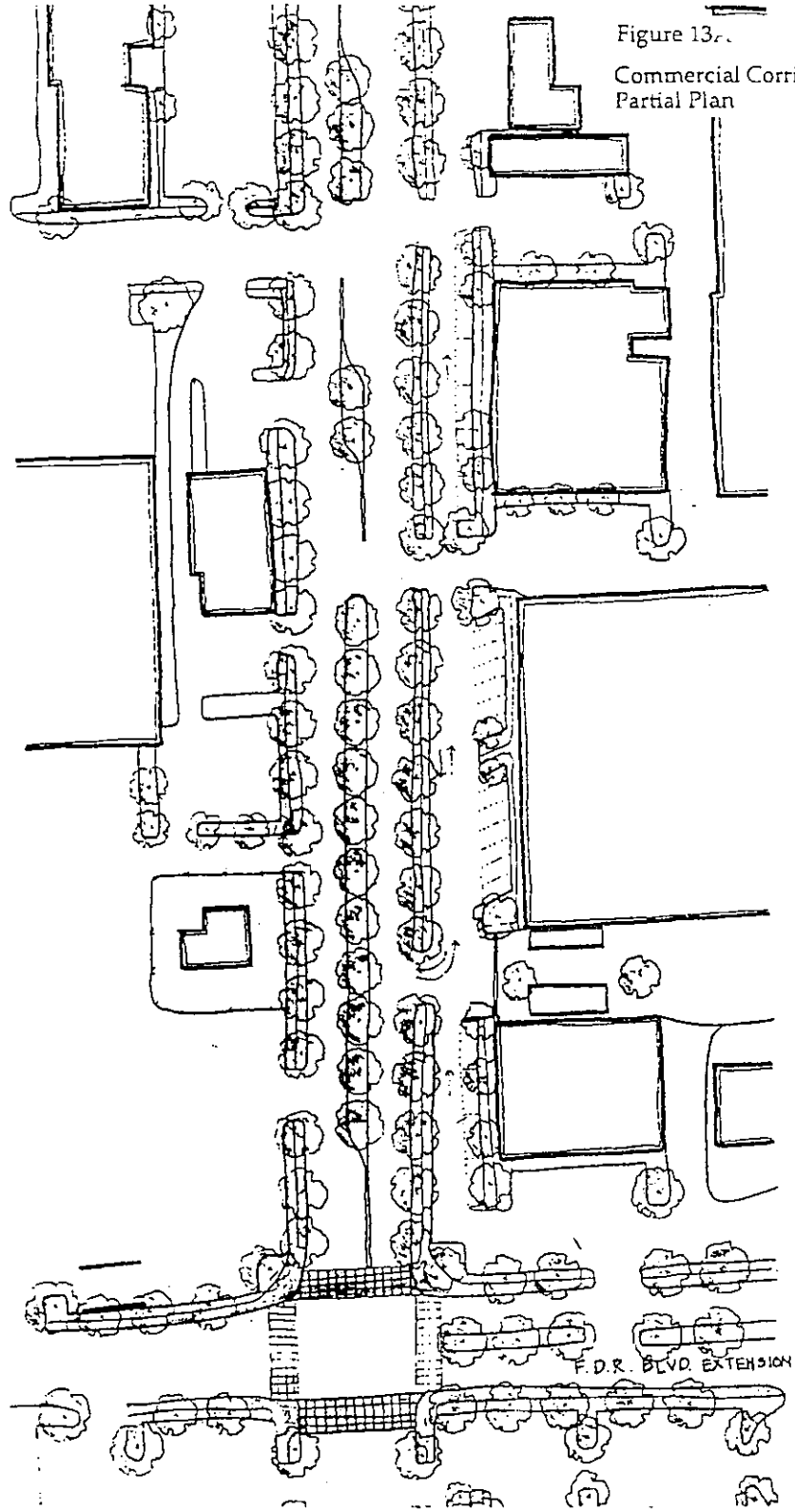


Photo 8. Great Mills Road looking west. An auto-dominated environment. A large number of poles carrying single wires detracts from the visual environment. Street trees, landscaping, and reducing the visibility of utility poles would help define a more intimate pedestrian scale.



Photo 9. Great Mills Road looking west from McDonald's. A wide area between the median strips, curbed edges and the business would allow for a service lane with consolidated access and sidewalks, and the retention of adequate parking.

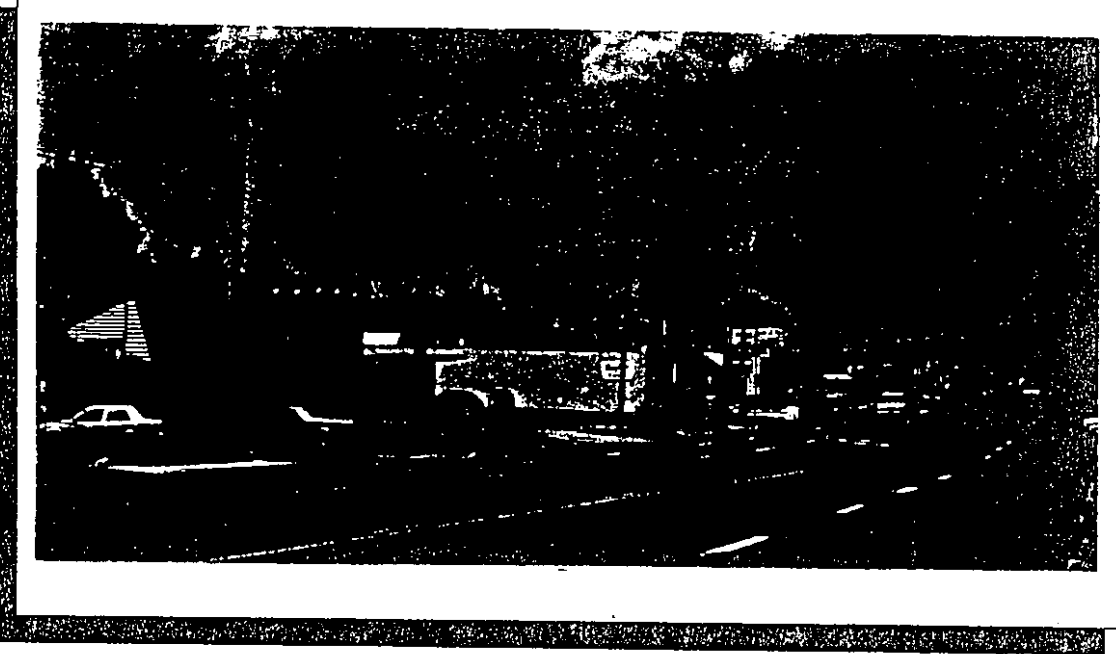


Figure 14
Commercial Corridor
Existing View

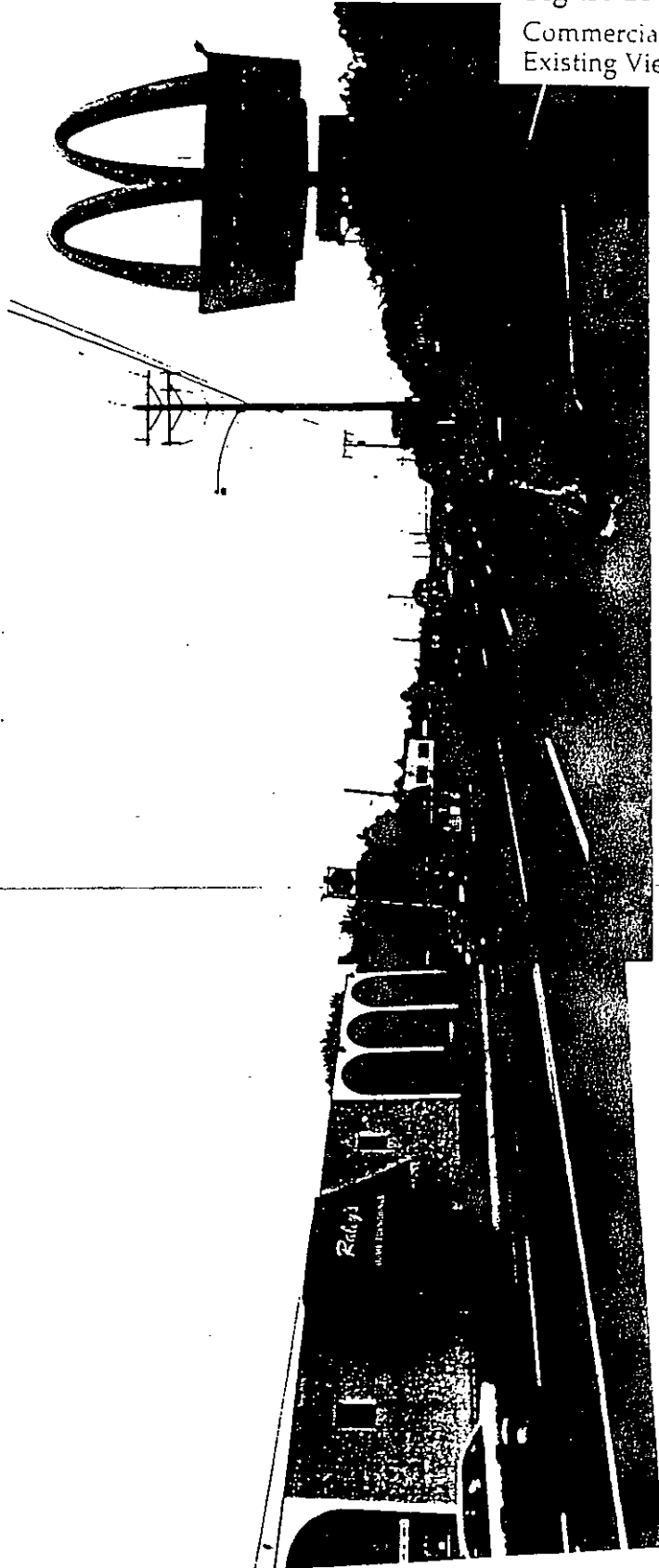
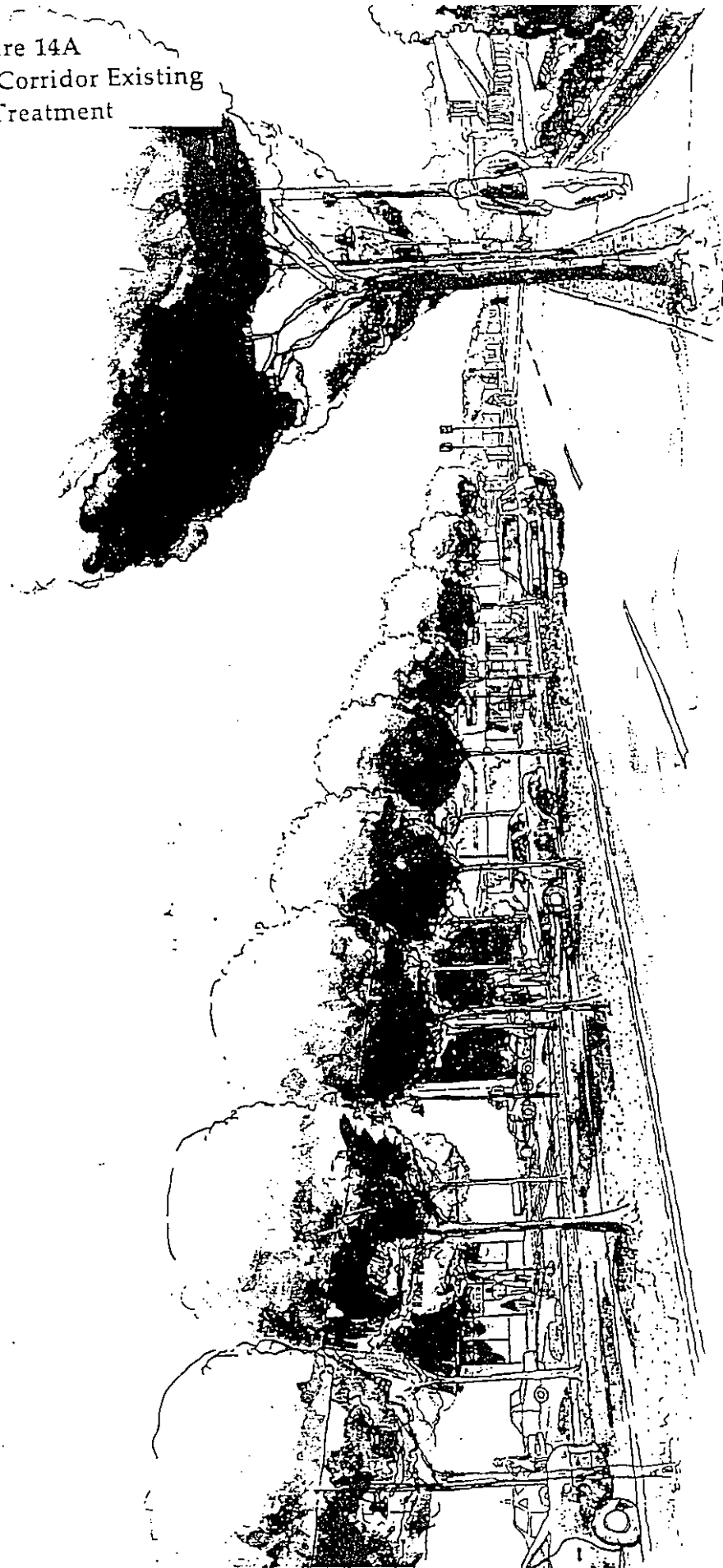


Figure 14A
Commercial Corridor Existing
View With Treatment



Cho, Wilks & Benn Architects

Photo 10. MD 235 looking north from the current FDR Boulevard/MD 235 intersection. The town center begins south of this intersection. To the north, trees with high canopies and low plantings are recommended.

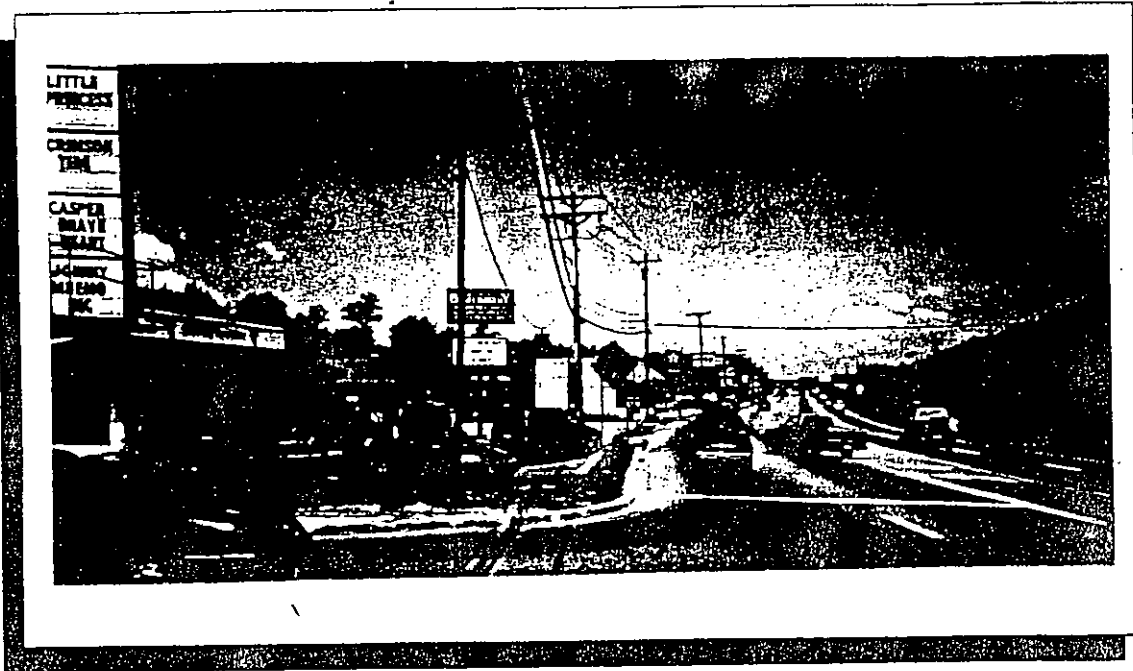
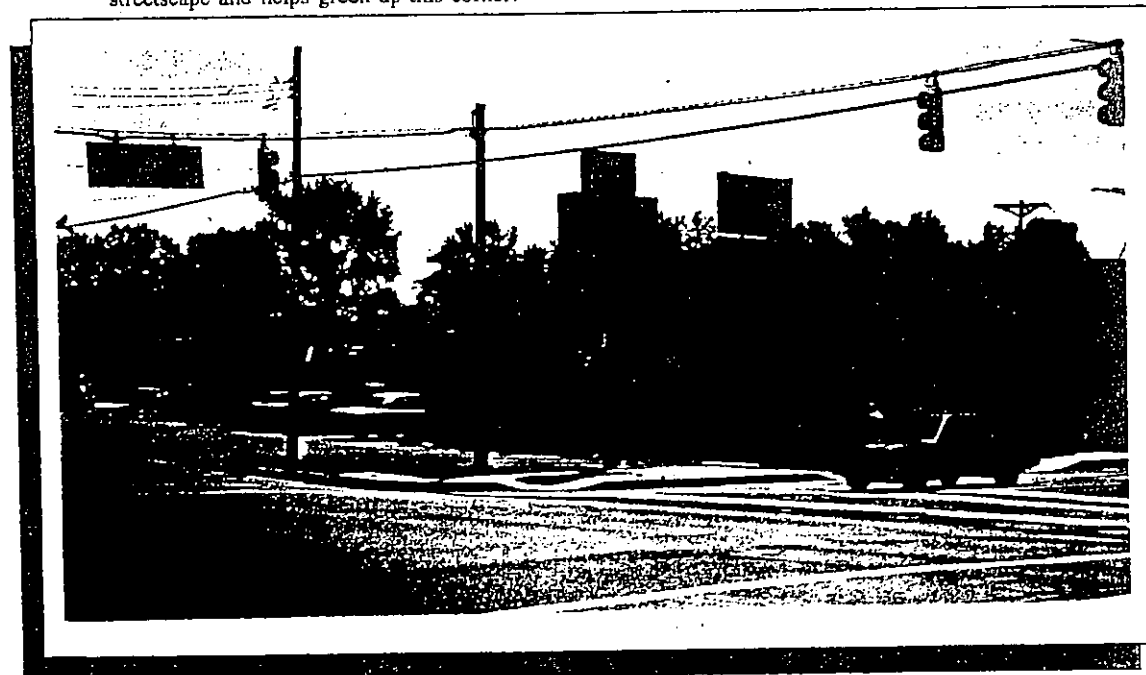


Photo 11. The Roost Restaurant on Great Mills Road. Effective landscaping on a small scale improves the streetscape and helps green up this corner.



