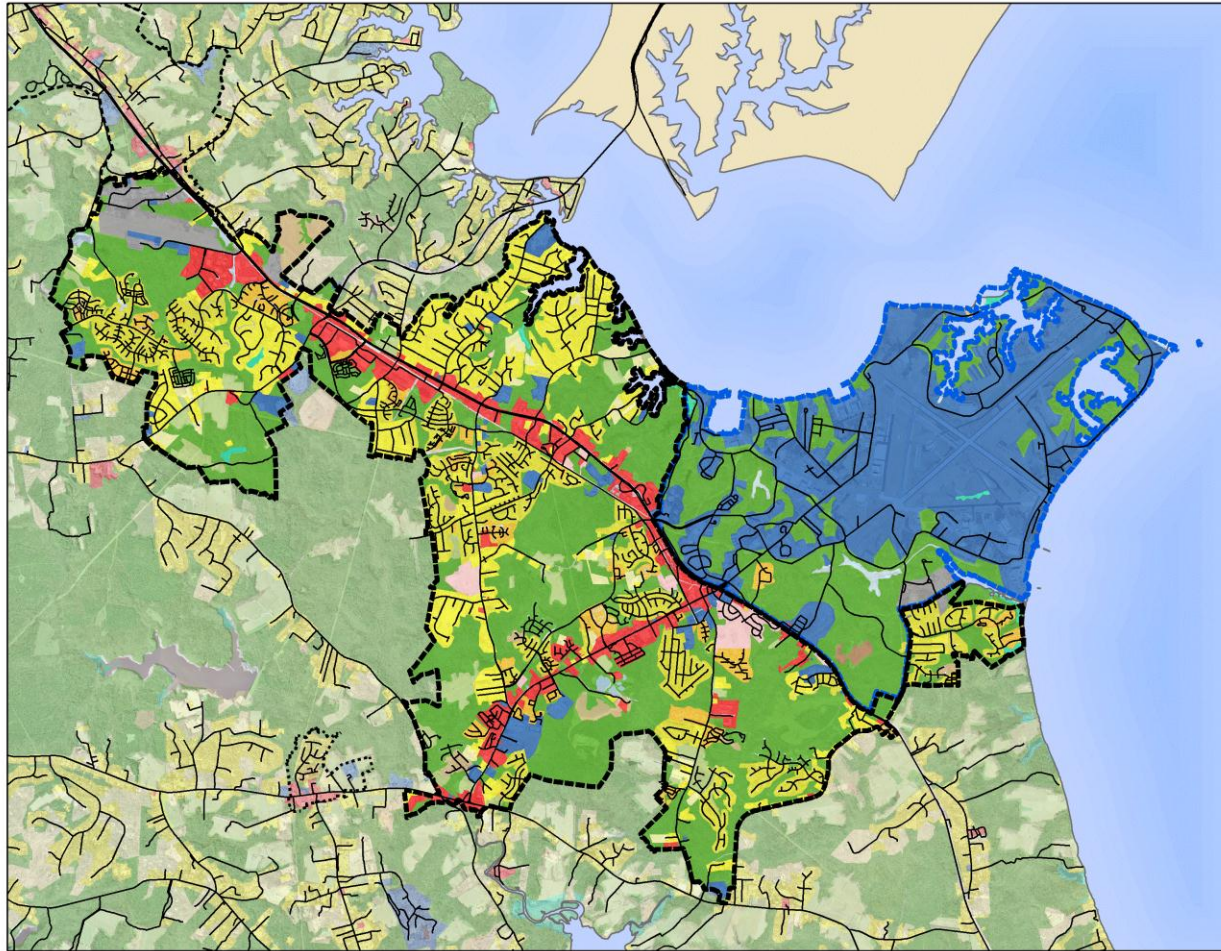


Lexington Park Development District Master Plan – Staff-Draft

July 2, 2013



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Lexington Park Development District Master Plan

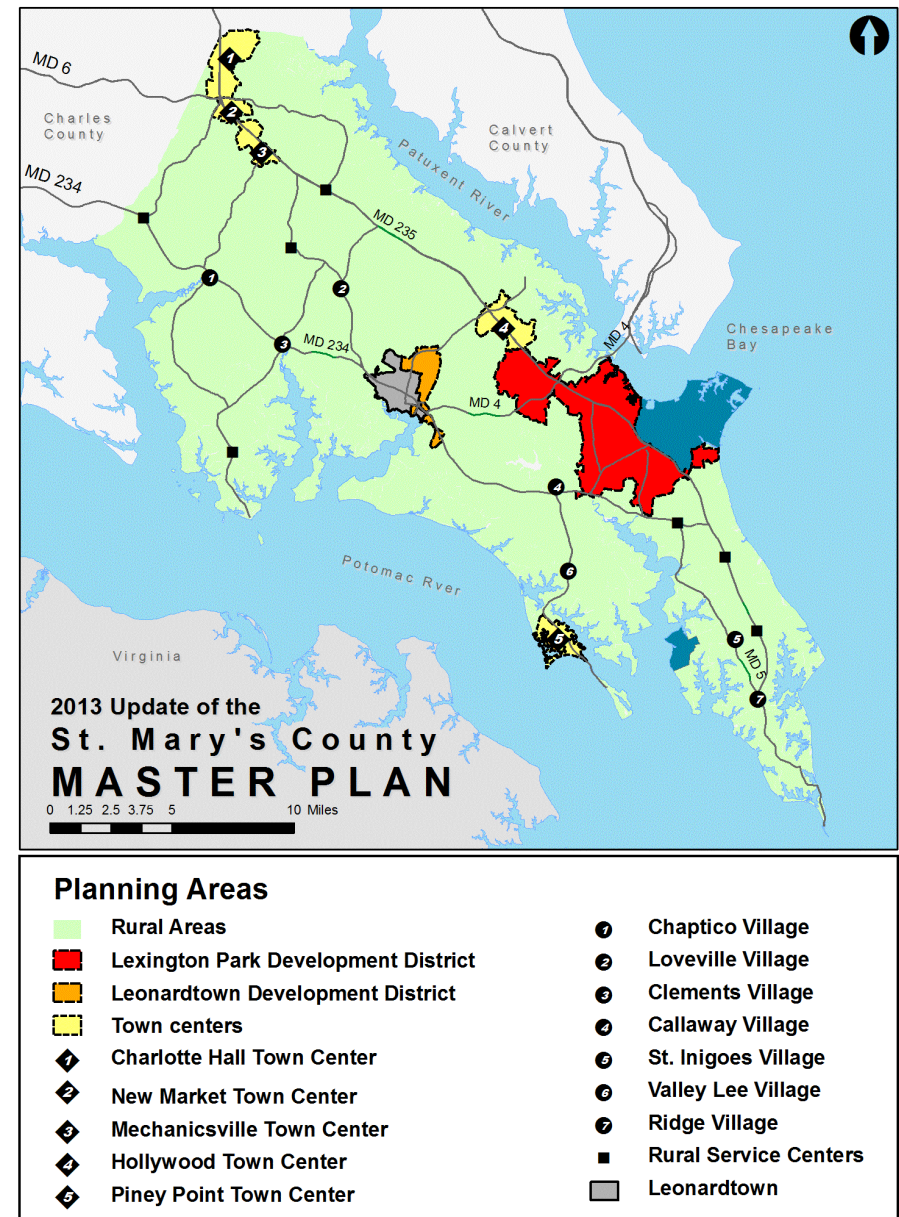
1. Introduction

The 2010 St. Mary's County Comprehensive Plan envisioned the Lexington Park Development District as the principal growth area for St. Mary's County. The purpose of this Development District Master Plan update is to shape the way the Lexington Park Development District grows and develops in the years to come. It updates the 2005 Lexington Park Plan and refines the details of the 2010 Comprehensive Plan. It places emphasis on Downtown Lexington Park revitalization, on new and infill development that creates a traditional town development pattern with abundant natural and active open space, on economic diversification, and on the development of a balanced transportation system necessary for the Lexington Park Development District to become a more inviting place to live and work.

1.1 Vision

This plan foresees:

- 1.1.1 The transformation of the historic center of Lexington Park into a modern family-friendly commercial and civic downtown that serves as a destination and a focus for all of St. Mary's County, offering:
 - A. A strong sense of place with a distinct and recognizable character, town greens, gateways, landmarks and community centers such as the library, the post office, and the elementary school, that distinguish Downtown from surrounding suburban development,



- B. Abundant and strategically located open space to enhance livability and to minimize encroachment on the operation of the Naval Air Station (NAS),
 - C. A mix of governmental, retail, office, residential, entertainment, cultural and recreational uses,
 - D. Appealing and pedestrian friendly streets and interconnected greenways and trails that allow people to gather, socialize and recreate,
 - E. Visually appealing transit-oriented, mixed-use development that takes advantage of compact building design, reuse or repurposing of underdeveloped properties and that eliminates the visual clutter of overhead utilities through burial, relocation or consolidation, and
 - F. Excellent public safety.
- 1.1.2 A system of human services for the community's well-being, including senior care, child care, and various social service functions that are conveniently located throughout the Development District.
- 1.1.3 Expanded locations and energy-efficient housing choices for people of all ages and incomes to lower the combined cost of housing and transportation, including new and rehabilitated affordable housing in and near the Downtown area.
- 1.1.4 Improved economic competitiveness through:
- A. Reliable and timely access to employment centers, educational opportunities, services and other basic needs as well as expanded business access to markets,
 - B. Community and stakeholder collaboration, private investment, job creation, and business formation
- conducive to predictable, fair and cost-effective development decisions, and
- C. Coordinating policies and investments to remove barriers to collaboration, to leverage funding, and to increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- 1.1.5 A balanced transportation system that:
- A. Makes efficient use of available road capacity,
 - B. Elevates the role of pedestrians, cyclists, and transit service,
 - C. Improves access to shopping and employment,
 - D. Decreases household transportation costs,
 - E. Reduces vehicle miles travelled, and
 - F. Improves air quality, reduces greenhouse gas emissions, and promotes public health.
- 1.1.6 Support for existing neighborhoods by way of
- A. Targeting funding toward existing neighborhoods through strategies like transit-oriented, mixed-use development, and land recycling, to increase community revitalization and the efficiency of public works investments,
 - B. Enhancing the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods, recognizing that increased walkability leads to better overall health, improved economic development due to more people on the streets

interacting with businesses and reduction in demand for fossil fuels,

- C. Taking advantage of compact building design, and Safeguarding open space, farmland, natural beauty, and critical environmental areas beyond the edges of the overall community.

1.2 Key Recommendations for Land Use and Design

The plan includes graphic representations of and prescriptions for a desired image to be achieved in 20 to 30 years. The plan provides recommendations for the Overall Development District, the Downtown, the Great Mills Road Corridor, the Three Notch Road Corridor and for a Jarboesville Run Future Focus Area. Key recommendations include:

- 1.2.1 Provide a well-integrated mix of governmental, cultural, residential, office, retail, entertainment, and recreational uses throughout the Development District.
 - A. Give greater attention to civic purpose and presence that provides a sense of place and ownership for those who live, work, play and visit the Lexington Park Development District.
 - B. Promote viable new residential development in and near Downtown, maintaining respect for environmental constraints and the operation of the NAS.
 - C. Establish clusters of offices and flex space to facilitate co-location of technology businesses, specialized contractors and suppliers.
 - D. Establish a highly productive retail core, sized for its local market, that meets the needs of the employees, and that captures a sizeable share of the increasing regional demand for retail goods and services.

- E. Seek phased redevelopment of auto oriented and strip commercial properties to achieve more traditional pedestrian-oriented shopping and service districts.

- 1.2.2 Promote job growth, economic diversification and increased attention on and management of the health and human service needs of the community.

- A. Enhance incentives to attract new businesses and spur redevelopment.
- B. Update market studies and aggressively recruit identified businesses.
- C. Take advantage of the designated Health Enterprise Zone to promote commercial opportunities and job growth.
- D. Expand heritage tourism, and create an arts and entertainment district.

- 1.2.3 Increase perceived and actual safety for residents and visitors to Lexington Park.

- A. Apply “Crime Prevention Through Environmental Design” (CPTED)¹ principles in the design of the built environment to reduce crime.

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

- B. Provide “Complete Streets²” to improve pedestrian, driver and passenger safety.
- C. Increase police presence; establish a sheriff’s station on Great Mills Road.
- D. Update and implement a hazard mitigation strategy.

1.2.4 Adopt zoning revisions to more fully achieve the vision and objectives of the plan.

1.3 Planning Context

1.3.1 Trends and Forecasts

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

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

Between 2010 and 2030, employment is projected to grow by 14,700 jobs from 63,200 to 77,900 or by 23 %, especially professional and technical services, health care, construction, accommodations and food services, and other

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

business and personal services. The combined job growth in these sectors comprises two-thirds of total projected employment growth in the Development District.

The projected growth in population, number of households and employment will increase local demand for retail goods and services as well as for supporting infrastructure. This increased local demand is anticipated to support approximately 276,000 to 331,000 square feet of additional commercial floor area by 2020. Population and employment growth throughout the rest of St. Mary’s County and in Charles and Calvert Counties will also contribute to the need for retail space in the local market. In all, it is estimated that the Development District has the potential to capture between 457,000 and 597,000 square feet of additional space for the sale of retail goods and services through 2020. By 2030, local and countywide demand based on population growth is anticipated to support between 482,000 to 677,000 square feet of additional commercial floor area.

1.3.2 Planning History

A brief overview of the development and planning history of Lexington Park is found in the Appendix. Since 1965, development and capital improvements have been directed to the Development District in anticipation of growth related to the NAS as well as to the Washington, D.C. metropolitan area.

1.3.3 Emerging State and Federal Programs and Requirements

This plan responds to changes in state and federal initiatives to protect the environment and to ensure orderly growth.

A. PlanMaryland.

PlanMaryland is an executive policy plan, signed by the Governor in 2011 that better coordinates the smart growth efforts and programs of state government. It directs state agencies to work with local governments on delineating areas for future growth and preservation. This plan identifies and includes strategies for growth and revitalization areas pursuant to PlanMaryland.

B. Sustainable Growth and Agricultural Preservation Act of 2012.

The Sustainable Growth and Agricultural Preservation Act of 2012 limits the spread of septic systems on large lot residential development to reduce an unchecked significant source of nitrogen pollution throughout the Chesapeake Bay watershed. By mapping future growth in “tiers,” the law seeks greater accountability and predictability. This plan addresses the implications of the Act for the Lexington Park Development District.

C. Watershed Implementation Plan

In accordance with court mandates resulting from the Clean Water Act litigation, the U.S. Environmental Protection Agency has required that Bay State jurisdictions take action to meet Total Maximum Daily Load (TMDL) limits for nitrogen, phosphorous and sediment entering the Chesapeake Bay. This “Bay TMDL” and resulting Watershed Implementation Plans (WIP) are the means by which these limits are established and administered. In Phase I of the WIP strategy, the State of Maryland identified the major source sectors of pollutant loads, quantified current and projected loads, and proposed strategies for cost-efficient load reductions at the State level. For development of a Phase II strategy, Maryland allocated loads by local

jurisdiction and sought input from those jurisdictions to develop a plan to reduce existing loads. As they address existing loads via local WIP Phase II strategies, the jurisdictions will also need to address load increases anticipated due to new development.

The Phase II strategies pertaining to the Lexington Park Development District are discussed in Chapter 3.

D. Land Use Article of the Annotated Code of Maryland

State enabling legislation for county planning and zoning was formerly Article 66B of the Maryland Annotated Code, which was revised and recodified in 2012 as the Land Use Article. This plan complies with the updated statute.

1.3.4 Naval Air Station, Patuxent River

The NAS is the Navy’s principal research, development, acquisition, testing, evaluation, engineering and fleet support activity for naval aircraft, engines, avionics, aircraft support systems and ship/shore/air operations. The complex employs over 22,000 people, including active-duty service members, civil-service employees, and defense contractor employees. While the county has no jurisdiction over the NAS in terms of master planning, zoning, or budgeting for capital facilities, the plan recognizes the significant presence and substantial impact of Southern Maryland’s largest employer around which the Development District is located. County government maintains a planning objective to strengthen visual and physical connections between the NAS and Lexington Park, and is very focused on helping protect the NAS in anticipation of a round of military base realignment and closures (BRAC). Areas of focus for the on-going cooperative effort between the county and the Navy include:

A. NAS Patuxent River Installation Master Plan. The Naval District Washington (NDW) Regionally Integrated Master Program (RIMP) Future Land Use Plan (NAS Plan) dated February 2012, and covering through 2035, addresses circulation of vehicles, pedestrians, bicycles, and the utilization of mass transit and shuttle buses both on and off the installation. The NAS Plan identifies a boundary separating research development test and evaluation (RDT and E) facilities functions from non-RDT&E functions within the NAS. It evaluates off-base leasing needs. By separating these functions, the NAS may be able to move the installation fence line and improve access to non-RDT&E functions. Such a change offers potential for transit and commuter service enhancements within the Development District. Another aspect of the NAS Plan is its calls for enhanced interagency coordination on encroachment issues. Resulting actions for this Lexington Park master plan include:

- i. An update of the zoning ordinance to incorporate the 2009 study for Air Installations Compatible Use Zones (AICUZ) and to clarify land use densities and intensities and building code regulations regarding accident potential and noise impacts, and
- ii. Increased public amenity open space dedication within the AICUZ and acquisition or easement protection of open space via cooperation between the Department of Defense, conservation organizations and state agencies and the county in the Readiness and Environmental Protection Initiative (REPI) efforts to preserve buffer land and habitat around military installations and ranges.

B. Enhanced Use Lease (EUL). The Department of Defense is authorized to make underutilized, non-excess real property available for lease in exchange for cash or in-kind consideration. This authority enables the Navy to maximize the utility and value of installation real property and provide additional tools for managing an installation's real estate assets to achieve business efficiencies. A proposed EUL at NAS Patuxent River anticipates new construction or reuse of existing facilities to develop a modernized work campus and create efficient work space for Navy government and contractor employees fulfilling essential development and testing missions for the Navy. The proposed project is intended to facilitate the integration of important contractor and government personnel into an on-base work campus as close as possible to existing facilities to improve the efficiency of the Navy mission, to create modern facilities that would enhance acquisition, engineering, testing, evaluation, research and development activities; and to accommodate projected program and personnel (government and contractor) growth at NAS Patuxent River. In addition to providing office space, the EUL development could include flex, research and development (R and D) and other light industrial activities, hotel and retail uses.

C. Joint Land Use Study (JLUS). The NAS annually generates a total of \$6.6 billion for the economy in Maryland and creates or supports 41,185 jobs, according to a 2010 Maryland Department of Business and Economic Development study, making this installation vital not only to national security but also to the economic security of the State of Maryland. A JLUS is a community controlled and community directed planning process designed to prevent urban

encroachment, safeguard the military mission, and protect the public health, safety, and welfare. Preparation of a JLUS for the NAS was initiated by the Tri-County Council for Southern Maryland (which serves as the JLUS sponsor) in the spring of 2013 with participation by the affected jurisdiction, including St. Mary's County. JLUS recommendations will be considered in future updates of this Development District Master Plan.

- D. Patuxent River Naval Air Museum and Visitors Center – The museum preserves and interprets NAS history and the heritage of advancing naval aviation technology. In

2013 the museum was housed in a former warehouse near the Gate 1 entrance to the NAS. The replacement of these facilities with the modern structure pictured below will provide an inviting gateway into Downtown and support redevelopment goals. The county will coordinate with the Navy and surrounding landowners to provide street and landscape design improvements that reinforce the “Downtown Gateway” concept and to improve vehicular access for visitors to the museum, possibly via a connection through the Expedition office park.



1.4 Development Pattern

The Lexington Park Development District plan that was adopted in 2005 encompassed 16,850 acres of land. The NAS encompasses an additional 6,242 acres. In order to better manage growth and development impacts on roads, schools, utility infrastructure, and better focus funds and programs to achieve its goals, this updated Plan recommends contracting the boundaries of the Development District to encompass 13,702 acres. It also proposes designating Subareas within the Development District with recommendations and implementation strategies that apply for each of them to guide growth and focus public investments in infrastructure.

1.4.1 Recommended Boundary Changes

To support redevelopment in the core areas of the Development District, and in deference to state agency comments on map to comply with Priority Funding Area requirements, this plan calls for reducing the size of the Development District as it was defined in the 2005 plan. The areas selected for removal are remote from those sections of the Development District that are recommended for infill and redevelopment, and they are isolated from available infrastructure. The areas have also been selected in response to public comments made during the Comprehensive Plan update of 2010 for limiting significant growth in the Critical Area, for avoiding traffic congestion along Patuxent Beach Road from Calvert County, and for preserving the rural character of minimally developed access routes to St. Mary's City along Indian Bridge Road and Pt. Lookout Road from Great Mills to Park Hall. Furthermore, the change in the Myrtle Point and Mill Cove area reflects past decisions by the county to deny requests 1) for an increase in zoning density for projects that were to be located in the Critical Area, and 2) for extension of water and sewer infrastructure to serve proposed developments that would have complied with allowable zoning densities.

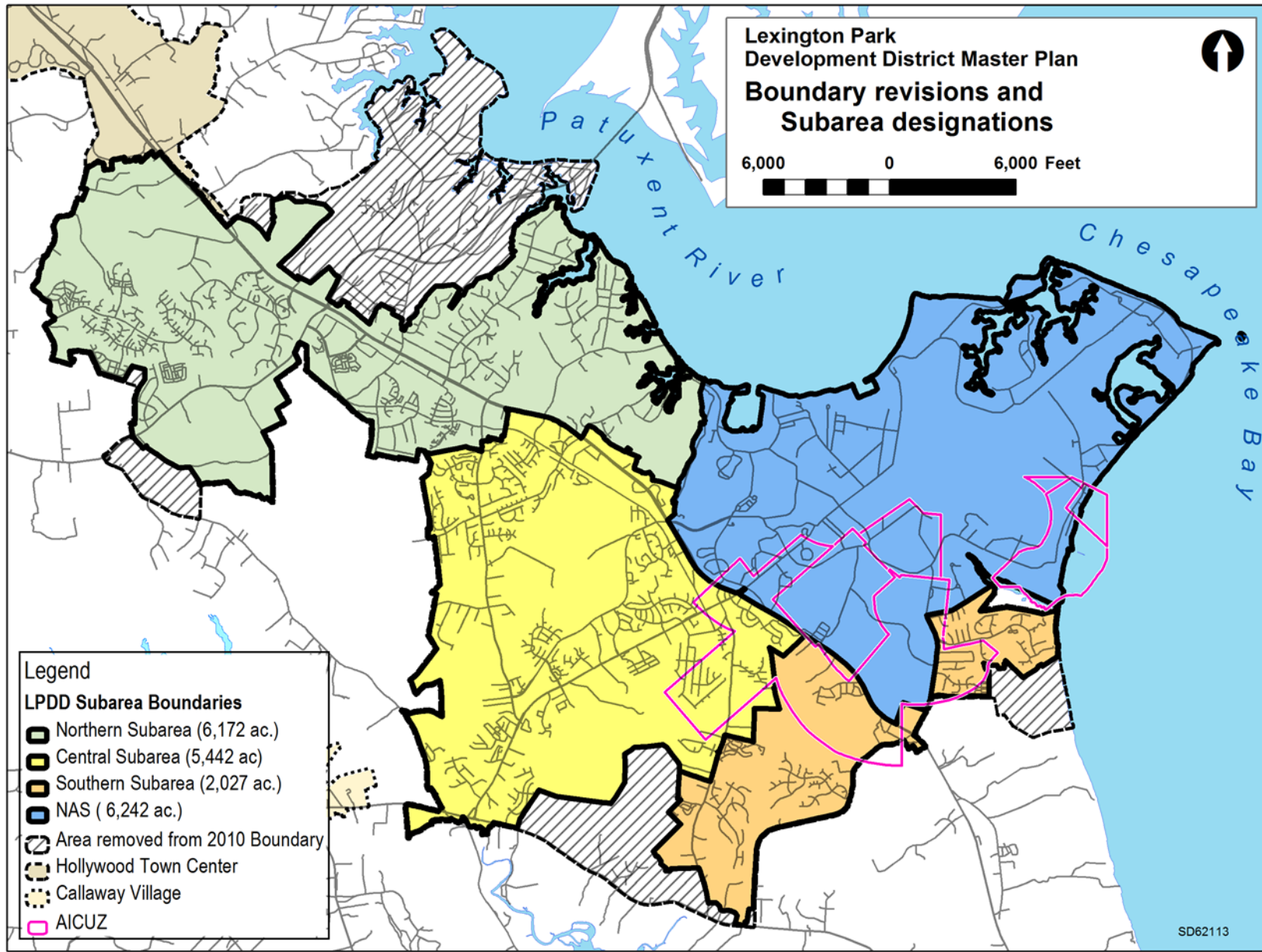
Where there are approved development projects in areas proposed to be removed from the Development District, appropriate zoning, such as Residential – Neighborhood Conservation or RNC, and status under the Comprehensive Water and Sewerage Plan would be provided to allow these projects to be completed as already approved.

The areas retained within the Development District provide a cohesive pattern of neighborhoods, shopping facilities and employment centers that are to be enhanced by a network of actively used and natural open spaces, and served by a system of complete streets and adequate utilities.

The map on the following page shows the land use changes that result from the recommended Development District boundary revision. The 2005 Lexington Park Development District line and hatching are provided on the map to show the extent of the 2010 area removed from the planned growth area.

1.4.2 Subareas Designations. The following map shows three Subareas within the Development District —Northern, Central and Southern.

- A. The Northern Subarea (shown in green) encompasses the bulk of the area known as California including the Wildewood, First Colony, Town Creek, Laurel Glen and Esperanza developments and the northern extent of the Three Notch Road Corridor to the northern boundary of the NAS. This area is a mixture of established neighborhoods and commercial sites. The existing momentum of development is anticipated to continue without the need for development incentives. There are areas in need of redevelopment, particularly revitalization of older strip shopping centers and transitioning to less automobile-oriented development. While development is not to be prevented in the Northern Subarea,



“greenfield development”³ should be given a low priority for infrastructure investment unless vertically mixed-use pedestrian-oriented development is proposed. Residential developments should achieve greater than the 3.5 unit per acre density required in Priority Funding Areas (PFA) pursuant to the state’s “Smart Growth” legislation. Strict minimum standards for new development and redevelopment should apply. The completion of FDR Boulevard, which extends into the Central Subarea (discussed below), and commitment to development and redevelopment within the Three Notch Road and FDR Boulevard Corridor are high priorities for the Northern Subarea.

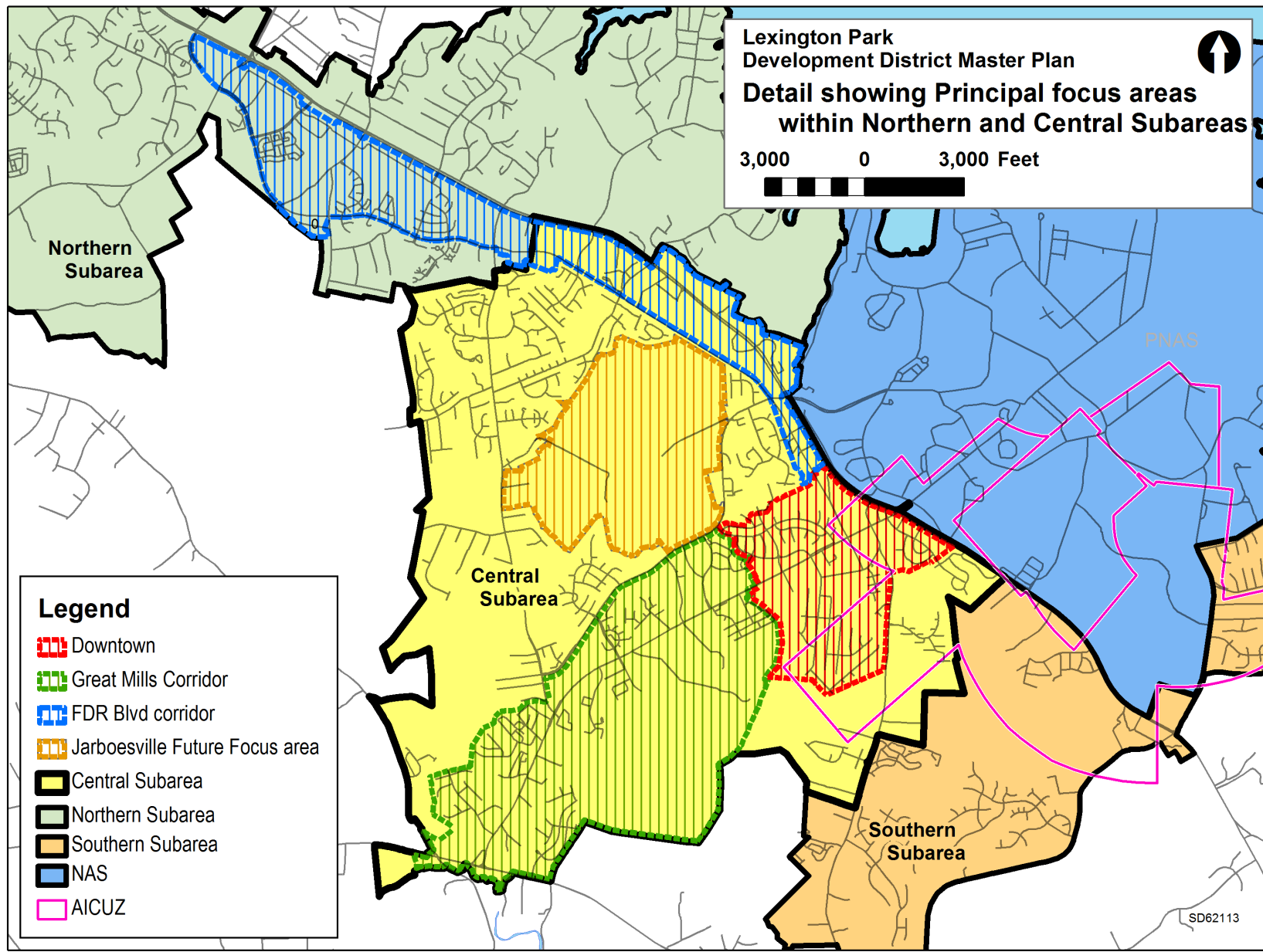
- B. The Central Subarea (in yellow) is bounded by the Northern Subarea, by the Gene Piatrowski State Wildlands to the west, Point Lookout Road to the south, and lands on either side of Willows Road north of Bradley Boulevard. The area is comprised of the neighborhoods on either side of Chancellor’s Run and Pegg Roads, large commercial and office developments along the Three Notch Road Corridor, a large undeveloped area centered on Jarboesville Run, and the Great Mills Road corridor. The areas known as Downtown and the Great Mills Road Corridor initially developed around the primary entry points to a “temporary” NAS. These two areas still provide the gateway to the Country’s premier high tech military facilities, but have a high proportion of timeworn and outdated commercial and residential development.

³ The term “greenfield development” refers to development on land that has never been used (e.g. agricultural or forested open space or very low density residential parcels), where there is no or minimal need to demolish or rebuild any existing structures.

The detailed map on the next page shows the principal existing and future focus areas within the Central Subarea boundary. The map also shows the FDR Boulevard Corridor focus area extended into the Northern Subarea.

The county’s highest priority for and commitment to development or redevelopment and investment should be within the Central Subarea. Within this Subarea the county should focus community and economic development efforts, support infrastructure development, provide flexibility through form- based zoning to achieve development goals and enhanced development quality and amenities.

- C. The Southern Subarea (shown in orange) encompasses the southern and eastern portion of the Development District, and is comprised of the areas on either side of Willows Road south of Bradley Boulevard, northwest of Hermanville Road and on each side of Forest Park Road. The Southern Subarea forms the southern border of the NAS. This area, with easy access to the Naval Air Station via Gates 2 and 3, is predominately an area of higher density residential development with a proposed office business park core. The existing momentum of residential development is anticipated to continue without development incentives. Development in the Southern Subarea should be given a low priority for infrastructure investment unless vertically mixed-use pedestrian-oriented development is proposed, nonresidential mixed-uses in the AICUZ comply with standards to manage encroachment, and residential developments achieves greater than the 3.5 unit per acre minimum density required in a Priority Funding Area (PFA). Strict minimum standards for new development and redevelopment should apply.



2. Focus Area Development Strategies

Vision: Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archaeological resources. Residents are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.

This chapter provides development strategies and goals, objectives and implementation actions for the sections of the Central Subarea, including the Downtown, the Great Mills Road Corridor and the Three Notch Road and FDR Boulevard Corridor. This chapter also introduces a future focus area north of Jarboesville Run between Pegg Lane and Chancellor's Run Road.