APPENDIX A: TOWN CENTER SUBAREA PLANNING AND DESIGN RECOMMENDATIONS

This section of the master plan makes specific planning and design recommendations for the town center as examples of standards which might be adopted. These recommendations are presented for five subareas of the town center:

- Tulagi Place Subarea
- Skipjack /Lexington Manor Subarea,
- Gabrelcik/FDR Boulevard Extended Subarea,
- Millison Plaza Subarea, and
- Patuxent Naval Air Station Main Gate and Museum.

These subareas were identified on the basis of ownership and distinct physical form.

1. Tulagi Place Subarea

The Tulagi Place subarea includes the area surrounding Tulagi Place, the library, and adjacent park (see Figure 15). Specific recommendations are described below. The letter designations correspond with the letters on Figure 15.

a. Insure that the library building remains in public use. The continued and expanded use of the library, as a visible, high profile, active public use, is critical to the economic and community well being of the town center. The library indicates that it needs to expand by approximately 10,000 square feet. Adequate land is available for the library to expand at its present location. However, in order for a library expansion to be consistent with AICUZ restrictions, it could not include additional meeting room space. The library may wish to consider moving to a location outside of the AICUZ, but should remain within the town center (see #3, Gabrelcik Subarea, for a recommended location). If the library decides to move, the library building should remain in public use, perhaps as a post office, a satellite county social services office, or a police substation.

Additional uses should be considered for the area between the library and Tulagi Place that would help enliven this area, attract pedestrian activity, and complement recommended office development in the area. One idea could be a market like Baltimore's Broadway Market - a facility with numerous, diverse stalls ideal for the naval base lunch crowd. The addition could be a glassy, arcaded, inviting place that opens out to a "market plaza" or patio with a formal grid of shade trees and places for people to sit. The market should be visible and identifiable from Three Notch Road. Figure 16 shows an example of a neighborhood market.

b. Provide convenient parking for the retail uses in the subarea. Maintain at least 45 of the 104 parking spaces in the park-and-ride lot along Three Notch Road for retail parking. Add parking on the east side of the library building to replace that lost on the west side, due to the development proposed above in A. Allow parallel on-street parking along Tulagi Place and Coral Place. Discourage head-in parking.

c. Upgrade store fronts along Tulagi Place. Encourage awnings, arcades, and building overhangs to make building entries more inviting. Provide extensive pedestrian amenities like cafe tables, benches, special lighting, and extensive landscaping to make this a special place. For any proposed redevelopment, encourage two to three story buildings with street level retail and office uses above (see Figure 17 for examples).

d. Provide streetscape treatment along Coral Place. This block of Coral Place is an important link connecting the retail uses on the north side of Great Mills Road with the town green, restaurants, and office uses on the south side. Streetscape improvements include landscaping, special lighting, and textured crosswalks across Great Mills Road, Tulagi Place, and Coral Place. Restaurants, and, possibly the market plaza, are important to attract pedestrian activity.

e. The intersection of Three Notch Road and Great Mills Road should be distinctive. This intersection is one of the most visible sites in the town center and should be a memorable place. A landmark building feature, revised storefronts, and streetscaping are important. Provide a crosswalk and crossing signal across Great Mills Road. Address the safety issue caused by drivers' poor sight distance when making the right turn from Three Notch Road.

f. Convert the remaining open space area into an attractive passive recreational area. Concentrate active recreational uses in the proposed Willows Road Park (see Skipjack/Lexington Manor Subarea). Provide attractive landscaping and walking trails.

g. Provide crosswalks across Three Notch Road. Textured crosswalks, approved by the SHA, should be provided from the park-and-ride lot across Three Notch Road to the Frank Knox Training Center. In the future, bus service to points north may be provided from this location.

h. Restrict turning movements at the intersection of Tulagi Place and Three Notch Road. Currently all turning movements are allowed at this intersection, despite its proximity to the heavily congested Great Mills Road/Three Notch Road intersection. With the proposed extension of Tulagi Place (see Skipjack/Lexington Manor Subarea), Tulagi Place will experience increased traffic, worsening the existing safety concerns. A traffic island is proposed that would limit turning movements to right-ins and right-outs.

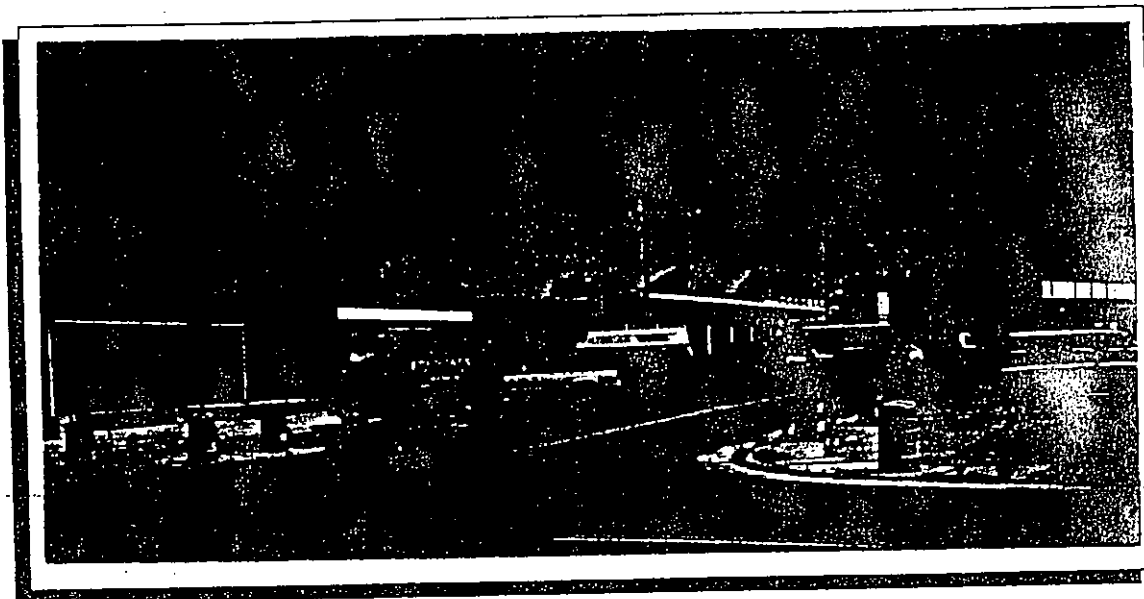


Photo 12. Tulagi Place, May 1995, partially under construction for the park-and-ride improvement. The Frank Knox Training Center is the background. Awings, arcades and building overhangs would upgrade the store fronts. Creating a more attractive and vibrant downtown within the constraints of AICUZ requires joint state, county and private sector actions.

Figure 15 Tulagi Place Subarea Plan

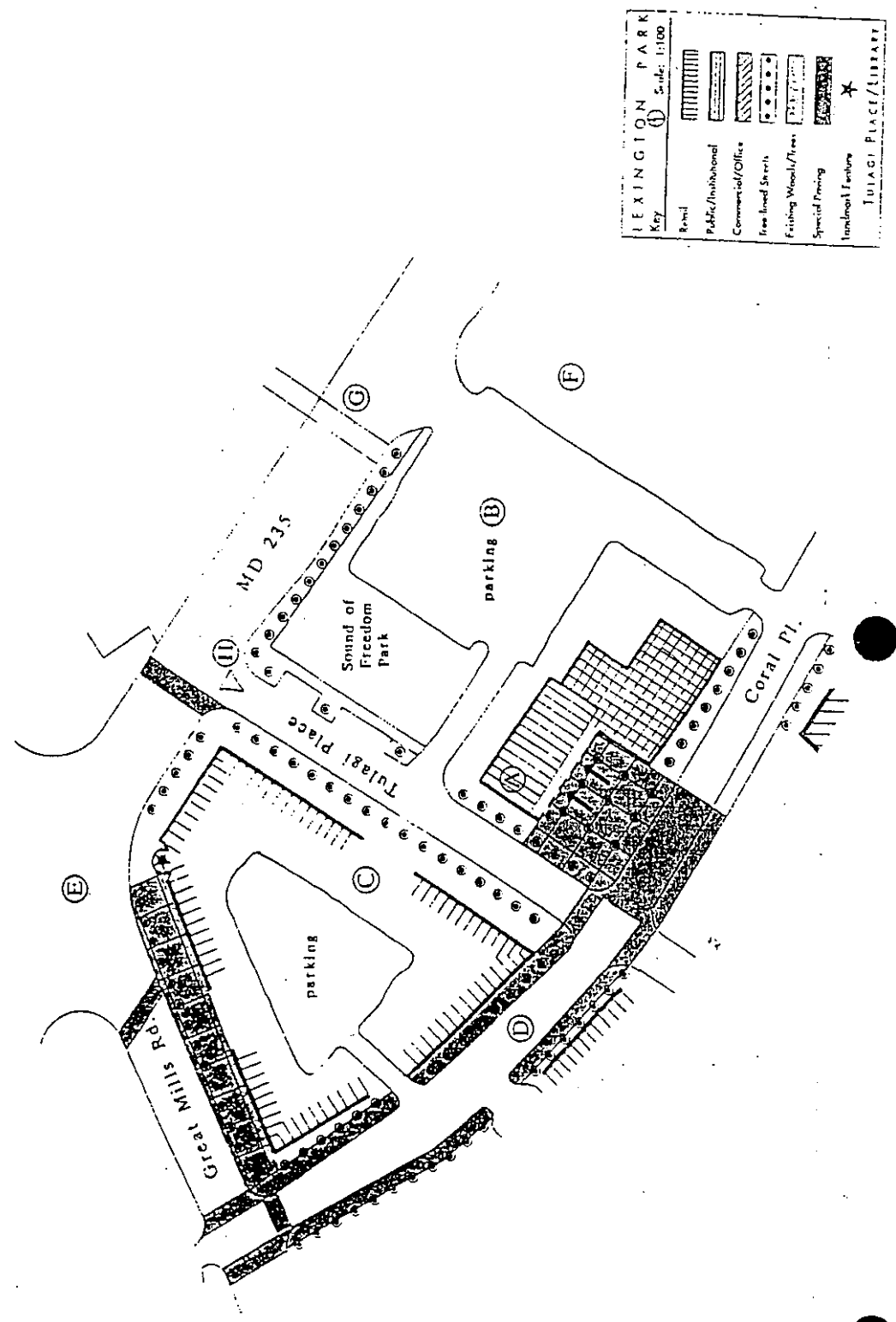
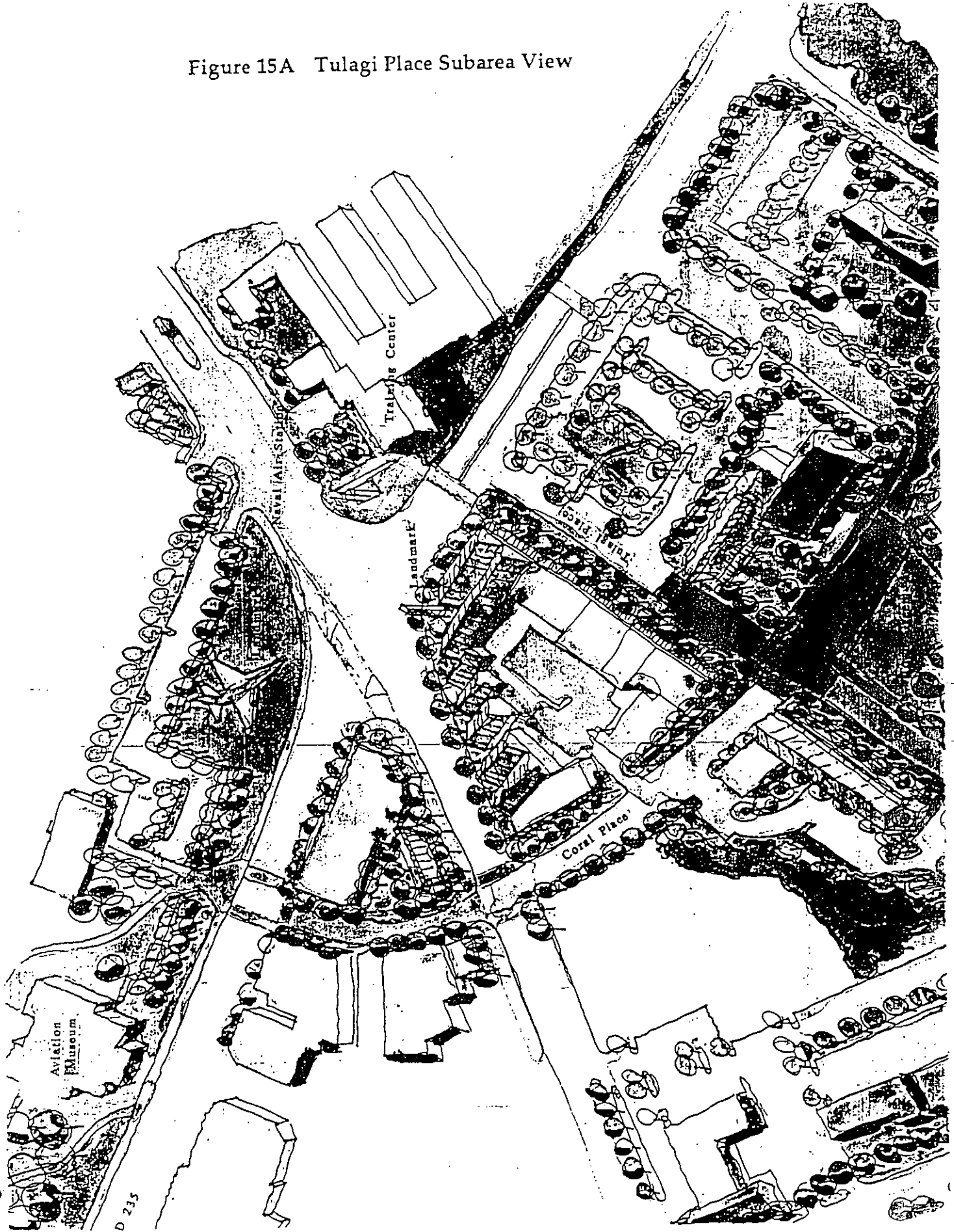


Figure 15A Tulagi Place Subarea View



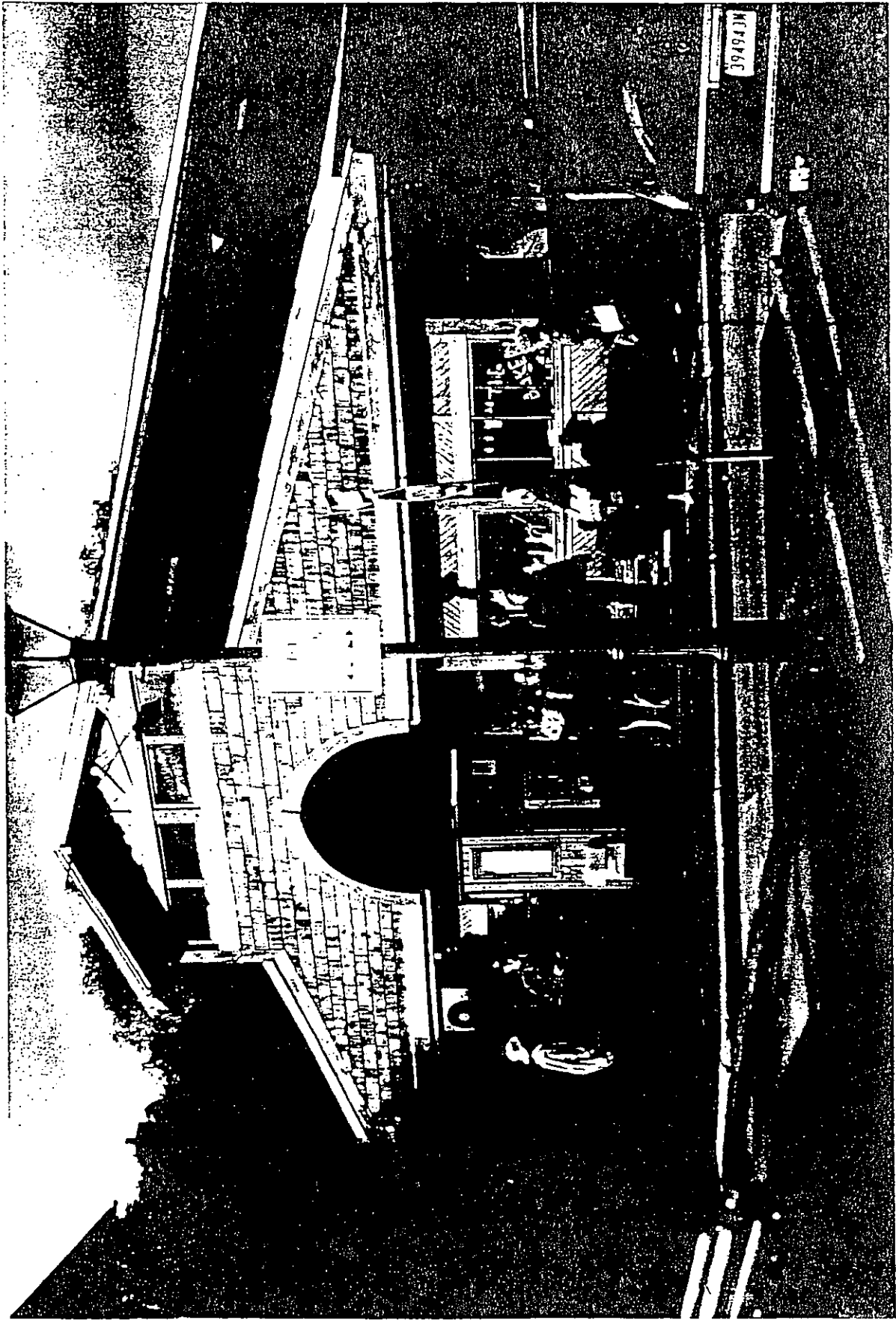


Figure 17. Effect of Awnings and Overhangs.



Photo 13. Lexington Manor, built in 1943 and 1944 to house civilian employees at the Naval Air Base. Sometimes thought of as temporary housing, the site was designed by a prominent New York architectural firm and the housing designed to be permanent. Today Lexington Manor contains the most affordable housing in Lexington Park.



Photo 14. Looking west from the MD 246 / MD 235 intersection. The fire department's site on the left is highly constrained. A Pedestrian crossing is needed.



2. Skipjack/Lexington Manor Subarea

The Skipjack/Lexington Manor subarea includes the former Skipjack site, the Lexington Manor apartments property, and the proposed Willows Road Park (see Figure 16). The county-owned 3.7 acre Skipjack property offers a prime opportunity to kick-off redevelopment of this portion of the town center. The market evaluation report prepared for this master plan study identifies an immediate need for additional contractor office space near the Patuxent River Naval Air Station, which in turn would support some of the existing retail uses in the area. Further, sale of this property to a private developer could provide seed money to implement other recommendations of this plan. Therefore, a two to three story office building is proposed with, potentially, ground floor retail. In order to comply with proposed AICUZ restrictions, the building would be limited to 25,000 to 30,000 square feet, equivalent to an FAR range of 0.15 to 0.18.

The Lexington Manor development includes 342 apartments on 84 acres constructed in 1943 and 1944. These apartments, although generally in poor condition, provide much needed affordable housing for the Lexington Park area. The apartment use and density, however, are nonconforming and noncomplying, respectively, under AICUZ zoning. The owner has indicated an interest in razing some of the units, relocating the residents to other vacant units, and redeveloping a portion of the property for office/warehouse use in conformance with AICUZ.

Specific recommendations are described below. The letter designations correspond with the letters in Figure 18.

a. Extend Tulagi Place through to Willows Road/Shangri-La Drive. This extension would help establish an interconnected road network in the town center area. The proposed alignment takes advantage of an existing vista from Three Notch Road through to the Lexington Park Baptist Church. Construction of this road would bisect the county-owned Skipjack property and at the Willows Road end, require right-of-way from Lexington Manor.

b. Make a major focal point at the new intersection. Create a traffic circle at the new intersection of Tulagi Place, Willows Road, and Shangri-La Drive with a landmark in the middle (perhaps a statue relating to the Patuxent River Naval Air Station or the cupola from the Cedar Point lighthouse). Reinforce the traffic circle with concentric rows of trees around the perimeter of the circle, and architectural elements like pergolas (trellis), arcades, and building frontages. Use special pavers across the entire circle to identify this as a special area.

c. Create a town green. The portion of the Skipjack property south of the proposed extension of Tulagi Place should be reserved as a town green. The town green should be designed in a formal pattern with geometric walkways and formal landscape plantings. The Town Green should be visible from the traffic circle. The Town Green would connect with the proposed Lexington Park Greenway Loop (described under the plan for the Wedge).

d. Line Tulagi Place extended and the town green with buildings. To create a true urban streetscape, buildings along Tulagi Place extended and the Town Green should be two to three stories (not one story) abutting the right-of-way. Main building entrances should be from the town green or Tulagi Place with secondary entries or pedestrian links from parking lots in the rear. Maintain a landscape buffer if Lexington Manor housing remains.

Buildings 1 to 4 (see Figure 14) are located on the Lexington Manor property. Building 1 should be a landmark on the circle with a public use if possible, (a fire station, post office, or police station). Its facade should respond to the axis of Shangri-La Drive from Great Mills Road to the circle with a prominent entry and a highly transparent first floor, fire trucks for example, would be highly visible and lighted emphatically through glass garage doors. Buildings 2, 3, and 4 should be 2 to 3 story office buildings with some ground floor retail permitted.

e. Link the Town Green with the proposed Willows Road Park. The existing woods to the rear of the Lexington Manor apartments should be preserved and used to connect the more formal town green with the proposed Navy Park. The existing woods should be made more accessible by creating trails between buildings on the south side of Tulagi Place to the park, and should be made more visible and healthy by clearing underbrush.

f. Provide an attractive streetscape along Tulagi Place extended. Street trees, sidewalks, and street lights should be provided along both sides of Tulagi Place, with on-street parallel parking allowed (head-in parking is discouraged). Curb cuts should be minimized.

g. All parking lots should occur behind buildings. Encourage joint use parking, as currently permitted in the county zoning ordinance. The parking lots should be extensively buffered with trees and plantings.

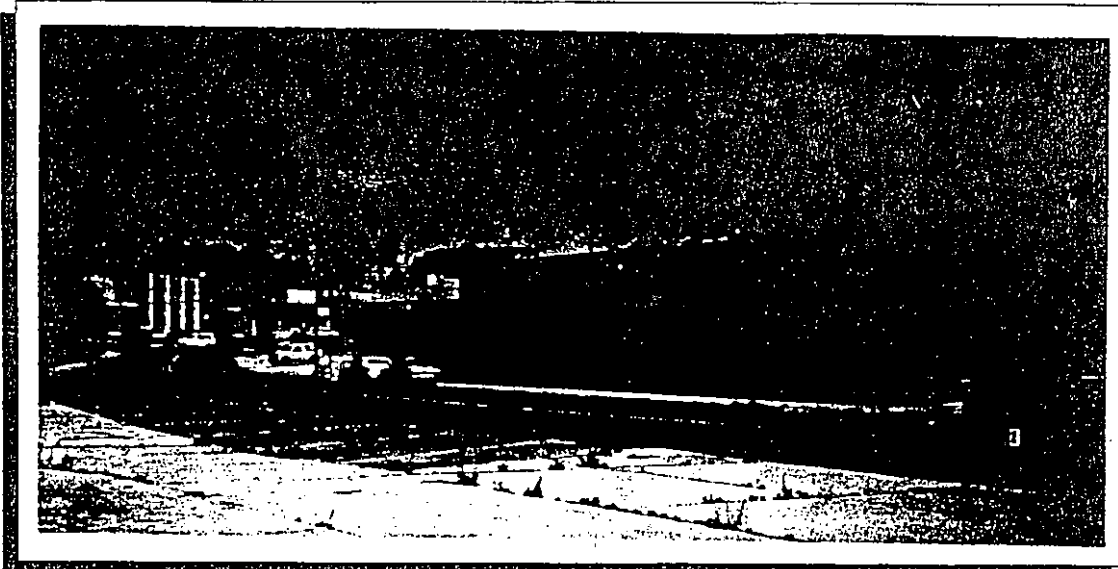


Photo 15. Coral Place looking north towards Great Mills Road from in front of the former Skipjack site. The plan calls for streetscape treatment on Coral Place to connect Great Mills Road with Tulagi Place.

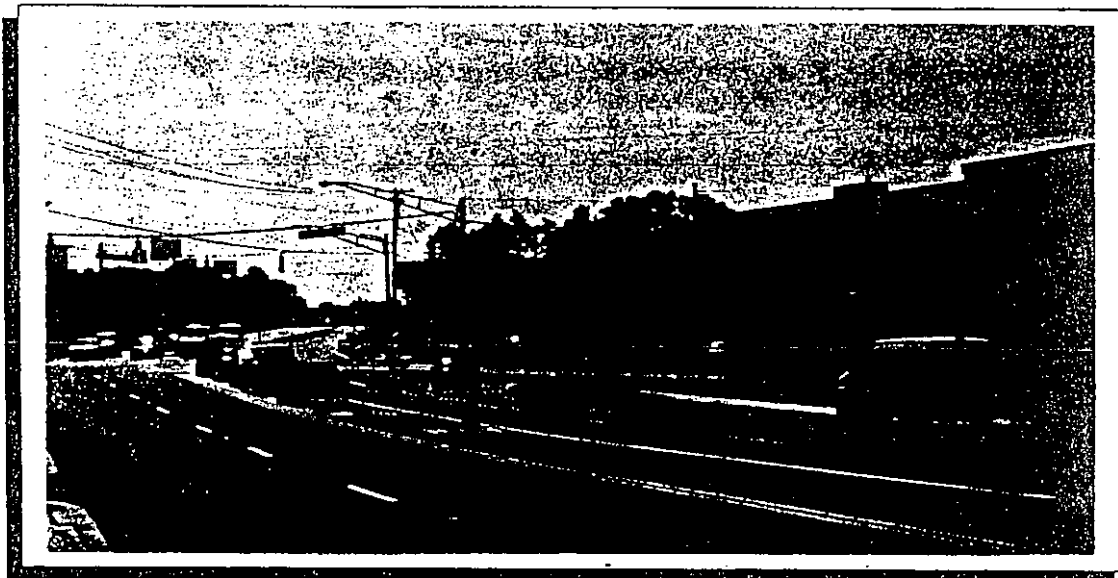


Photo 16. The Three Notch Road (MD 235) and Great Mills Road (MD 246) intersection is the most prominent intersection in Lexington Park. A landmark building feature is called for here. Recent architectural and landscaping treatments at Millison Plaza (right of picture) have improved the streetscape along this section of Three Notch Road (MD 235).

3. Gabrelcik/FDR Boulevard Extended Subarea

The Gabrelcik/FDR Boulevard Extended subarea includes the approximately 18 acre Gabrelcik property, the largest single tract of undeveloped land in the town center, as well as other properties along Shangri-La Drive.

The Gabrelcik property represents a true opportunity site that could be developed to create a new activity center. Strategically located at the proposed intersection of FDR extended and Shangri-La Drive, and with the majority of the site located outside of the AICUZ zone, this property could be developed rather intensively. This plan recommends that the Gabrelcik site be developed as a mixed use with residential, office, limited retail and community uses.

Figure 18A. Skipjack and Lexington Manor Plan

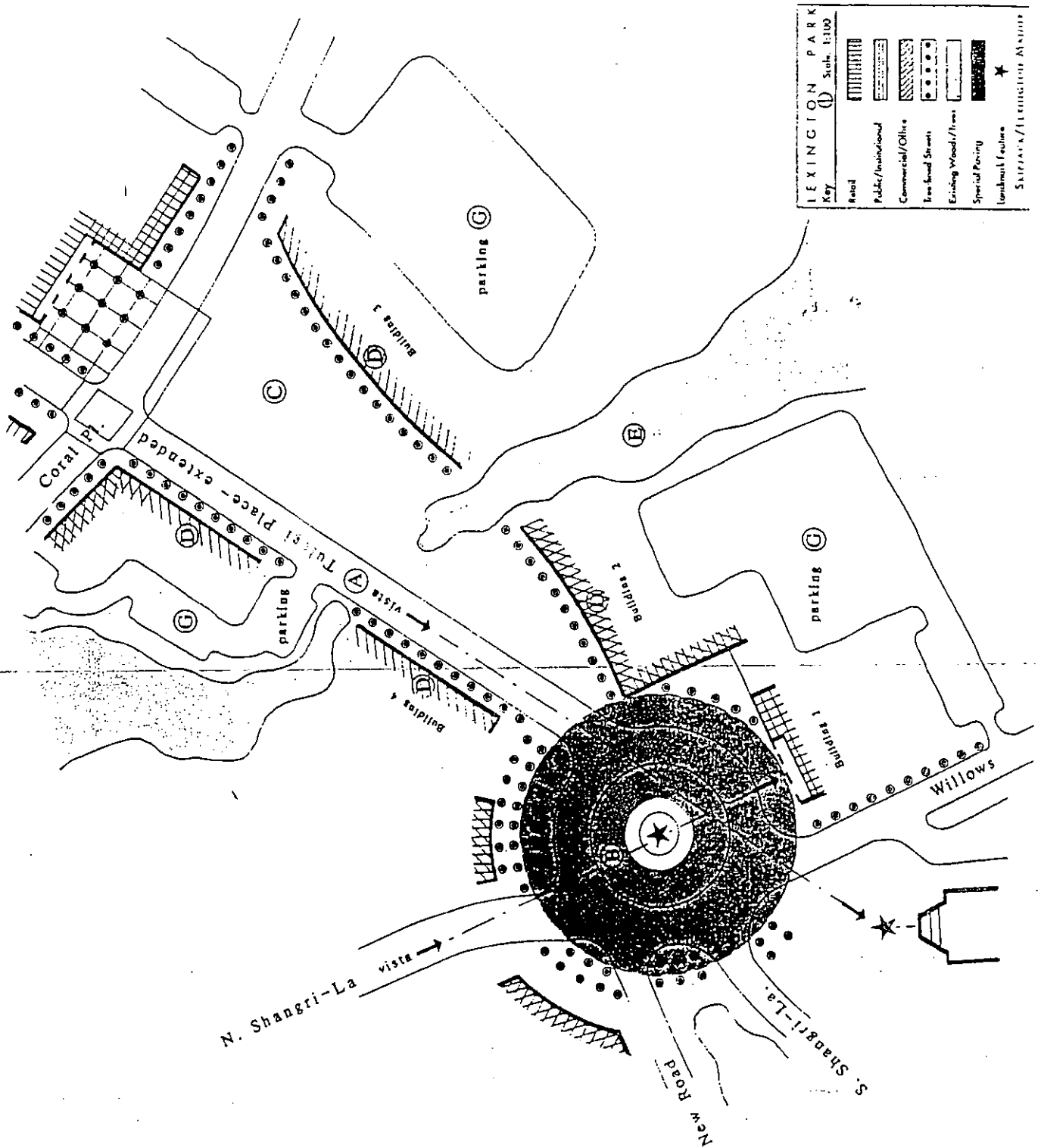
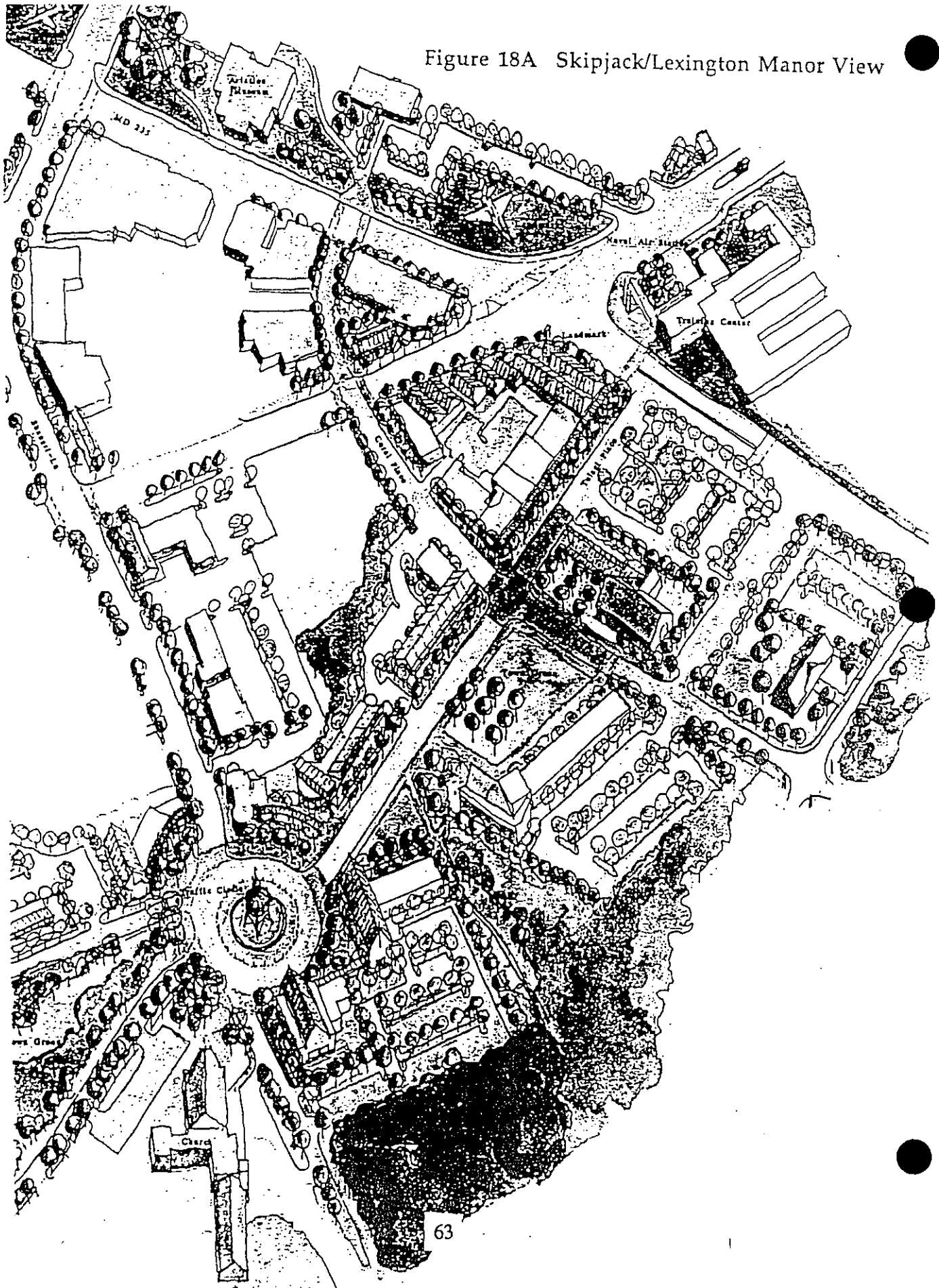


Figure 18A Skipjack/Lexington Manor View



Specific recommendations are described below. The letter designations correspond with the letters in Figure 19.