2.1 Downtown

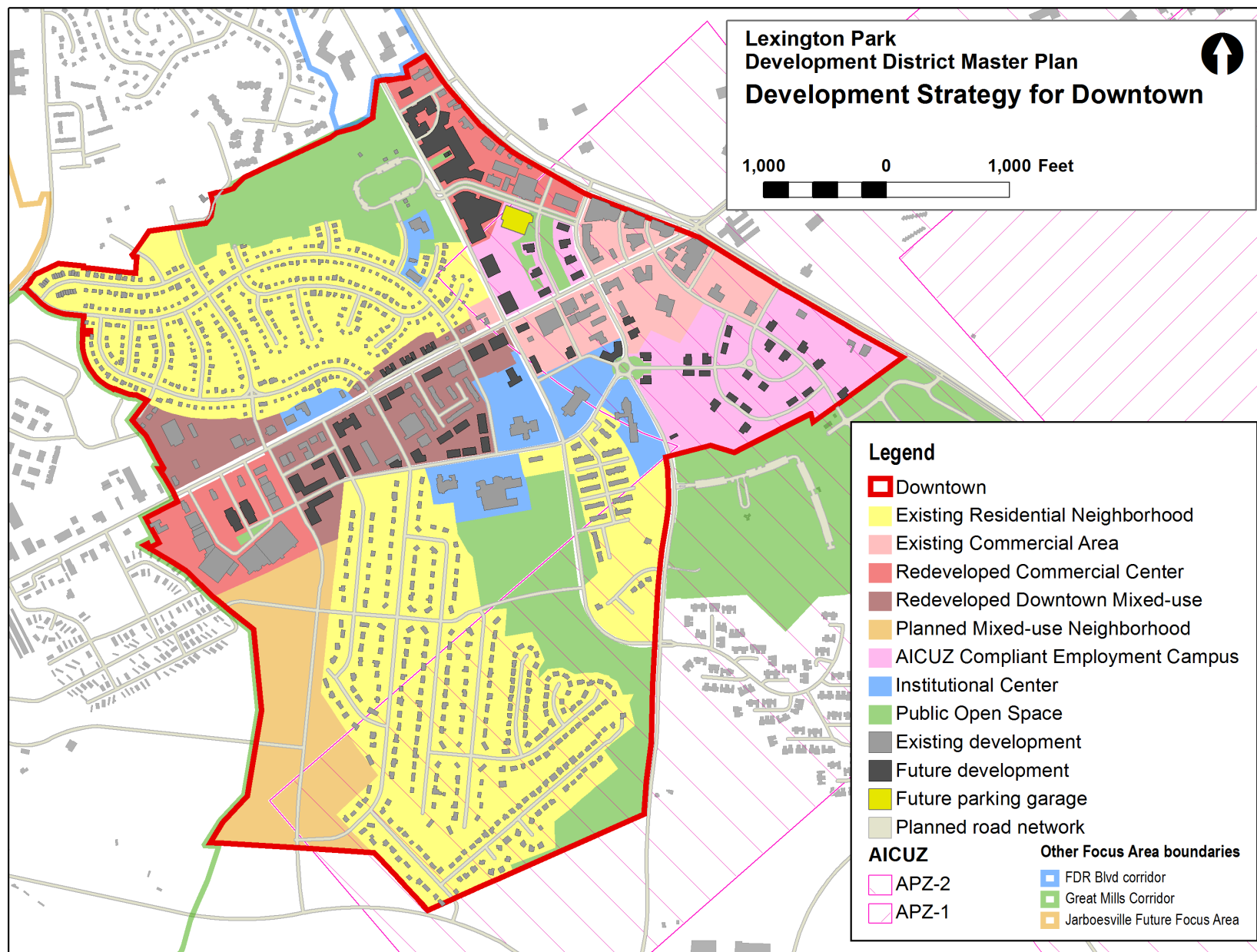
The plan for Downtown Lexington Park is focused on renewal and achieving the vision articulated throughout the public planning process and in multiple public workshops. As the plan was being prepared, many of the buildings located within the Downtown were in serious need of modernization. Better street lighting, enhanced security, routine property maintenance, coordinated parking, marketing and public event programming were recognized as essential ingredients to the long-term success of the Downtown, the adjoining corridors, and to the Development District as a whole. The prospects of future growth specifically favor the redevelopment and modernization of the outmoded retail space in Downtown. This plan envisions an improved retail core with more pedestrian amenities and more open space, but with retail and office uses not

substantially greater than those found in 2013. This ensures that development of the Downtown remains fully compliant with policies to avoid encroachment on the mission and operation of the NAS.

A strategic plan to phase capital improvements within Downtown before additional investment is permitted throughout the balance of the Development District will create a solid foundation for the redevelopment of the older commercial area.

2.1.1 Goals for the Lexington Park Downtown

- A. Transform the traditional center of Lexington Park into a modern family-friendly commercial and civic Downtown.
 - i. Create a lively center for public life and activity.
 - ii. Make the Downtown safe, pedestrian friendly, and visually attractive.
- B. Avoid encroaching on the operation of the Naval Air Station.
 - i. Within the AICUZ, make the Downtown a green oasis by preserving natural features, and
 - ii. Direct new development and redevelopment away from accident potential zones.
 - iii. Create a balanced transportation system that makes efficient use of available road capacity, and elevates the role of pedestrians, cyclists, and transit service.
 - iv. Improve the quality of life Downtown through private investment, job creation, and business formation.
- C. Conserve remaining forests, preserve and restore streams, and protect natural resources.



2.1.2 Downtown Development Strategies

The preceding map, along with recommended strategies for development, circulation improvements, and a new framework for open spaces and parks, are provided as a guide for modernizing Downtown Lexington Park

A. Existing Residential Neighborhoods

The first priority of the plan is improving the quality of life for current residents of Lexington Park. Following adoption of the plan, neighborhood-based planning should get underway for the Patuxent Park, Essex South and Colony Square neighborhoods to develop design guidelines, appropriate traffic calming, beautification, and pedestrian and bicycle improvements.

Also critically important is enhanced enforcement of property maintenance and livability codes. Regulations and laws necessary for the county to address resident concerns relating to property maintenance, trash and sanitation, and safety should be adopted and enforced. The county will promote programs and pursue funding to assist property owners and nongovernmental organizations (NGOs) in order to rehabilitate or replace substandard housing. At the same time, steps must be taken to ensure affordability of those houses for local residents.

B. Existing Commercial Area

The existing commercial areas are envisioned to continue largely unaltered except for beautification and pedestrian and bicycle improvements. As existing businesses turn-over the replacement businesses and uses must be AICUZ compatible. New and replacement structures must also adhere to AICUZ and design guidelines.

C. Redeveloped Commercial Center

This new retail core is proposed to be relocated to the north of the AICUZ across from Nicolet Park. This location, with appropriate rezoning can allow intensive midrise mixed-use development with a total floor area of approximately 500,000 square feet. The development fronts on the upgraded southern segment of FDR Boulevard and on a new road, "Millison Boulevard." Millison Boulevard will extend from a new entrance to Nicolet Park on FDR past the proposed Park Square campus to N. Shangri La Drive. A new parking garage, fronting on Millison Boulevard, is sited to take advantage of the grade change within the Millison property allowing parking access on two levels and sized to serve the retail core and provide longer term parking for the Park Square employment campus. New low rise AICUZ compatible mixed use/retail structures can be located to the south fronting on FDR Boulevard linking the higher density retail core to Great Mills Road. New surface parking behind the buildings serve the retail core and Park square.

The plan proposes that the retail core feature community-level shopping that offers regional level retail uses like a department store, restaurants, or a movie theater, and up to 100 residential units. The development should also meet neighborhood level shopping and service needs including a pharmacy, a range of apparel, home furnishings, or specialty shops and services such as banking, real estate and insurance offices. A grocery store is another possibility for this area.

D. AICUZ Compliant Employment Campus

The plan calls for an employment campus developed on the county-owned former site of Lexington Manor northwest of Rennell Avenue. This important land asset should be the principal location for a cluster of small offices and flex space

buildings. These could provide off-Base work spaces for high tech firms supporting the defense industry or incubator space for new small businesses that can help diversify the county's economy. To develop this employment campus in combination with the private sector, the county should consider phased construction of flex buildings and a ground leasing program to allow office construction by leasing firms. Design standards and adherence to Navy building security standards will be required for construction to create a cohesive campus environment and assure usability as facilities for federal contractors.

The concept plan map shows the arrangement of new streets, buildings, and parking. The employment campus buildout assumes about 250,000 square feet in an AICUZ compatible arrangement with one planned institutional building and 23 small office/flex buildings. Building occupancy will not exceed 50. At this build-out, the site could accommodate as many as 1,000 new jobs, which would inject strong market demand into Downtown.

The employment campus retains culturally significant cherry trees, blocks of existing woodland and the street alignment of the former WWII navy housing complex. An addition of two road segments to Misima Place connecting new traffic circles at Willows Road and Lei Drive would better integrate the campus into the heart of the Downtown; which is only a five-minute walk away. Open areas remaining after buildings and parking are provided are proposed as "community garden" sites for use by Lexington Park residents.

A second smaller employment campus is proposed for redevelopment in the AICUZ portion of Millison Plaza. This "Park Square" campus is organized around a new "Park Square Green" in the heart of downtown. Floor area is

proposed at approximately 70,000 square feet in an AICUZ compatible arrangement of 7 buildings. Office, personal services, and low volume food services are anticipated with no building exceeding 50 occupants and patrons. The development, in part modeled on the town square in Leonardtown, would also feature a new road with diagonal parking adjacent to the green to accommodate quick trips to Downtown businesses. The "Park Square" campus avoids creating retail footprint that is not only AICUZ incompatible but that would also compete with the retail core proposed along FDR Boulevard outside the AICUZ.

E. Institutional Center

An existing institutional center is located on FDR Boulevard between Great Mills Road and Shangri-La Drive, and encompasses the library, the fire station and the future rescue squad station and a church. The importance of this area and of bringing increased institutional presence into Downtown cannot be overstated. New buildings within this center should be occupied by uses that respond to resident input desiring more government and institutional presence in Downtown that give meaning and purpose to the place. The county should consider locating some of its offices here ideally in a new structure proposed at the Willows Road traffic circle and a new community pocket park designed to provide a focus for this area as a gateway to Downtown.

F. Mixed Use areas

Increased street connections and increased pedestrian connections and amenities within the Downtown Mixed-use and Planned Neighborhood Mixed use areas, both areas outside the AICUZ, would promote new development in the Downtown.

This area is well suited for replacement of obsolete buildings with new mixed use buildings with office, modest street level retail uses and moderate to high density residential buildings. Even without being completely redeveloped, these areas can reasonably accommodate up to 250 housing units, and between 220,000 and 325,000 square feet of nonresidential space. This scale of development could translate into 730 to 1,080 new employees in Downtown.

G. Existing Strip Commercial and Shopping Centers

Central to realizing a goal of vibrant mixed-use corridors is infill development with new street and pedestrian connections within stand-alone commercial developments. A major focus of this plan is the incremental retrofitting of existing strip commercial development and shopping centers as turnover of tenants occurs and, on a larger scale, as structures become obsolete. In the future, all large developments should provide a long-term plan for intensification which could be built as market conditions warrant. In turn, the county should relax parking standards, promote transit use, and build sidewalks and bikeways where they were not originally included. The Retrofit Framework Diagram below shows how an older strip commercial center can change incrementally over time with a mix of residential and commercial uses. The sites can be connected by new streets to the adjoining urban fabric. Large parking lots can be broken into smaller blocks and open spaces can be provided on the property.

The plan calls for such a retrofit within St. Mary's Square. Infill buildings, a pocket park and new road, pedestrian and bikeway connections to surrounding neighborhoods are proposed. Such changes will functionally and visually incorporate this shopping center into the Downtown.

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



Retrofit Framework Diagram

- | | |
|---|--|
| ■ Commercial Use | ■ Street Framework |
| ■ Multifamily Residential | ■ Open Spaces |

2.1.3 Circulation Improvements

Having established the basic development program and purpose of Downtown's subsections, now the plan turns to circulation improvements. The figure below envisions a highly connected network of streets, bikeways and side-walks, (off-road paths for biking and walking are shown in the open space framework in the next section).

A. Streets

Street connections may be listed in three general priority classes. The first priority class creates a high degree of connectivity in the retail core and institutional subsections of Downtown. They should be initiated immediately and expedited irrespective of developer participation. They especially reinforce the importance of the retail core and redevelopment of outdated suburban-style retail centers.

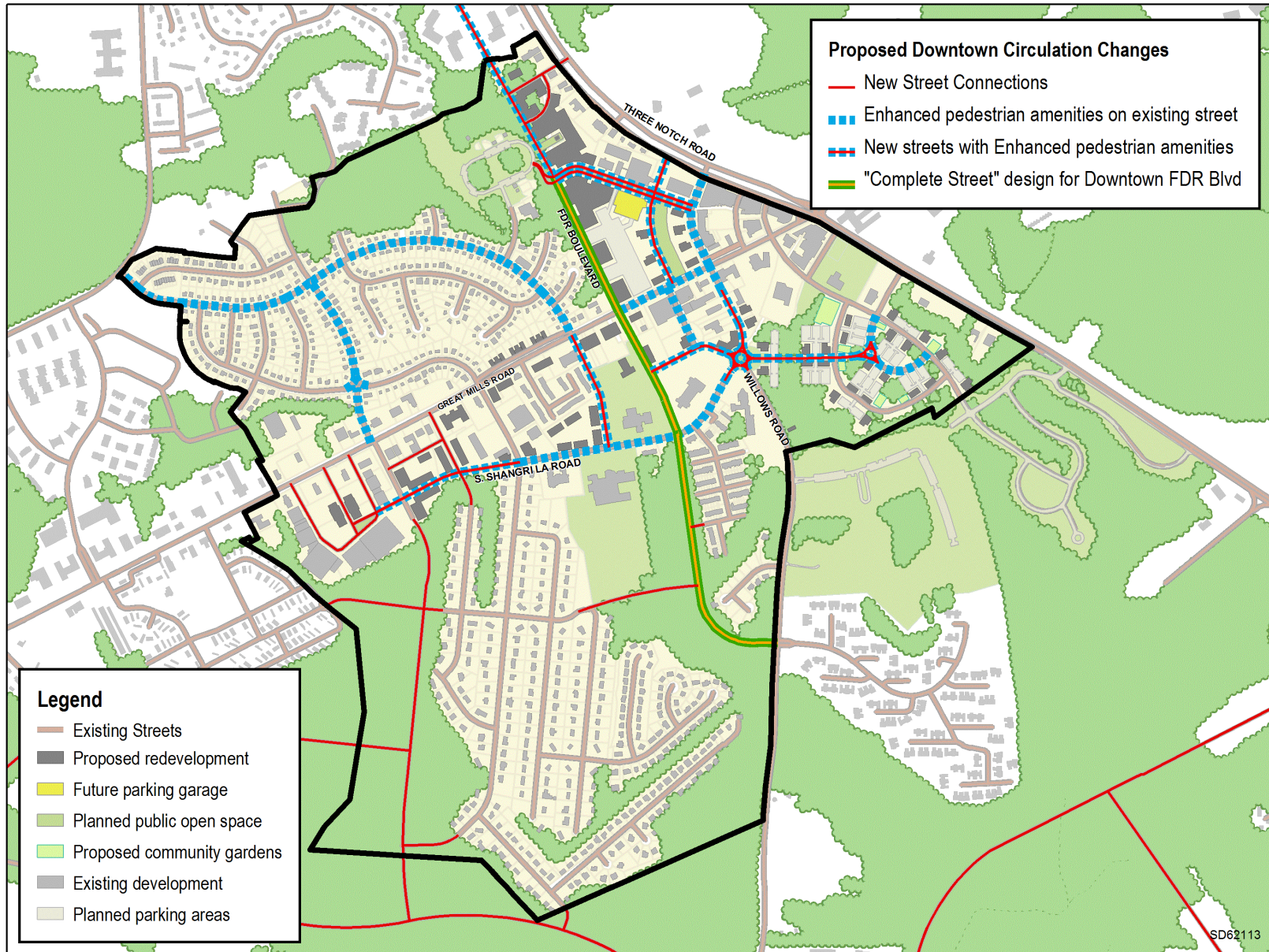
FDR Boulevard is the most important project in this first class of priority streets. Constructing the internal streets (as illustrated on the preceding map entitled "Development Strategy for Downtown") is also important. This work would be dictated by the pace and phasing of that site's redevelopment. These internal streets may either be constructed as public or private streets. In either case, some cost sharing role for the public sector may be required. From a design standpoint, it is imperative that these streets look and feel like real streets and not like drive aisles through a shopping center parking lot. All other streets would be completely publicly funded. An implementation activity of this plan is for the county to adopt street-section standards into the urban design elements of the zoning ordinance.

The second priority class is made up of the projects that further enhance the Mixed-use Residential and Office Area

as a prime redevelopment site. These streets will provide connections between the Lancaster Park, Colony Square and South Essex neighborhoods, and extend the Downtown to St. Mary's Square. This class of projects should be initiated by 2020, unless a developer has interest in pursuing redevelopment in the area where the street is planned, in which case the project should advance more quickly with public and private funding.

The third class of street projects is longer-term projects and would be driven largely by major development activities. Work on these projects should await developer participation or, in the case of the extension of FDR Boulevard from Shangri-La Drive to Willows Road, they can proceed when a strong public need presents itself, such as safety or congestion.

Priority	Street	End Points
<u>First Priority</u> - Initiate Now	FDR – Three Notch Connector	FDR at St. Andrews north to Three Notch
	FDR through Downtown	Pegg Road to FDR Blvd.
	"Central Park" Street	See plan
	Nicolet Park Avenue	Great Mills to Shangri La
<u>Second Priority</u> - Initiate by 2020 unless developer driven sooner	Saratoga Extension	Great Mills to Shangri La
	Morris Road extension	To Shangri La
	Midway Drive Extension	Great Mills to Shangri La
	Millison Plaza internal streets	See plan
<u>Third Priority</u> – Initiate between 2020 – 2030 unless developer driven sooner	Tulagi Place extension	Coral to Shangri La
	FDR extension	Shangri La to Willows
	Lexington Manor streets	See plan



B. Pedestrian Amenities

This plan builds on the Great Mills Road streetscape improvements that were completed in 2011 and envisions

that Downtown will have significant pedestrian amenities including streetlights, shade trees, benches, and landscaping. The Proposed Downtown Circulation Changes

diagram illustrates a network of streets with enhanced pedestrian amenities and a “complete street” design with stormwater management for FDR Boulevard from Nicolet Park to Willows Road. The Downtown enhanced pedestrian amenities are proposed for a network of primary circulation streets and extend from St. Mary’s Square along S. Shangri-La Drive and Misima Road to the proposed Lei Drive traffic circle within the employment center. The amenities are also planned along the FDR Boulevard “complete street” from Pegg Road (access point to the Naval Air Museum), past the new Commercial center across from Nicolet Park to the Willows Road intersection. Pedestrian amenities will also be important within the Millison Plaza employment center and in the areas south of Great Mills Road to the new Willows Road traffic circle at the intersection with Shangri La Drive. Pedestrian amenities will help establish a strong sense of place and reinforce the quality of the urban landscape associated with Downtown.

The two-block section of Great Mills Road between Shangri la Drive and FDR Boulevard is proposed as the initial project area for a new “Great Street Strategy” that will advance improvements to the public rights-of-way and to the private property fronting the street as well. This is a coordinated urban design approach combining detailed attention to the appearance of the street with attention to the quality of architecture and landscaping along Great Mills Road and intersecting streets.

As the Downtown redevelops, the “Great Street Strategy” should be expanded to adjoining areas. Redevelopment and resulting increased traffic should trigger evaluation of neighborhood streets for traffic calming needs. Traffic calming may consist of a variety of techniques to slow travel speeds using changes to street surface, width, and texture.

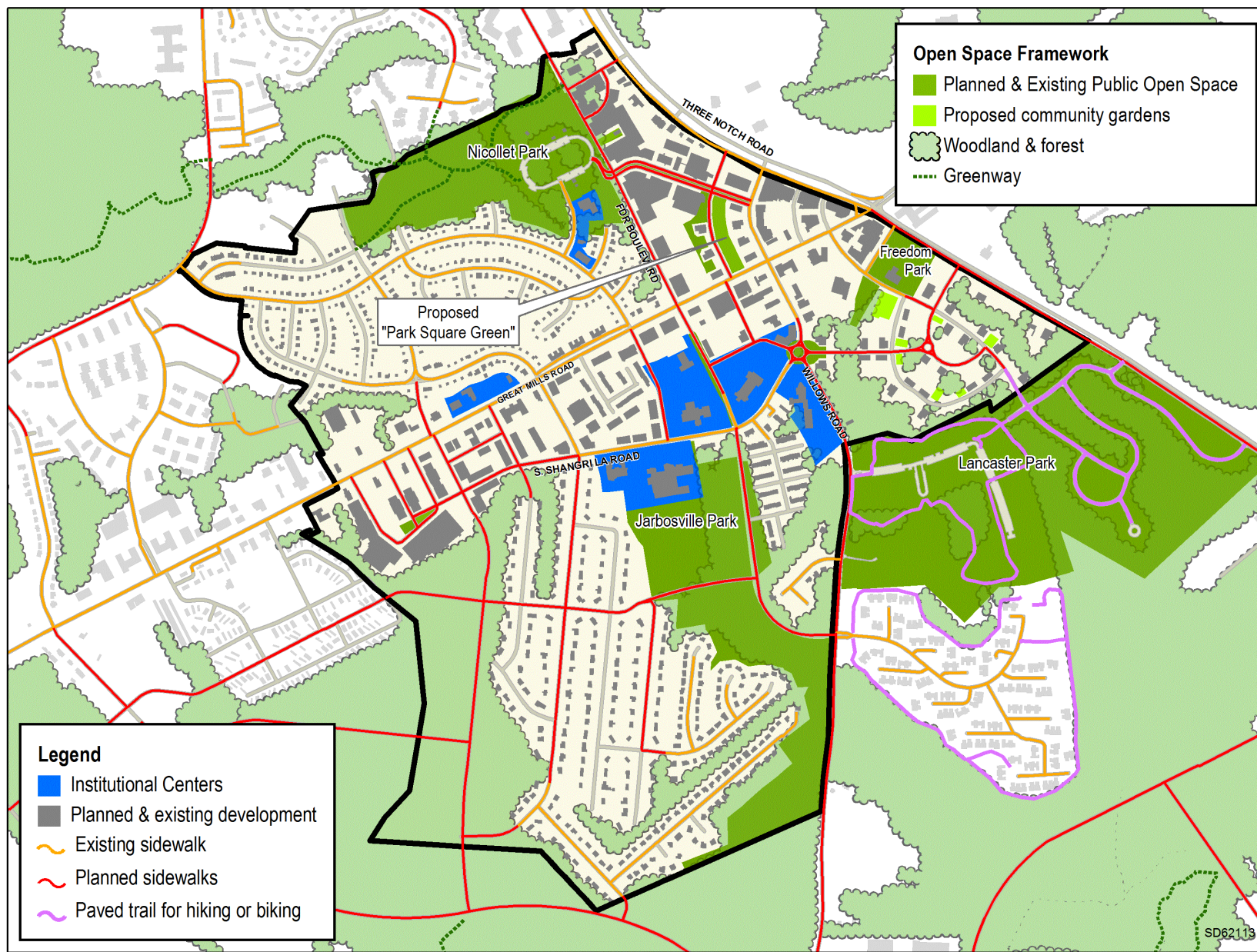
2.1.4 Open Space Framework

The quality of the built environment will be greatly improved through open spaces that can both beautify the community and create gathering and recreational opportunities. The Healthy St. Mary’s Partnership (HSMP) recognizes the need to promote opportunities for physical recreation where people live and work. This plan provides such opportunities and recommends a framework for creating pathways that promote a healthier community.

The Open Space Framework on the following page shows Jarboesville Park, John G. Lancaster Park, Freedom Park and Nicolet Park. The framework shows how these parks can be connected through new sidewalks and hiking/biking trails.

The framework plan also illustrates additional public spaces distributed throughout the Downtown area. Locations recommended for new public greens or pocket parks are at the Willows Road traffic circle, within St Mary’s Square, within the new commercial center across from Nicolet Park. Also recommended are new community gardens on public land within the employment center. Proposed spaces are connected though the sidewalk and trail network.

The most prominent proposed public space is “Park Square Green” within the heart of a redeveloped Millison Plaza. The Green should be improved with landscaping and flexible amenities to support the needs of residents, workers and visitors to Downtown.



The use and design of this and other public spaces should be carefully considered to ensure that they offer continued use and enjoyment to the residents of and visitors to Lexington Park. Since a trail network connects each public space, there is an opportunity to build a theme or tell a story with the spaces.

Ideas for the public space network suggested by local residents during the planning process include: (1) “peace parks” for passive outdoor recreation and reflection, (2) public art spaces that could fit into an arts district strategy, (3) public gardens that offer opportunities for community gardening, and (4) spaces that offer seasonal opportunities such as an ice skating rink or summer concerts, farm market or local craft fairs. Continued community involvement will be important to assuring that the public open space network is built and supports the needs of the community.

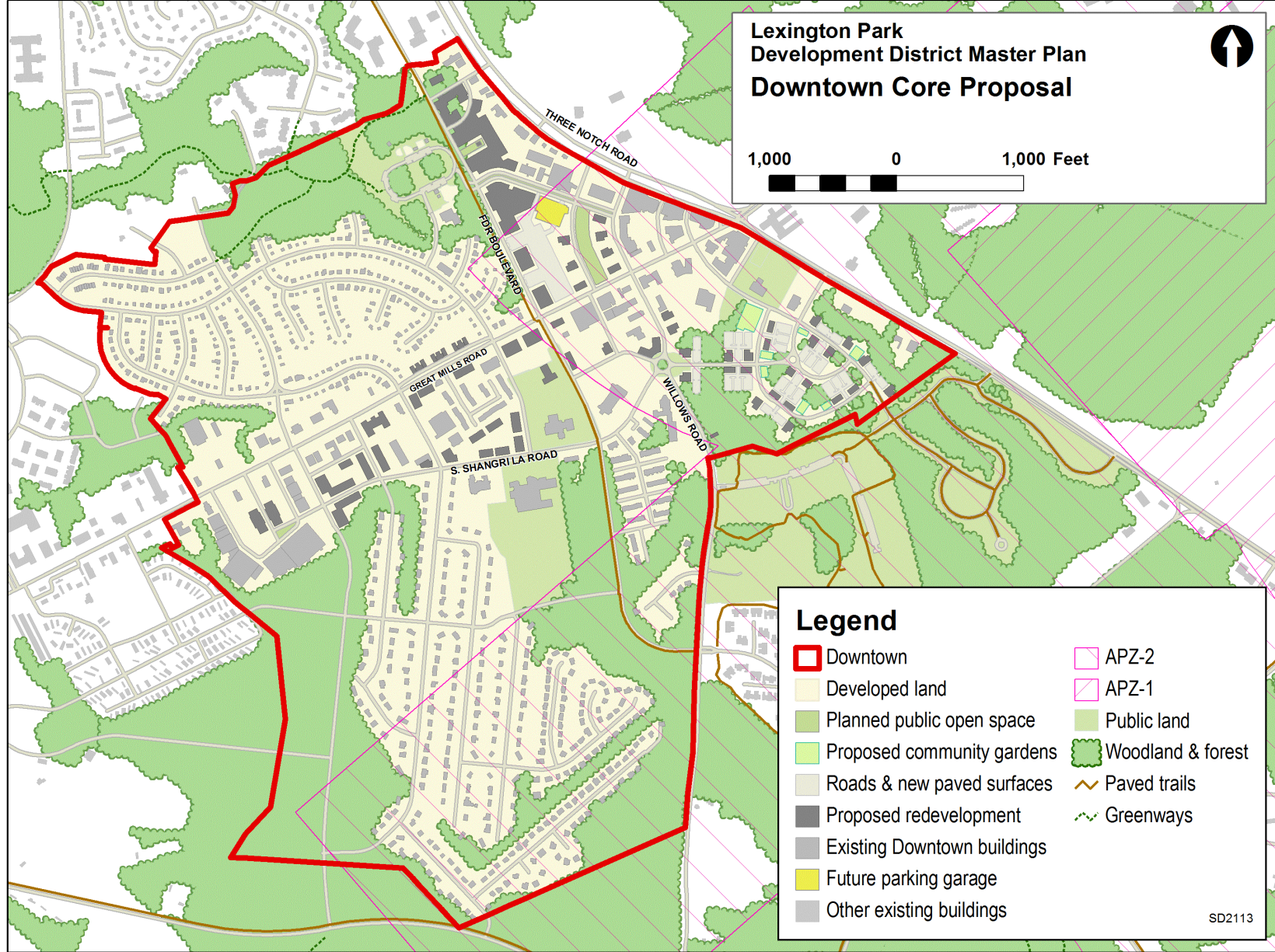
2.1.5 Design Principles

- A. Inter-connection of parcels through streets, sidewalks, bikeways and trails.
- B. The coordination of building massing and landscaping.
- C. The design of new streets and repurposing of existing streets to favor safe and convenient transportation by walking, biking, and transit.

2.1.6 Zoning

- A. Consider revisions of the downtown mixed-use zone (DMX) to implement objectives of the plan. Require a mixture of uses within mixed-use zones.

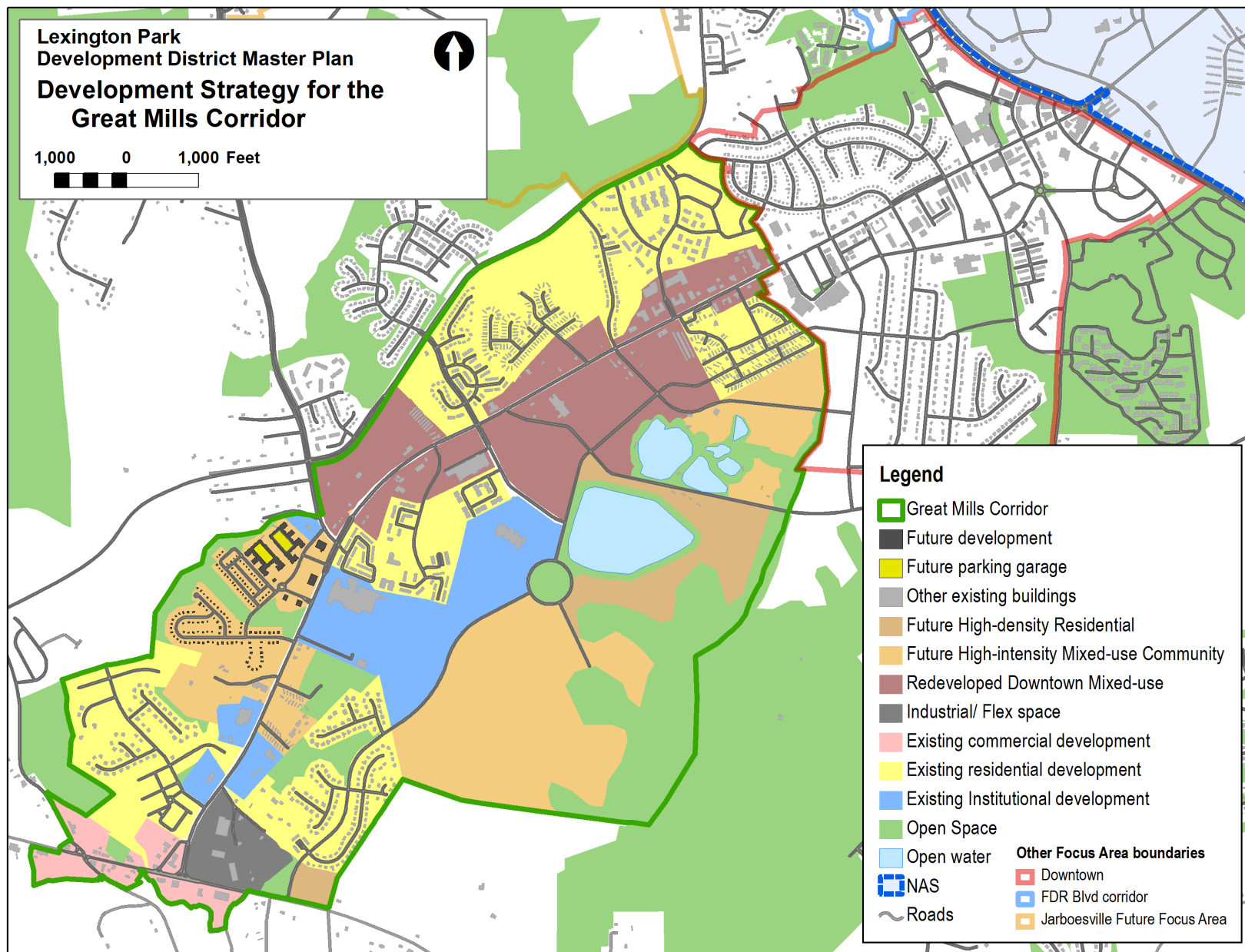
- B. Update the AICUZ overlay to include noise zones consistent with the latest AICUZ study issued by the Navy.
- C. Maintain low density residential and neighborhood conservation zones.
- D. Restrict location of adult entertainment uses to avoid impacts on children.



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2.2 Great Mills Road Corridor

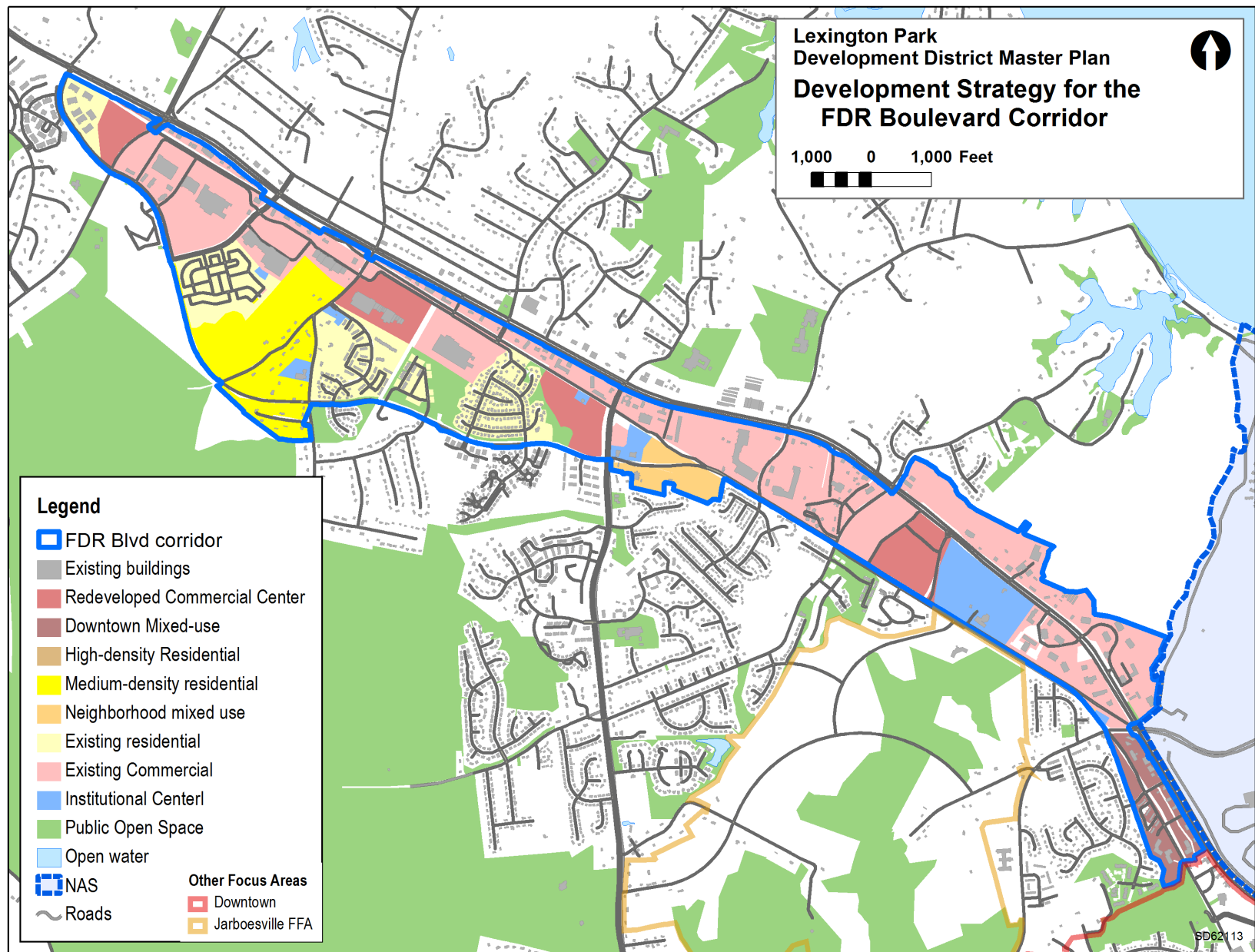
The Great Mills Road Corridor is about 3 miles long, and extends from Downtown to Point Lookout Road. As it extends southwest from Downtown it becomes a lower density patchwork of office and retail uses, presenting opportunities for intensive infill. Existing access to sewer and water, adequate primary road infrastructure, recent aesthetic road improvements, the presence of a planned sheriff's station, community infrastructure (High school and Great Mills Pool) and recent Heath Enterprise Zone designation offer strong incentives for revitalization in this corridor. Private sector development and redevelopment in this corridor should be actively encouraged.