a. Extend FDR Boulevard from Great Mills Road to Shangri-La Drive. This extension would help establish an interconnected road network in the town center area. The proposed alignment, however, would require the acquisition and demolition of Rose's bar. FDR should be a true boulevard with a landscaped, tree-lined median at least 12 feet wide. The proposed alignment of the Greenway Loop traverses this area and the design of FDR Boulevard should include a 5-foot-wide bicycle lane within the road right-of-way. It may be desirable to allow for a future extension of FDR Boulevard farther to the south (discussed further under the Wedge).

b. Link the traffic circle to the Lexington Park Elementary School with a new road. This road makes all sides of the resulting green space accessible and visible. It provides street frontage for development and for parallel parking.

c. Extend the public green space along Shangri-La Drive. This would provide a continuous open space area from the Town Green at Tulagi Place across the circle to, at a minimum, FDR Boulevard. This area would provide space outside the AICUZ for a community center. This community center could be two to three stories with a formal entry plaza on FDR Boulevard and set back on the side and rear from the other streets. It should include a courtyard that opens informally to the surrounding woods. Uses could include a relocated public library, day care, a senior center, satellite social service offices, and community meeting space. If possible, continue this public open space across FDR Boulevard to the

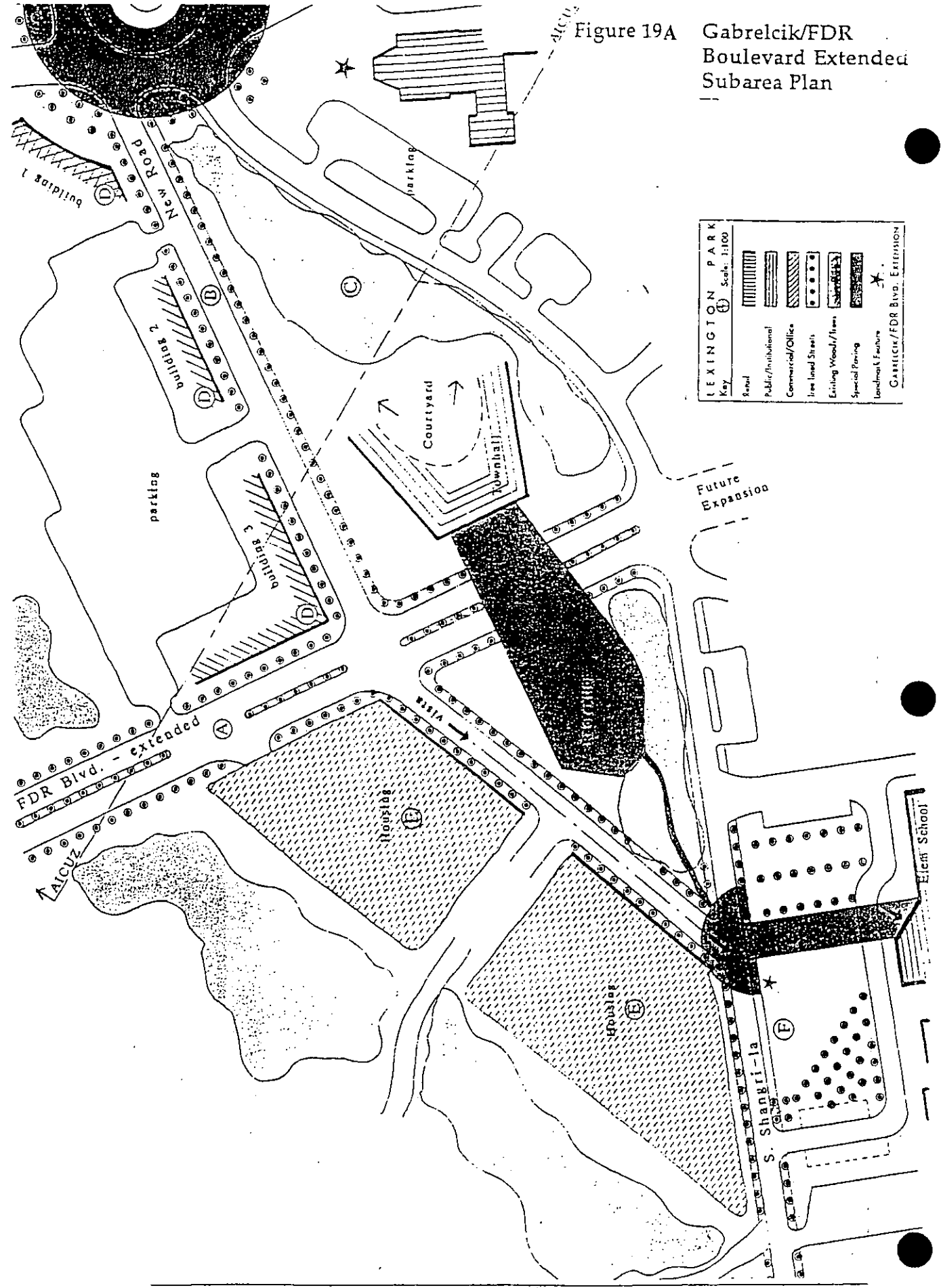
Lexington Park Elementary School as a potentially active recreation area for activities such as a swimming pool, or ice rink, etc.

d. Line the new street with buildings. Buildings should line the new street linking FDR Boulevard and the traffic circle with their main entrances facing the public green space and parking behind the buildings. Buildings 1 and 2 are in the AICUZ zone and should be two stories. Building 3 is outside the AICUZ zone and could be three to four stories, including medical offices and other uses not allowed within AICUZ. Since ample room is available for parking because of AICUZ restrictions, sufficient parking should be provided for the community center behind buildings 1, 2 and 3.

e. Create a residential neighborhood west of FDR Boulevard. The Lexington Park Elementary School and other existing nearby housing reinforce the proposed residential use of this site. Since housing is discouraged in the nearby AICUZ zone, residential uses in this area are desirable because it brings activity to the town center area. These residential units could be two or three story townhouses that front tree-lined streets, with parking provided in rear alleys. Encourage pedestrian, and possible vehicular links with the Queen Anne apartments along Great Mills Road.

f. Make Lexington Park Elementary School an important focal point. Lexington Park Elementary School and the Lexington Park library anchor each end of the proposed Tulagi Place/Shangri-La Drive corridor. It is important that these public uses are major activity centers and community focal points. The front of the elementary school should be linked to the proposed recreation area and the community center with integrated landscaping and special paving materials. Providing a backdrop of trees and low walls would help create a defined space in front of the elementary school.

Figure 19A Gabrelcik/FDR
Boulevard Extended
Subarea Plan



LEXINGTON PARK
Key (1) Scale: 1:100

[Hatched pattern]	Residential
[Hatched pattern]	Public/Institutional
[Hatched pattern]	Commercial/Office
[Hatched pattern]	Low Land Street
[Hatched pattern]	Existing Woods/Trees
[Hatched pattern]	Special Parking
[Star symbol]	Landmark Feature
[Star symbol]	GABRELCIK/FDR Blvd. EXTENSION

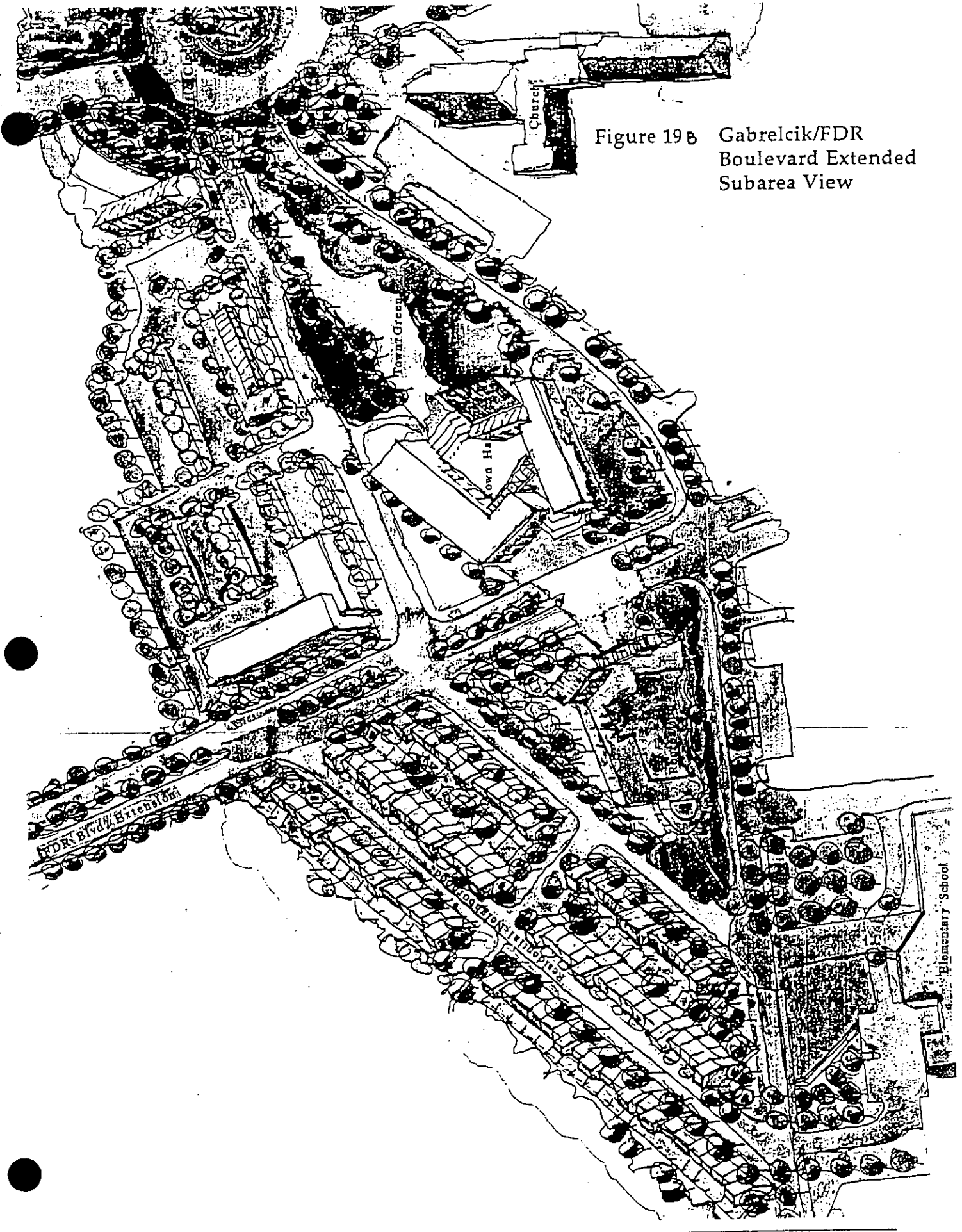


Figure 19B Gabrelcik/FDR
Boulevard Extended
Subarea View

4. Millison Plaza Subarea

The Millison Plaza subarea consists principally of the commercial area owned by the Millison family roughly bounded by Three Notch Road, Great Mills Road, and existing FDR Boulevard. This area is entirely developed, although there are some limited opportunities for additional infill development.

Specific recommendations for this subarea are described below. The letter designations correspond with the letters in Figures 20 and 21.

- a. Reinforce Coral Place as a special retail area. Extensive amenities should be provided to make the place inviting and active such as planter boxes, cafe tables, benches, lighting, and landscaping. Special pavers should be used at crosswalks.
- b. Provide streetscape improvements to Great Mills Road. See the Commercial Corridor section for details.
- c. Reinforce Shangri-La Drive as an important pedestrian corridor. Shangri-La Drive connects the proposed traffic circle to the NAVAIR Museum. To the extent possible, buildings should line the street, as they do now.
- d. Encourage "pad" sites and retail storefronts along Shangri-La Drive. These could reinforce the pedestrian character, while still allowing views of and access to the grocery store (Super Fresh) and drug store.
- e. Make FDR Boulevard a public road. Although currently privately owned, FDR Boulevard functions as a public road and should be a public road. The road should be improved with sidewalks and street trees along the east side. Existing drainage problems near the post office should be corrected. Nicolet Park represents much of the west frontage. Provide additional landscaping to enhance the park character along the west side of FDR Boulevard to the corner of Great Mills Road.
- f. Provide a new entrance to Nicolet Park. Although centrally located, Nicolet Park is underutilized as a recreational and open space resource in the town center. This is primarily attributable to its poor access and visibility (via the Patuxent Park residential subdivision). A new entrance should be created from FDR Boulevard. This entrance would both make the park more accessible and function as an amenity to the proposed commercial development across FDR Blvd. The entrance could include a covered sitting area and a pergola framed by trees. A small amount of parking should be provided inside the entrance.
- g. Make FDR Boulevard feel like an urban street. Currently, FDR Boulevard essentially traverses a parking lot, with views of service areas and loading docks at the rear of buildings. Within the constraints of AICUZ, buildings should line the east side of FDR Boulevard, with a large central parking area to the rear. Directly across the street from the proposed Nicolet Park entrance, an office/retail plaza could help emphasize the park gateway. This location is outside of AICUZ and could allow two or three story buildings. This would help visually and physically activate an area that is currently just parking lots. The number of spaces in the existing parking area is more than adequate to serve existing and these new proposed uses.

Figure 20. Millison Plaza and Nicolet Park Subarea Plan.

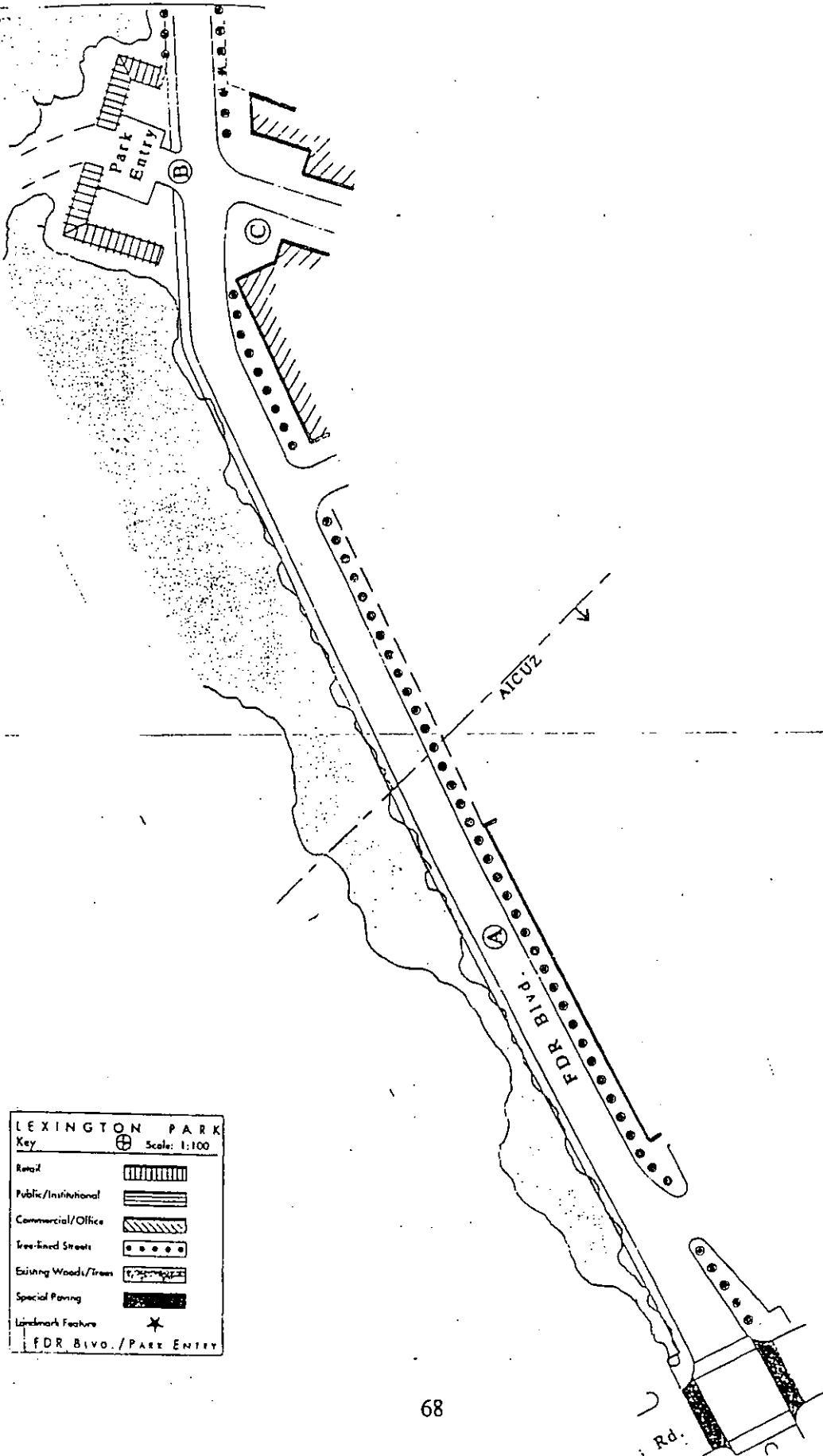


Figure 21A. Millison Plaza Subarea Plan.

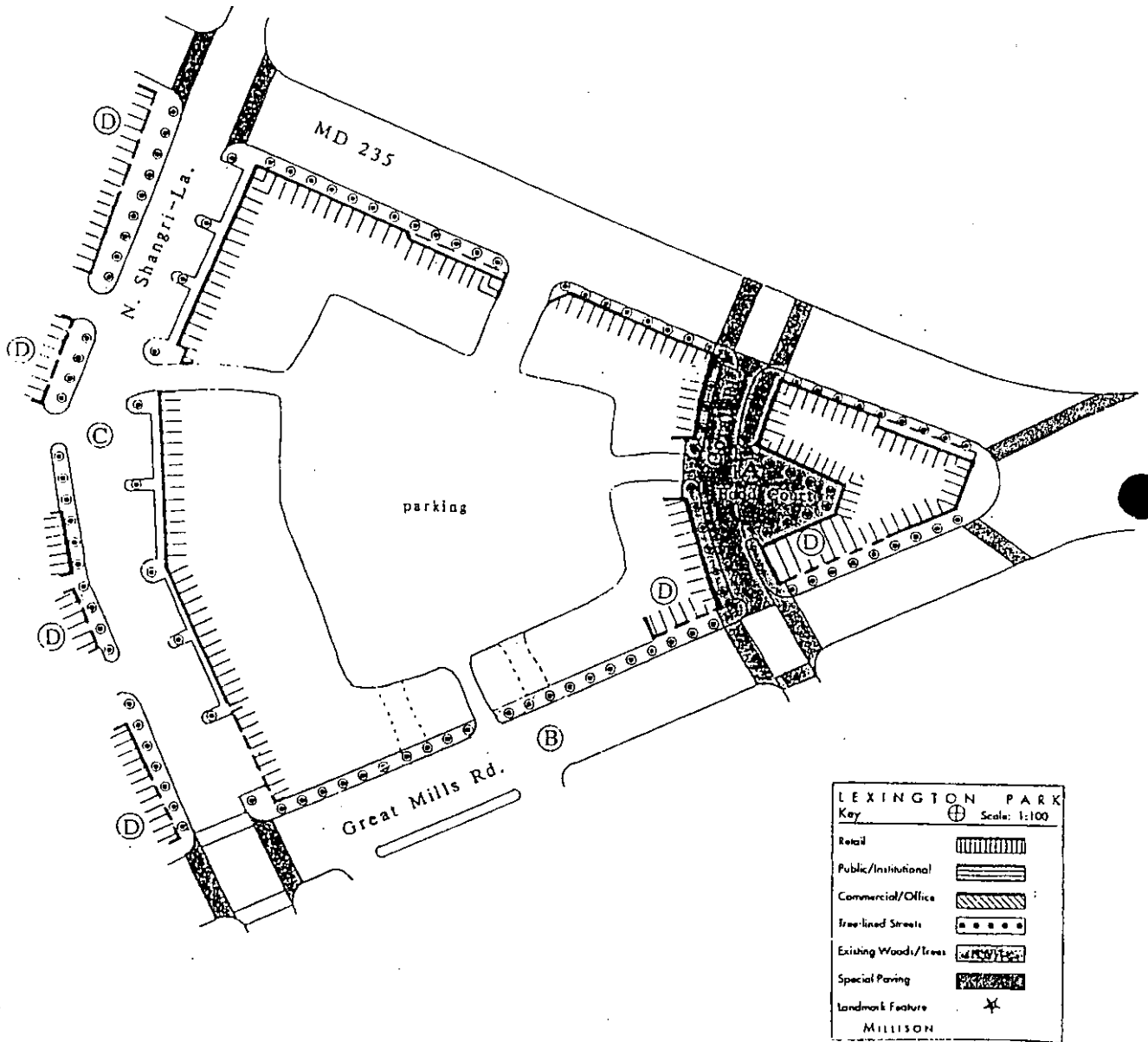
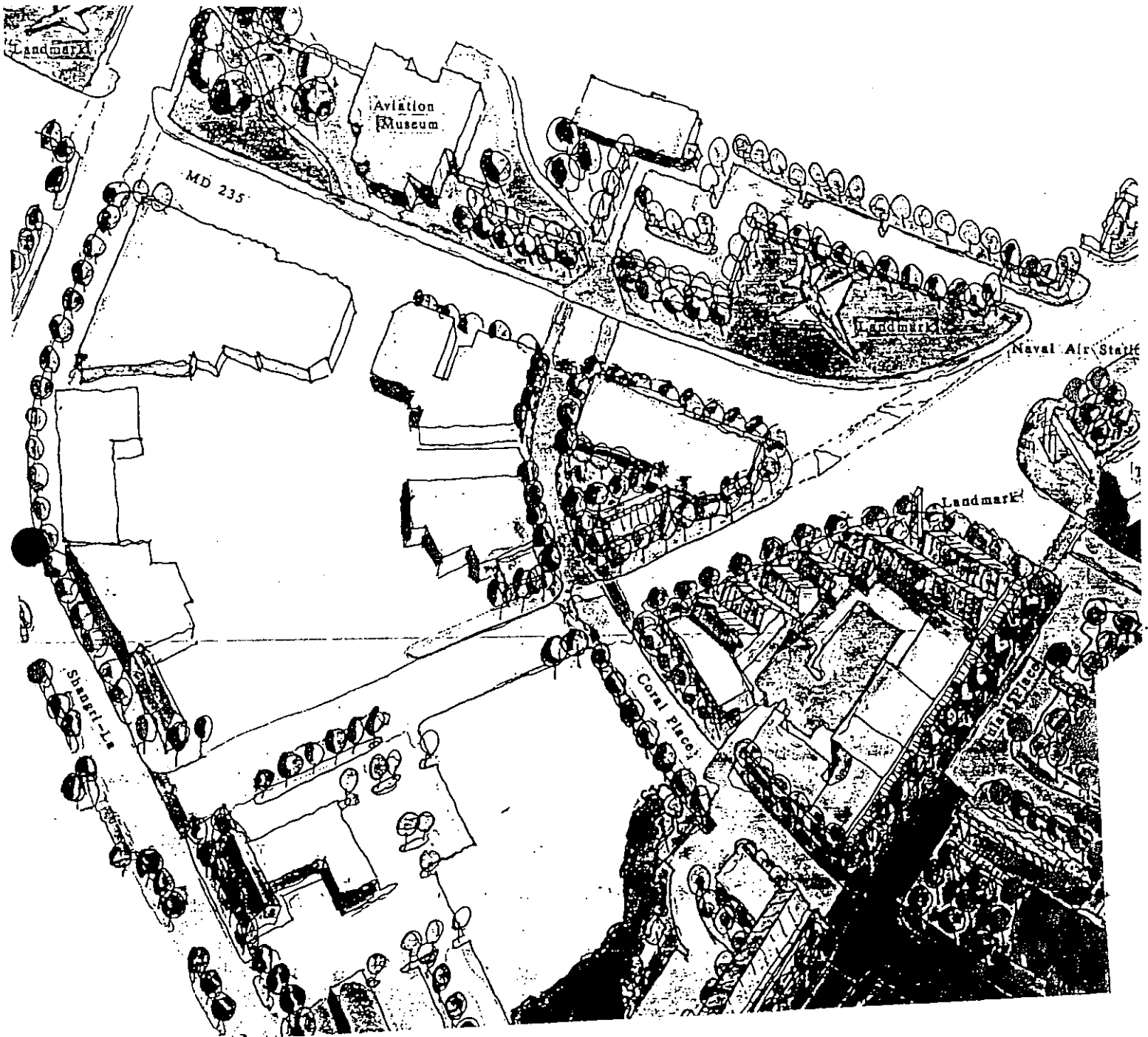


Figure 21B. Millison Plaza Subarea View.



5. Patuxent River Naval Air Station Main Gate Subarea

This subarea includes the frontage of the Patuxent River Naval Air Station along the east side of Three Notch Road and the area around the main gate including the NAVAIR Testing and Evaluation Museum. This is the main entrance to the base where thousands of people work and live and must be made more welcoming, and perhaps impressive. The Navy intends to relocate the Visitor Control Center from Gate 2 (main gate) to Gate 1 (the north gate). Nevertheless, the main gate will still see much traffic and remain a key feature in the town center. The base is the reason why Lexington Park exists. All improvements in this subarea require concurrence and implementation by the base.

Specific recommendations for this subarea are described below. The letter designations correspond with the letters in Figure 22.

a. Place "landmarks" outside the main gate and the museum entrance. These landmarks should reflect naval heritage. The Navy has indicated that because of safety concerns, decommissioned planes cannot be placed here. Other landmarks, such as statues or monuments, substantial if possible, could make this area more special.

b. Provide upgraded fences and walls near the main gate. Wrought iron fences could provide security, if necessary, and low brick walls could screen some of the interior parking areas, while improving the appearance of the main gate area.

c. Improve pedestrian safety and reduce traffic congestion along Three Notch Road. Provide textured crosswalks to connect the Museum to Shangri-La Drive and Coral Place. Continue to look for opportunities to reduce curb cuts along Three Notch Road.² If the Credit Union ever moves, consider providing access to future users of this building from inside the gate and eliminating its entrance on Three Notch Road.

d. Provide street trees and sidewalks along Three Notch Road. The area from the main gate to the Museum entrance should be landscaped.

e. Make the Naval Air Museum more inviting. The Naval Air Museum has the potential to be a valuable tourist attraction. In order to fulfill its potential, it must be made more attractive. The existing chain linked barbed wire fence is not inviting and may discourage visitors. The security fence should be moved back from Three Notch Road near the museum. The facade needs to be cleaned up along Three Notch Road. Blocked off windows and doors could be used for displays to the street. Some of the museum's exhibits should be more conspicuous and visible from Three Notch Road. Provide a well landscaped parking area and new, attractive, gates into the museum site.

f. Provide landscaping in front of the Frank Knox Training Center. With the main entrance to the training center now relocated away from the main gate, the opportunity exists to reduce some of the existing parking in this area and to provide landscaping to complement the existing green area in front of the Credit Union. This could become a pedestrian friendly area with a formal, treed plaza, low brick walls, flag poles, and appropriate signage.

² The St. Mary's County Planning Commission adopted an access control policy in 1992, (Policy number 92-5).



Photo 17. The NAVAIR museum. Moving and revising fence along with facade improvements will make the museum more inviting. A textured cross-walk to Shangri-La Drive is also recommended.

Figure 22A. NAS Gate 2 Subarea Plan.

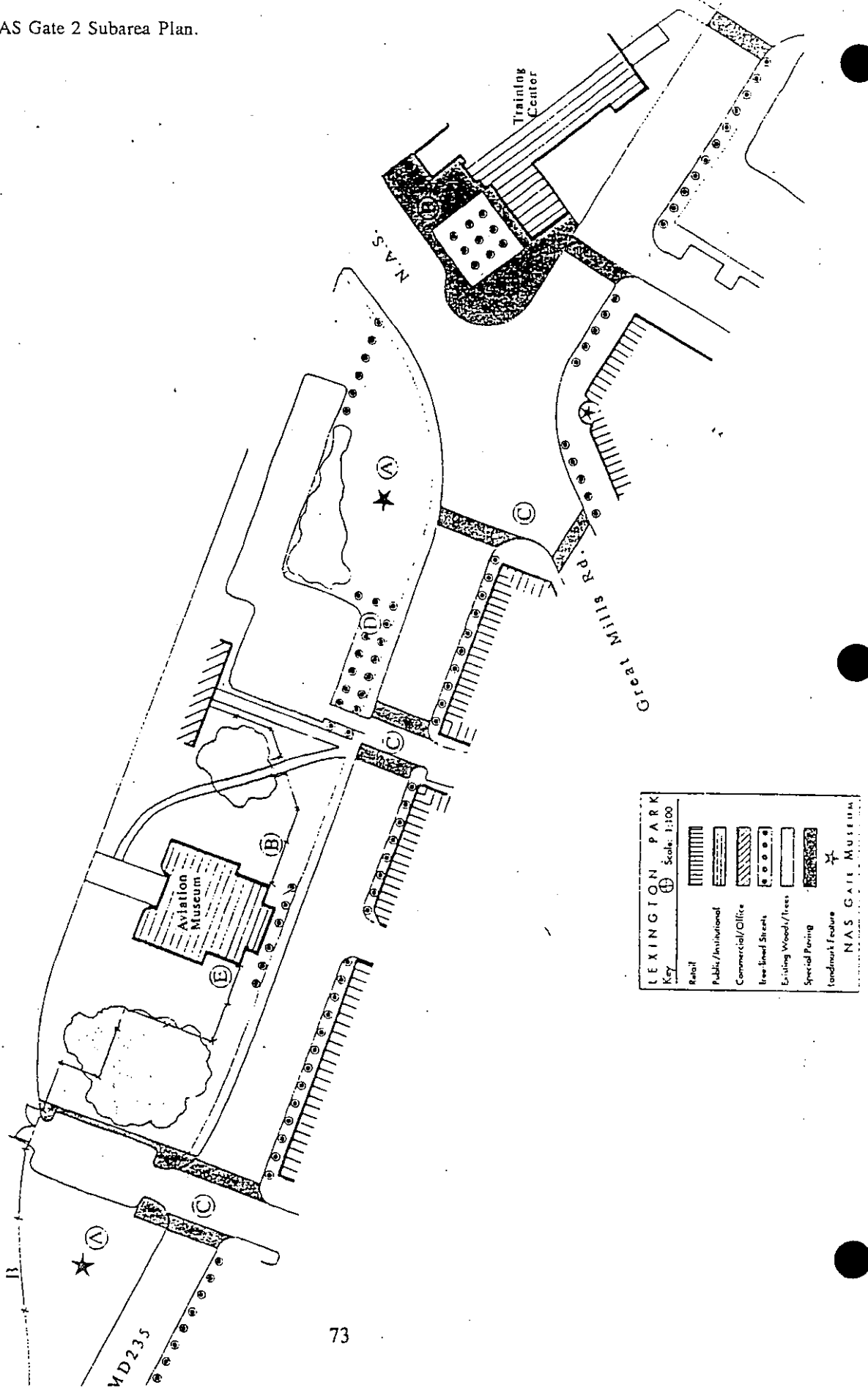
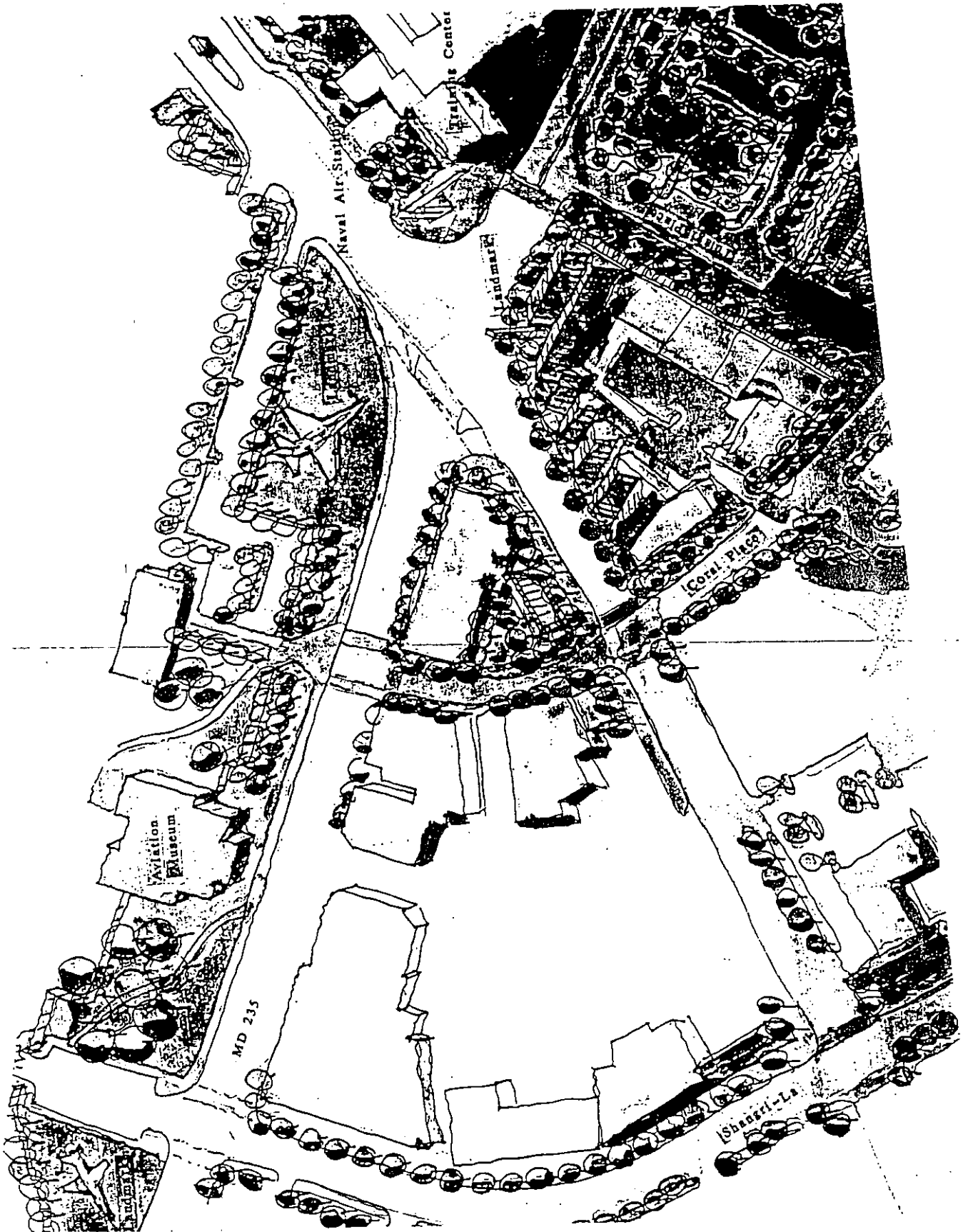


Figure 22B. NAS Gate 2 Subarea View.



APPENDIX B: IMPLEMENTATION AND FINANCING STRATEGY

This section describes the administrative, financing, and regulatory approaches needed to effectively implement this master plan.

1. Land Development Regulations

To implement the design principles and detailed guidelines for the town center as set forth in this plan will require changes to the county zoning ordinance. These include clarification of the AICUZ regulations and a new town center zoning district. The following sections summarize highlights of the needed revisions, and are one way to achieve plan implementation. Additional techniques and the actual text of the zoning revisions must be developed after plan adoption.

a. AICUZ (Air Installations Compatible Use Zone)

As noted in the background section, the purpose of the AICUZ is to protect the health and safety of persons living and working near the base and to protect the base from intrusion from development. The county wishes to create a viable and vibrant town center that is consistent with the AICUZ. The plan seeks to achieve this in two ways:

- taking advantage of AICUZ to provide more open space than is typically found in a town center; and
- promoting *new development* that is consistent with the purposes of the AICUZ and *redevelopment* that brings existing development closer to conformity with the intensities prescribed by the AICUZ.