2.3 FDR Boulevard Corridor

- 2.3.1 This corridor extends 4.5 miles from Pegg Road to St. Andrew's Church Road and thence to Airport Road and Mervel Dean Road. It is partially built-out with numerous automobile-oriented suburban shopping centers and office buildings. The alignment for FDR Boulevard runs generally parallel to Three Notch Road. The road is built in short segments through developing areas, and the remainder of its alignment extends through open lands with great development potential.

This plan explores the potential for transit enhancements and housing development along the Three Notch Road Corridor and calls for a detailed land use plan to be written specifically for the Three Notch Road Corridor upon adoption of the Lexington Park Development District Master Plan with particular attention to the following nodes/areas.



2.4 Jarboesville Future Focus Area-

2.4.1 Chancellor's Run Road at Horsehead Road Neighborhood Center

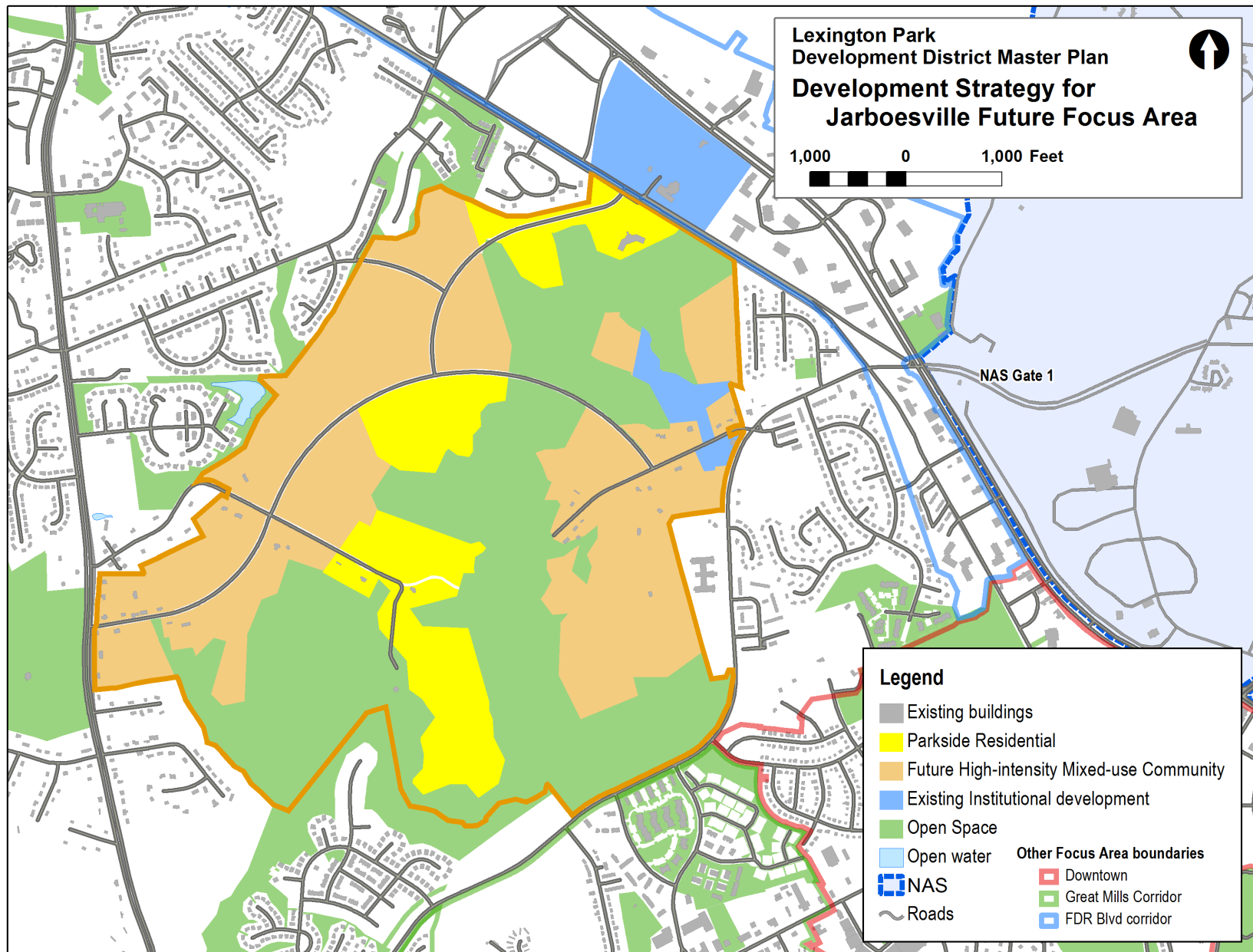
The urban design strategy calls for the creation of a new small neighborhood center of about two acres at the intersection of Chancellor's Run Road and Horsehead Road to provide a gathering place and small scale convenience shopping and services. Such a center located across from the entrance to the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

2.4.2 Future High-intensity Mixed-Use Neighborhood

Horsehead Road would extend from the Neighborhood Center discussed above eastward toward Jarboesville Run and eventually connect to Pegg Lane via a bridge crossing the protected open space encompassing Jarboesville Run's floodplain, wetlands and adjacent steep slopes. This new road network would allow for the creation of a new large scaled mixed-use community along Horsehead Road and a proposed road from Horsehead to FDR Boulevard. This plan also contemplates a mix of medium to high density residential development adjacent to protected open space. The open space is proposed to be improved with a trails and greenways network amenity to serve new and existing commercial and residential areas.

2.4.3 Gate 1 Employment Center

Proposed new mixed-use development fronting on Pegg Road and Pegg Lane offers an easily accessible office, industrial, flex space complex to serve the NAS contractor community. This area, close to Gate 1, offers an emerging "Live where you work" employment center with respect to traffic, complimentary uses, and pedestrian and bicycle connections to the North via FDR Boulevard, to the residential developments along Pegg Road to the south, and to the planned high-intensity mixed-mixed use neighborhood mixed use development via an eventual bridge crossing Jarboesville Run.



2.5 Land Use Designations

2.5.1 Residential Areas

A. Low Density

Development in this planning category shall consist of low density residences in clustered configurations with preservation of open space or forest retention maximized. Acceptable density would range from one dwelling unit per acre to five units per acre.

B. Medium Density

Development in this planning category shall consist of medium density residences with accommodation for preservation of open space or forest retention. Acceptable density would range from 5 to 10 dwelling units per acre.

C. High Density

Development in this planning category shall consist of high density residences in with reasonable preservation of open space or forest retention. Acceptable density would range from 10 to 20 dwelling units per acre.

2.5.2 Commercial Areas

A. Community Commercial

Development in this planning category shall consist of large-scale and clustered commercial and residential uses with reasonable preservation of open space or forest retention.

2.5.3 Office and Business Parks

Development in this planning category shall consist of offices in a campus setting with supporting limited retail uses, and excluding residential use.

2.5.4 Industrial Areas

Development in this Planning category shall consist of industrial and office uses with reasonable preservation of open space or forest retention.

2.5.5 Mixed-use Areas

A. Downtown Mixed-use.

Within the core area surrounding Gate 2 of the NAS and southwesterly along either side of Great Mills Road, development shall be consistent with the mixed-use character of the area. Standards are intended to create an urban character and to make the core area safe, pedestrian friendly and visually attractive. Acceptable residential density would range from one dwelling unit per acre to thirty units per acre.

B. Corridor Mixed-use

Development in this category should include a broad range of uses adjacent to principal transportation corridors with ample connectivity for vehicles and pedestrians. Standards are intended to accommodate automobile-oriented uses but also to create a viable, visually attractive environment. The desired form is more urban than suburban or strip (linear). Acceptable residential density would range from five dwelling unit per acre to fifteen units per acre.

C. Mixed use High Intensity

Development in this category combines intensity of areas designated for Downtown Mixed use, the density of areas designated for Residential-High Density and the breadth of uses allowed in the Corridor Mixed Use areas. In exchange for this increased density and intensity development, projects will be required to achieve a true mixed of uses on project creating more than 3000 feet of floor area.

Development standards shall require accommodation of multimodal transportation. The design of buildings, landscaping, and public amenity spaces should assure a visually attractive town-like environment and provide an inviting environment for people to work eat, shop and congregate. Minimum acceptable residential density would range from 7 to twenty dwelling units per acre.

D. Residential Mixed-use

Development in this planning category may consist of residential and office uses and personal and business services with standards ensuring compatibility with adjoining residential uses. Within the core area surrounding Gate 2 of the NAS, the RMX zone offers uses, excluding residential uses, and intensity compatibility AICUZ regulations. Where residential development is allowed, acceptable density would range from one dwelling unit per acre to five units per acre. This plan recommends continued evaluation of the range of uses that may be allowed within this category. The zoning ordinance may be amended to accommodate needs.

E. Neighborhood Centers (Neighborhood Mixed-use)

Neighborhood centers are intended to be medium-intensity, mixed-use centers with an attractive, “small town feeling” resulting from the design of streets, sidewalks, buildings, facades, landscaping, and public amenity spaces. Neighborhood centers should provide an environment for people to eat, shop and congregate, and to live near where they work. Accommodations for pedestrians, bicyclists and automobiles should function together as a safe and effective system. Transit service should be readily available and inviting.

2.5.6 Protected Lands

A. Watersheds

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

B. Sensitive Areas

State law restricts development in floodplains, in stream and wetland buffers, and on certain slopes and soil types. These have been mapped and shown in this Master Plan as preservation areas or open space that is not available for development.

C. Greenways

Opportunities for greenway systems have been identified and mapped in the Master Plan.

2.5.7 Public Lands

This category includes county, state and federally owned lands, primarily parks, schools and lands set aside for resource protection or for government functions. Certain land owned by quasi-governmental entities and used for utilities are also mapped as public lands that are unavailable for development.

3. Physical Setting and the Environment

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

3.1 Background

The impact of development on the health of the St. Mary's River watershed and water quality are well documented by local studies and by regional and national analyses. The analysis and finding of the Study of the St. Mary's River describes the impacts of development in other watersheds in the county. There will continue to be growth within watersheds; the plan explains how growth can be continued while the impacts to the ecosystem of which it is a part are minimized through clustering, green infrastructure and best management practices. A special emphasis is given to maintaining a high quality of life in the Development District.

3.1.1 Watersheds and topography

The Development District lies within the subwatersheds of four drainage basins. Breton Bay and St. Mary's River drain west to the Potomac River. The lower Patuxent River, and the many small streams that have direct drainage to the Chesapeake Bay flow to the east. Three Notch Road runs roughly along the dividing line between these east and west drainage basins. The majority of the Development District is located in the St Mary's River and the Patuxent River watersheds.

Wetlands in the Development District are mostly located within stream valleys and floodplains. The Environmental Context figures found in the appendix include maps showing floodplains and areas with hydric soils, steep slopes and erodible soils. They also show topography, streams, and watersheds.

The land that drains to the Potomac River watershed is generally characterized by wide flat to gently sloping topography adjacent to ridge lines and moderate to steep slopes descending to the wide flat floodplains of the St. Mary's River and its tributary streams (Jarboesville Run, Hilton Run, and Pembroke Run.) Three Notch Road and the commercial strip on either side of the road occupy the narrow flat ridge top dividing the Potomac and Patuxent watersheds. Land in the Patuxent watershed east of this ridge is deeply dissected by steep and erodible valleys cut by steep gradient streams to tidal creeks that have outlets to the Patuxent River. The larger of these streams and tidal creek systems include Town Creek and Mill Creek.

3.1.2 St. Mary's River

Almost 70 % of the Development District (approximately 18 square miles) is in the St. Mary's River watershed. The entire watershed is approximately 74 square miles including the areas outside the Development District. The watershed contains some very significant environmentally sensitive resources. The St. Mary's River bottomland and is an extensive, heavily forested floodplain covering approximately 1,500 acres just west and south of the Development District. The bottomland, which is mostly located within St. Mary's River State Park is home to several rare plant and animal species, and is a designated Wetland of Special State Concern. The St. Mary's River Fish Management Area is a 520-acre area containing a lake and surrounding forest, also located within St. Mary's River State Park. This management area also contains rare, threatened and endangered species habitat. The St. Mary's River bottomland, St. Mary's River Fish Management Area are outside the

Development District but upstream development results in impacts to water quality and habitat resources and the Lands provide important recreational benefits to the residents of Lexington park and the county as a whole. The St. Mary's River watershed is approximately 64 % forested, and impervious surfaces, a key determinant of watershed health, totaled 4.7.

A. Hilton Run subwatershed

Hilton Run is one of three main subwatersheds within the St. Mary's River watershed and drains the developed areas of the Downtown Core and Great Mills Road Corridor. In 2003, the Watershed Legacy Coalition, a group of citizen volunteers, completed a draft management plan for Hilton Run which found that conditions in the watershed comprise an "ecosystem that today is bent but not broken" and that a degree of biological integrity has been maintained in spite of development. The Coalition believes it likely that the forested core of the subwatershed has protected water quality from serious deterioration and maintained high biological diversity. They conclude that "Should the subwatershed's forested core be removed and development allowed to proceed in these areas without adequate protection for the aquatic environment, then it is likely that water quality and biological integrity will be negatively impacted." A focus of redevelopment in the Hilton Run watershed is retrofitting areas currently lacking stormwater management. A large portion of the watershed planned for future development under the Stewart's Grant approved Planned Unit Development is currently being mined for sand and gravel, an activity that has significantly changed land cover, topography and results in changes to surface and ground water flow and water quality (see "Management Plan for Hilton Run, A Subwatershed of the St. Mary's River, 2005"). Any new development even those

with grandfathered status under current stormwater regulations should adhere to the latest requirements for environmental site design and are particularly good candidates for redesign to adequately protect the forested core of the subwatershed

B. Jarboesville Run subwatershed

The plan recommends a large new area of medium intensity mixed-use development within this subwatershed in the middle of the Central Subarea. The watershed offers significant opportunities for upland development, but it also has significant bottomland floodplain. These floodplains need protection to prevent water quality and habitat degradation from increased stream channel erosion. Flooding could result from the impacts of deforestation and runoff from new construction. Development must utilize environmental site design and best management practices. The Jarboesville stream corridor system is well suited for greenway development and passive natural recreation uses.

3.2 Resource Issues Affecting Development

3.2.1 Chesapeake Bay Critical Area⁴

Approximately 960 acres abutting the Patuxent River and its tidal tributaries lie within the Chesapeake Bay Critical Area. Of this area, 33 acres are in an "Intensely Developed Area" (IDA) overlay (the location of the Marlay Taylor Water Reclamation Facility). About 530 acres are in a "Limited Development Area" (LDA) overlay, the

⁴ For purposes of this document, the Chesapeake Bay Critical Area includes all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay's nontidal tributaries.

majority of which include the Town Creek and Esperanza subdivisions. The remaining 398 acres have a “Resource Conservation Area” (RCA) overlay, which restricts development density to 1 dwelling per 20 acres. The Critical Area regulations allow for “growth allocation” to change to a more intensive overlay in exchange for environmentally sensitive site designs and clustered development in accordance with the underlying zoning. The 2005 Lexington Park Master Plan recommended creation of a low density residential transitional zone for properties in the Critical Area. In 2010 this recommendation was implemented by way of a comprehensive rezoning, with an added condition requiring new lots created by subdivision to be at least two acres in size. This provision reduces total development potential, but, given the topography and soils, results in sprawling development with long roads and increased impacts on habitat and water quality. It also prevents the prospect of changing the overlay from RCA to LDA or IDA through “growth allocation,” because state regulations require clustering of lots as one of the conditions for approval of growth allocation. This plan recommends returning the 960 acres of Critical Area land to RPD Rural Preservation (outside of the Development District) or RL Residential Low (within the Development District) to accommodate clustering.

3.2.2 Impaired Streams

Development in the county is taking place in an increasingly regulated environment. One of the more important regulatory programs that will impact development is the Clean Water Act and its requirements for protecting and improving water quality. Of particular importance are the regulations related to impaired streams and water bodies. Once stream impairments are identified, chemical, nutrient, and sediment pollution limits, known as a Total Maximum Daily Load (TMDL), are set and a plan to reduce the impairments is required. Increasing the impairment is prohibited and can result in significant limitations on development activity in

the watersheds. Similarly, new impairments are prohibited in streams and water bodies that have been identified as having good water quality (identified by Maryland as Tier II streams). Analysis and adequate protective measures necessary to maintain the habitat and water quality in Tier II streams is required. Hilton Run watershed and the upper reaches of the St Mary’s River watershed are identified as Tier II catchment areas.

3.2.3 Watershed Implementation Plan (WIP)

Watershed Implementation Plans are necessary in response to U.S. Environmental Protection Agency and State mandates discussed at 1.3.3.C above. The county’s Phase II WIP was submitted to Maryland Department of the Environment in 2012. The WIP offered options for funding, implementation and monitoring necessary to meet county’s share of the TMDL for nutrient and sediment pollution.

To develop the county’s Phase II WIP, local agencies, staff, and officials reviewed existing and proposed programs, policies, activities, capacities and current approved or budgeted capital improvements. An assessment followed in order to determine the ability of federal, state and local jurisdictions, organizations and individuals within the county to implement actions to meet the TMDL nutrient and sediment goal. In accordance with EPA requirements, the county also established 2-year milestones to track progress toward meeting the nutrient and sediment goals defined in the Phase II WIP.

The cost implications for development and for the county residents generally are significant. The average costs to provide a one pound reduction in nitrogen (based on the cost data submitted to the Maryland Department of the Environment by counties in their Phase II WIP strategies) was \$400 for wastewater treatment, \$3,200 for septic system retrofits and \$3,800 for urban retrofits. St Mary’s County needs to achieve a 19,000 pound reduction from urban land, an 85,812 pound reduction from septic systems, and a 1,169 pound

reduction from wastewater treatment plants. A conservative estimate of \$60.752 million is needed to pay for “urban retrofits” (as defined in the WIP). Septic systems upgrades are estimated to cost \$326.75 million and are not likely to be affordable unless a comprehensive program to expand sewer capacity and connect septic systems to sewer can be implemented as recommended in the county’s Phase II WIP proposal.

Existing development in the Development District is the source of a significant portion of the current urban, septic, and waste water treatment plant load allocation. In addition, the Development District is slated for a significant proportion of planned new development that can result in new load increases. For this reason, a number of policies and implementation activities will be required to address existing and future nutrient and sediment loads within the Development District. Recommendations applicable to this area include:

- A. Natural Filters Protection and Enhancement. The three measures noted below reduce stormwater runoff and help maintain habitat and water quality. They also offer the added benefits of improved aesthetic and environmental quality.
 - i. Continuation of existing sensitive areas regulation to limit the impacts from new development.
 - ii. Increased attention to the protection of existing forest cover/ green infrastructure.
 - iii. Enhanced use of urban forestry programs to increase forest cover in existing urban areas.
- B. Stormwater Management.
 - i. Increased tracking, inspection and maintenance to assure proper maintenance of existing stormwater

management (SWM) facilities to manage water quantity and quality.

- ii. A program of retrofits for SWM facilities to improve their ability to improve water quality, and capture the stormwater volume.
 - iii. Expand or redesign SWM facilities to capture runoff from development lacking adequate stormwater control measures.
 - iv. Environmental site design for new developments.
- C. Septic System and Wastewater Treatment Plant Policies and Programs.
- i. Connection of development served by onsite sewage disposal systems to sewer is recommended; the first priority for connection should be areas within and near Lexington Park where sewer infrastructure exists. Expansion of the Marlay Taylor water reclamation facility may be necessary to provide capacity for a septic connection program and to accommodate planned growth within the next twenty years.
 - ii. Updates to the Comprehensive Water and Sewerage Plan should require and fairly charge for connection of all new development within growth areas. Connection of existing development in and adjacent to expanded and enhanced sewage treatment plant infrastructure should also be required.
- D. National Pollution Discharge Elimination System (NPDES) Permit. Development of an NPDES permit and program for implementation is required since the county population has exceeded 100,000. There will be

additional stream protection requirements as well as more formal plans and processes for project review to assure that land development minimizes the generation of pollutants and maintains stream water quality and existing natural hydrology. Another aspect of the permit is the state mandate to develop a fee program to fund stormwater implementation programs.

3.3 Conservation of Green Infrastructure

Green infrastructure is a cost-effective and resilient approach to meeting infrastructure needs that provides many community benefits. Conservation of green infrastructure, and applying green infrastructure techniques where they are lacking, will help reduce pollution and improve water quality in the most cost efficient manner. While single-purpose gray stormwater infrastructure is largely designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source while delivering many other environmental, social and economic benefits. These benefits not only promote urban livability, they also save money. As was discussed in the section above, the implementation cost necessary to address chemical, nutrient and sediment pollution associated with existing development is staggering. As Lexington Park develops, these costs can only be expected to grow unless measures are taken to fully account for the impacts of new growth. The most cost efficient way to reduce costs is to maintain and utilize the natural environmental services provided by forests, wetlands and floodplains.

The Figure EC-7 in the Appendix shows green infrastructure mapped by Maryland Department of Natural Resources and the relationship of the mapped areas to large tracts of forest cover, concentrations of sensitive areas and streams in the Development District. The largest hub is the St. Mary's River bottomland. This hub extends into the Development District along Jarboesville Run and on both the north and south sides of St. Andrew's Church Road.

Other smaller hubs include the Hilton Run -Stewart's Grant area, and Pembroke Run. *Note that the large hub located in the Mill Creek and Patuxent Beach Road areas and in the areas of the NAS provide added justification for removal of these areas from the Development District.* The hubs are interconnected by, in some cases, narrow corridors, such as two that cross St. Andrew's Church Road near Wildewood and two that cross Great Mills Road. Without designated corridors, the hubs become isolated (especially the smaller hubs), and are less able to be ecologically self-sustaining.

The green infrastructure boundaries contain some existing developed areas in the Development District such as Great Mills. Further, since the green infrastructure mapping was completed, several areas have either developed or been approved for development, thereby compromising the connectivity that is so important for green infrastructure. These areas include Westbury and Fox Chase near Chancellors Run Road, Cecil's Mill near Great Mills, First Colony, the Patuxent Boulevard vicinity, and residential development in the Willows Road corridor. A timber harvest took place on the Stewart's Grant property in 2002 removing most of the forest that was the basis for this area's hub designation; the areas on this site that are not yet mined have begun to reestablish forest cover.

Protection of many sensitive areas, maintenance and improvement of water quality and restoration of degraded sensitive resources is mandated by State and Federal laws because of the benefits the resources provide to the community as a whole. The costs for restoration of resources typically far exceed the costs for protection and enhancement of resources. Some sensitive resources, particularly habitats of rare, threatened and endangered species, are irreplaceable. It is fiscally responsible for the county to adequately protect resources as part of creating a sustainable environment, to avoid the public and private financial burden that

restoration would impose, and to avoid the legal consequences of failing to meet State and Federal mandates. This plan strives to achieve “No Adverse Impact” by addressing conservation of resources; protecting water quality and groundwater recharge; managing stormwater impacts; protecting wetlands and riparian zones; avoiding adverse effects or impacts due to increased flood volume, duration and velocities; preventing increased erosion and sedimentation; using environmentally neutral methods to manage and halt existing erosion; and by avoiding loss of habitats necessary for survival of vulnerable species. It is a goal of this plan to assure that future loss and degradation of resources is avoided, to assure that costs for mitigation and restoration are fairly assessed to those responsible for and benefiting from the loss or degradation and to ensure that the action of any property owner, public or private, does not adversely impact the property or rights of others.

3.3.1 Principles of Green Infrastructure Conservation.

- A. Preserve the major stands of forest and open space that form the bulk of the green infrastructure.
- B. Protect wide and undisturbed riparian buffers that encompass all erodible soils, steep slopes, wetlands, and 100-year floodplain areas and provide wildlife corridors with sizable stands of forest. Retaining watercourses and stream buffers in their natural condition to a width of 200 feet or more on each side of a stream ensures their long-term aesthetic and recreation resource values.
- C. Interconnect existing forest stands and remaining isolated pockets of green space (including parks) to enhance the form and structure of the built environment. Existing edges of forests and tree stands along roads and streets provide beauty, color, and seasonal variation associated with native natural

landscapes and should be protected from loss and fragmentation.

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

3.3.2 Protective strategies include:

- A. Continue implementation of protective regulations

Compliance with the sensitive area regulations found in Chapter 71 of the St. Mary's County Comprehensive Zoning Ordinance provides significant protection for stream, wetlands, steep erodible slopes, hydric soils, floodplains, and important habitats.

- B. Conservation Subdivision Design

This plan recommends requiring the use of a conservation subdivision (or site plan) approach when development is proposed on property having green infrastructure or natural or historic resources. The dominant aim with a conservation subdivision is to protect the underlying natural resource base and its contribution to the beauty of the Development District. The county should commit to adopting a conservation subdivision ordinance.

In a subdivision designed for conservation, the underlying zoning density would not change but a developer would be required to cluster home sites in ways that protect streams, forested areas, steep slopes, wetlands, and the 100-year floodplains.

Resources on the property being developed would be preserved. Houses would be clustered on small lots or in buildings containing more than one unit.

C. Off-Site Reforestation

Where requirements for a development project cannot be met on its site, then land within or adjacent to mapped green infrastructure could be targeted for reforestation and/or protection through easements.

D. Stream Restoration Projects

Plan and implement stream restoration projects that comply with state and federal clean water regulations. Restoring stream segments that fall within or downstream of areas mapped as green infrastructure provides some assurance that development upstream will not undo the benefits of the restoration.

E. Easements

Acquire conservation easements to protect green infrastructure.

F. TDR Sending Areas

Consider revising Transfer of Development Rights (TDR) program to allow green infrastructure properties to be “sending areas” to transfer development rights to other parts of the Development District or to other growth areas.

G. Purchase of Development Rights

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

H. Land Swaps

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

I. Conservation Incentives

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

J. Low Impact Development (LID)

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

4. Transportation and Circulation

Vision: By 2030, the Lexington Park Development District will be a walkable community having a compact development pattern of mixed-uses. A well-maintained, multimodal transportation system will facilitate the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers. The transportation system within the Development District will have Complete Streets, which means that the transportation system will include transit, bikeways, sidewalks, trails, street lighting, and street trees. Residential densities and FAR for non-residential uses (outside the AICUZ) will be sufficient to support transit.

Transportation and traffic affect business, employment, and quality of life for all. The vast majority of trips in the Development District are by car. While the plan does emphasize the expansion of transit, sidewalks, and bikeways, it also realizes that the private car is currently, and will remain for some time, the dominant mode of transportation. Thus, the plan continues to support the Transportation objective of the *2010 St. Mary's County Comprehensive Plan* to support continuous improvement of transportation infrastructure providing access to the NAS and effective intra- and inter-county travel. It also continues many of the transportation network recommendations in the approved *St. Mary's County Transportation Plan*, the *2007 St. Mary's County Transportation (Transit) Development Plan*, and the *Draft Final Report of the St. Mary's County Transit Development Plan, April 2013*.

When "road improvements" are discussed in the plan, they need to be understood as including Complete Street components. Complete Streets will include street trees, landscaping, street lights, bikeways, sidewalks, and transit stops. Traffic calming features should be incorporated into road design as well. In order to preserve vehicle

capacity on new roads or existing roads that are improved, the location of driveways must be carefully reviewed.

Alternative modes of transportation – public transit, walking, and bicycling – play a smaller role in the area's transportation network. One of the desired outcomes of the plan is for the area to transition into an area with a compact urban form that is safe and attractive for pedestrians and bicyclists. This plan continues a recommendation of the *2005 Lexington Park Development District Master Plan* to have a supportive transportation network that includes building pedestrian and bicycle facilities along with road improvements, and increasing transit service. Similarly, the plan supports the concept of connecting neighborhoods, employment centers, shopping areas, and public open spaces with hiking and biking trails, including Three Notch Trail. This could include pedestrian and bicycle use of county-owned right-of-way.

One of the important assets of the Development District, though perhaps one that is underutilized, is the St. Mary's Transit System (STS). There are also two park and ride lots: one at Tulagi Place (operated by St. Mary's County) and the other at the St. Mary's County Regional Airport (operated by the Maryland Transit Authority). The *2007 St. Mary's County Transportation (Transit) Development Plan* and the *2013 Draft Final Report of the St. Mary's County Transit Development Plan* contain recommendations for improvements to the STS. Recommendations pertaining to the Development District are included in a following section.

Another transportation asset of benefit to the entire county, and of particular interest to the Development District because of its location, is the St. Mary's County Regional Airport. The businesses of Development District should take full advantage of the airport in their expansion and recruitment efforts.

4.1 Roads

Major state and county roads in the Lexington Park Development District include: Three Notch Road, Great Mills Road, Chancellor's Run Road, Patuxent Beach Road, St. Andrew's Church Road, Pegg Road, Buck Hewitt Road, Willows Road, and Hermanville Road. For detailed information on traffic counts, current levels of service, projected future levels of service comparing build and no build options, and other technical information on these roads, the reader is directed to the approved *St. Mary's County Transportation Plan* for. For purposes of the plan the first thing necessary to report is the obvious: the major roads in the Lexington Park Development District, especially Three Notch Road and Great Mills Road, are heavily traveled; drivers should expect delays in the morning and evening peak hours. Growth in population and employment will worsen congestion.

The second item to emphasize is that the recent lists of recommended road construction projects for the Development District all begin with "complete FDR Boulevard." (Information about the FDR Boulevard project is on the Public Works and Transportation website.) As mentioned above, Complete Streets are vital to achieving the vision for the redevelopment of the Lexington Park Development District as a connected and walkable community. The design illustrations for FDR Boulevard on the Public Works and Transportation website show bike lanes, sidewalks, street trees (between the sidewalk and the bike lane and also in landscape medians); i.e., the Complete Streets concept is included.

Public participation – seeking, receiving, and responding to input from stakeholders – is an important component of the process of selecting, prioritizing, and designing road projects. It is important for the residents and businesses of the Lexington Park Development District to stay informed about future road projects. When meetings are held to discuss these projects, individual residents as

well as groups need to attend and present their opinions and ideas. The design for FDR could become the prototype for other road projects in Lexington Park. The public should stay informed about future road projects and insist that the FDR design is continued throughout the Development District.

4.1.1 Complete Streets and Traffic Calming

A transportation policy of the adopted *2010 St. Mary's Comprehensive Plan* is: "Where appropriate encourage private and public roads that slow traffic speeds and reinforce a pedestrian realm by using narrower rights of way, necking, speed humps, traffic circles and similar features" (see p. 4-7). It is appropriate to implement this policy in selected areas within the Lexington Park Development District. Complete Streets and traffic calming should be included in all road construction projects – new segments, intersection improvements, and the addition of new lanes.

Existing roads should be considered for modifications to incorporate Complete Streets concepts and traffic calming in order to expand the sidewalk and bikeway networks even when there are no planned improvements to automobile travel lanes. The Design section of the plan contains the details for Complete Streets and includes the types of traffic calming devices that could be added.

4.1.2 Access Management

Arterial and collector roads in a Development District must serve commuters traveling to and from places of employment within the district, and provide automobile access to businesses that locate along the roads carrying large numbers of commuters. It is important that these two functions be balanced. If there are not enough driveways to and from the businesses, commuters will not stop; however, too many driveways or intersections on the main routes increase the length of the commute time. When congestion becomes unacceptably high commuters will not leave the road to shop because of the difficulty (and delay) of getting back on their

journey to or from work. More important than slow travel times is the fact that every driveway is a conflict point where turning movements can result in accidents.

There are at least four policies in the *2010 St. Mary's Comprehensive Plan* that address the issue of access management: "Encourage vehicle, bicycle, and pedestrian connections between adjacent developments. Do not allow site design that requires vehicles to return to major roads in order to move from one project to an adjacent project, unless environmental constraints make connection impossible"; "Minimize the number of outlets to major roads"; "Limit points of direct access to major highways"; and "Work with state to prepare and implement highway access policies for Three Notch Road". Clearly, driveway locations are an important factor to be considered on all road projects within the Lexington Park Development District.

4.1.3 Southern Maryland Regional Transportation Priorities

The regional transportation priorities for St. Mary's County are presented annually to the Maryland Department of Transportation (MDOT) through the Tri-County Council for Southern Maryland. The priorities for St. Mary's, Calvert, and Charles Counties that were sent to MDOT in April 2013 include the Thomas Johnson Bridge replacement, improvements to the MD 2/4 corridor, and the Three Notch Road intersection with MD 4. The top regional transit priority is the Southern Maryland Transit Project to provide fixed-route, high-capacity transit service in the MD 5 / US 301 corridor from the Branch Avenue Metro Station to Waldorf and White Plains in Charles County. One other priority project of interest to St. Mary's County is the enhancement of commuter bus service and additional park and ride lots.

4.2 Transit

The St. Mary's Transit System (STS) provides fixed route and demand response services. Paratransit service for disabled and elderly residents is also available.