Under current regulations, all commercial and retail uses are clearly compatible or normally compatible with AICUZ, with the exception of eating and drinking establishments. All personal and business services are clearly or normally compatible. There is some level of intensity at which these uses become incompatible, but the regulations do not define this level. The county has been determining the acceptable level of intensity within the AICUZ on a case by case basis. This lack of predictability has hampered development and redevelopment efforts within the AICUZ zone.

This master plan recommends using a Floor Area Ratio (FAR) to regulate the intensity of office and retail uses within the AICUZ. The planning commission should prepare a specific recommendation for FAR to implement this technique. Much of the AICUZ is currently zoned General Commercial (C). This district permits a 0.5 FAR. The proposed use of FAR will permit wise business investment decisions and facilitate county actions to support redevelopment.

Consistent with Section 48 of the zoning regulations (nonconforming uses), existing developed sites could redevelop provided the existing intensity is not increased. New development would be limited to the proposed FAR. This regulatory change would be achieved by adding a footnote to the Commercial and Retail Trade lines of Figure A of Section 38.1. The footnote would read "Maximum intensity - FAR."

b. Town Center Zoning District.

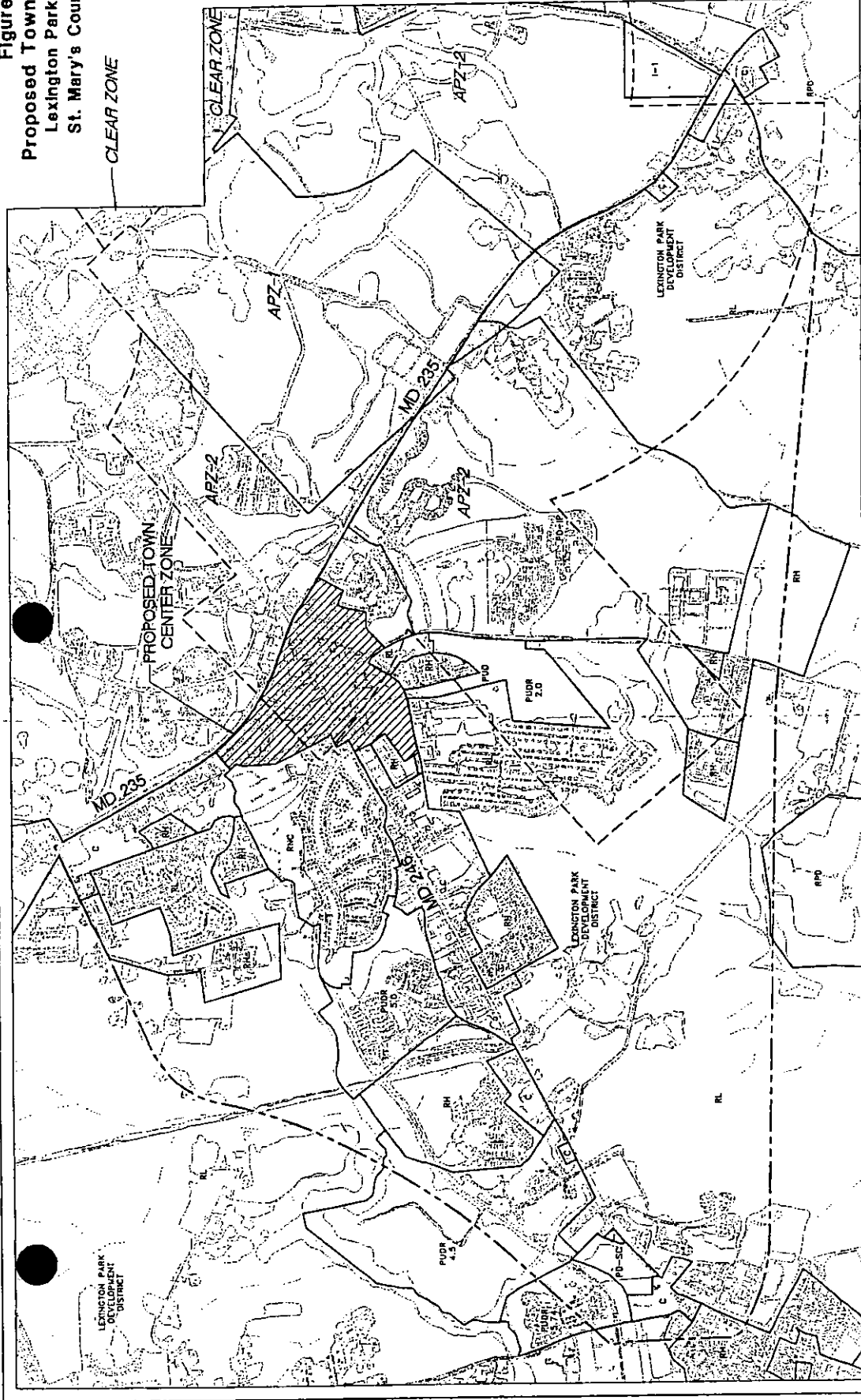
Most of the Lexington Park town center is currently zoned commercial. These regulations are designed for modern suburban development and require separation of uses, large building setbacks, and high parking standards. The existing commercial and residential areas in the town center, including Tulagi Place, Lexington Manor, and Millison Plaza, could not be rebuilt as they are today under current zoning regulations.

The urban character and mix of uses that sets the Lexington Park town center apart and makes it a special place need to be reinforced by allowing existing uses to conform to the zoning regulations, and by allowing new development and redevelopment consistent with the town center goals and objectives: urban character; clustered uses; pedestrian friendly; and visually attractive. Therefore, a new town center Mixed Use Zoning District is proposed that would encompass the entire town center as defined in this plan (see Figure 23). Highlights of the entire zoning district are presented below:

- i. All uses currently permitted in the General Commercial District would be allowed with the exceptions of uses that because of their size and scale would be unsuitable for the town center, such as auto sales, manufactured home and camper sales, and warehouses. Medium to high density residential uses (townhouses, apartments) would be allowed, as well as governmental uses.
- ii. The amount of retail in new developments above a certain size should be limited. The town center needs additional residential and office uses to support existing retail, and new large-scale retail uses in this area would not satisfy the mix of uses envisioned in this plan. Therefore, in any new development over two acres, retail uses should not exceed 25 percent of the gross floor area. A mix of uses in development under two acres would be hard to achieve in Lexington Park's current market conditions, which dictate relatively low intensity development. Existing retail developments, and infill in these developments, would be grandfathered from these requirements.
- iii. Maximum density of 15 residential units per acre, and a non-residential FAR of 0.6 (outside the AICUZ).
- iv. No minimum lot area and dimension standards.
- v. Maximum front set-back requirement: 5 feet. Up to 33 percent of a building facade can be set-back behind the build-to line.
- vi. Minimum 10-foot rear set-back requirement: Possible maximum side yard setback on key corner side yards.
- vii. Maximum height: 45 feet.
- viii. Reduced set-back between residential buildings: 10 feet between side, 30 feet between front or rear.
- ix. Relaxed parking standards: 3 per 1,000 square feet for office, 5 per 1,000 for retail, personal service, public service office. On-street parallel parking credited to minimum parking requirements, at a rate of one parking space per 25 feet of road frontage.
- x. Interior lot parking required for residential uses. Parking in front yards (set-backs) on commercial sites is discouraged, but where permitted must be screened by low walls.
- xi. Sidewalks and other pedestrian connections required.
- xii. Residential open space to be in the form of centrally located residential squares, minimum size of one quarter acre.



Figure 23
Proposed Town Center Zone
 Lexington Park Master Plan
 St. Mary's County, Maryland



Legend

- Study Area Boundary
- Zoning Boundary
- Stream
- Proposed Town Center Zone

Zoning Classification

C	General Commercial	PUD	Planned Unit Development
RH	High Density Residential	RPD	Rural Preservation
RL	Low Density Residential	RHC	Neighborhood Conservation
I-1	General Industrial	APZ	APZ Overlay Zone





Table 6 contains a breakdown of existing land uses inside and outside the AICUZ for the proposed town center zoning district.

Table 6. Proposed Town Center Zone, Area and Existing Land Use

Zoning		Area
Proposed Town Center Zone		102 acres
Area of Proposed town center Zone that is in the AICUZ		69 acres
Area of Proposed Town Center Zone that is outside the AICUZ		33 acres

Existing Land Uses			
Uses	Inside AICUZ	Outside AICUZ	Total
Retail	291,130 sq. ft.	28,570 sq. ft.	319,700 sq. ft.
Office	111,250	1,360	112,610
Service	134,660	14,180	148,840
Community	27,950	6,300	34,250
Vacant	45,670	5,980	51,650
Residential	14 units	0 units	14 units
Total*	610,660 sq. ft.	56,390 sq. ft.	667,050 sq. ft.
Undeveloped	4 acres	14 acres	18 acres

* Excludes residential square footage

Source: Environmental Resources Management, land use data based on May, 1995 fieldwork.

c. Responsibility

The St. Mary's County planning commission and Board of County Commissioners would be responsible for adopting these recommended revisions to the county zoning ordinance, with the technical support of the county Planning department.

d. Cost and Funding Sources

Implementing these recommendations would not involve any expenditures of public or private funds.

e. Priority and Timing

These actions are a high priority and should be able to be implemented within six months of adoption of this master plan.

2. Capital Improvements Program

There are several actions proposed in this master plan that would be implemented through the St. Mary's County Capital Improvements Program and the Maryland Department of Transportation's six year Consolidated Transportation Program (CTP) These include construction of:

a. Actions

- i. Tulagi Place extended and the proposed traffic circle (with associated sidewalks, lighting, street trees, and a turning island at the intersection with Three Notch Road);
- ii. The proposed town green on the Skipjack site south of Tulagi Place extended;
- iii. Acquire, if necessary, the right-of-way for FDR Boulevard and assist in the relocation

of any affected businesses.

- iv. A new entrance and associated improvements to Nicolet Park;
- v. Recreation improvements at the proposed Willows Road Park;
- vi. Streetscape improvements (street trees, sidewalks, crosswalk pavers, lighting) along county streets in the town center area;
- vii. Portions of the proposed greenway/bike trail in the town center area;
- viii. Expansion or relocation of the Lexington Park Library.
- ix. Construction of the proposed community center and recreation area in the Gabrelcik subarea; and
- x. Landscaping in front of the Lexington Park Elementary School.

b. Responsibility

The capital improvements program is adopted by the board of county commissioners, with technical assistance from the county planning department, finance department, and each department head. The Consolidated Transportation Program is presented to the Maryland General Assembly every January.

c. Cost and Funding Sources

Table 7 lists preliminary cost estimates for each of the public improvements recommended by the master plan. There are a number of potential funding sources for these improvements, including county general revenues, county issued bonds, and various federal and state grant programs. Many of these federal and state funding assistance programs and planning/technical assistance programs are described in Appendix F.

Table 7. Revised Cost Estimates for Proposed Capital Improvements

Improvements	Cost Estimate	Priority	Timing	Funding Sources
Tulagi Place Extension	500,000	High	Short-term	TIF, EIF-R, FED, S.A
Traffic Circle	400,000	High	Short-term	TIF, EIF-R, FED, S.A
Town Green	250,000	High	Short-term	TIF, EIF-R/P, FED, S.A
FDR Right-of-way Acquisition	400,000	High	Mid-term	TIF, EIF-R, S.A
Library Expansion	1,369,000	High	Mid-term	FED, CF
Nicolet Park Improvements	350,000	Medium	Mid-term	EIF-R/P, POS
Willows Road Park (1)	650,000 (2)	Medium	Mid-term	EIF-R/P, POS
Streetscape Improvements	500,000 - 1,000,000	Medium	Mid-term	TIF, FED, S.A., TAD
Lexington Park Elementary School	25,000 - 50,000	Low	Mid-term	EIF-S, S.A.
Bike Trail Segment	100,000	Medium	Long-term	EIF-R/P, POS, FED, S.A.
Community Center	1,400,000 - 2,800,000	Medium	Long-term	FED, S.A., CF

¹ Already proposed by the Library or Recreation & Parks Board

² This represents the full cost of park development. The additional cost pursuant to this plan is \$100,000.

³ Includes Library facility if relocated rather than expanded at current site.

Key to Funding Sources:

TIF - Tax Increment Financing; EIF-R - Economic Impact Fee - Roads;
 EIF-R/P - EIF-Recreation & Parks; EIF-S - EIF-Schools; FED - Federal grants or other programs;
 S.A. - State Aid grants or other programs; CF - County Funds; POS - Program Open Space;
 TAD - Tax Assessment District, CDC - Grants, Loans.

Another potential funding source would be to use any revenues generated from the sale of the Skipjack site for infrastructure improvements in the Tulagi Place area. The Skipjack property could sell for as much as \$300,000.

d. Priority and Timing

It is anticipated that these capital improvement program recommendations would be implemented over a decade or more. Relative priority ratings are listed on Table 6 for each of the recommended improvements. The highest priority actions would involve the construction of Tulagi Place extended, the traffic circle, and the village green; acquisition of right-of-way, if necessary to allow for the privately funded extension of FDR Boulevard; and construction of the new entrance to Nicolet Park.

3. Other County Actions

There are several other actions that St. Mary's County should take to help implement the recommendations of this plan.

a. Description of Actions

- i. Establish a redevelopment authority. An organization is needed to implement the master plan, and a continuing role and responsibility for the Lexington Park Task Force should be established. The county should consider creating a Redevelopment Authority with members appointed by the county commissioners. The commissioners would grant the authority certain powers such as being able to operate revolving loan funds, pursue grants, employ staff, etc.
- ii. Sell a portion of the Skipjack property. This master plan recommends that a portion of the Skipjack site be redeveloped as offices, possibly for navy contractors. The property should be sold with reservations for the proposed Tulagi Place road extension and the town square. Design approval of any development should be reserved by the county. The revenues from this sale should be used to further the revitalization of the Tulagi area.
- iii. Accept title to existing FDR Boulevard. FDR Boulevard functions as a public road and would need to be publicly owned to allow for the new entrance to Nicolet Park. The county should meet with the property owner and accept title to FDR Boulevard through Millison Plaza as a public street.
- iv. Acquire right-of-way and easements from Lexington Manor. The master plan calls for the construction from Tulagi Place extended and pathways linking to the proposed Willows Road Park across the Lexington Manor property. The county should meet with the property owner to secure this road right-of-way and pathway easements. Tulagi Place extended will improve access and visibility of the site. The pathways will be an amenity for the residents of Lexington Manor as well as any potential future office workers.
- v. Establish a police substation in the town center area. Many residents, businesses and the library expressed concerns regarding safety-related issues in the town center area. The county should look for opportunities to locate a police substation in the town center area.
- vi. Designate the town center as a bicycle and pedestrian priority area. The Maryland legislature recently adopted House Bill 1249 that establishes bicycle and pedestrian priority areas and requires that the state Highway Administration develop plans to increase safety, and improve bicycle and pedestrian access along state roads in these areas. The SHA is also required to construct sidewalks along existing state roads on a

shared cost basis with the local government. St. Mary's County could become the first jurisdiction in Maryland to take advantage of this new legislation.

- vii. Encourage the redevelopment authority and small businesses to apply for loans under the new Maryland Neighborhood Business Development Program. The county has already designated portions of the town center a "Designated Neighborhood", which is one of the program requirements (see Appendix E for a fuller description of this program).

b. Responsibility

The board of county commissioners, with technical support from the county administrator and the county attorney, would be responsible for these actions.

c. Cost and Funding Sources

Most of these actions should only involve administrative costs, although some, like the sale of the Skipjack site would actually generate revenues.

d. Priority and Timing

Several of these actions are high priorities. The county commissioners should move forward immediately with the establishment of a redevelopment authority and the sale of the Skipjack site. Although lower priorities, accepting title to FDR Boulevard, securing access easements from Lexington Manor, and designating the town center a bicycle and pedestrian priority area should be easily implemented and completed within 2 years.

4. Other Public Actions

The navy and the Maryland State Highway Administration would be the other public agencies with key roles in implementing the recommendations of this master plan.

a. Maryland State Highway Administration (SHA). The county should meet with SHA to discuss additional vehicular and pedestrian improvements within SHA right-of-way. These include constructing continuous sidewalks along state roads, textured crosswalks at key intersections, a landscaped median along Great Mills Road in the town center, improved lighting, and street trees. In addition, the county should request SHA study the traffic implications of the base expansion, particularly near the south gate. Specifically, SHA should determine whether Hermanville Road should be a state road. The county should make these high priorities for the state's Consolidated Transportation Program.

b. Patuxent River Naval Air Station. The master plan identifies several specific improvements along Three Notch Road near the Main Gate. These include landscaping, relocation of fences, placement of a "landmark", and improvements to the Naval Aviation Museum facade. Initial conversations with the base command indicate a willingness to consider these recommendations.

c. Responsibility

The navy and SHA would be responsible for implementation of these recommendations.

d. Cost and Funding Sources

The costs of these improvements would be primarily borne by the navy and SHA. Some cost sharing may be involved.

e. Priority and Timing

These improvements should be included in the Maryland Department of Transportation 6 year

Consolidated Transportation Program. The improvements within the Patuxent River Naval Air Station would occur as funds are available.

5. Developer Actions

Many of the recommendations will be implemented as development occurs in conformance with the planning goals and design guidelines of this master plan. Some of the more important actions are described below.

a. Description of Actions.