This plan supports the realization of the Objective in the *2010 St. Mary's County Comprehensive Plan* to "Encourage use of transit in order to minimize trips, help reduce emissions, increase economic opportunities for persons without motor vehicles, and provide service to the elderly and those with medical needs." The definition of transit-oriented development adopted by the Maryland legislature in 2008 is: "a dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to increase transit ridership" (available on the Internet at the following link:

http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/TOD/Index.html). An area with a radius of ½ mile contains approximately 500 acres and is considered to be a 10 minute walk. Residential densities will vary, but are often at least 10 to 15 units per acre. Floor area ratio (or FAR, which is the total square feet of buildings divided by the size of property in square feet) will also vary, but to support transit will probably be at least 1.0. The increased densities and FAR will only be allowed outside the AICUZ. **The St. Mary's County Comprehensive Zoning and Subdivision Ordinances will be reviewed and may have to be amended of allow an increase in density and FAR to implement the plan for the Lexington Park Development District.**

Transforming the Development District into a "community" depends in part on a much more developed transit system. The *2007 St. Mary's County Transportation (Transit) Development Plan* and the approved *St. Mary's County Transportation Plan* contain several recommendations that, if implemented, would improve service and contribute to the redevelopment of the area:

- Extend the hours of service later into the evenings
- Increase the frequencies, i.e., reduce the time between buses. It is recommended that frequencies be reduced from 60 minutes to 30 minutes to be more convenient for people going to work.
- Provide service to the apartment complexes in Lexington Park
- Limit passenger pick-ups to signed stops (that is, eliminate flag stops on the busiest routes) and add bus shelters
- Increase service on Saturdays and add service on Sundays
- Improve service for elderly and disabled riders
- Work with the NAS to allow base access for STS buses
- Add bike racks to buses

The 2013 Draft Final Report of the St. Mary's County Transit Development Plan, which was completed in April 2013, showed that in 2012 the STS provided approximately 425,000 passenger trips through eight fixed routes, response demand, and contract services. It also found that the greatest concentrations of transit-dependent persons are in the Lexington Park area and the nearby communities of California and Hollywood. Its recommendations for improving transit service include:

- Requiring bus stops and dedicated pull offs for new development
- Equipping more buses with bicycle racks
- Producing individual route maps, and making them more widely available to residents
- Anticipating additional growth in ridership from Lexington Park; being prepared for this growth through either more frequent service or larger buses

- When FDR Boulevard is completed, begin a new, 30 minute loop route outbound from Lexington Park on FDR and inbound on Three Notch Road
- Increasing the number of bus route signs and shelters; include schedule information and maps at the shelters and on signs in key locations
- Providing real-time bus information through GPS and electronic media (e.g., web/computer and phone/mobile device apps) (pp. 3-54, 4-19, and 4-27).

The 2010 Census identified an "Urbanized Area" comprised of the Lexington Park, California, Great Mills and Chesapeake Ranch Estates (Calvert County) areas. Federally designated Urbanized Areas are required to form a Metropolitan Planning Organization (MPO). Funds for transportation planning will become available to St. Mary's and Calvert Counties after the MPO is formed, and there may also be an increase in transit funding. Since Lexington Park is the largest St. Mary's County community within the Urbanized Area, a significant portion of the MPO funds could be used to help implement the transportation recommendations in the plan. In the spring of 2013 St. Mary's County was considering a Memorandum of Understanding with Calvert County and the Maryland Department of Transportation to create the MPO.

An additional transportation service in the Development District is the Maryland Transit Administration (MTA) commuter bus service between the St. Mary's County Regional Airport in California and Washington, D.C. during morning and evening peak hours. And in the distant future there remains the prospect of light rail transit (LRT) or bus rapid transit (BRT) into Waldorf as connections improve between that community and the transit system serving Washington, D.C. The St. Mary's County Comprehensive Plan advises preserving the County Commissioners' railroad right of way for such long range purposes.

4.3 Sidewalks

The approved *Transportation Plan* contains a synopsis that describes the county's sidewalk system generally and is also applicable to Lexington Park: "Sidewalk networks should be constructed between neighborhoods, schools, and parks. There are several neighborhood streets with sidewalks but no connection to adjacent collector roadways. Additionally, many sidewalks are not ADA compatible, and some sidewalks are in need of repair or are overgrown with foliage" (p. 73).

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

Areas in Lexington Park included in the approved *Transportation Plan* as high priority for sidewalks are:

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

4.4 Bikeways

The Department of Public Works and Transportation defines the term "bikeway" on its website as "all facilities that primarily provide for bicycle travel."

The "vision" for the bicycle plan in the approved *Transportation Plan* is to "promote a safe, comfortable and bicycle friendly environment which encourages people to use bicycle facilities both for transportation and leisure purposes" (p. 59). This plan supports creation of this type of bicycle-friendly environment within the Lexington Park Development District.

Road conditions within St. Mary's County are variable, ranging from excellent on rural roads with large shoulders and low traffic volumes, to poor on congested and high speed roads that are not suitable to supporting a bicycle facility without improvements being constructed. The Maryland Department of Transportation prepared the State of Maryland Bicycle Map, the Southern Maryland Bicycle Routes Map using the Bicycle Level of Comfort (BLOC) model in rating bicycle riding conditions and helping to reflect a perception of compatibility associated with road widths, shoulder widths, traffic volumes, pavement surface conditions, motor vehicle types and speeds, and the presence or absence of on-street parking. The resulting maps (see appendix 10.3) showcase St. Mary's County attractions by directing bikers to the most attractive routes while providing a safe and accessible transportation facility.

4.5 Trails

Planned and existing trails range from footpaths to fully engineered and paved pathways. Their utility in the interconnection of communities and destinations within the Development District may vary considerably, but they are fostered in the plan as a low impact transportation alternative.

4.5.1 Goal: Maximize use of trails as a transportation alternative.

- A. Objective: Include the provision and interconnection of trails in long-range plans.
 - i. Action: Within a year of the adoption of the plan, develop and implement a schedule for the interconnection of the existing and proposed new trails shown in Figure DC-3B in the maps that follow the appendix.
- B. Objective: Give trails and trail access significant emphasis in the development review process.
 - i. Action: Require trails as a circulation element for development requiring site plan or subdivision approval. Ensure provision of easements for public use of these trails. Prohibit fences, walls or other barriers that prevent access to trails.
 - ii. Action: Ensure interconnection with existing trails on and off site. Where adjacent parcels contain existing trails, provide for interconnection at the most logical point. Require inter-parcel connection easements for trails affected by site plan or subdivision approval.
 - iii. Action: Ensure appropriate inclusion of the above objectives in the zoning ordinance and subdivision regulations.

A complete description of existing and planned trails within the Development District may be found in Section 5.8

4.6 Airport

The St. Mary's County Regional Airport is a general aviation facility with annual aircraft operations between 38,000 and 56,000 take-offs and landings. The airport provides important benefits to the

county that include 265 total jobs, personal income of \$9.9 million, total business revenue of \$14.5 million, local purchases of \$6.1 million, and tax revenue of \$994,000 ("The Economic Impact Airports," Maryland Department of Transportation, Maryland Aviation Administration, 2013). In addition to its direct economic impact, the airport helps stimulate business development, is used by law enforcement, and is used for medical evacuation. The Airport Layout Plan (ALP) approved by the Federal Aviation Administration depicts the recommended location and configuration of facilities that will meet the twenty year operation needs- in conformance with the airport master plan. One of the strengths of the Lexington Park Development District is the presence of the airport. Business associations should emphasize the ease of access to the airport in promoting the area.

4.7 Goals, Objectives and Strategies

4.7.1 Transportation Objectives (pedestrian, bicycle, mass transit, automobile, aviation):

- A. Provide for a safe, convenient, and efficient motorized and non-motorized transportation system throughout the Lexington Park Development District by creating a safe pedestrian, bikeway, and trail system connecting residential neighborhoods with transit stops, schools, parks, employment, civic uses, and shopping. For new roads and road improvement projects, ensure public awareness and incorporate Complete Streets concepts to the greatest extent possible.
- B. Forecast and provide efficient mass transit and paratransit (i.e., transit with flexible routes and schedules) services with safe and convenient transit stops, and improve accommodation of riders with special needs.

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

4.7.2 Transportation Policies and Implementation Strategies

- A. Within 4 years of the adoption of the plan, complete the construction of FDR from First Colony to Pegg Road.
- B. Within 4 years of the adoption of the plan, develop and implement access management plans for major state and county roads.
- C. Conduct a study of existing bikeways and pedestrian ways (sidewalks and trails).
 - i. Propose new links where gaps are found and prioritize funding to close the gaps.
 - ii. Curb extensions (bump outs), islands, or other safety zones for pedestrians will be established to provide comfortable and safe walkways across multi-lane, high traffic volume roads.
 - iii. Sidewalks, bikeways, and trails will be provided with features such as benches and appropriate lighting.
 - iv. Within 6 years of the adoption of the plan activate a Bikeways Task Force to identify locations for new and improved bikeways within the Lexington Park Development District.
 - v. Within 6 years of the adoption of the plan, present a formal request to the St. Mary's County Department of Public Works and Transportation to include funding for the High Priority bikeway projects identified by the Lexington Park Bikeways Task Force.

- vi. When dedicated bikeways are not feasible, traffic calming techniques will be provided to allow bicyclists to safely share travel lanes with automobile traffic.
- vii. Complete a network of off-street trails that combines recreation with transportation routes for bicycling and walking.
- viii. Within 2 years of the adoption of the plan, include in the capital improvements budget the funding for high priority sidewalk projects recommended herein.

- D. Implement the recommendations of the latest completed transit study and other provisions to increase STS ridership.
 - i. Outside the AICUZ, provide for higher residential densities and FAR for non-residential uses to support the use of transit.
 - ii. Provide safe and convenient covered waiting areas and easy transfer to other modes of transportation. Transit stops will include route information, benches, bicycle parking, trash receptacles, and appropriate lighting.
- E. Continue to protect the airport from the encroachment of incompatible land uses and structures.

4.7.3 Implementation Priorities Necessary to Achieve the Vision

Since the 1980's a top priority for road improvements has been the completion of FDR Boulevard. This parallel road to Three Notch Road will reduce congestion for non-local traffic. Because the road will traverse such large residential developments as Laurel Glen, Hickory Hills, and San Souci it should be designed to limit traffic speeds through the residential areas, and a pedestrian and bicycle

friendly atmosphere should be created. Sidewalks, bicycle accommodations, crosswalks, roundabouts, medians and pedestrian refuge areas will make this roadway compatible with the adjacent residential uses. For much of its length it should be a two lane divided major collector with traffic management devices, streetscapes, and gateways in order to preserve the residential character of the neighborhoods between Old Rolling Road and Chancellor's Run Road.

Additional road projects recommended in the approved *Transportation Plan* are noted with a priority ranking in the table below. The Priority Categories in years are: Short 0-10 years, Medium 10-20 years, Long 20 or more.

Table 4-1. Extract from the approved St. Mary's County Transportation Plan

Project	Priority
Complete FDR Boulevard	--
Phase 1: First Colony to Hickory Hills (1.7 miles)	Short
Phase 2: Great Mills Rd to Willows Rd. (0.6 miles)	Short
Phase 3: Chancellor's Run Rd. to Pegg Road (1.8 miles)	Short
Phase 4: Pegg Rd. to Great Mills Rd. (0.9 miles)	Short
Phase 5: First Colony to Wildewood (0.4 miles)	Short
Extend Lei Drive to the Shangri-La Drive/Willows Road intersection and Extend Tulagi Place from South Coral Drive to the Lei Drive extension.	Short
Realign Strickland Road connection to Chancellor's Run Road to the south and extend to Pegg Road.	Short

Project	Priority
Extend Pegg Road from Chancellor's Run Road to the intersection of Point Lookout Road and Piney Point Road.	Short
Construct an interchange at the Three Notch Road – MD 4 intersection.	Medium
*Construct a second span on the Thomas Johnson Bridge	Medium
Widen MD 4 from Point Lookout Road to the Thomas Johnson Bridge to four lanes.	Medium
Extend Saint John's Road/Lawrence Hayden Road to St. Andrew's Church Road as a major collector road, intersecting at the Indian Bridge Road intersection.	Medium
Widen Forest Park Road from Three Notch Road to Pine Hill Run Road to four lanes.	Long
Extend Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road.	Long
Construct Bradley Boulevard from Pacific Drive extended to Three Notch Road and Hermanville Road.	Long
Extend Bay Ridge Road to Pacific Drive extended.	Long
Extend Carver School Boulevard to Bay Ridge Road.	Long

*Widening of the bridge, together with widening of the intersection of MD 4 and Three Notch Road, were the county's top priorities on its list of major highway projects as provided through the Tri-County Council for Southern Maryland to the Maryland Department of Transportation for the Consolidated Transportation Program (CTP) in 2013.

As noted in the approved *Transportation Plan*, the proposed improvements for Lexington Park listed above do not include all service roads and inter-parcel connections required to minimize the number of access points on major roadways and to provide increased circulation between adjacent properties. These connections are considered on a case-by-case basis at the time of subdivision or site plan development. The approved *Transportation Plan* also recognizes that additional local roadway improvements will be contained within the individual local area plans and as determined to be necessary as part of the site plan and subdivision plan approval process.

Table 4-2 Development District Master Plan Recommended Road Improvements

ID #	Proposed Road Improvements
1. 0	Complete missing segments of FDR Boulevard
1. 1	First Colony to Old Rolling Rd.
1. 2	Beverly Hills to Hickory Hills
1. 3	MD 237 to Pegg Rd and infill segments to Corporate Dr.
1. 4	North of St. Andrews Rd to Wildewood
1. 5	FDR Blvd ext. to Willows Rd
2. 0	Connector roads from FDR Blvd to MD 235
2. 1	FDR Ln (realigned FDR near Nicolet Park)
2. 2	Patuxent Center Way extended to FDR
2. 3	Immaculate Heart Way extended to FDR Blvd
2. 4	S. Tulagi Pl. to FDR Blvd.
2. 5	Patuxent Rd et to FDR Blvd
2. 6	Thomas Drive extended to FDR extended
3. 0	Connect Willows Road to MD 235 via infill street connections through Lexington Manor property
3. 1	New traffic circle at Willows and Shangri La
3. 2	Infill at each end of Misima Place to connect from Willows Road to a new traffic circle at Lei Dr.

4. 0	Redeveloped street patter within redeveloped Millison Plaza
4. 3	New Park Square Drive paralleling Shangri la adjacent to ne Park Square Green (with diagonal parking)
4. 4	New Millison Blvd from FDR Blvd to N. Shangri La Drive
4. 5	New Nicolet Park Entrance Road from Millison Boulevard to the Park's Loop road
4. 6	New Theatre Loop connecting FDR Blvd to new FDR Lane
ID #	Proposed Road Improvements
5. 0	Provide new connections between existing neighborhoods and nearby commercial areas
5. 1	S. Shangri La Dr. extension into St. Mary's Square tied to new internal streets in the redeveloped shopping center
5. 2	Midway Dr. extended to Shangri la Dr.
5. 3	Morris Dr. Extension to Great Mills Rd
5. 4	Alley between Sherriff Medzinski Way & Morris Dr.
5. 5	Thomas Dr. extended to Sherriff Medzinski Way
5. 6	S. Essex extended to Sherriff Medzinski Way
5. 7	Scarborough Dr. extended to Quatman Rd.
5. 8	Chapman Dr. extended at each end to connect Sanners Ln to Sherriff Medzinski Way
6. 0	Provide street network east of Great Mills for proposed infill neighborhoods and commercial/ areas
6. 1	Bay Ridge Blvd extended to Quatman Rd and Sanners Lane
6. 2	Carver School Blvd extended to Bay Ridge Road
6. 3	Quatman Rd extended to Bradley Blvd
6. 4	Sherriff Medzinski Way extended to Quatman Rd
6. 5	Sanners Ln extended to Sherriff Medzinski Way
6. 5	Stewart's Grant Rd

7. 0	Provide street network connecting Bradley Blvd to Three Notch Ro. and Hermanville Rd.
7. 1	Bradley Blvd extended to new collector
7. 2	New M. Stevens Blvd extended to Grand Harvest Ln in Pembroke to Three Notch Road.
7. 3	Glazed Pines Blvd from Hermanville Rd to Three Notch Road
7. 4	New collector road connecting M. Stevens Blvd to Glazed Pines Rd
ID #	Proposed Road Improvements
8. 0	Provide street network connecting Chancellor's Run to FDR Blvd and Pegg Rd
8. 1	Horsehead Rd extended to Strickland Rd
8. 2	Horsehead Rd ext. to Golden Triangle Rd
8. 3	Golden Triangle Blvd to Horsehead Rd.
8. 4	Goldfinch Dr. extended to Golden Triangle Blvd
8. 5	Horsehead Rd ext. to Peg Ln
9. 0	New road network in East Run development (HEZ)
10. 0	Service road north of MD 235 across from First Colony & Laurel Glenn
10. 1	Abell House Lane extension north to serve rear of parcels fronting on MD 235
10. 2	Ford Drive extended to Shady Mile Dr. at Abell House Ln. intersection.
11. 0	Provide required additional outlets for Wildewood to MD 235 and MD 4 to reduce traffic volumes on Wildwood Boulevard.
11. 1	Cottonwood Pkwy extended to Airport Road
11. 2	Tallwood Rd infill Dahlia Park to Cottonwood Pkwy
11. 3	Huckleberry Way extended to Cottonwood Pkwy ext.
11. 4	Add required connection per PUD plan to MD 4 (Alignment is not shown)
12. 0	Lawrence Hayden Rd extension to Indian Bridge Rd

13. 0	Provide infill roads to connect MD 5 to Base Gate and reduce traffic volume and improve safety on Great Mills Road
13. 1	Pegg Rd extension from Chancellors Run to Indian Bridge Rd.
13. 2	Pegg Rd extension from Indian Bridge Rd. to Callaway

5. Public Facilities

Vision: in 2030 the Lexington Park Development District will have the public facilities and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner. All properties within the Development District will be connected to central sewer and water in support of the mixed-use concept of employment and housing emphasizing walkability and transit. Other public facilities and services needed to meet the public health, safety, recreational, and educational needs of the community, while protecting natural and cultural resources, will be provided to sustain the growth of the Development District. Well planned public facilities enhance the quality of life, well-being and cultural diversity of the Lexington Park Development District.

5.1 Sewerage

The Lexington Park Development District is within Pine Hill Run sanitary and water service District No. 8, the largest in the county. The sanitary district is served by the Marlay Taylor Water Reclamation Facility (sewage treatment plant) located south of the NAS. The plant has a design capacity of 6.0 million gallons per day (mgd). Flow treated by the plant varies from year to year; for example, it was 4.18 mgd in 2003; and 3.48 mgd in 2007. Annual variation reflects both dry conditions and increased efforts by the operating agency, the St. Mary's County Metropolitan Commission, or "MetCom," to reduce infiltration and inflow. When the plant reaches 80% of its capacity, which is 4.8 mgd, planning and design

for its expansion will begin. Measurement of that 80% will factor in treatment capacity that has been reserved for many unbuilt projects, which means that planning for the expansion will begin before the flow being treated reaches the 80% threshold.

The *St. Mary's County Metropolitan Commission Capital Improvement Budget, Fiscal Years 2014 – 2019*, included an upgrade to Marlay Taylor to meet the enhanced nutrient removal (ENR) requirements (for nitrogen and phosphorous) enforced by the Maryland Department of the Environment. The description of this upgrade project states that expansion to provide additional treatment capacity will not be necessary until after 2020. Sewage treatment capacity should not be an obstacle to the redevelopment of Lexington Park. However, a revision of how sewage capacity is reserved for future projects may be necessary so that new developments can be connected as they are completed.

5.1.1 Goal: All properties within the Lexington Park Development District will be connected to a MetCom central sewage system using ENR in accordance with WIP. (The wording is to allow the possibility of a community system if direct connection to Marlay Taylor is not feasible for some future development.)

- A. Objective: Coordinate the extension of sewer to promote the compact development pattern (phasing) described in the plan.
 - i. Policy: Utilize the results of the Water and Sewer Connection Task Force to phase connections of properties within the Lexington Park Development District to a MetCom sewer system.
 - ii. Policy: If septic systems fail before connection to sewer is possible, require the replacement to utilize best available technology (BAT).

- B. Objective: Adopt and implement the policies for planned sewerage service in the *2008 St. Mary's County Comprehensive Water and Sewerage Plan* (p. I-3) and revise for consistency when an updated County Comprehensive Water and Sewerage Plan is adopted.

5.2 Water

In 2005 the Maryland Geological Survey prepared an administrative report entitled *The Water-Supply Potential of the Coastal Plain Aquifers in Calvert, Charles, and St. Mary's Counties, Maryland, with Emphasis on the Upper Patapsco and Lower Patapsco Aquifers*. This report utilized the 2002 County Comprehensive Plan in its model as a basis for forecasting future pumpage scenarios. Based on the analysis and the conclusions of the report, the county agrees water supply will be sufficient to serve the needs of a growing population through the 2030 planning. Nevertheless, the county maintains a list of concerns regarding the long-term water supply for the region that is shared with the State Water Resources Management Advisory Committee. Among these concerns were the use of the Patapsco Aquifer and identification and protection of aquifer recharge areas.

Ground water supply and protection of the aquifers are ongoing concerns. The *2008 St. Mary's County Comprehensive Water and Sewerage Plan* states: "It is critically important to St. Mary's County to plan for its future water supply in secure, permanent, and protected sources in areas available to serve anticipated long-range growth. The county must continue 1) identifying strategic resources of water supply, 2) implementing strategies to protect the water supply, and 3) monitoring the geological picture of the water supply." Goal 7.4.1 in the *2010 St. Mary's County Comprehensive Plan* is to "Assure an adequate, safe, and efficient water supply." Objective A. is "Protect and manage ground water supplies." The following Actions support the Objective and Goal: b. "Work with

State and regional agencies to protect aquifer recharge areas”; c. “Support Statewide policies that protect groundwater recharge areas from contamination and from increases in imperviousness that might limit replenishment of the supply” (pp. 7-14 – 7-15). Objective B. is “Manage groundwater withdrawals.” One of the actions is “Monitor groundwater withdrawal rates and aquifer depth to assure adequate levels of service for both public and private systems and wells” (*St. Mary’s Comprehensive Plan 2010* p. 7-15).

The MetCom FY 2014 – 2019 Capital Improvement Budget describes a project (Project number 8121SM) to reuse effluent from Marlay Taylor for various purposes on and outside the NAS. The proposed uses include cooling towers, 350 acres of crop irrigation, and irrigating the NAS golf course, along with using the effluent for recreational park and school athletic field irrigation off base. MetCom estimates that this project would reduce the amount of potable water withdrawn from the aquifers by 10 to 12 million gallons per year. In its planning justification for the project, MetCom states that “the ground water supply in southern St. Mary’s County is not unlimited. With the increased usage, the aquifer levels have been dropping significantly.” This plan recommends working with the Maryland Geological Survey to keep current on aquifer use and the location and protection of aquifer recharge areas in and near Lexington Park to ensure that the water supply for Lexington Park, the county, and the region is adequate to 2030 and beyond.

5.2.1 Goal: All properties within the Lexington Park Development District will be connected to a MetCom central water system.

5.2.2 Goal: Water quantity and pressure will be sufficient for fire protection.

A. Objective: Ensure an adequate supply of potable water to Lexington Park (the county and region).

B. Objective: Assemble the best available data regarding the condition of the aquifer(s) used to supply the potable water needs of the Lexington Park Development District to ensure the long-term availability of water. Make sure studies identify aquifer recharge areas. When the plan is presented to the County Commission, request permission to contact the Maryland Geological Survey for information on the most recent studies and modeling of groundwater resources and recharge areas.

i. Policies / Implementation Actions

- a. If aquifer studies are insufficient, obtain funding to conduct new studies. Protect aquifer recharge areas.
- b. Utilize the results of the Water and Sewer Connection Task Force to phase connections to a MetCom water system.
- c. Adopt and implement the policies for planned water service in the *2008 St. Mary’s County Comprehensive Water and Sewerage Plan* (pp. I-4 - I-5) to a) Protect and manage groundwater resources to maintain a safe and adequate water supply; b) Protect surface water supply areas; and c. Provide phased distribution systems matched to growth in the county. Revise for consistency when an updated County Comprehensive Water and Sewerage Plan is adopted.

5.3 Public Schools

The 2012 *St. Mary's County Public Schools (SMCPS) Education Facilities Master Plan*⁵ notes that elementary school enrollment will be increasing through the year 2020, and projects the need for an additional elementary school in the Lexington Park Development District in FY 2017.

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

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

Southern Maryland Higher Education Center: This plan supports curricula and programs that further economic development goals, including technical training and continuing education for adults. One of the Development District's important educational assets is the Southern Maryland Higher Education Center (HEC), located on Airport Road, across from the regional airport. With a goal of

⁵ 2012 *St. Mary's County Public Schools (SMCPS) Education Facilities Master Plan* may be found on the Internet at <http://www.smcps.org/dss/cpgs/educational-facilities-master-plan>

providing knowledge-based graduate technology to help propel economic growth, the nearly one hundred academic programs offered by 14 universities and colleges concentrate on advanced degrees in science and technology to serve the needs of high-tech businesses. The HEC also offers bachelor degree completion programs, continuing education classes for public school teachers and administrators, and programs for business, social welfare and health care professionals. The campus should be considered as a location of a business incubator. A more central location in the Lexington Park Development District would be preferred, but the HEC has a site familiar to many in the technology, defense, and academic fields.

5.3.1 Goal: Meet existing and future demands for public education and information.

- A. Objective: Coordinate proposed land uses / zoning districts with the school board to ensure school facilities are adequate for current and projected school-age populations.
 - i. Policy: Ensure adequate availability and adequacy of schools and educational resources

5.3.2 Goal: Locate new schools where they will contribute to the compact, connected vision for Lexington Park and be accessible to students and their families through sidewalks and bikeways.

5.4 Libraries

The Lexington Park Branch of the St. Mary's County Library System, located at FDR Boulevard and Shangri La Drive, approximately two blocks south of Great Mills Road, is the busiest of the system's three branches, and a key Downtown asset. In addition to books, periodicals, CDs and DVDs, all St. Mary's County libraries have a large number of personal computers with Internet access. Patrons

with a library card are able to use a library PC for up to three hours per day. Free Internet availability is an important resource for students who do not otherwise have Internet access outside of school.

- 5.4.1 Goal: The library will provide appropriate locations and hours of service.
 - A. Objective: continually re-evaluate hours of service.
 - B. Objective: continually plan for appropriate locations of additional service outlets.
 - C. Objective: continually identify community needs, provide programs of service to meet said needs, and work with other organizations in providing services.
- 5.4.2 Goal: provide a comfortable setting for patron use and appreciation of the library as a source of pride for the community.

5.5 Broadband

St. Mary's, Calvert, and Charles Counties joined together for the 2005 *Southern Maryland Broadband Study*. This was followed by a *Broadband Deployment Plan for Southern Maryland 2012* (final draft) under the auspices of the Tri-County Council for Southern Maryland. This deployment plan holds that the most desirable type of broadband is fiber optic, and the deployment of publicly available fiber optic infrastructure in Southern Maryland will ultimately bring economic and social benefits and reduce the digital divide allowing for high economic success in the region.

The NAS and the concentration of technology-related businesses in and around the Technology Corridor and Lexington Park confirm that fiber optic is available in some locations in Lexington Park. The extent of its availability is not known because the companies that own and provide fiber will not disclose details about their networks

(2005 *Broadband Study*, p. 90; quoted in the 2012 *Broadband Deployment Plan*, p. 57). The Maryland Broadband Cooperative has a Maryland Broadband Initiative Team with a website (www.mdbroadband.map.org) that allows a prospective customer to find out which types of broadband services *might be* available based on an address. A note on the webpage explains that "in most cases we are only able to verify broadband service provider information at the census block level. In other words, while your census block may be verified as having access to broadband services, it is possible that not every address within your census block can access broadband services." Identifying fiber locations can probably best be determined from business owners – those who have it and those who want it but cannot obtain it. The availability of fiber should be pursued through the membership of the Lexington Park Business and Community Association, the St. Mary's County Community Development Corporation, and the Tri-County Council for Southern Maryland.

- 5.5.1 Goal: All property within the Lexington Park Development District will have access to affordable broadband service.
 - A. Objective: Expand the availability of Broadband, especially fiber optic, within Lexington Park.
 - i. Policy: Upon completion of the plan, research Broadband availability using a survey of businesses. Ask for the participation of the Lexington Park Business and Community Association, the St. Mary's County Community Development Corporation, and staff of the Tri-County Council for Southern Maryland.
 - ii. Policy: Contact all fiber optic providers to learn from them the market opportunities and constraints.

- iii. Policy: Use the Lexington Park Facebook page, and other Internet communication tools, to post a questionnaire (1) asking for those currently served by fiber optic to report their addresses and (2) asking residents who would like fiber optic to so indicate and report their addresses.
- iv. Policy: Zoning and subdivision regulations should foster expanded broadband service and ensure streamlined processing of plans and permits for broadband infrastructure.

5.6 Public Safety: Fire, Sheriff and Emergency Management Services

Fire, emergency, and ambulance service y District Volunteer Fire Department (VFD) Companies 3 and 9, the Patuxent River NAS Company, and Lexington Park Volunteer Rescue Squad (VRS) Companies 38 and 39. As the plan was to the Lexington Park Development District is provided by Ba being prepared, VRS Company 38 was preparing to relocate to a new facility to be constructed on FDR Boulevard near the library.

Law enforcement is provided by the St. Mary's County Sheriff's Office and the Leonardtown Barracks of the Maryland State Police. With its headquarters in Leonardtown, the Sheriff's Office has an outpost on Lincoln Avenue in Lexington Park. Deputies use outposts as places to conduct investigations, interview individuals, write reports, and make phone calls, but outposts are not manned 24 hours a day. This plan recommends that the Lincoln Avenue outpost be relocated to the space being vacated by VRS 38 on Great Mills Road. The St. Mary's County *Recommended Capital Budget Project Detail Sheets, FY 2014 Budget and FY 2015 to 2019 Capital Plan* lists funding for the relocation beginning in FY 2014 with completion in FY 2016

A concept included in the Design Chapter of the plan is "crime prevention through environmental design," or CPTED. On the National Institute of Crime Prevention website, CPTED is explained: "The proper design and effective use of the built environment can lead to a reduction in the fear of crime and incidence of crime, and to an improvement in quality of life." CPTED emphasizes urban design, building construction, landscaping, and lighting that are consciously planned so as to eliminate areas where vagrants and criminals can hide. In addition to eliminating places of concealment, CPTED promotes unobstructed lines of sight from the street and neighboring buildings so that loitering and suspicious activities can be observed and reported to police (often referred to as "eyes on the street"). The fundamental principle is to reduce opportunities for crime while increasing the opportunities for residents to be able to safely observe and report crime or suspicious persons and activities.

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

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

Relocating and expanding the Sheriff's outpost to a more visible location in Lexington Park, incorporating CPTED and SafeScape principles throughout the community, and publicizing the B-Alert Program and other "crime watch programs" are all ways to reduce crime and the perception of crime in Lexington Park.

- 5.6.1 Goal: All buildings, residential and non-residential, within the Lexington Park Development District shall be protected

from fire through a combination of prevention and suppression activities. EMS facilities will be strategically located throughout the district to ensure a uniform response time to all emergency calls.

- A. Objective: Ensure that EMS and fire departments are adequate and equitably financed. High quality services will be provided to all neighborhoods within Lexington Park.
 - i. Policy: Maintain an adequate level of staffing and appropriate equipment, for EMS and fire stations, to fully respond to emergency calls (from *2010 Comp Plan*, p. 10-2).
 - ii. 2. Achieve and maintain an average response time of 6 minutes (*2010 Comp Plan*, p. 10-2).
 - iii. 3. Require contributions from developers for firehouses, firefighting equipment, etc. when the development can be directly linked to the need for additional capital improvements (*2010 Comp Plan*, p. 10-2).

5.6.2 Law Enforcement Goal: Reduce actual and perceived crime in Lexington Park.

- A. Objectives: Sheriff facilities in the Lexington Park Development District will be located in areas that enable the deputies to respond to calls to action as quickly as possible.
 - i. Reduce resident concern about, and susceptibility to, crime through increasing awareness of crime prevention methods. Visibility of the sheriff's office and deputies will be emphasized to enhance the feeling of security.

- ii. The county will sponsor crime prevention programs, such as neighborhood watch programs, throughout the Development District. The county will contact neighborhood groups for input in selecting crime prevention topics and scheduling locations and times for convenience of the residents.
- iii. Achieve and maintain adequate staffing levels to provide a level of service of officers per the International Association of Chiefs of Police Standards (*2010 Comp Plan*, p. 10-2).
- iv. Achieve and maintain an average response time of 4 minutes (*2010 Comp Plan*, p. 10-2).
- v. Upon completion of the plan, survey businesses for participation in the B-Alert Program and achieve 100% participation.
- vi. Law enforcement staff will annually organize and lead an evening walk through the downtown areas of Lexington Park to conduct a public safety audit to identify areas that appear unsafe. Business owners will be asked to take measures to improve these areas.
- vii. Incorporate CPTED principles in design guidelines for new construction and redevelopment projects; ensure conformance of buffer requirements to these principles.

5.7 Parks and Recreational Facilities

The St. Mary's County Recreation and Parks Department provides facilities for both passive and active recreation. Recreation facilities at public schools can also be utilized by residents.

Table 5.1: Parks and Recreational Facilities within the Lexington Park Development District*

Park	Type	Acres
Carver Recreation Center	School Recreation Park	8
GW Carver Elementary School	School Recreation Park	24
Chancellor's Run	Regional	82
Esperanza Middle	School Recreation Park	6
Evergreen Elementary School	School Recreation Park	14
Great Mills High School	School Recreation Park	26
Great Mills Swimming Pool	Sports Complex	19
Green Holly Elementary	School Recreation Park	4
Greenview Knolls Elementary	School Recreation Park	4
Jarboesville Park	Neighborhood	5
John G. Lancaster Park at Willows Road	Community	97
Lexington Park Elementary	School Recreation Park	6
Myrtle Point Park	Regional	193
Nicolet Park	Community	35

Park	Type	Acres
Skate park		
Spray ground		
Park Hall Elementary	School Recreation Park	3
St. Andrews Estates Park	Neighborhood	4
St. Mary's Gymnastics Center	Special Use	0.3
Town Creek Elementary	School Recreation Park	2
Town Creek Park	Neighborhood	2
Tubman Douglas Field	Neighborhood	3
Wildewood Recreation Area	Neighborhood	12

*Source: 2012 Land Preservation, Parks, and Recreation Plan, Appendix A.

Neighborhood Parks: small parks, usually less than 15 acres. Ideally these are located within walking distance of the users.

School recreational parks have a function similar to neighborhood parks;

Community Parks: usually 15 to 100 acres in size, located within a three mile radius of users;

Countywide Parks: often exceed 100 acres; however, the only countywide parks in Lexington Park are the spray ground and skate park at Nicolet Park for which acreage is not a factor.

Regional Parks: usually larger than 250 acres.

This plan recommends acquisition and development of up to four additional neighborhood parks, approximately 10 acres each, within the Lexington Park Development District. The parks will be a strengthening adjunct to the greenway concepts for this area. A major goal in this acquisition is to provide facilities that are

convenient and accessible to large concentrations of residents without relying on the automobile. Potential general locations are: (1) south of Patuxent Beach Road; (2) in the Stewart's Grant area, perhaps next to the Great Mills swimming pool; (3) between Chancellor's Run Park and Three Notch Road; and (4) on the south side of St. Andrews Church Road. These new parks should be owned and maintained by a homeowners' association or civic group.

Parks, community spaces, and gardens should be carefully planned to ensure that those for whose use they are intended will be within walking or biking distance and will take ownership.

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

- A. Objective: Coordinate with the Department of Recreation and Parks and school board to ensure a variety of passive and active recreational opportunities and locations accessible to all residents, irrespective of income and age, and including provision for residents with special needs.
 - i. Work with the Recreation and Parks Board and Department to develop location recommendations for new ten acre or larger parks in or in close proximity to the Development District.
 - ii. Develop a trail network of off-street trails for hiking and bicycling that connects residential areas to parks and recreation areas. The off-street trails will be established to provide recreation and transportation routes for bicycling and walking.

- iii. Coordinate with the Department of Public Works and Transportation to ensure sidewalks and bikeways are added to existing streets and included with road construction and maintenance projects to connect residential areas with parks and recreation areas. A portion of the Three Notch Trail is being designed as part of Phase III of the FDR Boulevard project. This 1.8 mile segment from Chancellor's Run Road to Pegg Road includes a commuter bike lane and a 10-foot separate recreational trail.
- iv. The pedestrian, bikeway, and trail networks for residents in the Development District will extend beyond the mapped boundary of the Development District to connect with nearby recreation and park sites.

5.8 Trails

The Three Notch Trail is routed within the railroad right-of-way that belongs to the Commissioners of St. Mary's County, and is intended to serve both recreational and transportation purposes for those who walk or ride bicycles. When completed it will extend from Deborah Drive in Charles County south to Pegg Road near the Gate 1 entrance into the NAS. By 2013 several segments were finished, including these segments within the Development District: near the Sturbridge Apartments in Wildewood, in front of the South Plaza shopping center, and from Wal-Mart to Chancellor's Run Road.

This plan advocates for an extensive hiking and biking trail system that connects neighborhoods, employment centers, shopping areas, and public open spaces. Locations and estimated costs should be identified through a public process; also to be identified should be partners to take ownership and to manage these greenways and trails. The zoning ordinance calls for trails as recreational amenities for major subdivisions and site plans, and requires connection

between new and existing trails in an effort to provide a complete, publically accessible trail network. While private trails are found in several subdivisions, liability issues prevent interconnection and public access; appropriate steps should be taken to overcome this issue. The table below lists the relatively few publically accessible developed trails in and near the Lexington Park Development District.

Table 5.2: Trails in and near the Development District

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

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

complete and the balance to be constructed with FDR Blvd.

**Myrtle Point Park and the St. Mary's River Lake Trail, while outside the Development District boundary, are included in this list because of their proximity to it.

5.9 Historical and Cultural Sites

Development of a guide for a walking tour of historically and culturally significant sites is recommended to explain the historic background of Lexington Park. This booklet could include at a minimum the following resources.

- The Patuxent River Naval Air Museum is an eye-catching Lexington Park landmark due to its large outdoor collection of Navy aircraft. In addition to the airplanes and helicopters, there is also an indoor exhibit hall.
- The cupola from the Cedar Point Lighthouse, which once marked the confluence of the Chesapeake Bay and Patuxent River, is on the grounds of the air museum. "Against the Odds," a historical marker on the Star-Spangled Banner National Trail that tells the story of Joshua Barney and the Chesapeake Flotilla during the War of 1812 is also at the museum.
- Freedom Park, the home of the African American Monument of St. Mary's County, is beside Tulagi Place. A Civil War Memorial Monument and Marker honoring "United States Colored Troops" is in Lancaster Park. This display explains that there were 700 United States Colored Troops from St. Mary's County and, in fact, the majority of Union soldiers from the county were of African descent.
- Not far from the African American Monument, on Rennell Avenue west of S. Coral Place, are two historical markers. One, "St. Mary's County and U.S. Navy History," briefly tells the history of NAS Patuxent River.

The second, “Architectural Significance of the First Lexington Park Community” explains the “flattop” duplexes that were built to house the civilian workers who built the air station during World War II. The Flat Tops, and other homes in Lexington Park, were designed by the architectural firm of Kahn & Jacobs.

- Located on the east side of Three Notch Road, south of Great Mills Road, is the “Saint Nicholas Church” historical marker. The marker provides information on the Jesuit Missions from the 17th to 19th centuries. (Information on the historical markers is from The Historical Marker Database, HMdb.org.) There are approximately 40 historic sites in total within Lexington Park (2005 Lexington Park Plan, p. 56). A guide booklet of the historic sites would be one way to publicize the area.
- A valuable cultural resource within Lexington Park is the Three Notch Theatre. The Theatre, home of the Newtowne Players, is a black box theater located in the former library building near Freedom Park. The Theatre and Players develop local actors, both children and adults, and conduct workshops and programs with local schools. The Newtowne Players mission is to promote all aspects of the performing arts in Southern Maryland; to provide an outlet for people in the community interested in theatre production, and to provide quality entertainment to the communities. The Newtowne Players goal is to foster, promote and increase the public knowledge and appreciation of the arts and cultural activities in St. Mary's County and Southern Maryland, and to make live theatre affordable and available to members of the surrounding communities.

5.9.1 Goal: The historic and archaeological resources within the Lexington Park Development District will be identified and

afforded a level of protection based on their national, state, regional, and local significance.

- A. Objective: Utilize the expertise of the St. Mary's County Historic Commission, and that of other historic organizations or individuals, to locate historic structures and known or likely archaeological sites.
- i. Policy: Produce a brochure of historic structures and sites and have copies available at the Lexington Park Public Library, and other appropriate public locations. Post the brochure on the Department web site. Inform the owners of the possibility of tax credits for rehabilitation activities meeting certain criteria.
 - ii. Policy: Invite comments from the Historic Preservation Commission during the technical review of development projects that impact historic or archaeological resources within the Lexington Park Development District.
 - iii. Policy: Help protect archeological sites from the impacts of development. Consider implementing such practices as the following:
 - a. For known archaeological sites, inform the owners of the presence of archaeological sites and provide information on how to protect the deposits from disturbance. With the owner's permission, inform the Office of the State Archaeologist and ask for an assessment of significance.
 - b. For potential sites identified through an archaeological model, request the affected land owner's consent to provide the results of the model to the State Archaeologist. Request assistance in verifying whether or not a site is present. If a site is

confirmed, obtain a determination of its significance.

5.10 Solid Waste

Solid Waste Goal: All properties within the Lexington Park Development District will be serviced by a solid waste provider that will include single stream, recycling pickup. Single-family residential recycling will be curbside pickup. Recycling for multi-family and non-residential uses will be via dedicated containers, sized and located to ensure efficiency and ease of use.

6. Economic Development

Vision: Economic development and resource-based businesses with employment opportunities for all income levels are encouraged.

Community wealth is improved through job creation and investment, including retention, expansion and attraction of businesses. In Downtown and throughout the Development District growth of local entrepreneurship and new enterprises result from creative reuse of obsolete buildings and innovations in new mixed-use development.

Southern Maryland has had the fastest growing population in the state over the past 10 years, driven by growth in its military facilities and continuing outward development of the Washington suburbs. Driven by previous rounds of BRAC decisions, the Navy build-up has contributed to 19 % population growth in the last decade. Prior to the tobacco buyout the region was largely rural, and now many farms have been subdivided and new homes built. Tobacco is being replaced with cattle and horse ranches, bees, and vineyards. The largest employer in Southern Maryland is government (the federal government employs one-tenth of the workforce), followed by transportation, trade, and utilities; professional and business services (particularly federal contractors), education and health services; and leisure and hospitality. Sixty-five % of residents are

employed in either management, professional and related occupations or sales and office occupations. Southern Maryland had the lowest unemployment rate in the state at 6.1 % in 2010. Fewer than half the residents work in Southern Maryland – a large percentage are employed in Prince George’s County and 10 % in Virginia, the legacy of earlier BRAC decisions that moved the Naval Air Command from Northern Virginia to St. Mary’s County. (Source: “Charting Maryland’s Economic Path: Discovery, Diversity and Opportunity – A Five Year Strategic Plan,” by the Maryland Economic Development Commission, 2011.)

Economic development is the process of creating wealth by mobilizing human, physical, natural, and capital resources to produce marketable goods and services. Increasingly it is linked with education, culture, affordable housing and preservation of the environment. To support the continued function and contributions of the NAS as the largest employer in the county, while lessening dependence on this single component of the Southern Maryland economy, the County Commissioners have committed to minimizing encroachment, improving schools, ensuring adequate housing, improving transportation, revitalizing Lexington Park, promoting international marketing, encouraging technology transfer and other forms of economic diversification. The county’s economic development policies adhere to principles of concentrating jobs and business opportunities in the Development District, by seeking to avoid conflicts with surrounding land uses and effectively generating improvements to supporting infrastructure and facilities. Implementation strategies from the plan reinforce adherence to these principles.

Revitalizing Downtown is imperative to future economic growth and to protecting the Navy’s mission. This plan expands the focus of prior plans for this area to include the Great Mills Road corridor as described in Chapter 2. It calls for efforts to stimulate economic growth through jobs and private investment as well as promotion of businesses in proximity to the NAS.

Creating new markets and broadening opportunities for business growth is a necessary and important goal for St. Mary's County. In 2012, about 22,400 or just over one-third of the jobs in the county were tied directly to the NAS or its private-sector contractors. The lack of diversification makes the local economy vulnerable to reductions in federal defense spending, downsizing or relocation via the Base Realignment and Closure (BRAC) process. Diversifying the economy will reduce the decades-long dependence on the NAS as the economic engine for the county. Commercialization of existing and emerging defense technologies, such as application of unmanned systems, should be aggressively nurtured to broaden the base for high-wage employment to reduce such vulnerability. Promoting innovation sector approaches to ensure future growth is equally important.

Diversification will also ensure long-term economic resiliency and stability. Strategies should support quality education for all age and income groups, an adequate supply of affordable workforce housing, training programs for incumbent and prospective workers, and enhanced transit to access jobs and services. There should be complementing strategies to recruit new firms and industries, train incumbent and prospective workers, leverage publicly-owned land to develop a private capital fund for entrepreneurship, and capitalize on its natural resources and agriculture for research in emerging technologies.

Research completed in support of this master plan describes the potential for expanding market opportunities for unmanned systems, and recommends recruiting certain new business to fill gaps in the local economy, including the following:

- Medical services, medical laboratories, diagnostic imaging centers, home health care services, homes for the elderly and services for the elderly and disabled. The shortage of medical professionals is particularly acute in Lexington Park and could worsen. The Health

Enterprise Zone established in 2013 should help enable improvement of this situation.

- Finance and banking, including commercial banking, savings institutions, sales financing, securities brokerage, portfolio management, investment advice, insurance carriers, insurance agencies and brokerages.
- Construction and home improvement, including framing contractors, siding contractors, electrical and wiring contractors, plumbing, heating and air condition contractors, finish carpenters, painting and wall covering contractors, flooring and tile contractors, and site preparation contractors.
- Innovation sector companies.

6.1 Economic Development Goals and Objectives

6.1.1 Goal: Create a strong, diverse economy that promotes investment and jobs, thereby strengthening the tax base.

- A. Support growth of existing business and attraction of new businesses. Support both defense and non-defense related business ventures.
- i. Collaborate with the Navy to achieve full utilization of research, development, test and evaluation facilities.
 - ii. Attract and accommodate new and expanded technology businesses.
 - iii. Work with the University of Maryland System and other leading edge educational institutions to develop state-of-the-art research facilities accessible to private industry and designed to drive innovation and the development of new commercial technologies and applications.

- iv. Support advanced work force educational opportunities to ensure job employment skills are available to meet existing and new technology requirements.
 - v. Ensure availability of property with the proper zoning for office, business and technology parks, industrial and research labs, warehouses, production, and flex space.
 - vi. Provide adequate physical and technology infrastructure and facilities to support defense- and non-defense-related business growth. Foster expanded availability of high-speed Internet service.
 - vii. Continue efforts to streamline the development approval processes to reduce the time between application and permitting.
 - viii. Provide incentives, training and other tools to encourage business growth and diversification by the private sector.
 - ix. Encourage the retention and expansion of existing companies.
 - x. Encourage mixed office, retail, residential and lodging uses.
- B. Market and recruit enterprises that will provide high-asset and high-wage jobs.
- i. Target industry sectors and enterprises with particular emphasis on business diversity, international marketing, research and technology organizations seeking a highly-skilled and educated workforce and companies.
 - ii. Inventory existing federal, State, local and private assets including runways, labs and research facilities to create a better understanding of the county's technology ecosystem.
 - iii. Encourage renewable, clean and green energy development.
 - iv. Promote Lexington Park as an employment center with a highly educated and skilled workforce.
- C. Attract businesses offering products, services and amenities to support consumer and community demand.
- i. Target specialized retailers and other businesses such as a movie theater, specialty shops, and outdoor recreation experiences.
 - ii. Increase cultural, recreational and entertainment amenities designed to attract and retain young professionals and growing families who represent an increasing portion of the local workforce.
- D. Revitalize established business and commercial centers.
- i. Ensure availability of supportive infrastructure and public services.
 - ii. Focus business attraction, retention and expansion into the older parts of Lexington Park.
 - iii. Recognize contribution of small businesses to both quality-of-life and economic development. Encourage mixed-use development that first considers existing small businesses or attracts locally-owned businesses as a part of a redevelopment strategy.
- E. Encourage tourist-oriented businesses.

- i. Promote retailing of antiques, local handi-crafts, and restaurants serving local fare.
 - ii. Promote a variety of lodging types, but especially those which capitalize on area assets.
- F. Increase attractiveness and sustainability of Lexington Park.
- G. Promote green building and subdivision design and site layout. Encourage LEED certification and use of the Green Building Guidelines of the National Association of Home Builders.
- H. Strengthen and enforce the sign codes ordinance throughout the Development District.
- I. Support the development of the arts and art enterprises as important and necessary to attracting and retaining a highly-skilled and educated workforce.
 - i. Promote the arts as a vital component of the health, welfare and enjoyment of the Development District's residents and visitors.
 - ii. Provide infrastructure to support arts programming accessible to residents and visitors alike.
 - iii. Encourage participation in state and national programs to develop arts and cultural heritage focal areas in appropriate sectors of the Development District.
 - iv. Support the incorporation of public art and art spaces where appropriate.

6.2 Economic Redevelopment Strategy

In an initial step to revitalize Lexington Park, the county created the Community Development Corporation. The Corporation is a

redevelopment authority for St. Mary's County. It can buy and sell land, issue bonds and raise private capital; administer State, local and federal grants and contracts and distribute funds to other organizations participating in the redevelopment of Lexington Park.

This plan recommends expanding the development of a host of new incentives and activities intended to attract the private sector's active participation in redevelopment, recognizing that the next step toward revitalizing Lexington Park must be led by the private sector. The following economic development tools and activities are recommended to fuel the revitalization of the core area of Lexington Park.

Any and all incentives must be considered and applied carefully. They should be driven by the private sector. The following list of available or potential programs is not intended to restrict available or applicable incentive mechanisms.

6.2.1 Business Improvement District

This plan recommends that the businesses and commercial property owners in the Great Mills Road Redevelopment Corridor join together to form a Business Improvement District (BID). A BID is a defined area wherein a portion of the existing taxes paid by those property owners is dedicated to provide services which improve the immediate community and leverage additional private sector investment. Funds for a Lexington Park BID could be used to coordinate security, beautification, marketing and promotions among other things. Building upon the early success of the Lexington Park Business and Community Association, the business and property owners throughout the corridor should work through the designation of a BID to advance these shared interests.

The creation of a BID would require approval of the St. Mary's County Commissioners because it involves taxation.

But once established the BID would be the responsibility of the private sector.

6.2.2 Tax Increment Financing

The plan recommends that a tax increment financing (TIF) district be established in the Great Mills Road Corridor. TIF's are used to create funding for improvements in distressed, underdeveloped, or underutilized parts of a community where development might otherwise not occur. A TIF uses future gains in taxes to subsidize current improvements to infrastructure and other community projects that leverage private investment. Recognizing that new real estate investment yields higher taxes, bond funds are raised to finance the construction of infrastructure in a public-private TIF redevelopment project. While the base taxes generated for county government remain the same, the increased taxes generated as a result of the new investment are used to repay the bonds. Sales-tax revenue and jobs may also increase as a result although these multipliers are usually not factored into the repayment of a TIF project. Any shortfall in the debt repayment would be collateralized in advance and become the sole responsibility of the developer. A TIF creates a means to reduce the cost of financing the expensive but necessary site work for a major redevelopment project. This tool has been used nation-wide to increase the likelihood of attracting property owner and developer interest to an area that has otherwise been ignored. Because it involves taxation, the creation of a TIF zone would require approval of the County Commissioners.

6.2.3 Private Capital Fund

Lexington Park is a center for engineering services, computer systems design, scientific research, and technology development. The highly skilled and educated

workforce in these sectors provides an excellent starting point to grow entrepreneurial activities and new businesses. Private sector investment in a capital fund with the principal goal of growing the number of entrepreneurs in the Lexington Park area is needed.

A Private Capital Fund is an investment mechanism in which funds would be invested in Lexington Park, thereby providing a direct return to the investor and an indirect or spin-off return to the community. The act of creating the fund itself helps diversify the economy into the Finance and Banking sector.

The county-owned Lexington Manor property, shown on the Downtown Concept Plan as an "Employment Campus," provides a publicly owned resource to offer qualified private sector participants in the capital fund. The county could initiate the development of a portion of the proposed Employment Campus to launch the program. Use of Lexington Manor for homegrown economic development opportunities would align well with the goals of the plan and is an example of the public-private partnerships that are necessary for success.

6.2.4 Marketing, Promotion and Programming

A comprehensive promotion and marketing strategy can be built upon the existing success of the Juneteenth Jazz Festival, Pride in the Park Parade, Spring Fest at St. Mary's Square and Bay District Volunteer Fire Department's annual tree lighting. Consistent use of the logo designed by the Lexington Park Business and Community Association to represent Lexington Park's past and future as a technology community is essential to developing a positive brand identity for the area. One example of the use of the logo would be to encourage businesses located in Lexington Park to include the logo in their ads.

The Lexington Park Business and Community Association should work together to create a marketing and promotion strategy for Lexington Park. Farmers' markets, art and cultural events, film festivals, outdoor concerts and walk in the "Park" days can be held within Lexington Park to attract interest from businesses and shoppers.

6.2.5 Business Recruitment

- A. Within 2 years of the adoption of the plan, form a business recruitment group comprised of members with interest or expertise in how to promote the proximity of the airport to Lexington Park as a benefit that can be used to attract new businesses to Lexington Park.
- B. Within an additional year, make available to Lexington Park businesses, the Department of Economic and Community Development, and other business and civic organizations in the county and region the completed marketing campaign prepared by the business recruitment group

6.2.6 Arts, Entertainment and Heritage Tourism District

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

diversify the attractiveness of the Downtown. It could attract artists and young professionals to the Downtown.

6.2.7 Other

- A. Business Development Fund - a revolving loan fund that provides term fixed-rate financing for land, buildings, equipment, machinery and permanent working capital. Participants must create or retain jobs. The program gives preference to projects located in distressed areas and to small businesses with fewer than 100 employees.
- B. Community Development Financial Institutions Program (CDFI). The purpose of the CDFI Program is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services. CDFIs may use the funds to pursue a variety of goals, including:
 - i. To promote economic development, to develop businesses, to create jobs, and to develop commercial real estate;
 - ii. To develop affordable housing and to promote homeownership; and
 - iii. To provide community development financial services, such as basic banking services, financial literacy programs, and alternatives to predatory lending.
- C. Tax abatement and redirection of current taxes.

6.3 Improvements to the Physical Environment

- 6.3.1 Urban Design Overlay Districts. These overlay districts will include design standards for buildings and public spaces to

foster attractive architecture on complete streets. Overlay districts should be adopted for Downtown, the Great Mills Road Corridor and the Three Notch Road Corridor. Development in these districts will favor the creation of walkable places supported by transit and cycling.

- 6.3.2 Complete Streets. New street connections designed to break away from the existing outmoded suburban pattern of the Downtown, improve accessibility, visibility and security, and open up land for new development must be a first priority for public investment in infrastructure designed to support the renewal of the Great Mills Road Development Corridor. First priority transportation improvements are those streets that serve the retail core including FDR Boulevard. The proposed network of road connections will complete the transportation improvements proposed in the existing Lexington Park Plan and build the additional framework needed to secure the viability of the Downtown as a walkable commercial and civic destination for the future.

An enhanced pedestrian amenities zone along a 775-foot section of Great Mills Road (as described in Chapter 3) proposes an appealing makeover to address store facades, signage, parking, lighting, street trees, landscaping, and street furniture improvements in the center of the Downtown.

6.3.3 Public Safety

- A. Street Lights. Both the county and property owners must come together to install streetlights on all public and private roadways in the business district. The lack of adequate street lighting was identified as a key concern of residents, business and property owners. Adequate street lighting deters crime, creates a sense of place and develops a visual boundary for the

commercial area. No public street in Lexington Park should be built or improved without the installation of streetlights and incentives should be considered to encourage property owners to invest in enhanced lighting on private property.

- B. Sheriff facility. Realtors and business owners have identified perceptions of crime, substance abuse and vagrancy as obstacles to investment and business operations in the Great Mills Road Development Corridor. A concerted and thoughtful effort to address public safety is required.

A district office of the St. Mary's County Sheriff's Office should be prominently located in the Great Mills Road Development Corridor. The county's FY 2013 budget provides funding for the Sheriff to create a community policing division specially trained to address the needs of Lexington Park. These offices along with the existing patrol and auxiliary support staff should be housed in a facility prominently located on Great Mills Road. The additional officers and a prominent location will substantially increase coverage and visibility in the area of greatest need.

7. Housing

Vision: Residential communities and neighborhoods (both rental and owner-occupied) linked to and supported by transportation systems, public safety services, and retail, educational, recreational and health services. Sustainable residential densities support a range of housing types, sizes, accessibility and quality for residents of all ages, special needs and incomes. Issues of housing affordability, homelessness, blight removal and community revitalization are adequately and appropriately addressed. New or

renovated housing replaces blighted areas, supporting community revitalization and benefiting the local economy. Housing locations and densities help achieve a mixed-use, mixed income, pedestrian-, bicycle- and transit-oriented community.

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

This chapter of the plan draws from a report entitled "Multifamily Rental Market Assessment St. Mary's County, Maryland," by the RealPropertyResearchGroup (RPRG) completed in May 2010, and a supplemental update completed in the 4th Quarter of 2012. This assessment was prepared for the Maryland Department of Housing and Community Development, Community Development Administration, BRAC Market Study Services Contract. The link is below:

<http://www.stmaryshousing.org/docs/Multifamily%20Rental%20Market%20Assessment%202010.pdf>

The assessment was made for the Lexington Park market area, which is much larger than the Development District that is the subject of this plan. Hence there is a discrepancy between population and other statistics mentioned in this chapter compared with the balance of the plan.

Citing the RPRG 4th Quarter 2012 update, the 2013 population of Lexington Park is 49,603 and projected to be 52,192 in 2018.

Household income information (based on a 4 person household) for Lexington Park via RPRG is listed below representing 2013.

	Median Household Income
Lexington Park	\$71,689
St. Mary's County	\$79,892

Renter households in Lexington Park numbered 7,034 in 2013, and their incomes, based on a 4 person household are shown in the following table.

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

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

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

According to the U.S. Department of Housing and Urban Development, housing affordability means that a household does

not pay more than thirty percent of its annual income on housing. Thirty percent of the median household income for Lexington Park is \$17,904. Dividing that by 12 is \$1,492, which, as a starting calculation, is the maximum amount a renting household in Lexington Park can afford to pay per month.

It is also important to be aware of Census data on persons below the poverty level. The chart below shows the poverty thresholds for 2011.

For the entire state of Maryland, 9% of the population is below the poverty level. While the percentage of persons below the poverty level for St. Mary's County is 7.3%, in Lexington Park it is 18%, which is twice the state level. Lexington Park needs ongoing public and

Poverty Thresholds for 2011 by Size of Family and Number of Related Children Under 18 Years

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	11,484									
Under 65 years.....	11,702	11,702								
65 years and over.....	10,788	10,788								
Two people.....	14,657									
Householder under 65 years.....	15,139	15,063	15,504							
Householder 65 years and over.....	13,609	13,596	15,446							
Three people.....	17,916	17,595	18,106	18,123						
Four people.....	23,021	23,201	23,581	22,811	22,891					
Five people.....	27,251	27,979	28,386	27,517	26,844	26,434				
Six people.....	30,847	32,181	32,309	31,643	31,005	30,056	29,494			
Seven people.....	35,085	37,029	37,260	36,463	35,907	34,872	33,665	32,340		
Eight people.....	39,064	41,414	41,779	41,027	40,368	39,433	38,247	37,011	36,697	
Nine people or more.....	46,572	49,818	50,059	49,393	48,835	47,917	46,654	45,512	45,229	43,487

Source: U.S. Census Bureau.

private investment to improve blighted neighborhoods with substandard housing and to overcome the causes of poverty.

Traffic congestion – commuting to the NAS and the technology-based businesses “outside the gate” –will worsen as the Development District population grows. Strategies to reduce the number of cars during peak hour travel times are needed. Locating housing close to employment centers and to transit routes will help address this problem.

7.1 Housing Goals

7.1.1 Goal: Improve economic and social integration and build stronger neighborhoods

- A. Objective: Ensure access for all to a variety of housing types.
 - i. Policy: Consider options to integrate a reasonable number of housing units for all income groups into all new housing developments to minimize the extent to which the Development District is comprised of income based neighborhoods.
 - ii. Policy: Promote housing options for the elderly, including independent living facilities, assisted living accommodations, and nursing care facilities that are linked to services.

7.1.2 Goal: Improve housing stock in deteriorating neighborhoods

- A. Objective: Rehabilitate neighborhoods and stabilize the current supply of housing.
 - i. Policy: Update data on examine the condition of the housing in the neighborhoods and research approaches to improve blighted areas.

- ii. Develop a local definition of standard and substandard conditions.

B. Objective: Improve substandard housing conditions

- i. Undertake and regularly review the county’s livability code to gauge the relevance and adequacy of the ordinance.
- ii. Enhance enforcement of the livability code.
- iii. Adopt a Property Maintenance Code as authorized by HB 1507 (2013 Legislative Session).
- iv. Support housing improvement and home ownership programs.
- v. Require owners to demolish or adequately provide protections from the hazards of unsafe structures and abandoned uses.
- vi. Enhance regulations to enforce the elimination of slums and blight.
- vii. Enforce existing regulations that assure adequate privacy and comfort, safety from fire, flood and other hazards, and protection from health threats.

7.1.3 Goal: Ensure good and adequate design and planning for single-family homes (custom-built or modular), multi-family homes (townhouses, duplexes, apartments), multi-story complexes, manufactured housing, independent and assisted care residential facilities, and accessory apartments.

- A. Objective: Encourage well-designed housing types and neighborhoods.
 - i. New housing (multi-family, subdivisions) location and design must take into consideration

environmental factors and connectivity by transportation other than automobile.

- ii. Enhance open space.
- iii. Encourage development plans which have clear organizational patterns.
- iv. Provide a variety of housing types.
- v. Promote and enhance open space-oriented site designs with emphasis on recreational amenities and the provision of public and private community services and facilities.

B. Objective: Create or strengthen a sense of identity and place for residents

- i. Identify and preserve historically significant housing.
- ii. Coordinate architectural standards.

7.1.4 Meet needs for affordable housing

A. Objective. Minimize housing costs and regulatory barriers.

- i. Policy: Provide incentives and funding tools to address the costs of public water, sewer access, and storm water management associated with housing, where such tools will result in well-designed mixed income communities.
- ii. Policy: Within one year of the adoption of this plan, begin implementation or updating of recommendations from approved housing studies to address market conditions and trends to provide a mix of housing types and range of costs to supply the housing market in the Development District.

- iii. Policy: Encourage public-private partnerships dedicated to bringing investment to the Lexington Park housing stock and preserving the existing affordable housing stock as demonstrated by St. Mary's County Housing Authority's public – private partnerships.

B. Objective: Promote safe housing in livable communities.

- i. Policy: Formally promote, recognize and reward good design.
 - a. Consider providing increased bonus densities for enhanced design of neighborhoods.
 - b. Planning commission recognition for innovative and effective community design.
 - c. Chesapeake Bay Community recognition of "Bay Friendly" environmental design.
 - d. Support green building design for energy efficiency and long-term affordability of the housing.
- ii. Policy: Investigate funding sources for weatherization programs. Improved energy efficiency will reduce the overall cost of housing, which will be especially beneficial to lower income households.

7.2 Implementation Strategies

7.2.1 Create Infill opportunities.

7.2.2 Revise zoning where needed.

7.2.3 Explore options for inclusionary zoning.

- 7.2.4 Create opportunities for specialized housing types, such as accessory apartments, single-room-occupancy (SRO) housing or group homes.
- 7.2.5 Create incentives for housing preservation and rehabilitation, including adaptive reuse projects.
- 7.2.6 Invite assembly strategies and land banking.
- 7.2.7 Remove regulatory barriers; simplify and expedite approval procedures.
- 7.2.8 Encourage financial assistance to developers of affordable housing.
- 7.2.9 Maintain currency of inventories of housing conditions and trends and market analyses.

8. Community Health and Wellness

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

8.1 Impact of Community Design on Population Health

Community design and the environment in which people live, learn, work, and play critically impact the health of a population and the opportunity for individuals within that population to make healthy choices. The built environment – the physical design and parts of a community, such as buildings, infrastructure, open spaces, and

transportation corridors – influences a variety of population health indicators, including key health measures linked to chronic disease and behavioral health. Implementing key community development concepts that promote health enables a community such as the Lexington Park Development District to optimize the health of its residents. The resulting improvements in population health may also work towards relieving disease-related economic strain on families and businesses in the Development District.

As supported by the U.S. Centers for Disease Control and Prevention (CDC)⁶, healthy community design improves residents' health in the following ways:

- ***Increasing physical activity and access to healthy food.***
A plethora of evidence and promising case studies demonstrate the potential impact of community design practices on the physical activity levels and nutritional choices of residents⁷, and the consequent population health outcomes of chronic diseases such as diabetes and heart disease⁸. Transportation planning decisions,

⁶ Centers for Disease Control and Prevention, US Department of Health and Human Services. www.cdc.gov/healthyplaces. "Designing and Building Healthy Places". Accessed March 31, 2013.

⁷ Guide to Community Preventive Services. "Environmental and policy approaches to increase physical activity." www.thecommunityguide.org/pa/environmental-policy. Accessed March 14, 2013.

Active Living Research, Robert Wood Johnson Foundation. "Designing for Active Living Among Adults." 2008. http://www.activelivingresearch.org/files/Active_Adults.pdf Boone-Heinonen, J. et al., What neighborhood area captures built environment features related to adolescent physical activity? Health and Place. November 2010. 16(6):1280-1286.

⁸ Auchincloss, A. H., A. V. Diez Roux, et al., Neighborhood resources for physical activity and healthy foods and incidence of type 2 diabetes mellitus: the Multi-Ethnic study of Atherosclerosis. Arch Intern Med. 2009; 169(18): 1698-704.

including those related to mass transit, affect population health and physical activity levels.⁹ Complete Streets and other community design principles supporting pedestrian and bicycle transportation are key factors in promoting physical activity. Easy access to nearby healthy food options, including fresh produce available in grocery stores and farmer's markets, is essential to ensuring adequate fruit and vegetable consumption by residents. Similarly, an abundance of unhealthy food options in proximity to schools, workplaces, and homes – such as that indicated by the density of fast food retailers – may be linked to poor nutritional decisions.

- **Improving air and water quality while minimizing the impact of climate change.** Air quality is largely influenced by transportation-related pollutants, including respiratory irritants that trigger asthma and lead to poor population level control of asthma. Community design practices promoting non-motorized transportation, such as walking and bicycling, may reduce air pollutants linked to respiratory diseases like asthma. Similarly, mass transit availability that results in decreased vehicular congestion¹⁰ and reduced commute distances between work and home due to compact,

mixed development¹¹ can both have an impact on air quality.

- **Strengthening the social fabric of a community and decreasing mental health stresses.** Community design policies which ensure easy, preferably adjacent to homes, access to nature/green spaces is positively associated with decreased depression, anxiety, stress, mental fatigue, and problems with attention deficit in children¹². The American Planning Association also suggests that “Green residential spaces are gathering places where neighbors form social ties that produce stronger, safer neighborhoods.”¹³
- Part of behavioral health is the prevention and control of substance misuse and abuse, including that related to alcoholic beverages. Community design policies and management practices may impact substance abuse at the population level. For example, evidence demonstrates that excessive alcohol consumption and related harms are linked to increased alcohol outlet density in communities¹⁴. Regulation of alcoholic

⁹ Litman, T. “Integrating Public Health Objectives in Transportation Planning”. American Journal of Health Promotion 18(1): 103-108, 2003.

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

¹⁰ Friedman MS, Powell Ke, Hutwagner L, et al: Impact of changes in transportation and commuting behaviors during the 1996 Summer Olympic Games in Atlanta on air quality and childhood asthma. JAMA 285(7):897-905, 2001.

¹¹ Litman, T. “Integrating Public Health Objectives in Transportation Planning”. American Journal of Health Promotion 18(1): 103-108, 2003.

¹² Evans GW. “The built environment and mental health”. Journal of Urban Health.80(4):536-555, 2003. Sullivan WC, Chang CY. “Mental health and the built environment”. In: Dannenberg AL, Frumkin H, Jackson RL. Making healthy places: designing and building for health, well-being, and sustainability. Washington DC: Island Press, 2011.

¹³ American Planning Association. “How Cities Use Parks to Create Safer Neighborhoods”. <https://www.planning.org/cityparks/briefingpapers/saferneighborhoods.htm>. Accessed March 31, 2013.