- i. Construction of FDR Boulevard extended. The extension of FDR Boulevard from Great Mills Road to Shangri-La Drive primarily involves a single property owner and it is expected that this road would be constructed in conjunction with the development of the approximately 18 acre Gabrelcik tract.
- ii. Construction of other planned county roads. The county should require developers to construct portions of planned county roads (such as extensions of Bay Ridge Road and Pacific Drive) through their property.
- iii. Construction of the proposed greenway and biker trail. Much of the proposed greenway crosses currently undeveloped land. The county should require the construction of the bikeway and preservation of any associated greenway as conditions of subdivision approval.
- iv. Provision of recreation and open space areas. The county should reserve the right to require developers to dedicate to the county recreation and open space areas required through the subdivision process, and make them available to the general public. This would include the community recreation areas proposed in the Gabrelcik subarea.
- v. Streetscape improvements along Three Notch Road and Great Mills Road. The county should require streetscape improvements (street trees, curb cut consolidation, creation of access lanes, etc.) across the frontage of a property as part of any proposed redevelopment.

b. Responsibility

These improvements would be the responsibility of developers. The department of planning and zoning would be responsible for insuring that these improvements were included as conditions of subdivision or site plan approval.

c. Cost and Funding Sources

The costs of these improvements would be borne by applicable developers.

d. Priority and Timing

These improvements would occur as land is developed. Many of them may not occur for over a decade. In some cases, the county may wish to construct certain missing segments as capital projects in order to complete the road or greenway system.

6. Other Private Sector Actions

Other private entities can play an important role in implementing the recommendations of this plan in a voluntary manner. These include local property owners, local businesses, and utilities.

a. Property owners and local businesses. Individual property owners and local businesses can voluntarily offer to help implement the recommendations of this plan. In fact, these voluntary actions are

critical if the goals of this plan are to be achieved in the near future. These actions could include landscaping, façade improvements, and creation of access lanes in parking areas. More ambitious projects involving multiple private property owners or even improvements on publicly owned land could be coordinated by the proposed Redevelopment Authority (see above). This group could implement master plan recommendations by organizing volunteers, raising local funds, or establishing a special improvement district.

b. Local utilities. Local utilities can assist in implementing this plan by voluntarily relocating utility poles and consolidating overhead utility lines in the town center.

c. Responsibility

All property owners, businesses, and utilities in Lexington Park.

d. Cost and Funding Sources

Voluntary

e. Priority and Timing

The active involvement and participation of local businesses, property owners, and utilities in achieving the vision of this plan is critical for the successful revitalization of Lexington Park. The timing should be immediate.

Appendix C
Existing, Approved and Proposed Residential Development within the Lexington Park Study Area, as of June 1995.

Single Family			Townhouse			Multi-family			Mobile Home/Duplex			
Figure Key #	Name	Units	Figure Key #	Name	Units	Figure Key #	Name	Units	Map Key #	Name	Units	Total
5	Chancellors Village	24	28	Carmen Woods	44	27	Chancellor Run Apartments	40	13	Lexington Manor	342	
42	Essex	179	17	Colony Square	88	4	Fox Chase Village	134	6	Southern	151	
25	Forest Heights	25	22	Columbia Commons	54	18	Great Mills Court	44	7	Suburban Estates	130	
8	Forest Run	31	15	Countryside	63	16	Greens at Hilton Run	328				
26	Hermanville Estates	34	14	Glen Forest	250	3	Indian Bridge Apartments	112				
9	Patuxent Park	368	20	Peggs View	78	1	Joe Baker Village	36				
24	Southampton	82	11	Spring Valley	148	21	Lexington Village	36				
10	Spring Valley	146	43	Dakola Manor	21	2	Lexwood Apartments	78				
30	Warwick	8				31	Londontown Apartments	16				
	Scattered homes	70				19	Patuxent Woods	16				
						29	Queen Anne Apartments	102				
						12	Spring Valley	128				
						23	St. Mary's Landing	314				
						41	Bayside Nursing Center	125				
Total:		967			744			1509			623	3843
Approved												
5	Chancellors Village	13	33	Dakota Place	52	34	Courtyards at Great Mills	192				
30	Warwick	25	16	Patuxent Woods	8							
32	Essex South	49	28	Tosca	96							
Total:		87			156							435
Proposed (includes projects with lapsed approvals)												
36	Flower of Forest	90	36	Flower of Forest	160	40	Cedar Point Village	94				
39	Patuxent Park West*	253				35	Forest Hall Apartments	112				
37	Stewarts Grant**	1316										
38	Westbury***	577										
Total:		2236			160			206				2602
Overall Total												6880

*Unit mix to be determined
**Rezoning Needed, unit mix to be determined.
***750 units in PUD approval, 173 existing or approved. Unit mix subject to change.

See Figure 3 for locations.

Source: Environmental Resources Management, St. Mary's County Planning and Zoning

Trees suitable for narrow streets (22' wide)		
Columnar Norway maple	<i>Acer platanoides</i> 'Columnare'	30-75
Columnar red maple	<i>Acer rubrum</i> 'Columnare'	50-75
Columnar european hornbeam	<i>Corpinus betulus</i> 'Fastigata'	30-50
Wash. hawthorn	<i>Crataegus poenopyrum</i>	25-30
Lavelle Hawthorne	<i>Crataegus x lavellei</i>	20-25
Siberian crab	<i>Malus baccata</i>	20-25
Radiant crabapple	<i>Malus 'radiant'</i>	25-30
Van Eseltine crab	<i>Malus 'Van eseltine'</i>	22-25
Whitehouse pear	<i>Pyrus calleryana</i> 'Whitehouse'	30-40

Trees Suitable for medium streets (± 36' wide)		
Summershade Norway maple	<i>Acer platanoides</i> 'Summershade'	60-75
Norway maple	<i>Acer platanoides</i> 'Cleveland'	30-50
Red Sunset Red maple	<i>Acer rubrum</i> 'Red Sunset'	50-60
Schwedler maple	<i>Acer platanoides</i> 'Schwedlerii'	50-60
Ruby horsechestnut	<i>Aesculus x carnea</i> 'Briotti'	50-60
Korea evodia	<i>Evodia danielii</i>	25-30
Ginkgo, male, spreading	<i>Ginkgo biloba</i> (male)	50-75
Continental Honey locust	<i>Gleditsia triacanthos</i> 'Continental'	60-70
Skyline Honey locust	<i>Gleditsia triacanthos</i> 'Skyline'	60-70
Halka honeylocust	<i>Gleditsia triacanthos</i> 'Halka'	50-60
Golden rain tree	<i>Koeleria paniculata</i>	30-40
Sweetgum	<i>Liquidambar styraciflua</i>	50-60
Black gum	<i>Nyssa sylvatica</i>	30-50
Sargent cherry	<i>Prunus sargentii</i>	30-40
Yoshino cherry	<i>Prunus x yedoensis</i>	40-50
Regent scholar tree	<i>Sophora japonica</i> 'Regent'	30-40
Silver linden	<i>Tilia tomentosa</i>	40-60
Crimean linden	<i>Tilia x euchlora</i>	40-60
Lacebark elm	<i>Ulmus parvifolia</i>	40-50

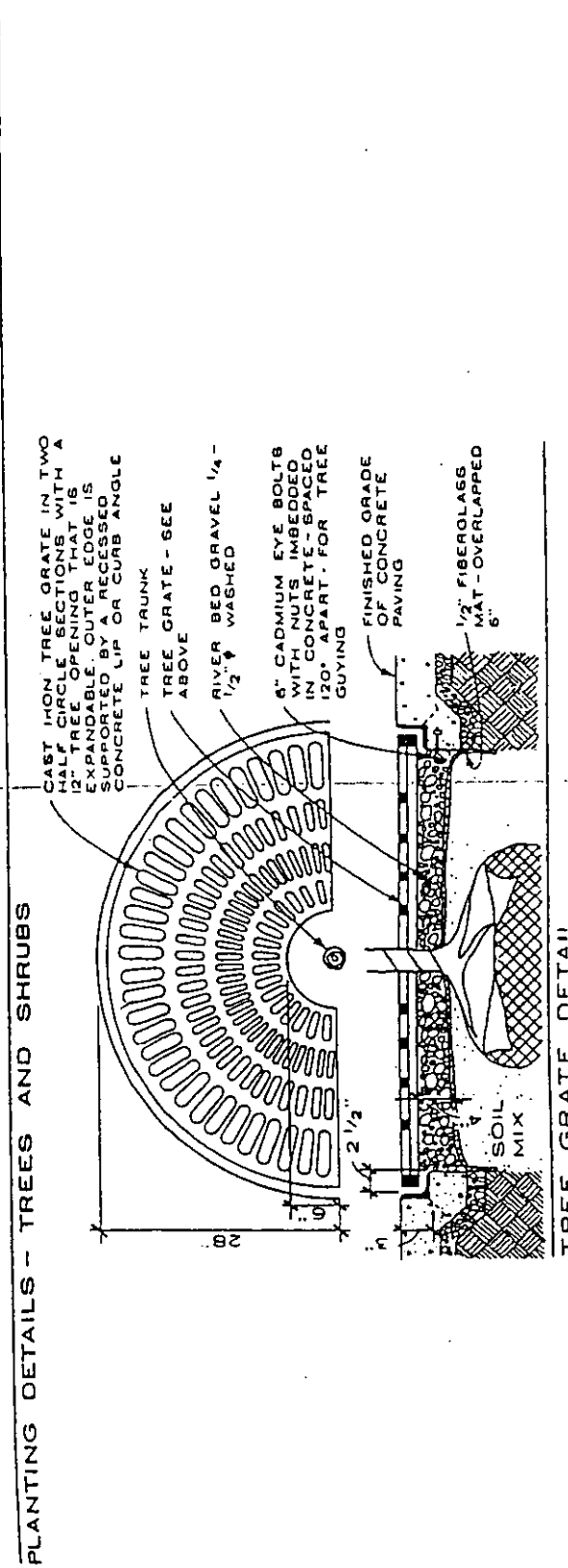
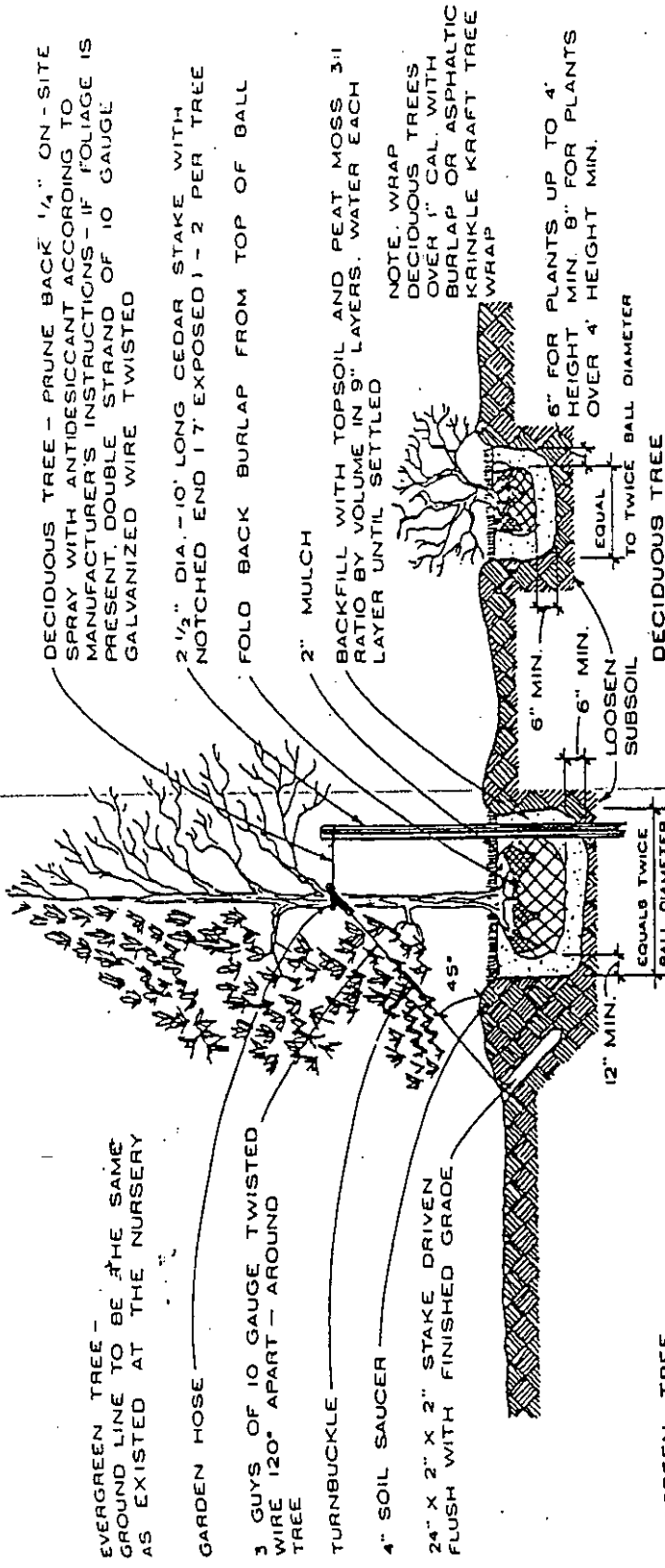
Trees suitable for Wide Streets		
Green mountain sugar maple	<i>Acer saccharum</i> 'Green Mountain'	50-75
Horse chestnut	<i>Aesculus hippocastaneum</i>	50-75
White oak	<i>Quercus alba</i>	80-90
Sawtooth oak	<i>Quercus accutissima</i>	75-90
Northern red oak	<i>Quercus borealis</i>	75-90
Willow oak	<i>Quercus phellos</i>	50-75
American linden	<i>Tilia americana</i>	75-90
Green vase zelkova	<i>Zelkova serrata</i> 'Green Vase'	60-70
Village Green zelkova	<i>Zelkova serrata</i> 'Village Green'	50-60

Some trees not recommended

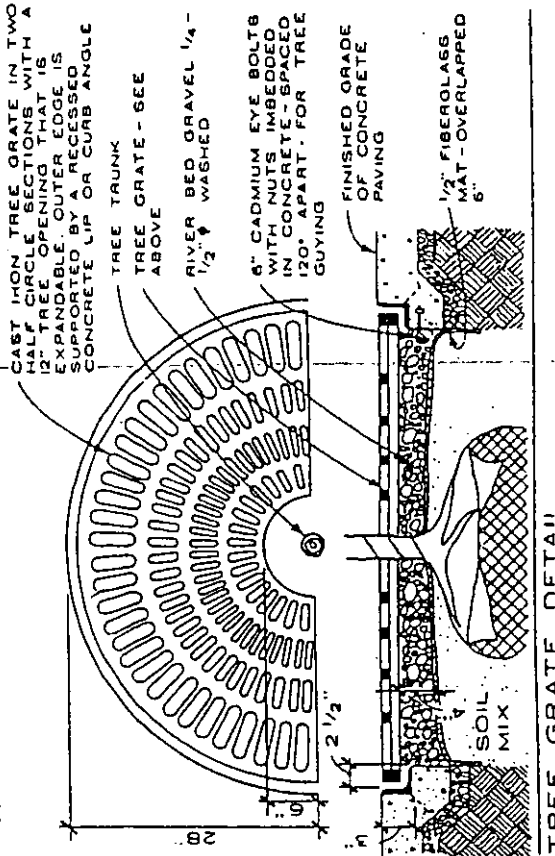
Box elder	<i>Acer negundo</i>	insect problems
Silver maple	<i>Acer saccharinum</i>	storm damage
Tree of heaven	<i>Ailanthus altissima</i>	invasive weed
evergreens	Conifers	good in parks
Sentry Ginkgo	<i>Ginkgo biloba</i> 'Sentry'	narrow streets only
female	<i>Ginkgo biloba</i>	messy
Kentucky coffee tree	<i>Gymnocladus dioica</i>	messy fruit
Black walnut	<i>Juglans nigra</i>	messy nuts
Tulip poplar	<i>Liriodendron tulipifera</i>	too large/brittle
Mulberry	<i>Morus alba</i>	messy fruit
American Sycamore	<i>Platanus occidentalis</i>	Insect and disease
Poplars	<i>Populus</i> (all species)	storm damage
Wild cherry	<i>Prunus serotina</i>	messy fruits
Bradford pears	<i>Pyrus calleryana</i> 'Bradford'	storm damage
Black locust	<i>Robinia pseudo-acacia</i>	storm damage
American elm	<i>Ulmus americana</i>	disease
Siberian elm	<i>Ulmus pumila</i>	storm damage

(SOURCE: BALTIMORE CITY COMMUNITY STEWARDSHIP NOTEBOOK)

TREE PLANTING DETAILS



PLANTING DETAILS - TREES AND SHRUBS



APPENDIX E

A line of style, appearance of sign community and verified by repeat users from commercial developers, appears throughout the Plaza Series. Wood slats seem to float above the round steel frames.

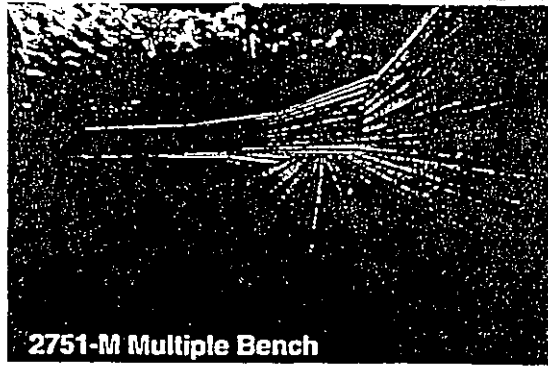
When positioned in back-to-back or multiple curved groupings, the benches take on a totally different and enhanced character. Benches and the Double Seat are offered with or without armrests. The multiple-sectioned curved bench is also available with or without armrests between the seating modules.

Complementary litter containers, ash receptacle and planter using the same trapezoidal wood pattern complete this design family.

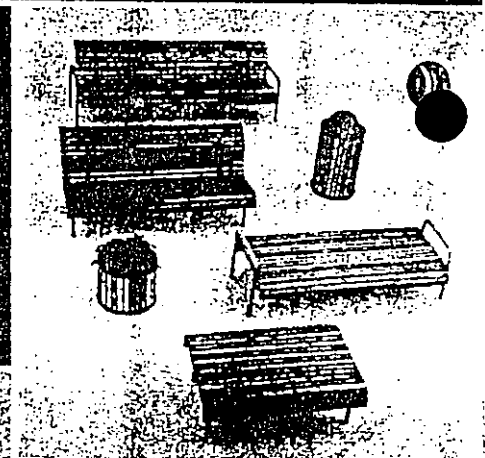
TimberForm Plaza Quick Facts

- Material:** Steel with wood.
- Options:** Coating color, wood species and mounting method. Custom curved bench diameters can be produced. Contact our design headquarters for assistance.
- Colors:** Eight standard TimberForm colors and over 170 special designer colors available.
- Wood:** Kiln-dried Alaska yellow cedar standard, Marine Teak is optional.
- Shipped:** Unassembled.
- Mounting:** Embedment, pedestal or leveling. Permanent pedestal mounting requires appropriate anchor bolts (by others).

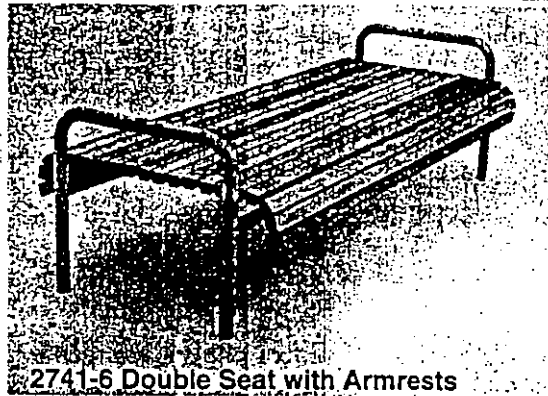
“An elegant contemporary design family. The wood slats appear to float above the frames.”



2751-M Multiple Bench



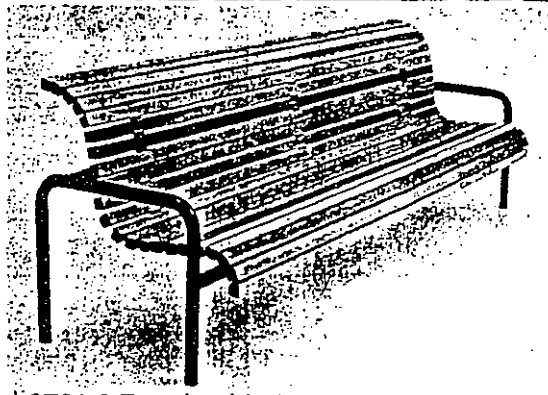
2731-4 Double Seat



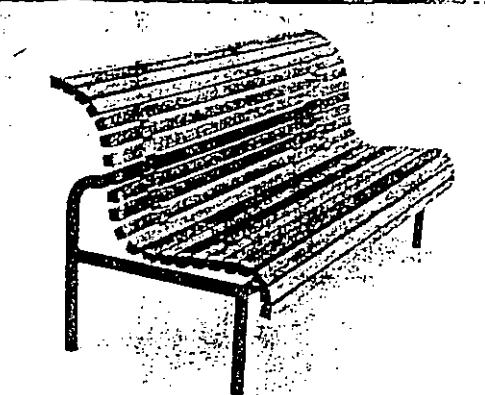
2741-6 Double Seat with Armrests



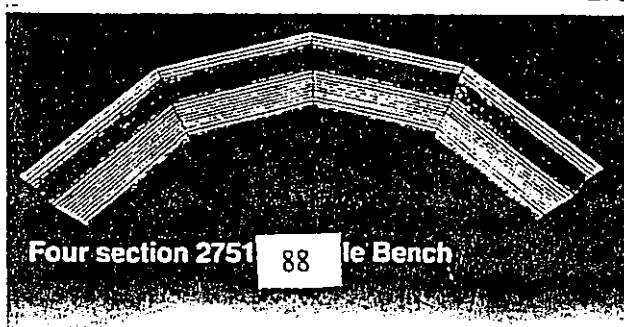
2711-6 Seat



2761-6 Bench with Armrests



2751-6 Bench



Four section 2751 88 le Bench



2770-DT

APPENDIX F: POTENTIAL REVITALIZATION FUNDING SOURCES

In addition to attracting market supportable land uses, there are various economic sources which can be taken advantage of in order to provide funding and/or planning assistance for revitalization efforts. Economics Research Associates determined several state and federal funding sources available to St. Mary's County. The following is a brief discussion of specific funding assistance sources as well as planning assistance sources. Each includes a contact telephone number if available.

Funding Assistance Programs

Maryland Neighborhood Business Development Program. This program began in 1995 to assist small businesses who cannot acquire full financing. The program is available to local governments primarily for commercial development (mixed uses up to 12 housing units) in locally targeted revitalization areas. Loans are available from \$25,000 to \$500,000 which can account for up to 50 percent of the total project cost. (410) 514-7288

Main Street Improvement Program (MIP). This is a state program which provides a wide array of seed money grants for downtown revitalization projects. All municipalities and counties are eligible to apply. The maximum award amount is \$20,000, and a jurisdiction may receive no more than two grants in a fiscal year. (410) 514-7251

State Action Loans for Targeted Areas (SALT). This program is designed to provide financing to private development in older business districts. SALT provides "gap" financing for small to medium commercial and *mixed use projects in revitalization areas. SALT loans can cover rehabilitation, construction, site acquisition, machinery and equipment, and other related expenses for projects in business districts. In order for SALT participation, a jurisdiction must first apply to the Main Street Center to receive 'targeted' status. SALT can provide up to 50 percent of the project's funding, excluding all state appropriated funds. SALT financing requires a *minimum of 10 percent developer equity and a material contribution by the applicant jurisdiction. (410) 514-7251

Maryland Housing Rehabilitation Program (MHRP). This program provides low interest loans to assist in improving existing multi-family rental housing and certain mixed-use properties in order to bring properties up to applicable budding codes and standards. MHRP funds may be used to assist in the rehabilitation of multi-family rental buildings with five or more units or for certain nonresidential buildings that serve the commercial or social needs of the community. Single room occupancies and shared living facilities are also eligible. (410) 514-7446

Local Government Infrastructure Financing Program. This program provides local governments with an efficient and economical means of access to capital markets in order to finance specific infrastructure projects. This program assists local governments who are unable to successfully obtain long-term capital financing because of the small dollar amount of their needs, the expense and other impediments involved in becoming rated, and the complexity of the capital marketplace. (410) 514-7252

Small Cities Community Development Block Grant Program (SCCDBG). This program provides grants to nonentitlement jurisdictions for developing or expanding economic opportunities. Grants are available to provide financial assistance for improvements to public facilities, commercial revitalization, and housing which includes infrastructure support for housing. Funds can be used for project feasibility and planning. (410) 333-4304

Maryland Historic Trust. The Maryland Historic Trust's Office of Preservation Service administers three programs which provide direct financial assistance for capital project: (410) 870-2520

The Historic Preservation Loan Program. This program provides loans for the acquisition, rehabilitation, or restoration of historic properties listed in or eligible for listing in the Maryland Register of Historic Properties, or for predevelopment costs directly related to work required for preservation.

The Historic Preservation Grant Program. This program provides grants which may be used for predevelopment and development activities associated with the acquisition, rehabilitation, or restoration of historic properties listed in or eligible for listing in the Maryland Register of Historic Properties, or for a

variety of historic preservation research, survey, education, and promotion activities.

Federal Matching Grant-In-Aid for Development Projects. Although Congress has appropriated funds for this program only once since 1981, this program remains a potential source for future funds. This program provides grants which require a dollar-to-dollar match and can be used for capital improvements only for properties listed in the National Register of Historic Places or within the boundaries of a National Register listed historic district.

Small Cities Community Development Block Grant Program for Economic Development (CDBG-ED). This program provides direct grants to nonentitlement jurisdictions for a variety of economic development activities. Grants enable local governments to provide services and infrastructure necessary for business creation, retention, or expansion. (410) 333-4304

Maryland Industrial and Commercial Redevelopment Fund (MICRF). This program provides financial assistance in the form of loans to local governments to facilitate industrial and commercial redevelopment. Funding can be used for land acquisition, building rehabilitation, infrastructure development, and direct business loans. (410) 333-4304

The Maryland Energy Administration. The Maryland Energy Administration manages several energy efficiency programs and projects that can be of use to traditional community business districts, including:

- The Community Energy Loan Program, which provides low interest loans to local governments and nonprofit organizations for installing energy saving improvements.
- The Institutional Conservation Program, which is a 50 percent matching grant program to assist nonprofit schools and hospitals in saving fuel dollars by providing technical assistance and funds for energy saving improvements.
- MEA's Energy Technology Transfer Projects, which promotes innovative technical projects that bring energy saving efficiency to local communities and their residents.
- Energy Audits, which assist local governments in saving money in their energy use.

Small Business Administration. The Small Business Administration (1-800-827-5722) assists, counsels, and protects the interests of small businesses through financial assistance programs, including:

- SBA 504 Program, which provides long-term fixed asset financing to small business concerns to achieve community economic development through job creation and retention. (215) 962-3700.
- Guaranty Loans Program, which provides intermediate and long-term financing to small businesses.

U.S. Department of Commerce Economic Development Administration. The EDA provides funds to support projects designed to alleviate conditions of substantial and persistent unemployment and underemployment in economically distressed areas and regions and to address economic dislocations resulting from sudden and major job losses. (215) 597-4603.

U.S. Department of Health and Human Services Office of Community Services Community Services Demonstration Partnerships. This program assists community action agencies in their exploration of new ways of addressing the critical needs of the poor. Grantees must use funds to develop and implement new and innovative approaches to enhance the self-sufficiency of the poor. (202) 401-5272.

U.S. Department of Health and Human Services Office of Community Services Discretionary Program. This program provides discretionary grants for projects of regional or national significance designed to alleviate the causes of poverty in urban and rural communities. Projects would include: community economic development, rural housing, community facilities (such as water/wastewater development), and assistance for migrant and

seasonal farm workers. (202) 401-5272.

U.S. Department of Transportation Federal Transit Administration Intermodal Surface Transportation Efficiency Act of 1991. The bill provides funding for highways, highway safety, and mass transportation through 1997. (410) 859-7397.

U.S. Department of Housing and Urban Development Section 108 Loan Guarantees. This program provides city and county agencies which are receiving community development block grant funds with front-end financing for large-scale physical development projects. Local agencies would use funding to provide small and medium size businesses with low-interest financing primarily for real estate acquisition and also for working capital and machinery and equipment. Eligible activities include: acquisition of real property, rehabilitation of publicly owned real property, housing rehabilitation, economic development activities and relocations, clearance and site improvements.

U.S. Department of the Interior Preservation Tax Incentives. This program provides tax incentives to stimulate capital investment in income producing historic buildings and the revitalization of historic communities. (215) 597-5129.

Small Cities Community Development Block Grant Program. This program provides grants to nonentitlement jurisdictions for developing or expanding economic opportunities. Grants are available to provide financial assistance for improvements to public facilities, commercial revitalization, and housing. Small cities not eligible for funding under the U.S. Department of Housing and Urban Development's entitlement - CDBG program may apply.

The Foundation Center. This organization provides an authoritative source of information on private philanthropic giving including: general welfare foundations, community foundations, family foundations, special interest foundations, and corporate foundations. 1-800-424-9836.

PLANNING AND TECHNICAL ASSISTANCE PROGRAMS

The Maryland Main Street Center. The center offers training, consultant team visits, design and other specialized assistance. Staff of the center are available to answer questions about downtown redevelopment, disseminate information, provide design assistance, and give presentations on commercial revitalization topics. The center contains a library which contains information (printed and videotaped) on all aspects of the downtown development process. (410) 514-7251.

Maryland Main Street Designated Communities Program. This program recognizes and rewards those communities which have been actively working to develop and maintain the economic and historical character of their Main Street areas. The program is an interagency initiative involving: the Department of Housing and Community Development; the Departments of Economic and Employment Development, Transportation, and Natural Resources; and the Office of Planning. These agencies work in partnership with the Maryland Downtown Development Association, the Maryland Association of Counties, the Maryland Municipal League, and the Retail Merchants Association. (410) 514-7251.

The Maryland Office of Planning's Local Assistance Program. This program provides technical assistance, local program review, and planning design services for Maryland counties and municipalities. Technical assistance includes updating planning and zoning regulations, evaluating land use policies, assessing development potential and environmental constraints, and creating urban design solutions.

Maryland Downtown Development Association, Inc. This organization provides counseling services to a city or town on such issues as funding sources, marketing and promotion strategies for retailers, marketing strategies for real estate, rehabilitation and use of older and historic buildings, parking facade improvements, and other issues. (410) 514-7264.

Maryland Retail Merchants Association. The association provides members with common means to address

government. Members also receive discounts through group benefit programs and information services. (410) 269-1440.

Maryland Municipal League. This is an organization of municipal officials providing shared research, legislation, technical assistance, training, and the dissemination of information. (410) 268-5514.

Maryland Association of Housing and Redevelopment Agencies. This organization provides members with an advocacy voice as well as unique management and information resources. (202) 483-1622.

Maryland Association of Historic District Commissions. This organization provides technical assistance, training, resources, and information to its members. (410) 514-7264.

Neighborhood Design Center. This group helps design community revitalization projects by bringing together professional volunteers to design homeless shelters, counseling and educational centers, handicap accessibility improvements, alternatives to proposed development, and publicity materials for nonprofit groups. (410) 366-3223.

Maryland Chapter of the American Institute of Architects. This group helps communities hold charettes to actively bring people together to focus on a specific issue or problem in a community.

University of Maryland Technology Extension Service. This organization provides direct engineering service assistance to businesses or guides businesses in taking full advantage of support services and research opportunities. (410) 974-3140.

APPENDIX G: CONCURRENCE WITH THE 1992 MARYLAND PLANNING ACT

In 1992 the State of Maryland adopted the Economic Growth, Resource Protection and Planning Act that established a series of land use visions for Maryland's future. Under the Act, the land use visions must be implemented when a local comprehensive plan is prepared. The seven visions are:

- (1) Development is concentrated in suitable areas;
- (2) Sensitive areas are protected;
- (3) In rural areas, growth is directed to existing population centers and resource areas are protected;
- (4) Stewardship of the Chesapeake Bay and the land is a universal ethic;
- (5) Conservation of resources, including a reduction in resource consumption, is practiced;
- (6) To assure the achievement of the above economic growth is encouraged and regulatory mechanisms are streamlined; and
- (7) Funding mechanisms are addressed to achieve these visions.

The following table identifies many of the ways that this Lexington Park-Tulagi Place Master Plan implements the seven visions.

Development is concentrated in suitable areas	<ul style="list-style-type: none"> • The Wedge is the heart of the Lexington Park development district, identified in the county's comprehensive plan as a suitable area for new population growth. • A key goal of the plan is to revitalize the old commercial center of Lexington Park so as to create a true town center where appropriate development will be concentrated to serve the Wedge. • The plan concentrates development in suitable areas within the Town Center, particularly on the Gabrelcik site outside the AICUZ line. Through a new road and town green the plan provides a logical expansion of the town center. • The plan discourages major new commercial developments in new planned unit developments (PUDs) so as to concentrate such development in the town center and in existing commercial centers on major roads.
Sensitive areas are protected	<ul style="list-style-type: none"> • A key goal of the plan is to make Lexington Park green. • Through the PUD process, which this plan supports, key environmentally sensitive areas (streams and their buffers, floodplain, habitats of threatened and endangered species and steep slopes) in new developments would be protected. • Redevelopment of the town center will allow for the creation of more green space (town greens), clearing of brush (Lexington Manor woods), and environmentally sound approaches to development, including parking lot location and design.
In rural areas, growth is directed to existing population centers and resource areas are protected	<ul style="list-style-type: none"> • Overall, St. Mary's County is a rural county. The Plan makes a special place of the existing population center of Lexington Park, which will attract more growth to the town.
Stewardship of the Chesapeake Bay and the land is a universal ethic.	<ul style="list-style-type: none"> • The proposed greenway loop will create greater access to sensitive areas. This will increase residents' awareness of the proximity of sensitive areas to the development district, and give them a stake in assuring proper, environmentally sound maintenance of the greenway, and associated open spaces throughout the town.
Conservation of resources, including a reduction in resource consumption, is practiced	<ul style="list-style-type: none"> • Rather than create a new town or population center on an undeveloped, green field site, this Plan works with existing resources. Through re-use (Lexington Manor), redevelopment (Skipjack/Tulagi Place, Navy Base) and infill (Gabrelcik site), the Plan uses existing development as its starting point so as to create new more livable development and thereby conserving resources. • New roads (Tulagi Place Extended, FDR Boulevard and others on Figure 6) will strengthen connections between communities within the Wedge and the Town Center. By providing alternatives to major roads, especially Great Mills Road and Three Notch Road, the Plan conserves these important major road resources for local growth. • The Commercial Corridor plan proposes access lanes and streetscape treatments to separate through traffic and business traffic.
Economic growth is encouraged and regulatory mechanisms are streamlined	<ul style="list-style-type: none"> • Transit, pedestrian and bicycle movement is encouraged throughout the plan. • A key goal of the Plan is to capture greatest amount of economic activity that will occur as a result of employment growth at Patuxent River Naval Air Station. To that end the Plan makes Lexington Park visually attractive, moves traffic safely and efficiently, and respects the AICUZ.

Funding mechanisms are addressed to achieve these visions.

- The Plan streamlines and clarifies the AICUZ zoning regulations by using Floor Area Ratio to regulate the intensity of office and retail uses. Creating predictability in the enforcement of this law will encourage appropriate development within the AICUZ, and protect the Navy Base from intrusion by development.
 - The Plan includes a new Town Center zoning district which brings existing non-complying uses into compliance, and facilitates redevelopment of the Town Center consistent with the Plan's goals and objectives.
 - The Plan includes a detailed implementation and financing strategy, including preliminary cost estimates, priorities and timing. The plan identifies federal, state, local and private bodies responsible for implementing different parts of the plan. A list of funding sources is included. Many of the key improvements (Tulagi Place Extension, FDR Boulevard) would have shared public/private involvement.
 - The plan is grounded in reality: improvements in the five Town Center subareas are largely independent of each other, so that the Plan can be implemented in phases, over varying time periods.
-