¹⁴ Campbell CA, Hahn RA, Elder R, Brewer R, Chattopadhyay S, Fielding J, Naimi TS, Toomey T, Briana Lawrence B, Middleton JC, Task Force on Community Preventive Services. “[The effectiveness of limiting alcohol](#)

beverage outlet density through licensing and zoning policies is an evidence-based community planning strategy to decrease population-level problems with excessive alcohol consumption harms¹⁵.

- **Reducing injury.** Injury remains a leading cause of death for children and adults. Ensuring safe recreational places and transportation corridors for pedestrians and bicyclists not only encourages physical activity (as residents often cite lack of safe places to exercise as a reason for physical inactivity), but also results in decreased injuries from motor vehicles¹⁶. Traffic calming measures, sidewalks, bikeways, and separating major motor vehicle traffic from housing areas are examples of environmental interventions to reduce injuries to pedestrians and bicyclists¹⁷. Residents who live in communities applying Smart Growth policies in land use and transportation planning, such as compact and mixed development, connectivity of transport paths for various types of use, and greater walkability experience substantially lower traffic casualty rates

[outlet density as a means of reducing excessive alcohol consumption and alcohol-related harms.](#)" *Am J Prev Med* 2009;37(6):556-69.

¹⁵ Task Force on Community Preventive Services. "[Recommendations for reducing excessive alcohol consumption and alcohol-related harms by limiting alcohol outlet density.](#)" *Am J Prev Med* 2009;37(6):570-1.

¹⁶ Cummins SK, Jackson RJ, "The Built Environment and Children's Health". *Pediatric Clinics of North America* 48(5): pp. 1241-1252.

¹⁷ Roberts I, Norton R, Jackson R, et al. "Effect of environmental factors on risk of injury of child pedestrians by motor vehicles: a case-control study". *BMJ* 310(6972):91-94, 1995. Roberts, IG. "International trends in pedestrian injury mortality". *Arch Dis Child* 68:190-192, 1993.

than do residents living in communities allowing automobile-dependent sprawl¹⁸.

- **Providing fair access to worksites, education, health care, and community resources.** Poor health is often linked to suboptimal utilization of preventive and early treatment health care services. At the population level, this lack of appropriate screening and treatment leads to worse community health outcomes and costly complications of advanced disease. Evidence demonstrates that inadequate or excessively costly transportation options are a significant contributor to suboptimal utilization of medical, behavioral health, and dental health care services – particularly among people with disabilities and people with less financial means. Transportation policies supporting short walks and routes including stops at health care service locations are especially critical in addressing these barriers to access, as are community design practices which limit automobile-dependent sprawl¹⁹.

8.2 Priority Health Needs

Recent community health needs assessments conducted in St. Mary's County in 2009 and 2012 by MedStar St. Mary's Hospital, as well as a variety of population level health data, suggest several priority health concerns exist for residents living in St. Mary's County, and are disparately impacting those living within the

¹⁸ Reid Ewing, Richard A. Schieber and Charles V. Zegeer (2003), "Urban Sprawl As A Risk Factor In Motor Vehicle Occupant And Pedestrian Fatalities". *American Journal of Public Health* 93(9): 1541–1545, 2003.

¹⁹ Litman, T. "If Health Matters: Integrating Public Health Objectives in Transportation Planning". Victoria Transport Policy Institute, March 12 2013.

Lexington Park Development District. According to 2010 Census data, Lexington Park has the greatest number of residents living at or below the federal poverty level in the county, and has the highest percentage of minorities living with health and economic inequities. The significantly worse health outcomes demonstrated in the greater Lexington Park area has led to the state's designation of the region as a Health Enterprise Zone (HEZ). This designation highlights the need for greater community level action to improve health of the residents living in the Lexington Park Development District.

8.2.1 Healthy eating and physically active lifestyles are critical in preventing and controlling chronic diseases like obesity, cardiovascular disease, diabetes, arthritis, and certain cancers. With billions of dollars being spent annually in health care treatment costs for the top chronic diseases and lost workplace productivity related to chronic diseases²⁰, these conditions remain the most costly to both individual quality of life and the economic sustainability of families and businesses in communities.

Although limited, local information does suggest that poor nutrition and inadequate exercise continue to be a significant issue for residents living in the Lexington Park region, St. Mary's County, and the state of Maryland overall. Over 13% of the population in St. Mary's County has low access to grocery stores²¹. Over 72% of Marylanders report eating less than five servings of fruits and vegetables per day²². Less than 20% of Marylanders participate in enough

exercise to meet recommended levels²³. This all contributes to an extraordinary 65% of Marylander adults who are either overweight or obese. Significant health inequities exist related to obesity; African-American adults and children in St. Mary's County are disparately impacted by risk factors for obesity when compared to white adults and children in the county. These health inequities support the need for greater public health action serving the Lexington Park Development District, where approximately 27% of the population self-identified as African-American and 7% of the population self-identified as Hispanic in the 2010 Census.

8.2.2 Behavioral Health, which consists of mental health as well as prevention and control of substance abuse, remains a top priority for the greater Lexington Park area. The 2009 and 2012 community health needs assessments indicated substance use disorders as a top priority for community members. According to the Division of Human Services (Mental Health) in the St. Mary's County Department of Aging and Human Services, rates of substance abuse have consistently increased in the county over the last several years. Walden-Sierra, a key behavioral health provider in the Lexington Park Development District reports that substance abuse accounts for nearly 40% of its residential treatment admissions. *Get Connected to Health*, a mobile primary care service offered in the Lexington Park region by MedStar St. Mary's Hospital, documents approximately 60% of its patients in its first three years of operation as having primary or secondary mental health conditions. Alcohol abuse and other substance use disorders frequently occur

²⁰ DeVol, Ross, and Armen Bedroussian. "An Unhealthy America: The Economic Burden of Chronic Disease". Milken Institute, October 2007.

²¹ USDA Food Environment Atlas, accessed Feb 2013

²² 2009 Maryland Behavioral Risk Factor Surveillance System

²³ 2011 Maryland Behavioral Risk Factor Surveillance System

with mental health conditions such as anxiety, depression, or other mood disorders²⁴.

8.2.3 St. Mary's County has a critical shortage in access to health care providers, including those for primary care, behavioral health, and dental care. The county averages 1,723 citizens per physician, more than double the state and national averages (713:1 and 631:1, respectively). The greater Lexington Park area is federally designated as a Health Professional Shortage Area for primary medical, mental health, and dental providers. In the Lexington Park area Health Enterprise Zone, residents experience a disproportionately high number of hospital emergency department visits related to barriers in accessing health care services within the community. According to the 2010 American Community Survey, at least 10% of adults in Lexington Park did not own a vehicle. Additionally, the 2009 and 2012 community health needs assessments suggested transportation as a barrier in accessing health care services.

8.3 Community Health and Wellness Goals and Objectives

In order to address the key health issues identified in health needs assessments for the county, while directly tackling the significant health disparities currently affecting those living in the greater Lexington Park area, this plan proposes five overarching community design Goals related to Health and Wellness:

- Increase access to healthy foods and beverages for those living and/or working in the Lexington Park Development District

²⁴ Conway KP, Compton W, Stinson FS, Grant BF. Lifetime comorbidity of DSM-IV mood and anxiety disorders and specific drug use disorders: results from the National Epidemiologic Survey on Alcohol and Related Conditions. *Journal of Clinical Psychiatry*, 2006 Feb; 67(2):247–257.

- Increase opportunities for regular physical activity for those living and/or working in the Lexington Park Development District
- Improve behavioral health indicators – including those related to mental health and substance abuse – for those living in the Lexington Park Development District
- Improve access to health care and human services within the Lexington Park Development District
- Include Health Impact Assessments in the process of approving community design and transportation policies and projects

8.3.1 Goal: Increase access to healthy foods and beverages for those living and/or working in the Lexington Park Development District

- A. Establish measures to identify “food deserts” in the Lexington Park Development District, utilizing an accepted definition of a Food Desert as developed by the US Department of Agriculture (USDA)²⁵ or Johns Hopkins Center for a Livable Future²⁶, modified as appropriate to fit the context of a rural county

²⁵ United States Department of Agriculture (USDA) Food Environment Atlas. Accessed February 2013.

²⁶ Johns Hopkins Center for a Livable Future. “2012 Baltimore City Food Environment Map Methodology”. Page 2. Food Desert: ““An area where the distance to a supermarket is more than ¼ mile, the median household income is at or below 185% of the Federal Poverty Level, over 40% of households have no vehicle available, and the average Healthy Food Availability Index score for supermarkets, convenience and corner stores is low (measured using the Nutrition Environment Measurement Survey).”

- B. Support easy access to markets carrying fresh produce for residents living in the Lexington Park Development District
- C. Increase access to locally produced, healthy food via transit-accessible farmers markets and stands (such as those located in higher density housing areas) that accept the Electronic Benefits Transfer (EBT) Supplemental Nutrition Assistance Program (SNAP)
- D. Assess feasibility of converting vacant lots to community gardens

8.3.2 Goal: Increase opportunities for regular physical activity for those living and/or working in the Lexington Park Development District

- A. Establish and implement a complete streets policy that considers the needs of all users, including pedestrians, cyclists, and people with disabilities through strategies suggested by or adapted from the National Complete Streets Coalition of Smart Growth America²⁷ and as supported in this plan:
 - i. Work with the county health improvement coalition, the Healthy St. Mary's Partnership, to establish a multi-disciplinary collaboration that will develop and implement a complete streets policy benefiting the Lexington Park Development District.
 - ii. Systematically review and revise county design documents related to transportation and community planning affecting the Lexington Park

Development District to include complete streets language, ensuring that complete streets considerations are applied to new construction, retrofitting/reconstruction, repair, resurfacing/restoration/rehabilitation, master planned neighborhoods and planned unit developments, transit, and other project types.

- iii. Formally prioritize multi-modal projects through points systems or other strategy, including those projects that close gaps in the multi-modal network.
- iv. Adopt or update relevant plans, such as: Bicycle & Pedestrian Master Plan (or the relevant components in the St. Mary's County Transportation Plan), and/or Non-Motorized Network Plan to include Complete Streets concepts
- v. Require consultants and developers to use a complete streets approach in project design.
- B. Implement traffic calming measures²⁸ (e.g., narrowing lanes, traffic circles, chokers, reduced speed limits, use of trees next to streets, and raised pedestrian crossings) in new and maintenance construction projects.
- C. Prioritize availability of parks and open green spaces for resident recreational use by establishing a policy for new housing development to incorporate green space.
- D. Prioritize development and maintenance of trail transportation corridors and trail-related facilities for pedestrians and bicyclists.

²⁷ Smart Growth America. "Changing Procedure and Process". www.smartgrowthamerica.org/complete-streets/implementation/-changing-procedure-and-process. Accessed March 31, 2013.

²⁸ Bunn F, Collier T, Frost C, Ker K, Steinbach R, Roberts I, Wentz R. Area-wide traffic calming for preventing traffic related injuries. Cochrane Database of Systematic Reviews 2003, Issue 1.

- E. Prioritize development of a network of bikeways and bicycle facilities safely connecting cyclists from housing to transit stops, worksites, schools, recreational areas, and key community destinations.
 - F. Achieve national recognition as a Bicycle Friendly Community by the League of American Bicyclists.
 - G. Implement a policy ensuring that housing and other community development projects include safe and continuous sidewalks buffered from busy roadways, and that sidewalks link to locations of interest, such as schools, workplaces, community centers, and recreational areas.
 - H. Improve availability of the St. Mary's Transit System for daily use.
- 8.3.3 Goal: Improve behavioral health indicators – including those related to mental health and substance abuse – for those living in the Lexington Park Development District.
- A. Use community design practices that support social support networks for residents and improved mental health, including policy ensuring that housing development projects include open green spaces adjacent to housing areas and sidewalks to enhance sense of community through better connections to neighbors.
 - B. Minimize the number of alcoholic beverage outlets.
- 8.3.4 Goal: Improve access to health care and human services within the Lexington Park Development District.
- A. Include physical sites for medical, behavioral health, and dental health care providers in community development plans.

- B. Ensure affordable and easily accessible transit options that link housing developments to health and human service delivery locations, such as primary care providers, behavioral health providers, dentists, and pharmacies – for example, by sustaining the Health Enterprise Zone Medical Transport Route as part of the St. Mary's Transit System.
 - C. Provide mobility services for people with severe disabilities.
 - D. Ensure transport facilities and services accommodate people with various types of disabilities.
- 8.3.5 Goal: Include Health Impact Assessments (HIA) in the process of approving community design and transportation policies and projects.
- A. Train community and transit planners on HIA utilization, such as through the online training course offered by the American Planning Association and the National Association of City and County Health Officials.
 - B. Integrate HIA into the process of decision-making by community, transit planners, appointed boards, and the County Commissioners.

9. Community Design

Vision: Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

9.1 Importance and Benefits of Design

This plan recommends guidelines and standards for residential, mixed-use, and non-residential developments to promote compatible development, to stabilize property values, to foster the attractiveness and functional utility of the community as a place to live and work, to protect public investments in the area, and to raise the level of community expectations for the quality of its environment.

This plan also recommends site design and architectural review with requirements, procedures, and technical criteria for the comprehensive review of site development plans and exterior building elements that would apply to developments other than single family residential development on individually owned lots.

The primary objectives for development guidelines are:

- To achieve a harmony between each building and area of development with neighboring buildings and their natural surroundings.
- To protect property values and enhance the owner's investment by ensuring a well-planned and well-maintained development.
- To achieve the adherence to superior design and planning standards consistent with the concept of St. Mary's County as a high quality community in which to live, work and recreate.

The purpose of site design and architectural review is to maintain and enhance the architectural design and integrity of each community in St. Mary's County, especially within the Lexington Park Development District. The design intent of all new residential and commercial construction is to conform to an approved minimum level of quality.

Guidelines and standards are proposed to ensure the compatibility of new buildings and additions within existing neighborhoods.

Compatibility may be achieved only by carefully considering how a project relates to its surroundings, including the overall community, the neighborhood, adjacent buildings and uses, open space, and the street.

9.2 Community Design Elements and Recommendations

According to the St. Mary's County Comprehensive Plan, Development Districts are intended to be like traditional towns and small cities. They should have medium to high intensity mixed-use "urban centers" with office, retail and other employment uses in multi-story buildings with a variety of housing types and densities nearby or integrated onsite or above the non-residential uses. The sites and buildings should be designed to encourage people to walk from one use to another, to gather in public spaces and to use transit. In these areas, buildings should be placed close to each other and to the public sidewalk with entrances facing the street. Off- street parking should be placed between or behind buildings to reduce the distances between streets and buildings. Streets should be designed as public spaces with wide streetscapes, street trees, pedestrian lighting and street furniture and on-street parking. Development sites should have plazas, pocket parks, courtyards and village green-like spaces to provide areas for people to gather. Development in the Leonardtown Development District should be consistent with the quality and character required for development by the Town of Leonardtown. Development in the Lexington Park Development District should reflect quality and character appropriate for the setting of a world class high technology research, development and testing facility.

9.2.1 Design Categories and Types.

Development should comply with the intent and objectives of the applicable design categories listed below

- A. Urban Centers (Downtown mixed use, medium density mixed use, low and medium density residential use)

The urban center category applies to the Downtown, to the Jarboesville Run future focus area, and to defined nodes within the Great Mills Road and FDR Boulevard corridors. Areas designated as urban centers are intended to have the highest density (as measured by the number of dwelling units per acre) and most intense (as measured by the amount of building floor space per lot or parcel) development in St. Mary's County, with a pedestrian-friendly and visually pleasing "small city" character. The moderately high densities found in these centers should be "humanized" by streets, sidewalks, buildings, facades, landscaping, and public amenity spaces that are designed to be welcoming and exciting. Accommodations for pedestrians, bicyclists and automobiles should function together as a safe and attractive system. Transit service should be readily available and inviting.

A primary design objective for commercial uses in urban centers is to reorient communities away from suburban style strip commercial development and isolated employment centers to mixed-use developments having retail, restaurants, offices, services and residential uses integrated together and linked by well-defined public open spaces and amenities. Creating a "small city" character will result in buildings lining the sidewalk edges, in a storefront style with attractive façades, on-street parking, wide pedestrian walkways, and parking located behind or to the side of buildings. Clusters and corridors of shopping facilities and offices should be coordinated and provide short, direct pedestrian connections to nearby concentrations of residences, or they may include vertically integrated retail, business, and residential uses. Standards should be crafted to enable people to walk from building to building or through the urban center and facilities. Vehicular circulation design should enable people to drive from site to

site without having to re-enter main arterial roads or highways.

Existing commercial sites are encouraged to meet these new standards during renovation, redevelopment or expansion.

B. Commercial Centers (corridor mixed use, community commercial use and office and business parks).

Commercial centers are intended to be medium-intensity, more automobile-oriented than urban centers, but still supportive of pedestrians, bicyclists and transit service. Mixed-use development is strongly encouraged, but single-use is appropriate. Parking areas should be made attractive and human-scale by careful attention to automobile, bicyclist and pedestrian circulation patterns, attractive lighting, adequate open space and green features. An attractive visual environment should be preserved within the center, and along all streets.

C. Neighborhood Centers (residential mixed use and neighborhood mixed use).

Neighborhood centers are intended to contain medium-intensity, mixed-uses with an attractive, "small town feeling" resulting from the design of streets, sidewalks, buildings, facades, landscaping, and public amenity spaces. Neighborhood centers should provide an environment for people to eat, shop and congregate, and to live near where they work. Accommodations for pedestrians, bicyclists and automobiles should function together as a safe and effective system. Transit service should be readily available and inviting.

In pedestrian friendly neighborhood centers, a walkable character should be maintained. A pedestrian friendly streetscape should be comprised of wide sidewalks, street

furniture, street trees, and marked sidewalks opening up to green areas or pocket parks. Buildings should be two to three stories in height and built close to the street. They should provide retail uses on the first floor and office and/or residential uses on the upper floors. Parking should be limited to on-street parking, shared parking, or parking that is located behind buildings.

In suburban neighborhood centers, buildings may be set back from the public sidewalks and roads and arranged so that they are oriented to the streets and walkways. Only a small amount of parking should be permitted in front of the buildings. The majority of the parking should be set behind or to the side of the buildings. Even in these areas, a street-like character should be maintained.

D. Neighborhoods (low-density residential use).

Neighborhoods are intended to be moderate-density residential communities with substantial accommodation for preservation of open space and retention of existing forest and woodland. Streets are safe and attractive and designed for moderate or low-speed traffic and accommodate bikes and pedestrians. Residences are well integrated with the environment and compatible with and connected to adjacent development. A quiet, peaceful residential character prevails.

The design objective is to encourage moderate density in well organized and functional communities that relate and connect to each other or to neighborhood centers and urban centers. Building form, streets, pedestrian ways and bike paths, and greenways should be compatible with existing development and complement the lay of the land. Neighborhood development should incorporate the existing topography and natural resource areas into the design as amenities that make neighborhoods unique but integrated

components of the designated growth areas in St. Mary's County.

Neighborhood development should address both architectural and site design issues to shape the appearance of structures from the street, neighbors and adjacent properties. The overall height, scale and bulk relationships between the buildings are the primary visual elements that establish and reinforce the architectural setting or context in the neighborhood.

9.2.2 Street Relationship

This plan also recommends that the county develop and adopt an "Official Map" to define a proposed network of streets linking properties not only up and down principal highway corridors, but also linking properties two or three tiers of ownership behind the frontage parcels. Development applicants must design their sites to relate to these existing and proposed streets abutting and traversing each site to ensure that development has an appropriate relationship to the function, character, access potential of these streets, and is consistent with other development along that street in order to create cohesive communities.

This plan recognizes four street types designations (based on the County Transportation Plan designations) and recommends requirements regarding interactions or buffering for each type. Street designations are as follows:

A. Arterials (Major and Minor).

Streets with high traffic speeds, where pedestrian activity is generally absent along the edges. Development shall have attractive green front yards and either building facades that front onto the corridor or a densely planted buffered green edge. Arterials designated in the transportation plan that have existing sidewalks shall be regulated as major collectors for purposes of infill and redevelopment.

B. Major Collector.

Streets envisioned as having light or occasional pedestrian activity and with building windows overlooking the sidewalks.

C. Minor Collector.

Streets envisioned as having regular pedestrian activity, low traffic speeds with building entrances, windows and storefronts that open onto the sidewalks.

D. Local.

Streets envisioned as having on street parking, regular pedestrian activity, and low traffic speeds with building entrances, windows and storefronts that open onto the sidewalks.

9.3 Design Elements

The development of guidelines and standards should address the following design elements to ensure that new construction and improvements fit into and enhance the community. Community design can provide more privacy in residential areas and encourage more activity in the public realm. Ultimately, implementing these community design policies will create a cohesive community image and draw people to more actively use the development district.

9.3.1 "Traditional" Street Patterns.

Consistent with the street relationships noted in 9.2.2 above, new and infill development and redevelopment should offer multiple alternatives for thru traffic and reinforce town/city development patterns. Developments should create internal streets within parcels to facilitate interparcel vehicular circulation, and to provide new connections between existing developments. Designers should consider the use of one way streets to reduce

impervious lot coverage in combination with two-way "through" streets extended to parcel boundaries for interparcel connections. Road interconnection between adjacent development sites should become seamless and closure of roads between developments to prevent through traffic on local roads prohibited. Provide on-street parking (diagonal or parallel), and sidewalks in front of buildings. Except at crosswalks and vehicular access locations, separate streets and roads from parking lots, sidewalks and pedestrian /bike paths by a minimum 5 foot wide planting bed. Maximum use of on-street parking (diagonal or parallel) and minimum use of surface parking lots is recommended to meet parking requirements. Use cul-de-sacs primarily to avoid the crossing of sensitive site features. Limit their impervious coverage by designing one-way traffic circles at the end of cul-de-sac roads and either retain existing trees in these circles or provide center medians/rain gardens planted with native trees, shrubs, and groundcover.

9.3.2 "Complete Street" Design.

Complete streets improve safety, lower transportation costs, provide alternatives to private cars, encourage health through walking and biking, create a sense of place, improve social interaction, and generally improve adjacent property values. New and infill development and redevelopment should provide a street network designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. Integrate the transportation network with existing or future public transit, such as bus routes, bike lanes, hiker/biker trails, and conserving a right of way for potential rapid transit routes along primary corridors.

Utilize street designs that provide well defined and separate travel paths for vehicles, bikes, and pedestrians; accommodate bus stops and carpooling. Use traffic calming measures such as pavement width reduction to slow traffic and increase crossing safety, traffic circles at primary cross streets, and crosswalks. Provide canopy trees along streets. Integrate stormwater management into the streetscape.

Provide a safe and inviting pedestrian landscape by occupying the area between streets and buildings and between the buildings and parking lots with street trees, pedestrian amenities, sidewalks, and landscaping. Provide visually and texturally distinct crosswalk surfaces where pedestrian/bike paths and sidewalks must cross paved streets or roads. Provide sidewalks and pedestrian/bike paths extended to the edges of the property. Each new project must seamlessly connect to any existing walks and paths on adjacent sites. Specifically provide continuous walkway/crosswalk connections (with particular attention to handicapped accessibility) between uses within commercial and mixed-use developments and between non-residential development and adjacent residential developments.

9.3.3 Shift development forms away from suburban sprawl forms and toward increased development density and traditional town/small city forms.

Sprawl development is characterized by single-story, single-use commercial buildings on pad sites surrounded by parking and a need to drive from business to business often via a return to a public road. New and redeveloped sites should provide developments characteristic of traditional town and urban centers with multi-story mixed-use development and vertical integration of compatible uses, such as retail, office, and rental or condominium residential.

This plan recommends that the county establish ordinance standards to require multistory development, with provisions for flexibility in exchange for community design enhancements and incentives to go beyond the minimum standard. Regulations should encourage small individual buildings arranged close together in rows or groups as in traditional downtowns, towns and villages. Where this is not feasible, development should create the visual impression of a second story on sections of the building, of several smaller common wall buildings rather than one monolithic building and provide visual emphasis for the primary customer entrance(s).

Reducing sprawl is important for maintaining eligibility for state funding for infrastructure. Residential density in residential and mixed-use zones needs to meet or exceed the Priority Funding Area (PFA) density of 3.5 units per acre when averaged over the site. According to 2010 property data, the average town house unit in the Lexington Park Development District occupied approximately 40% of the land occupied by an average single family dwelling in Lexington Park, and an apartment occupied less than 20% of the land used by a townhouse. If sprawling single family developments cease to be a predominate housing form offered within Lexington Park, the population projected within the Development District through and well beyond 2030 can be easily accommodated without significant redevelopment. The following are provided as examples of standards, provisions to allow flexibility in exchange for design enhancements, and incentives for exceeding the minimum standard:

- A. Establish a standard maximum setback from existing streets and new streets but provide flexibility for site conditions to increase in the building setback in

exchange for publicly accessible open space amenities placed between the building and the build-to line

- B. Allow single story structures that have the appearance of a second story in exchange for enhancements such as:
- a doubling of useable open space onsite,
 - on- or off-site removal of impervious surfaces in an amount 25% greater than the minimum required by stormwater regulations for redevelopment sites, or
 - streetscape improvements
- C. Establish a provision to allow a zero side setback separation between structures on adjoining parcels when rear street, alley, or parking lot access is available (e.g. Allow a zero foot street side yard, except that if not built at zero, then 5'-0" is required.)
- i. Allow an increase of up to 50% of FAR for each floor above the second (Project must be AICUZ and AE overlay compliant, total FAR not to exceed 200% of base FAR and total height not to exceed allowed building height in the zone).
 - ii. Density can be achieved by providing housing types such as apartment buildings, town houses, and accessory apartments on lots with single family homes.

9.3.4 Parking location/screening:

The majority of on-site parking should be located behind build to line(s). The preference should be to provide multi entrance and multi-face structures to allow easy access from parking placed to the rear of buildings. On-street parking is encouraged and should generally be the only parking areas placed between the building and street.

Shared and public lots are also encouraged with a clearly defined perimeter of pedestrian scale fencing and vegetation provided to screen large lots. Access to transit services and pedestrian and bike path connections from parking areas should be encouraged by incentives and regulations. Secure bike storage at transit stops and near principal building access points should also be provided. Examples of incentives and regulations to require facilities to serve transit, biking and pedestrian travelers include

- A. Based on floor area (e.g., when more than 10,000 s.f. of floor area is proposed on a site) and distance to existing services (e.g. there is no existing approved bus stop within 1,500 feet of the primary building entry) dedicate land for and install an approved bus stop²⁹.
- B. Provide a bicycle rack if there is none within 100 feet of an approved bus stop
- C. Provide marked pedestrian crosswalks across new and existing public roads and connections to existing sidewalks and hike/bike trails.

9.3.5 Amenity spaces

Provide publicly accessible amenities having a cumulative footprint equivalent to 5% of the floor area constructed on a site. Regulations should specify how phased construction of amenity space is to be accomplished if phased build-out of a site is proposed. Amenities include public art installations; fountains/water features; outdoor seating areas (includes amphitheaters, gazebos, plazas, publicly accessible eating areas); dedicated greenway paths (footprint of the surfaced area);

²⁹ An approved bus stops includes a bus stop sign, dedicated area for a bus to pull outside of travel lanes, a minimum 5 x 12 paved apron for entry/exit of bus riders, and adjacent to the apron either a bench under an existing roof or a new bus shelter with bench.

children's play areas not otherwise required by the ordinances, hardscaped courtyards and outdoor rooms; and stormwater management developed as entry feature, water features or wildlife habitat designed so that no fence is required.

9.3.6 Greening the built environment

Provide publicly accessible and/or visually prominent natural spaces integrated into the built environment's commercial, mixed-use and residential environments. Typical spaces include "village greens" positioned in visually prominent areas; internal greens/courtyards occupied by patrons/residents and visible from inside of the homes and businesses; linear greens connecting sites and destinations within sites, and recreational greenways located to avoid perceived or actual encroachment into privately controlled spaces.

Conservation of existing forest vegetation and shade trees is preferred over clearing and mass grading of a site and providing new landscape plants which will take years to reach maturity. Conservation should be assured through incentives and regulations. Site designers should strive to conserve existing forest canopy and shade trees. Forest Conservation Act requirements safeguard and enhance forests for their habitat and water quality benefits, but the county should consider establishing incentives and regulations to maintain and enhance tree canopy for community character and energy conservation purposes. Examples of which include:

- A. Natural forest buffers and street trees in lieu of planted buffers:
 - i. On sites 10 acres or larger retain existing forest within the drip line of canopy trees (20 feet tall or taller) whose trunk base is within 35 feet of the rights-of-way for existing roads and proposed streets.
 - ii. Where there is no retained forest canopy adjacent to the street(s), plant large nursery stock native

canopy trees at approximately 40 feet on center along existing or new onsite street centerlines.

- B. Streetscape: Areas within parking lots and between parking lots and new/existing streets, and between parking lots and existing/new/renovated buildings should include:
 - i. Pre-development natural habitats and mature trees retained to the extent possible,
 - ii. Landscape beds containing native trees, shrubs, groundcovers,
 - iii. Storm water management landscaped to provide amenity value, and/or
 - iv. Parking lot rain gardens to provide screening, shade, water quality improvements.

9.3.7 Enhanced safety and security through site and building design

Utilize recommendations for design of the built environment that have been demonstrated to increase community safety: Proper design and effective use of the built environment has been found to reduce crime, reduce the fear of crime, and improve the quality of life. Recommended practices include:

- A. Taking steps to increase the perception that people can be seen,
- B. Clearly differentiating between public space and private space, and
- C. Using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, so that natural territorial reinforcement occurs. Use of berms is discouraged

except to provide visual interest in the landscaped terrain.

- D. Scaling fences to pedestrians (fences that cannot be seen over or through decrease safety)
- E. Utilizing low level site and signage lighting designed to avoid glare and deep shadows.
 - i. Maintain dark night skies and manage light pollution to maintain night vision for pedestrians and drivers by developing standards for hooded lamps, drive thru and gas station canopies, internally illuminated signs, and monument signs.
 - ii. Manage glare and light pollution from illuminated signage: Light text on dark background will be required for all new and replacement illuminated signage.

9.4 Development Incentives

- 9.4.1 Utilize height and setback criteria to provide incentives for design goals not included as regulations in the existing ordinance. Examples include:
 - A. Increase in setback may be traded for publicly accessible open space amenities placed between the building and the build-to line.
 - B. Single story structures may be traded for publicly accessible open space amenities, streetscape improvements, removal of existing impervious surfaces.
 - C. Increase of up to 50% of FAR for each floor above the first, total FAR not to exceed 200% of base FAR.
 - D. Up to one drive aisle and 1 row of parking may be located between structure and street in exchange for

publicly accessible open space amenities placed between the building and the build-to line.

- E. Consider developing design regulations and incentives for the following items: public parks, urban public gardens and arboreta, public building landscaping, urban forests, roadway and highway landscaping, landscaping of utility and rail easements, urban trails and pathways, urban riparian corridors, private residential, commercial and industrial landscaping, private open space, landscape architecture, xeriscaping and water conserving landscaping, landscaping with native plants, low or no chemical landscaping, and integrated pest management.

9.5 Design Goals, Objectives and Policies

The goals and policies in this section address design quality, public places and connections, neighborhoods, and historic preservation. Design quality policies apply to the design of individual developments in commercial and multifamily areas. Public places and connections policies apply to the design of streets, parks, public facilities, etc. that are used by the general public. Neighborhood policies apply to residential areas, especially where they interface with smaller commercial areas. Historic preservation policies apply to those buildings, places and landmarks that help define Lexington Park's character and identity.

9.5.1 Community Design Goals

- A. Promote community development and redevelopment that is carefully considered, aesthetically pleasing, functional and consistent with the Development District's vision.
- B. Design streets to create a cohesive image and improve the experience of pedestrians and drivers while minimizing safety issues.

- C. Enhance the identity and appearance of residential and commercial neighborhoods.
- D. Encourage historic preservation to provide context and perspective to the community.

9.5.2 Community Design Policies

A. Site and Building Design

- i. Encourage design of major private and public buildings to create distinctive reference points in the community.
- ii. Ensure that development proposals are consistent with adopted design standards so that new projects contribute to the community and complement adjacent development.
- iii. Provide incentives to encourage development that is visually stimulating and thoughtful, and that convey quality architecture.
- iv. Ensure that development relates, connects, and continues design quality and site functions from site to site in multifamily, public facilities and commercial areas.
- v. Encourage new development that surrounds or is located adjacent to public spaces that will enrich the public space and encourage people to use them, enhanced architectural elements and building materials (e.g., full length windows with displays or activity inside to provide interest, street furniture, etc.).
- vi. Encourage development to provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block

connections, public spaces, activities, openness, sunlight, and view preservation.

- vii. Provide development incentives that encourage private and institutional developers to include artists on design teams and incorporate artwork into public areas of their projects.
- viii. To minimize visual impacts, encourage rooftop mechanical equipment, loading areas and dumpster screening to be designed so that it is integral to the building's architecture.
- ix. Buffer the visual impact of commercial, office, industrial and institutional development on residential areas by requiring appropriate building and site design, landscaping, and shielded lighting to be used.
 - a. Encourage architectural elements that provide rain cover and solar access to pedestrian areas.
 - b. Ensure clear and ample walkways for pedestrians to connect public sidewalks and parking areas to building entrances, and to connect within and between developments.
 - c. When making improvements to the public right-of-way ensure that site access and adequate parking remains on affected properties.

B. Signs

- i. Encourage signage to be unique and complimentary in scale to the building's architecture.
- ii. Ensure that signs make a positive visual contribution to the character of the community in which the sign is located.

- iii. Discourage multiple or large signs that clutter, distract, and dominate the streetscape of commercial areas.
- iv. Initiate removal of billboards using an amortization schedule.
- v. Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.

C. Vegetation and Landscaping

- i. Public projects and those on county owned property should use native, drought tolerant plantings and natural pesticides and fertilizers.
- ii. Encourage the use of appropriate landscape design in commercial and residential settings.
- iii. Encourage large scale, residential and commercial development to consolidate onsite landscape areas, especially when site frontage can be enhanced.
- iv. Encourage concentrated seasonal-color planting in highly visible, public and semipublic areas.
- v. Encourage the Chesapeake regional environmental character through the retention of existing vegetation and through use of native plants in new landscaping.
- vi. Encourage water conservation in landscape designs.
- vii. Preserve significant trees and mature vegetation.

D. Open Space

- i. Preserve, encourage, and enhance open space as a significant element of the community's character

through parks, trails, water features, and other significant properties that provide public benefit.

- ii. Encourage development to integrate public and private open spaces where appropriate.

E. Public Spaces

- i. Preserve and enhance views from public places of unique landmarks as valuable civic assets.
- ii. Provide public spaces of various sizes and types throughout the community.
- iii. Ensure that public spaces are designed to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, appropriate noise levels and a sense of security.
- iv. Consider the edges of public spaces that abut residential property for special design treatment to create a buffer effect, while providing visual access and security.
- v. Ensure access to sunlight and fresh air in public spaces by encouraging buildings and site designs from shading gathering spaces during periods of the year and times of the day when outdoor activity is most prevalent.

F. Public Art

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

G. Sidewalks, Walkways and Trails

- i. Provide sidewalks, walkways, and trails with lighting, seating, landscaping, street trees, public art, bike racks, railings, newspaper boxes, trash receptacles, etc. These improvements should be compatible with safe pedestrian circulation.

H. Street Corridors

- i. Develop “Green Street” standards to be applied as an overlay to existing street design standards. The “Green Street” standards shall provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, seasonal displays, and public art. The “Green Street” standards shall vary consistent with the underlying street classification.
- ii. Develop a program to implement “Green Street” improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations.
- iii. Coordinate the “Green Streets” program with policies to provide vehicle, pedestrian and bicycle mobility; safe and friendly streets; parks and recreation opportunities; and enhanced storm drainage.
- iv. Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance corridor appearance and create distinctive districts.
- v. Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

- vi. Establish and maintain attractive gateways at various locations in the Development District at locations where commercial areas begin and in residential neighborhoods, with locations to be determined by each neighborhood group.

- vii. Enhance the Downtown to include gateway improvements, pedestrian amenities, landscaping, cohesive frontage improvements, and a boulevard streetscape design.

I. Transit Facility

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

J. Neighborhood Commercial Areas

- i. Develop attractive, functional, and cohesive commercial areas that are harmonious with adjacent neighborhoods, by considering the impacts of land use, building scale, views and through-traffic.
- ii. Encourage buildings to be sited at or near the public sidewalk as long as safe access and space for improvements (e.g., benches, lighting) are not diminished.

K. Residential Areas

- i. Allow neighborhood groups to make their own decisions about neighborhood signs within Development District-wide criteria.
- ii. Incorporate entry designs (such as low-profile identification signs, landscaping) into residential

neighborhoods that complement neighborhood character.

- iii. Encourage improvements to neighborhood appearance and function, including supporting neighborhood improvement projects with Development District grants. Appropriate neighborhood improvement projects include, signs, crosswalks, traffic calming, fencing, special lighting, landscaping, etc., as long as pedestrian and vehicular safety are ensured.
- iv. Preserve the natural character of neighborhoods by minimizing the removal of existing vegetation, especially mature trees, when improving streets or developing property.

L. Historic Preservation Policies

- i. Preserve, enhance and interpret Lexington Park's historical and cultural identity.
- ii. Recognize the heritage of the community by naming or renaming parks, streets, and other public places after major figures and events through public involvement.
- iii. Designate historic landmark sites and structures to ensure that these resources will be recognized and preserved.
- iv. Adopt fee waivers to encourage preservation of historic resources.

10. Appendices

10.1 Background Metrics

Table 1: Population, Housing and Labor Force Projections

						Change 2010-2030	
	2000	2010	2020	2030	2040	Number	Percent
St. Mary's County							
Population	86,211	105,150	125,150	148,750	163,350	43,600	41%
0-19	26,620	30,800	34,690	40,030	43,450	9,230	30%
20-64	51,766	63,580	74,010	83,580	91,460	20,000	31%
65 and Over	7,825	10,780	16,460	25,150	28,450	14,370	133%
Households	30,642	37,600	45,650	55,200	61,750	17,600	47%
Housing Units	34,081	40,541	48,244	55,947	63,650	15,406	38%
Jobs (Maryland Department of Planning Data)	46,032	56,880	66,320	77,010	84,080	20,130	35%
Lexington Park Development District*							
Population	24,104	35,582	46,782	59,998	68,174	24,416	69%
Housing Units	10,174	14,560	20,837	29,820	42,675	15,260	105%
Jobs	14,950	17,269	19,948	23,042	26,616	5,773	33%
8th Election District							
Population	30,084	37,832	47,584	59,850	75,278	22,018	58%
Housing Units	12,598	15,595	19,305	23,898	29,583	8,303	53%
Jobs	15,730	18,493	21,741	25,560	30,050	17,067	38%
Pax River NAS	1,448	1,874	2,425	3,139	4,062	1,265	68%

Source: Maryland Department of Planning Demographic and Socio-Economic Outlook 2010 and U.S. Census 2010.

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

Table 2: Selected Population and Household Data

	Lexington Park Development District*	8th Election District¹	St. Mary's County
Population			
2000	24,104	30,084	86,211
2010	35,582	37,832	105,150
2020	46,782	47,584	125,150
2030	59,998	59,850	148,750
2040	68,174	75,278	163,350
Change 2010 to 2030			
Number	24,416	22,018	43,600
Percent	69%	58%	41%
Share of County Total			
2000	28%	35%	100%
2010	34%	36%	100%
2020	37%	38%	100%
2030	40%	40%	100%
2040	42%	46%	100%
Households			
2000	9,163	11,215	30,642
2010	11,783	14,333	37,600
2020	15,152	17,182	45,650
2030	19,484	20,598	55,200
2040	25,055	24,693	61,750
Change 2010 to 2030			
Number	7,701	6,265	17,600
Percent	65%	44%	47%

¹The 8th Election District covers a larger area than the LPDD, including Indian Bridge Road.

Source: U.S. Census 2010 and Maryland Department of Planning Statistical Preparations.

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

Table 3: Population by Age

Development District			St. Mary's County		
Age	Number	Percent	Age	Number	Percent
0-18	10,029	28%	0-17	27,339	26%
19-64	23,004	65%	18-64	67,297	64%
65 and Older	2,349	7%	65 and Older	10,515	10%
Total	35,382	100%	Total	105,151	100%

Source: U.S. Census 2010 and Maryland Department of Planning Statistical Preparations.

Table 4: Population by Race

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

Source: U.S. Census 2010 and Maryland Department of Planning Statistical Preparations.

Table 5: Household Income, 2010

Income	Development District¹		St. Mary's County	
	Number	Percent	Number	Percent
\$14,999 or Less	798	6%	2,538	7%
\$15,000 to \$24,999	687	5%	1,813	5%
\$25,000 to \$34,999	936	7%	2,175	6%
\$35,000 to \$49,999	1,479	11%	3,625	10%
\$50,000 to \$74,99	2,489	19%	6,526	18%
\$75,000 to \$99,999	2,126	16%	6,526	18%
\$100,000 and Over	4,543	35%	13,051	36%
Total	13,058	100%	36,254	100%

¹Development District Data in Table 3 - 5 includes the Census Block Groups which contain the Development District and additional blocks .

Source: American Community Survey 2006-2010 and Maryland Department of Planning Statistical Preparations

Table 6: Selected Housing Data, 2010

	Lexington Park Development District				St. Mary's County			
	2000	2010	Change 2000 to 2010		2000	2010	Change 2000 to 2010	
			Number	Percent			Number	Percent
Total Housing Units	10,174	14,737	4,563	45%	34,081	40,541	6,460	19%
Occupied	9,159	13,542	4,383	48%	30,642	36,253	5,611	18%
Vacant	1,016	1,195	179	18%	3,439	4,288	849	25%
Percent Vacant	10%	8%	n/a	-2%	10%	11%	n/a	1%
Tenure								
Owner Occupied (percent)	58%	52%	n/a	-6%	72%	73%	n/a	1%
Renter Occupied (percent)	44%	40%	n/a	-4%	28%	27%	n/a	1%
Unit Type¹	Number, percent of total housing units in parenthesis				Number, percent of total housing units in parenthesis			
Single family detached	5,117 (50)	8,180 (56)	3,063	6%	24,672 (72)	29,966 (74)	5,294	22%
Single-family attached	1,261 (12)	1,819 (13)	558	1%	2,154 (6)	2,811 (7)	657	31%
Multi-family	2,763 (27)	3,717 (26)	954	-1%	4,594 (13)	7,764 (14)	3,170	69%
Other	1,033 (10)	835 (6)	-198	-4%	2,661 (8)	2,235 (6)	1,054	40%

¹Lexington Park Development District Unit Type Data from 2010 represents the Block Groups containing the LPDD and additional Census Tracts.

Source: American Community Survey 2006-2010 and U.S. Census 2010 and Maryland Department of Planning Statistical Preparations.

Table 7: UNITS IN STRUCTURE. 2006-2010

Dwelling type	Total units:	1 unit, detached	1 unit, attached	2 Units	3 or 4 Units	5 to 9 Units	10 to 19 Units	20 to 49 Units	50 or more Units	Mobile home
Estimated	14,551	8,180	1,819	101	700	1,257	953	344	362	835
Margin of Error +/-	568	456	314	144	239	324	255	170	167	257

Source: US Census Bureau American Community Survey 2006-2010

Table 8: Housing Production in LPDD from 2004-2011

Total Planned, Approved or in Approval Process	9,428
Single-family Detached	1,671
Single-family Duplex	127
Townhouse	622
Multi-family	1,961
Uncommitted ¹	5,047
Total Built	3,572
To be built, Approved or in Approval Process	5,856

Building Permits Issued for New Homes

(Average Annual, 1992-2012):

Countywide	1171
Development District	789

¹Future units are planned for Cedar Cove, Essex Woods, First Colony, Glazed Pine, Greenview West, Hickory Hills, Laurel Glen, Patuxent Park, Shannon Farms, Stewarts Grant, Westbury and Wildewood.

Source: Planning Commission Annual Reports 2004-2011.

Table 9: Area and Population for Selected Places

	Population 2000	Population 2010	Population 2020	Population 2030	Population 2040	Area Square Miles (2010)	Persons per square mile (2010)
Lexington Park Development District*	24,104	35,582	46,782	59,998	68,174	26 (21 per new boundary)	1,369 (1,694 per new boundary)
Waldorf	22,312	67,752	205,734	624,726	1,897,026	12	5,646
City of Rockville	47,386	61,209	79,064	102,128	131,920	13	4,708
Columbia	88,254	99,615	112,439	126,913	143,251	28	3,558
Salisbury	23,743	30,343	38,778	49,557	63,333	11	2,758

Source: U.S. Census 2010.

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

10.2 Twelve Visions

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

- 10.2.1 *Quality of life and sustainability*: a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
- 10.2.2 *Public participation*: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
- 10.2.3 *Growth areas*: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
- 10.2.4 *Community design*: compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
- 10.2.5 *Infrastructure*: growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
- 10.2.6 *Transportation*: a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and

services within and between population and business centers.

- 10.2.7 *Housing*: a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes and addresses issues of homelessness, blight removal and community revitalization.
- 10.2.8 *Economic development*: economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
- 10.2.9 *Environmental protection*: land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
- 10.2.10 *Resource conservation*: waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
- 10.2.11 *Stewardship*: government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
- 10.2.12 *Implementation*: strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

10.3 Planned Bicycle Routes

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

10.3.1 Maryland State Bicycle Map

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

10.3.2 Southern Maryland Bicycle Map

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

10.3.3 Southern Maryland Regional Trail and Bikeway System

The Southern Maryland Regional Trail and Bikeway System (SMRTABS) study recommends a network of on-street and off-road bicycle routes, multi-use trails and greenways that will provide access to the environmental, historic, cultural,

recreational, residential and commercial areas. The five routes identified in St. Mary's County are the Amish Country Route, St. Clements Island Route, Leonardtown Route, St. George Island Route and Point Lookout Route.

10.3.4 Three Notch Trail

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

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

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

10.3.5 Potomac Trail Council

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

10.3.6 Maryland Scenic Byways

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

10.3.7 Star Spangled Banner National Historic Trail Study

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

10.3.8 Southern Maryland Bicycle Routes

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

10.4 Sustainable Communities

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

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

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

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

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

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

10.5 Planning History

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

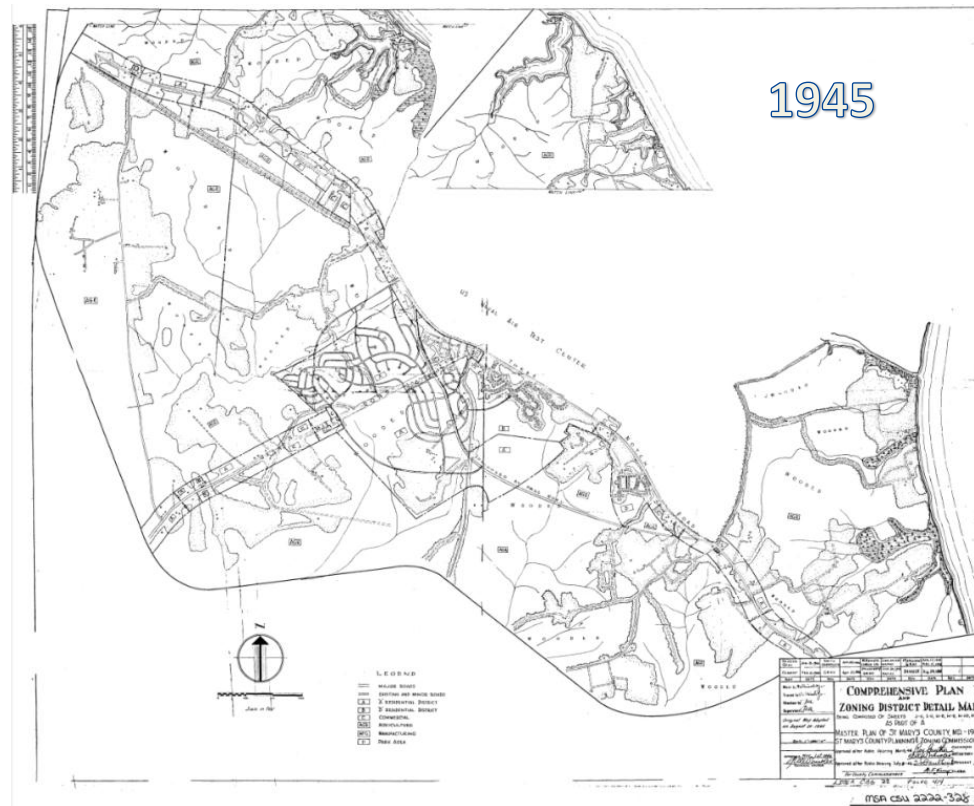
From 1790 to 1940 the county's population remained fairly constant, never rising above 15,000. After 1940, the population of the county and of Lexington Park rose steadily.

Two factors have had the greatest effects on Lexington Park's development since 1940. First, in 1941-1942 the U.S. Navy

condemned the approximately 6,400-acre area that today is the NAS. The Navy base with its current workforce of over 22,000 has become the driving force behind the county's economy. Second, the Governor Thomas Johnson Bridge over the Patuxent River was completed in 1978. The bridge made the county far more accessible and helped expand the focus of Lexington Park north towards California and Hollywood.

Lexington Park has developed in four main phases:

Early 1940s. The Downtown area outside what was the main base gate at the intersection of Three Notch Road and Great Mills Road includes Tulagi Place and Lexington Manor, also known as the

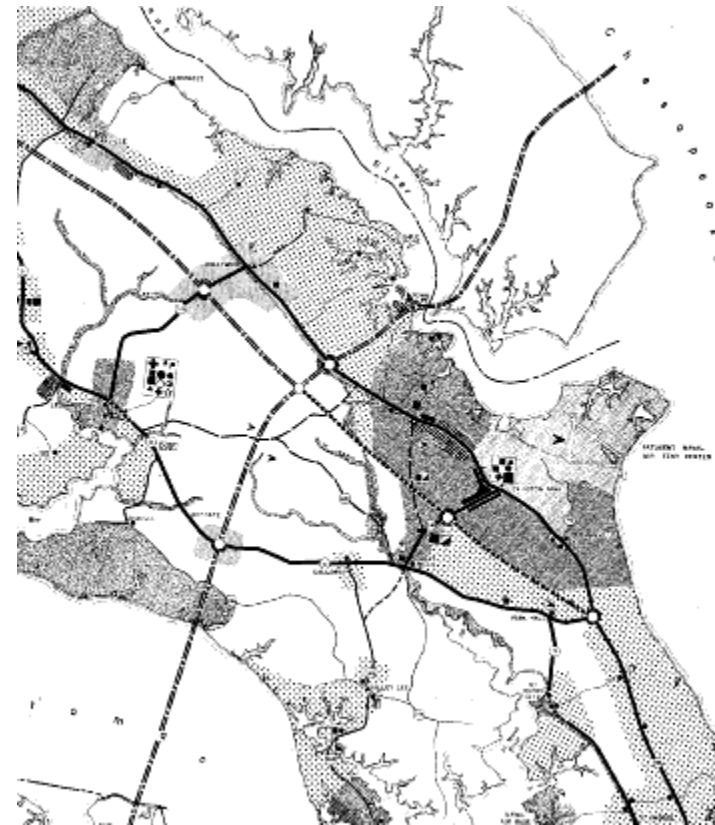


“flattops”, which were built between 1942 and 1944. Lexington Manor was named after the World War II aircraft carrier USS Lexington. As other buildings went up, people began referring to the whole area as Lexington Park. In 1945 a plan for this vicinity was prepared by the planning and zoning commission.

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



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

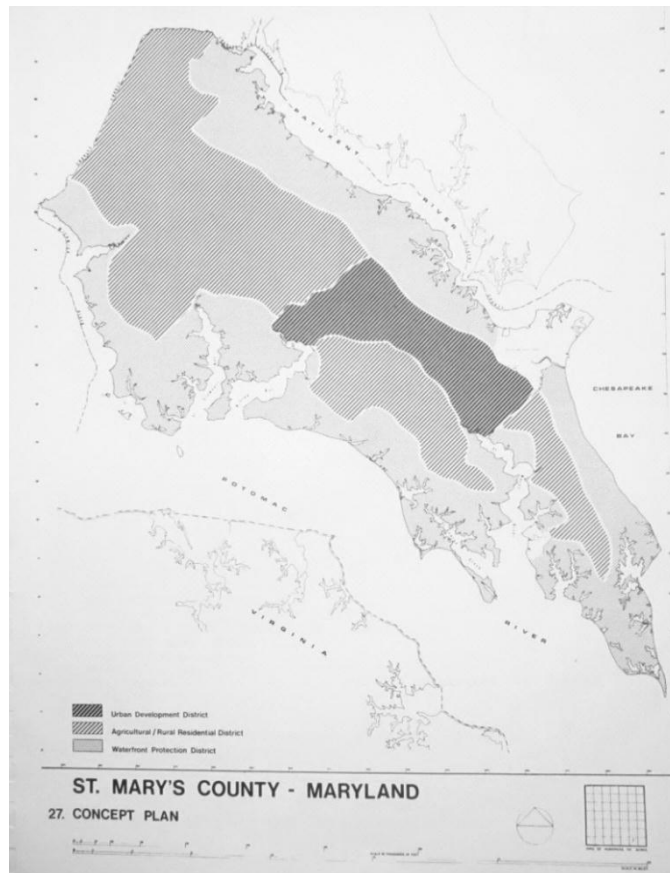


Three major conclusions drawn from the 1966 plan are:

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

- Alleviate fiscal strains on local government.

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



The 1978 Comprehensive Plan

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

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

The 1988 Comprehensive Plan

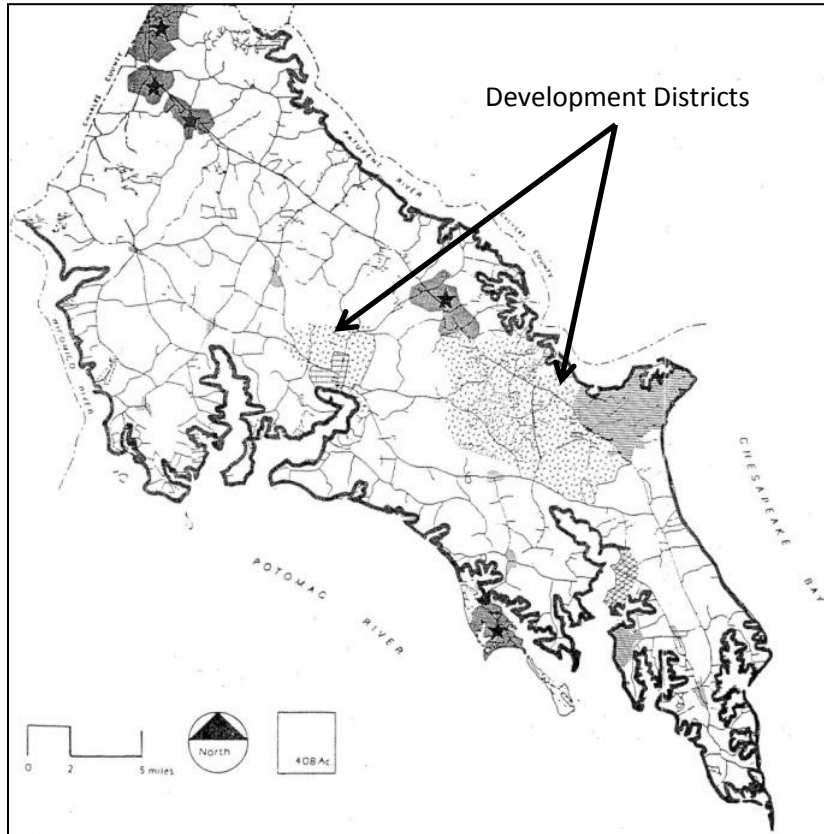
The 1988 Comprehensive Plan replaced the Urban Development District concept with a Development District concept, similar to the UDC in that the area would be served by public water and sewer. The plan created two Development Districts. Note the following:

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

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

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

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



1988

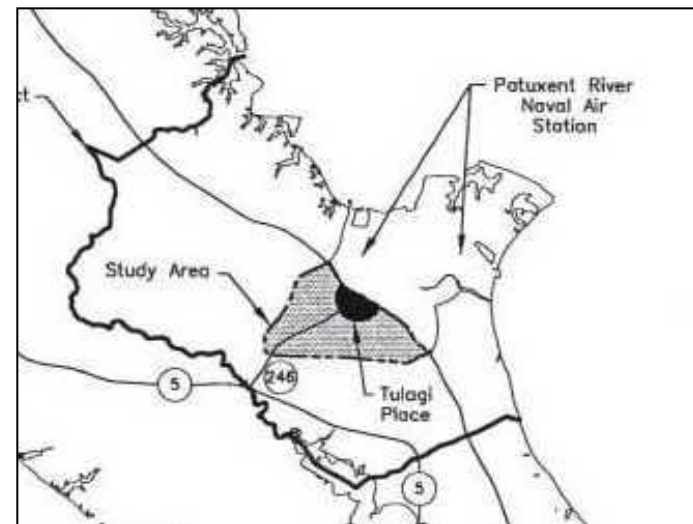
1990s and early 2000s: i) Increased residential growth in the outer suburban ring included along Chancellor's Run Road, Wildewood, Willows Road, and Cedar Cove; ii) commercial strip development along Three Notch Road between Pegg Road and St. Andrew's Church Road.

1990 Comprehensive Zoning

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

1999 Lexington Park-Tulagi Place Master Plan

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

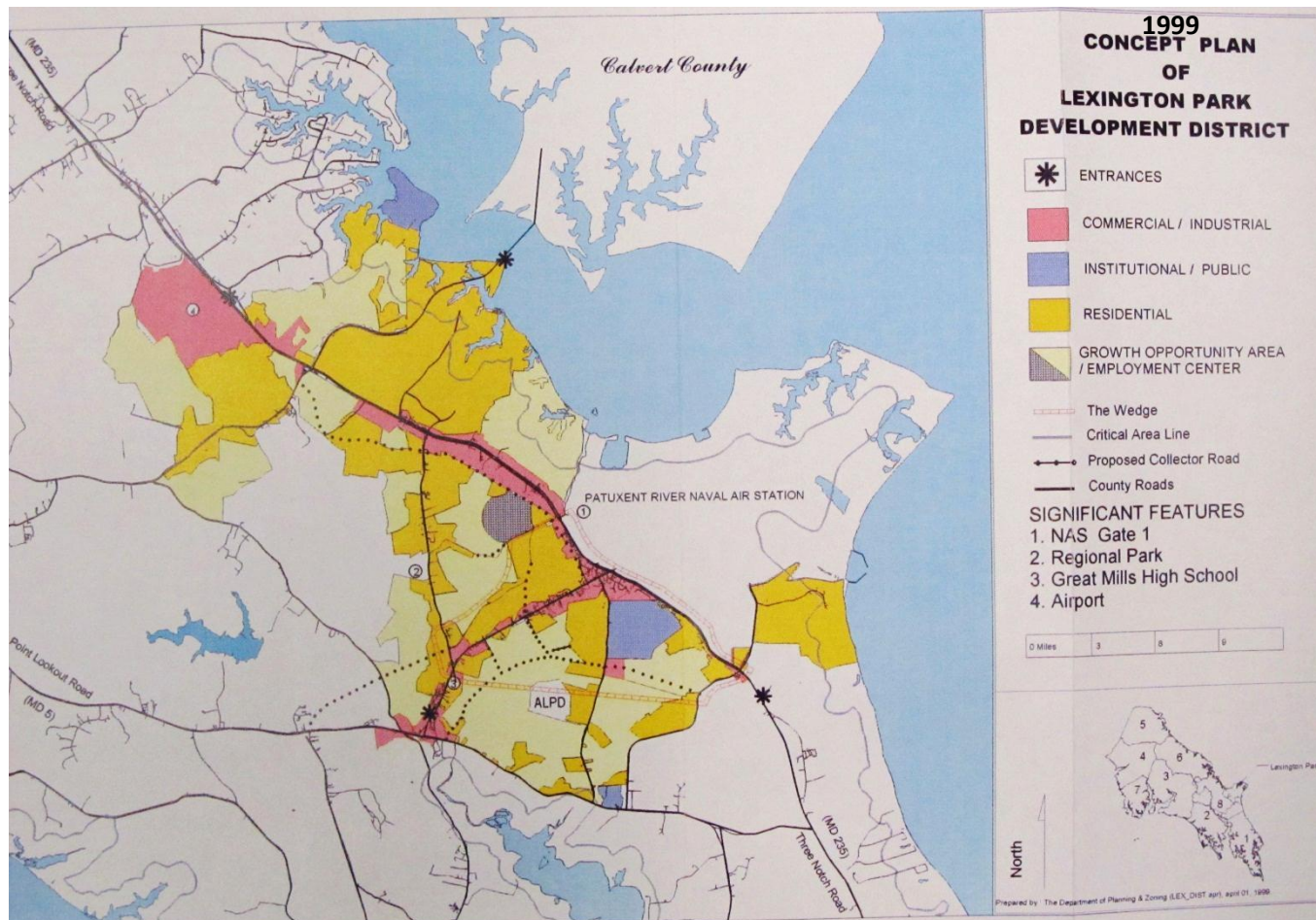


The "Wedge", 1999 (shown as "Study Area")

1999 Comprehensive Plan

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

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



1999 Plan Recommendations for Lexington Park Development District

Findings

- Lexington Park is a true town center that serves as a destination and a focus for all of St. Mary's County. It offers a mix of governmental, retail, office, residential, entertainment, and recreational uses. It is a special place with a distinct and recognizable character. It has landmarks, town greens, gateways, and appealing streetscapes that distinguish it from surrounding suburban development. Located prominently across from the main gate to the NAS, Tulagi Place remains the heart of Lexington Park.
- Lexington Park is a people-place. Public squares, pedestrian friendly streets, recreation areas, the library, post office, Lexington Park Elementary School, and community centers provide places for people to gather and socialize. The community also provides for the needs of its residents. Senior care, child care, and various social service functions are conveniently located in the downtown area. Local police and fire stations provide for enhanced public safety. Existing affordable housing is rehabilitated and new housing near the elementary school brings additional residents to the downtown area.
- Lexington Park takes advantage of the development restrictions associated with the Air Installation Compatible Use Zone (AICUZ) to create a downtown area with abundant open space. This includes the preservation of natural areas, development of active recreation areas connected by hiker-biker trails, and the creation of formal village greens.

- The NAS is the heritage of Lexington Park, and the town is proud of its association with the base. The Naval Air Museum offers an exciting collection of naval airplanes and military artifacts and attracts visitors from across the country. Many of the landmarks and monuments that are found in the town center celebrate the base's important role and accomplishments in naval aviation.
- Congestion along Three Notch Road and Great Mills Road is relieved by an improved interconnected road network that enables employees to access the base and related contractor and services safely and efficiently. Streetscape improvements (continuous sidewalks, street trees, access consolidation, facade improvements) encourage pedestrian activity. The impact of overhead utilities is minimized through burial, relocation or consolidation. A greenway encircles the entire downtown area, which enables local residents to walk or bike to the post office, community center, library, parks, or shops.

Goals and Objectives

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

1. Create a town of interconnected neighborhoods with a distinct and recognizable town center that is a special place: a destination and a focus for all Lexington Park
2. Improve Lexington Park's image.
3. Move traffic safely and efficiently through the town.
4. Make Lexington Park green with large areas of open space and town greens.

5. Capture the greatest amount of economic activity that will occur as a result of employment growth at the NAS.
6. Promote development and redevelopment that respects the safety goals of the Air Installation Compatible Use Zone (AICUZ).

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

A. Town Center

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

B. Air Installation Compatible Use Zone (AICUZ)

1. Create predictability for property owners with respect to land development within the AICUZ
2. Take advantage of the high open space requirements within the AICUZ to create a town center with large amounts of attractive green space.

C. NAS

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

D. Community

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

E. Recreation

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

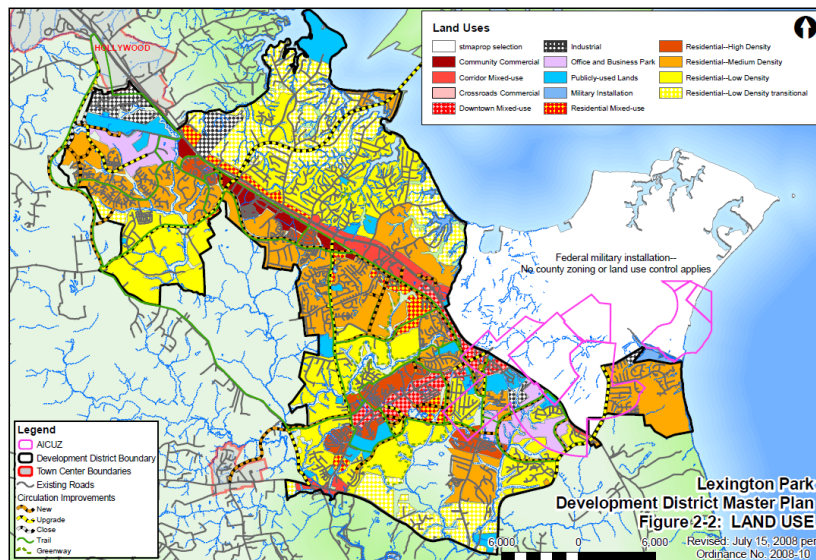
F. Transportation

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

2002 Comprehensive Plan

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

2005 Lexington Park Development District Master Plan



2005 Master Plan Highlights

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

- How can the Lexington Park - California - Great Mills area become a better place to live, work, and play?
- Which areas are most suitable for growth? Which areas may be unsuitable?
- How should the LPDD relate physically and economically to other parts of the County?
- How should the different parts of the LPDD relate physically to each other?

- What public facilities such as schools, roads, and parks as well as transportation and public safety services are needed to serve the area?
- How should environmentally sensitive areas be best protected?

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

The plan provides specific guidance for planning areas defined by subwatersheds:

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

The plan specifically recommends the following objectives.

- Revitalize Downtown Lexington Park. Continue the cooperative efforts of government and businesses following the County's 1999 adoption of the Lexington Park – Tulagi Master Plan.
- Build a supportive transportation network. The plan addresses phasing development to preserve road

capacity, building pedestrian and bicycle facilities along with road improvements, and increasing transit service to reduce reliance on private automobiles.

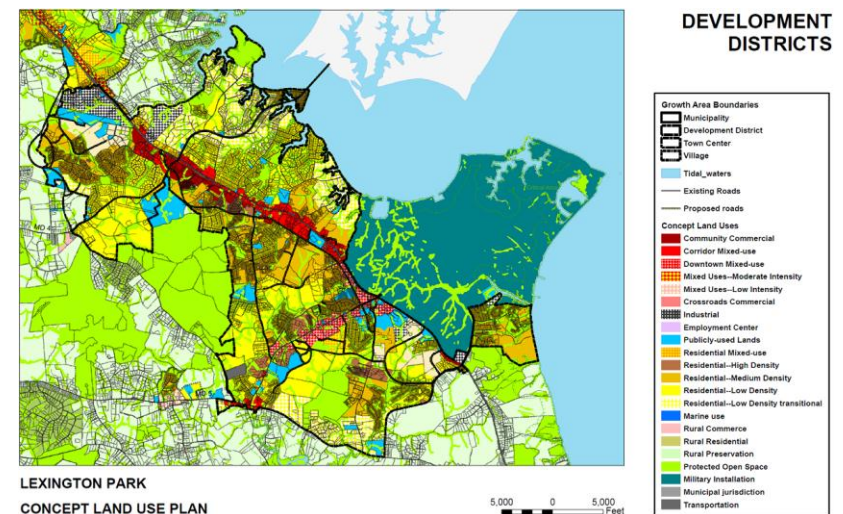
- Protect stream conditions, water quality and the health of the biological communities. Support green infrastructure. The plan's major recommendations are to:
 1. Direct development to existing developed areas.
 2. Implement watershed management plans.
 3. Retrofit areas in need of improved storm water management.
 4. Expand wooded buffers along major streams to protect important forested floodplains from development.
- Create a diverse housing stock. The plan identifies several options to facilitate an increased supply of affordable housing and recommends three areas for high residential density: headwaters of Jarboesville Run area, south side of Great Mills Road area, and southern portion of Willows Road.
- Ensure adequate parks and recreation areas. Support heritage tourism. Continued development in the LPDD will create additional demand for recreation land and programs. The plan recommends the following:
- Acquire four new neighborhood parks.
- Connect neighborhoods, employment centers, shopping areas and public open spaces with hiking and biking trails including the Three Notch Trail.
- Provide natural greenways and trail connections in the Hilton Run and the Jarboesville Run watersheds.
- Enhance existing neighborhoods. Because the LPDD is large and contains large undeveloped areas, few residents relate to it as a single place. It is, rather, a collection of developments and small places with no

single defined center. Over time, as the LPDD continues to grow, these collections of developments will likely coalesce into neighborhoods with their own concerns, needs and interests. The plan identifies potential neighborhood groupings, related to community features such as schools and shopping areas, which over time can be enhanced with physical improvements.

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

2010 St. Mary's County Comprehensive Plan

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



4.5. Lexington Park Planning and Design Recommendations

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

[the recommendations from 2005 are then repeated]

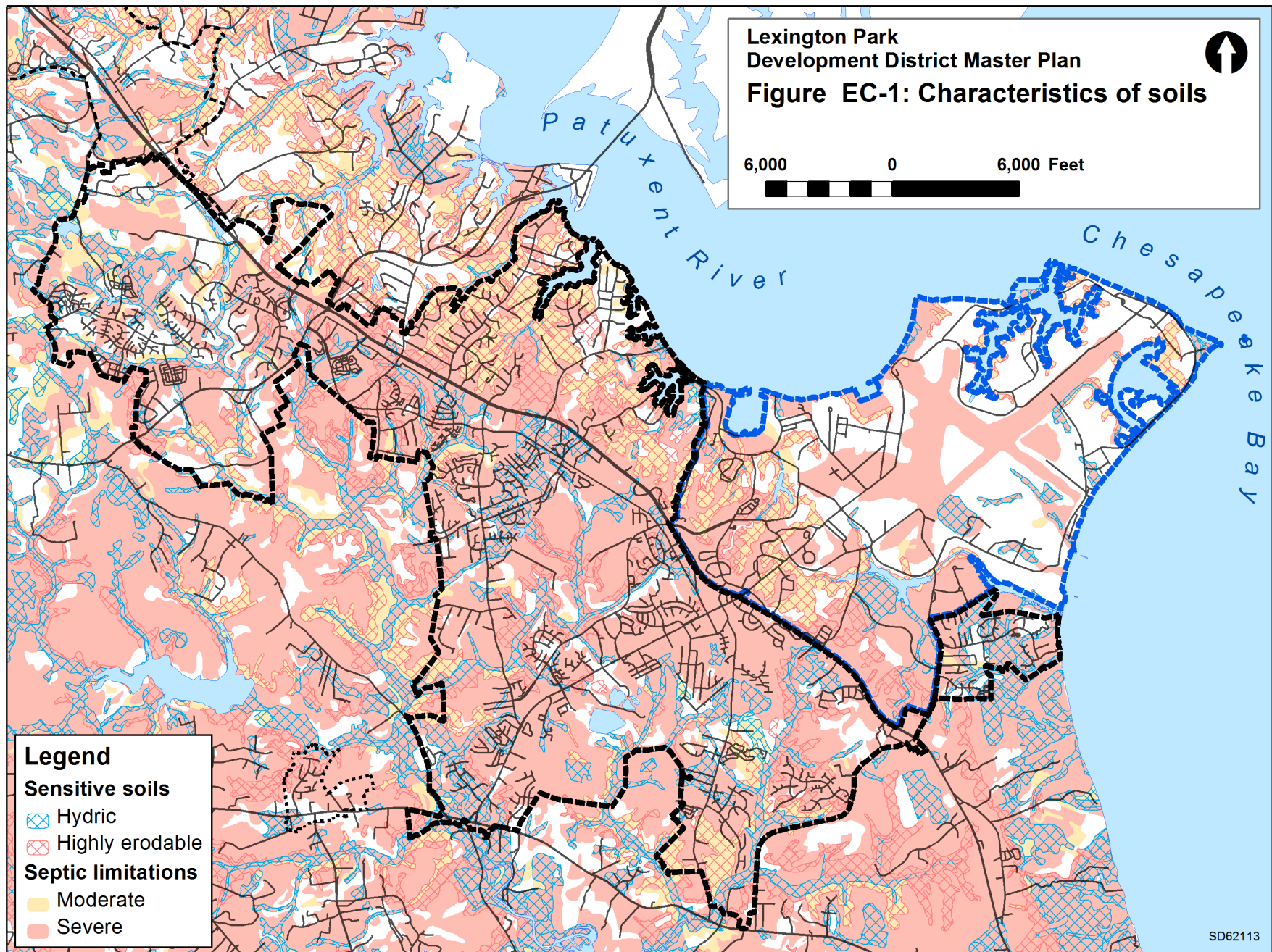
11. Maps

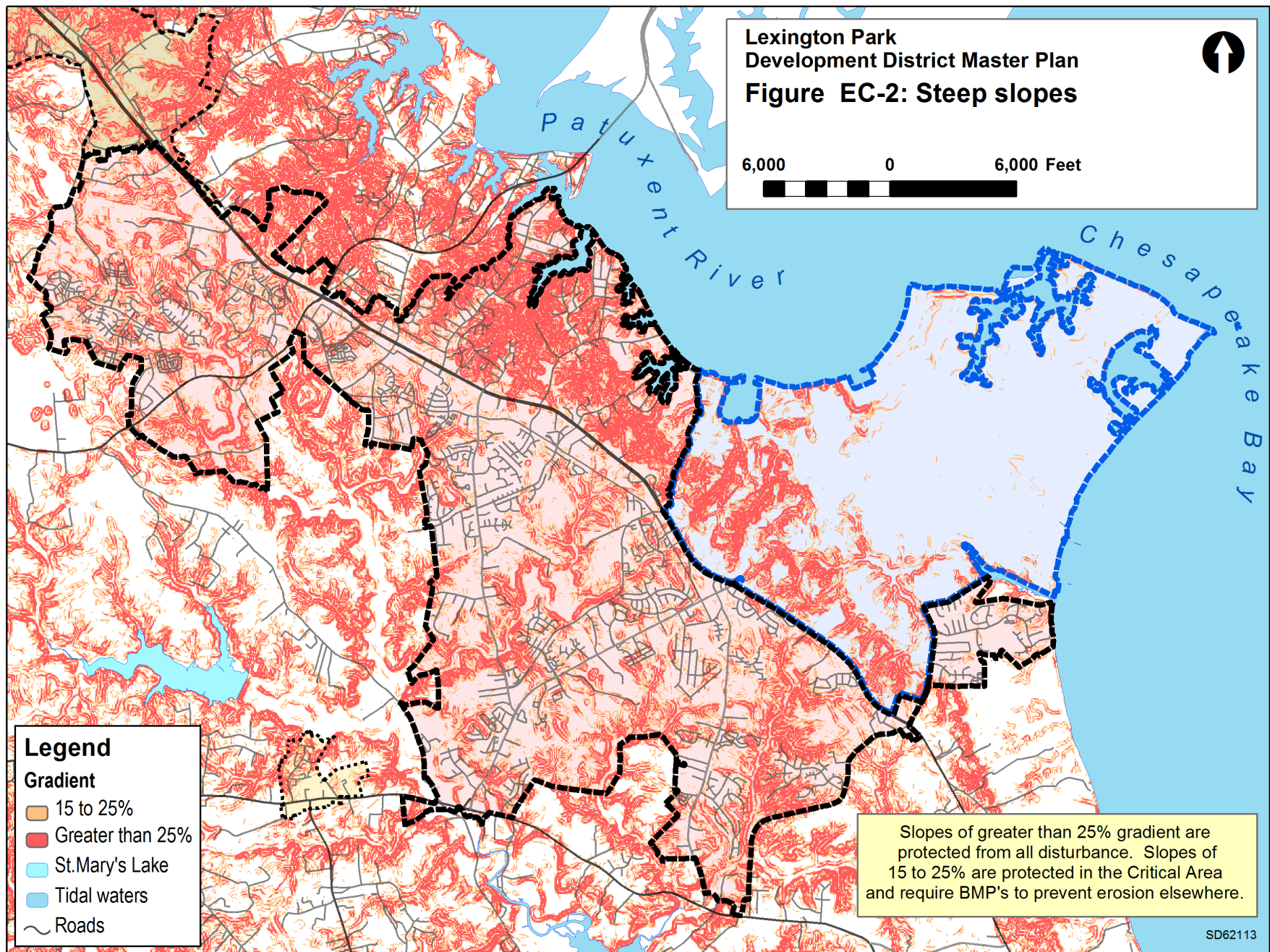
Environmental Context (EC - 9 maps)

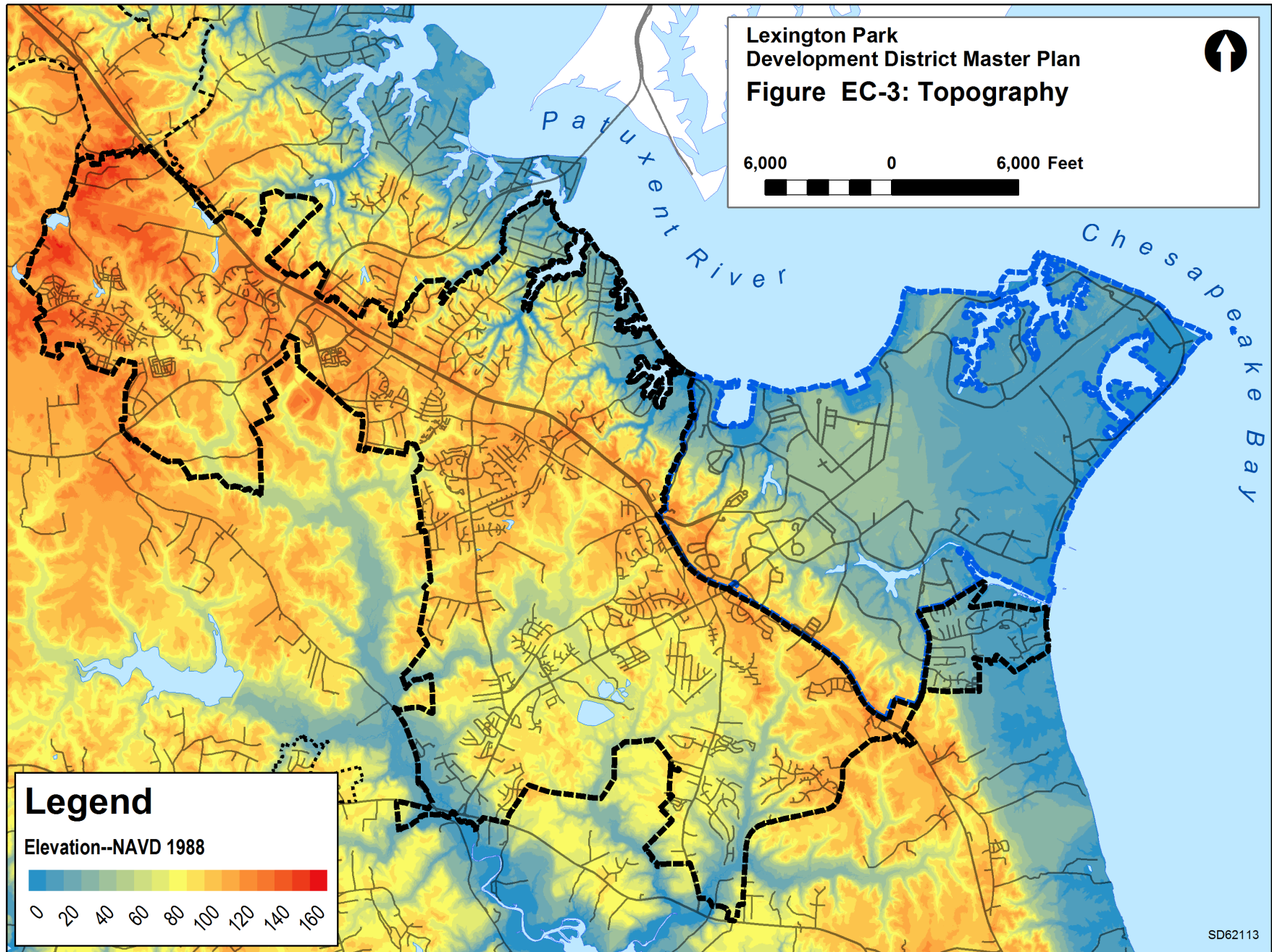
Development Context (DC - 10 maps)

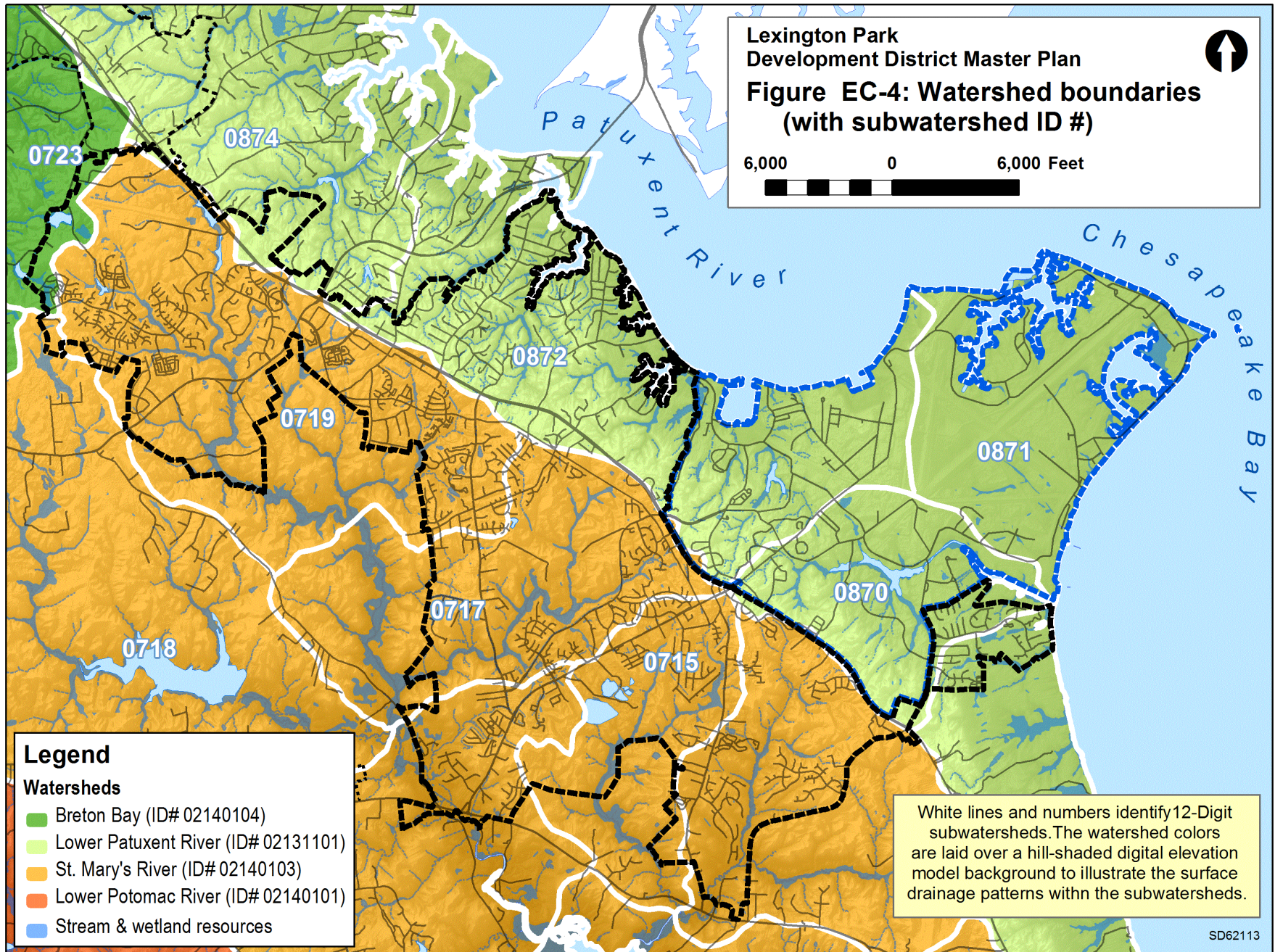
Regulatory Context (RC - 4 maps)

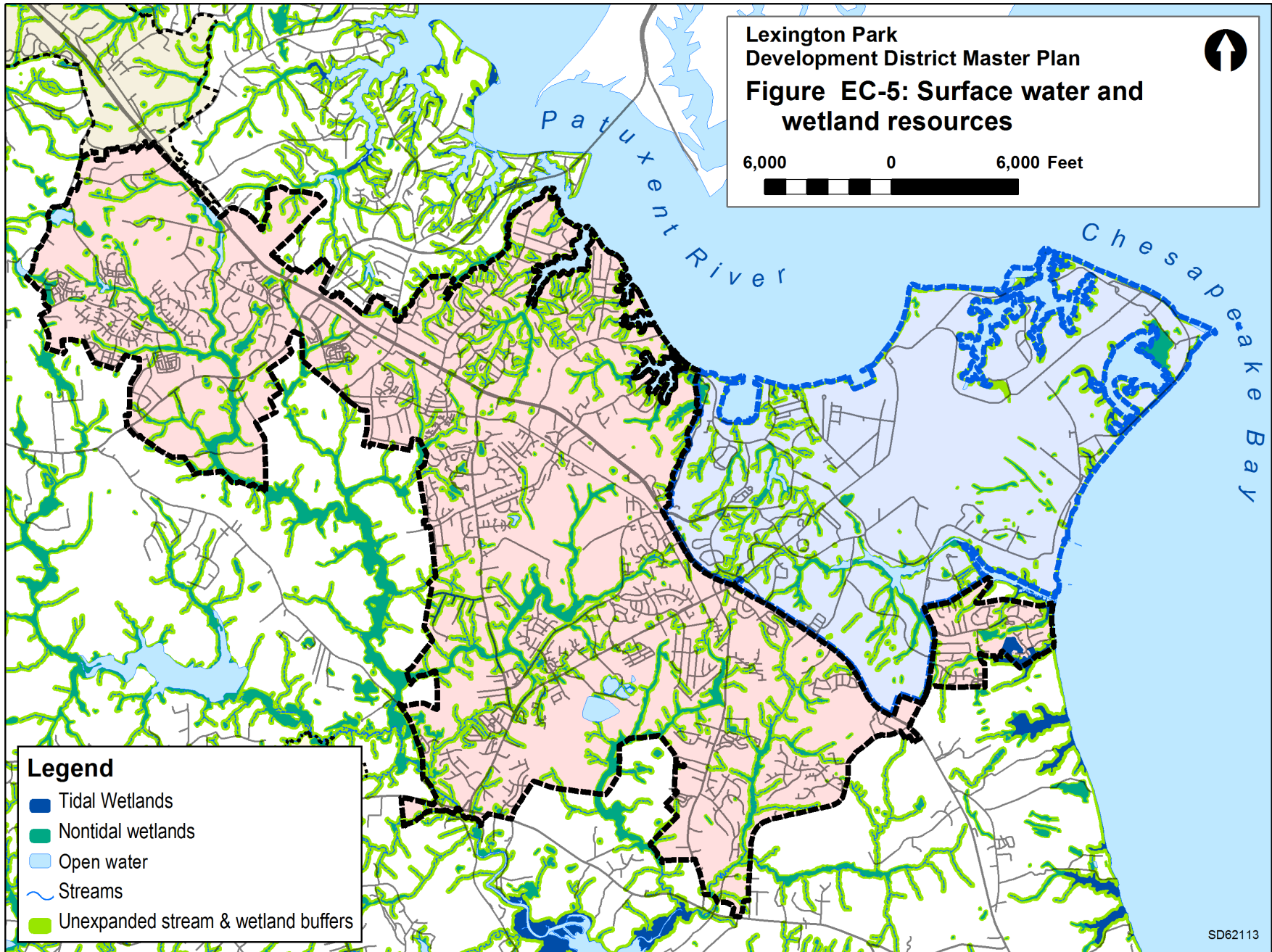
Plan Recommendations (PR - 4 maps, located throughout the plan)

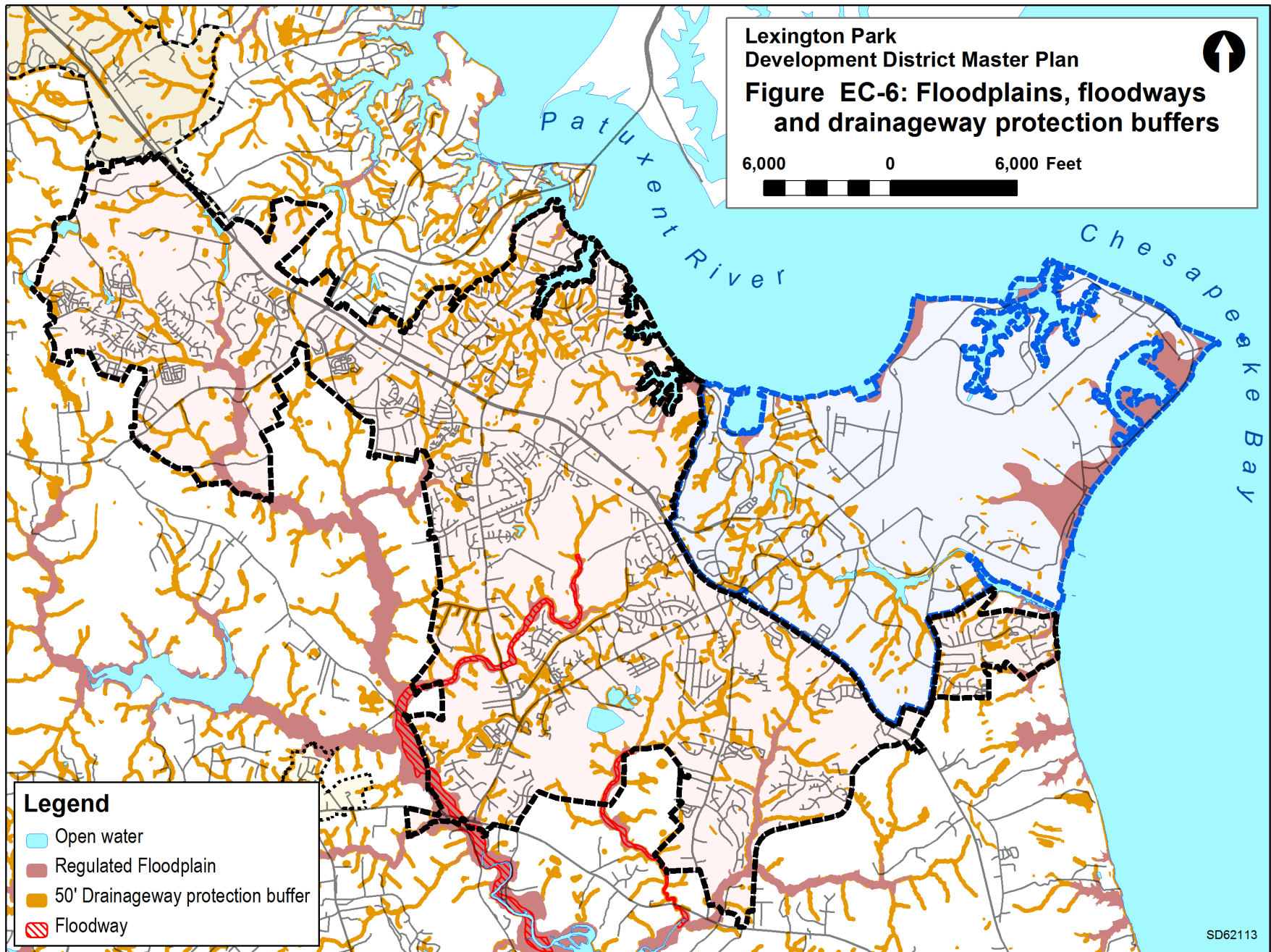


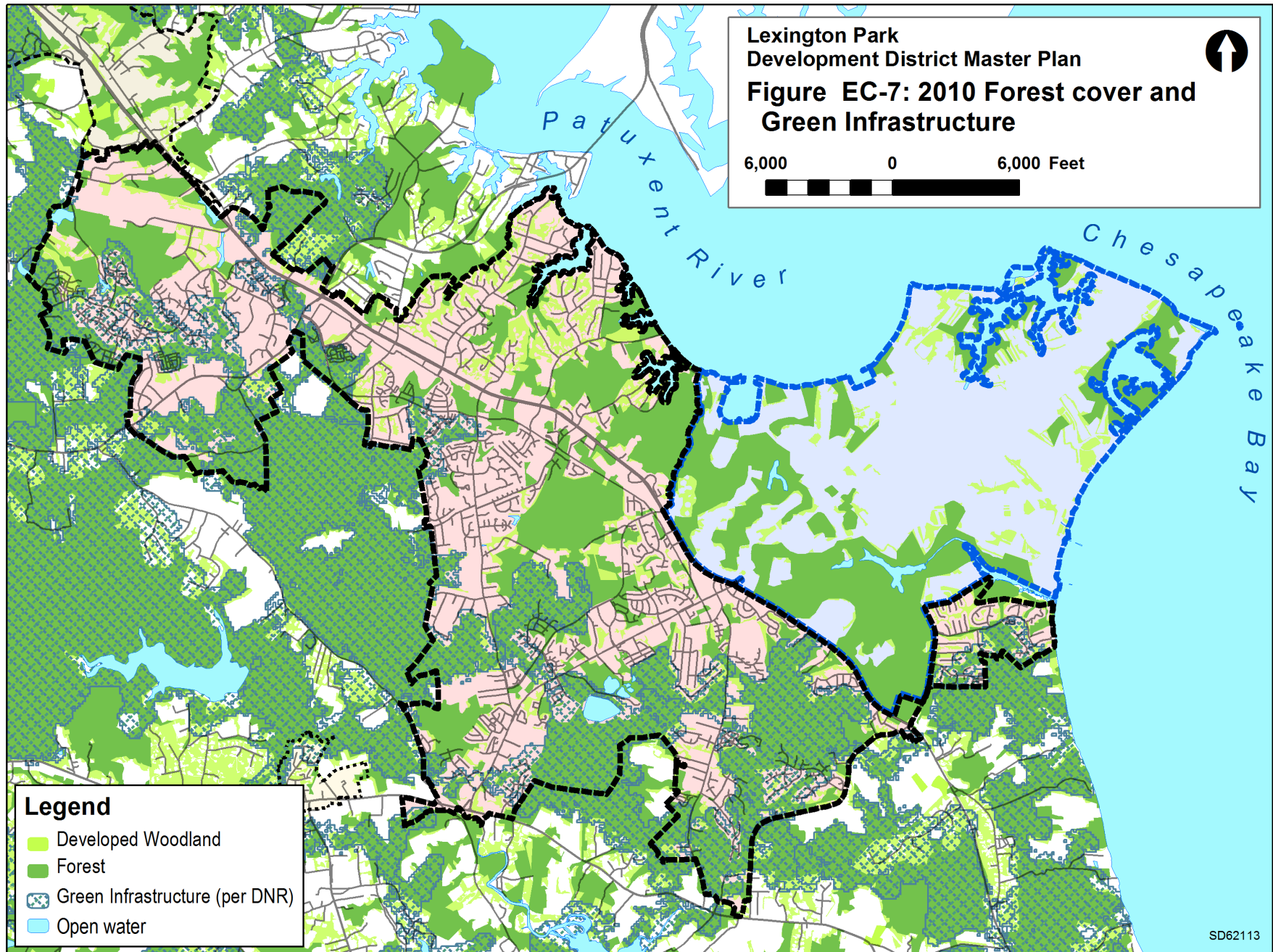




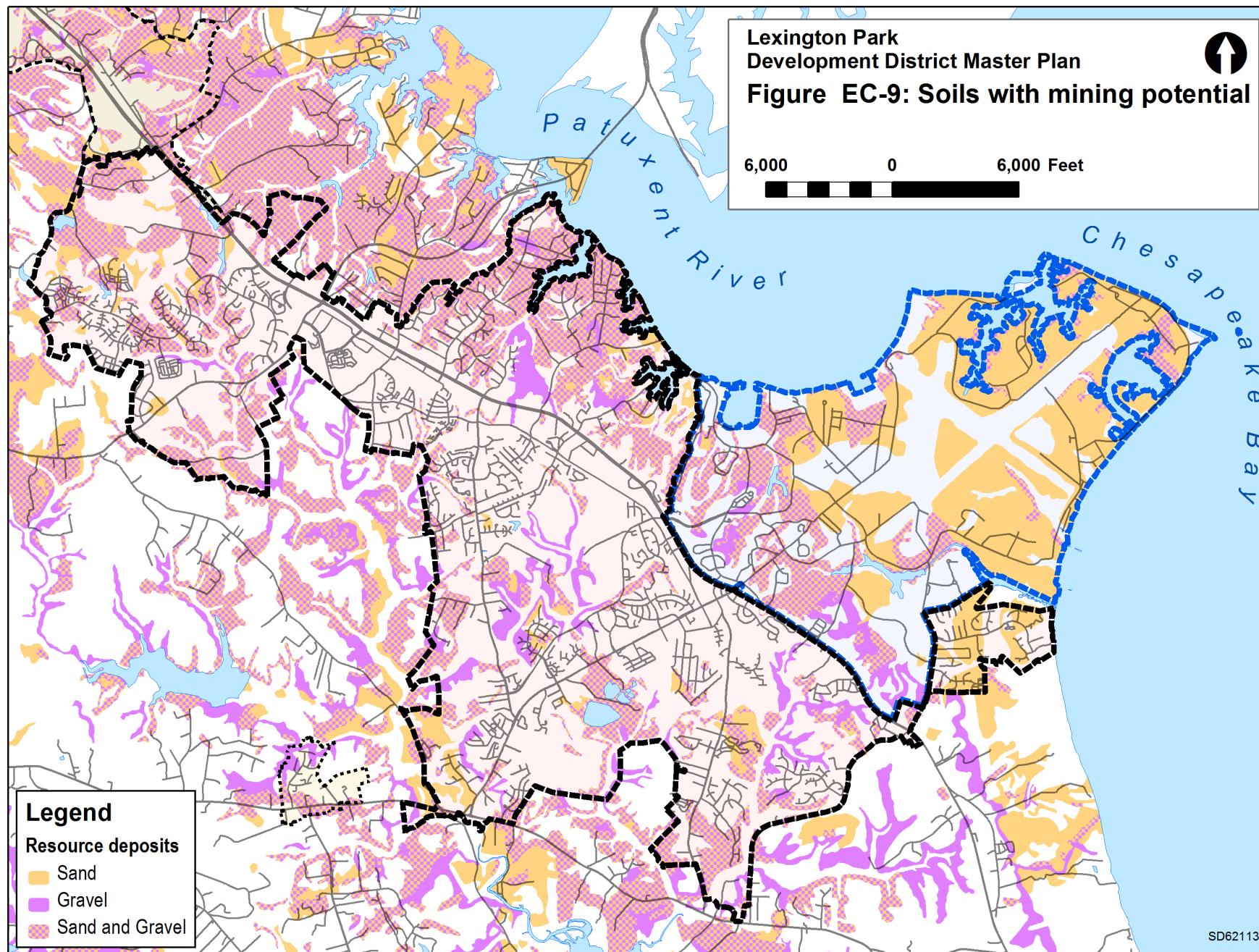


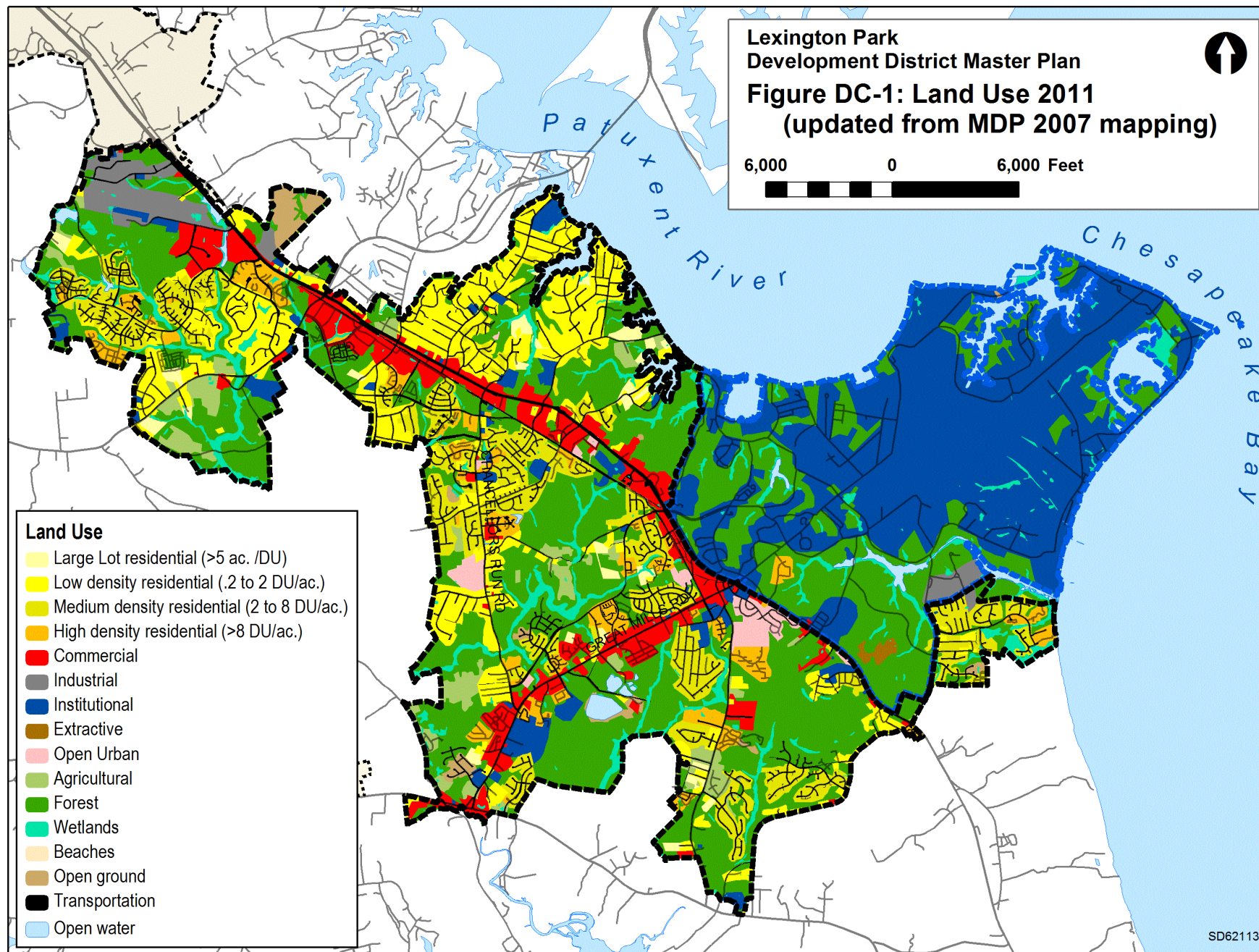






Map EC-8 PENDING





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

