

Lexington Park

Development District Master Plan



Adopted November 1, 2005

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Acknowledgements

Board of County Commissioners

Thomas F. McKay, President

Kenneth R. Dement

Lawrence D. Jarboe

Thomas A. Mattingly, Sr.

Daniel H. Raley

Planning Commission

Thomas Larry Greenwell,
Chairman

Joseph A. St. Clair, Vice Chair

Lawrence A. Chase

Julia A. King

James Howard Thompson

Stephen T. Reeves

Bryan Barthelme

Department of Land Use and Growth Management

Denis D. Canavan, Director

Jeffrey Jackman, Senior Planner

Sue Veith, Environmental
Planner

Philip Shire, Planner IV

Sharon Sharrer, Office Manager

Clive Graham, Consultant,
Environmental Resources Mgt,
Annapolis, Maryland

Citizens of St. Mary's County

Attested and Certified by the Planning Commission

As an amendment to the Comprehensive Plan

(Quality of Life in St. Mary's County - a Strategy for the 21st Century, adopted February 2002)

In accordance with §3.07 of Article 66B of

The Annotated Code of Maryland



Thomas Larry Greenwell, Chairman
November 28, 2005

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Chapter 1 , Master Plan Summary

The Vision articulated in the Quality of Life in St. Mary's County – a Strategy for the 21st Century, adopted February 2002 (Comprehensive Plan) for the County extends to Lexington Park: Preserve and enhance quality of life by recognizing and protecting the unique character of St. Mary's County as a rural Chesapeake Bay peninsula; foster economic growth and create an atmosphere of excellence by focusing and managing growth to create vibrant, attractive communities, by protecting the rural character and economy of the countryside, by nurturing the shoreline and adjacent waters and by preserving and capitalizing on the other natural resources and historical quality of the County.

Also stated in the Comprehensive Plan are the following principles pertaining specifically to Lexington Park:

1 Lexington Park is a true town center that serves as a destination and a focus for all of St. Mary's County. It offers a mix of governmental, retail, office, residential, entertainment, and recreational uses. It is a special place with a distinct and recognizable character. It has landmarks, town greens, gateways, and appealing streetscapes that distinguish it from surrounding suburban development. Located prominently across from the main gate to the Patuxent River Naval Air Station, Tulagi Place remains the heart of Lexington Park.

2 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.

3 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.

4 The Patuxent River Naval Air Station is the heritage of Lexington Park, and the town is proud of its association with the base. The Naval Air Museum offers an exciting collection of naval airplanes and military artifacts and attracts visitors from across the country. Many of the landmarks and monuments that are found in the town center celebrate the base's important role and accomplishments in naval aviation.

5 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.

The goals and objectives for Lexington Park as contained in the Comprehensive Plan are:

- 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 Patuxent River Naval Air Station.
- 6 Promote development and redevelopment that respects the safety goals of the Air Installation Compatible Use Zone (AICUZ).
- 7 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. Patuxent River Naval Air Station
 - 1) Strengthen visual and physical connections between the Patuxent River Naval Air Station and Lexington Park.
 - D. Community
 - 1) Locate public services such as police, fire, library, post office, and 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.

The Lexington Park Development District (LPDD) Master Plan (the 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 (PUD).
- Jarboesville Run – mix of residences and offices; cross-county transportation connections.
- Patuxent River – Gate 1 vicinity: enhance this emerging employment center with respect to traffic, complimentary uses, and pedestrian and bicycle connections. Prescribe residential use of those unimproved lands to the northeast of this center.
- Hilton Run. – expand downtown mixed use capacity, support with interconnected street system, and ensure protection of sensitive areas.
- Pembrook Run – Willows Road corridor: guide and encourage opportunities for mixed residential and office use, with supporting transportation connections.

The Plan specifically recommends the following objectives.

Revitalize Downtown Lexington Park. Continue the cooperative efforts of government and businesses following the County's 1999 adoption of the Lexington Park - Tulagi Master Plan.

Build a supportive transportation network. The Plan addresses phasing development to preserve road capacity, building pedestrian and bicycle facilities along with road improvements, and increasing transit service to reduce reliance on private automobiles.

Protect stream conditions, water quality and the health of the biological communities. Support green infrastructure. The Plan's major recommendations are to:

- Direct development to existing developed areas.
- Implement watershed management plans.
- Retrofit areas in need of improved storm water management.
- Expand wooded buffers along major streams to protect important forested floodplains from development.

Create a diverse housing stock. The Plan identifies several options to facilitate an increased supply of affordable housing and recommends three areas for high

residential density: headwaters of Jarboesville Run area, south side of Great Mills Road area, and southern portion of Willows Road.

Ensure adequate parks and recreation areas. Support heritage tourism. Continued development in the LPDD will create additional demand for recreation land and programs. The Plan recommends the following:

- Acquire four new neighborhood parks.
- Connect neighborhoods, employment centers, shopping areas and public open spaces with hiking and biking trails including the Three Notch Trail.
- Provide natural greenways and trail connections in the Hilton Run and the Jarboesville Run watersheds.

Enhance existing neighborhoods. Because the LPDD is large and contains large undeveloped areas, few residents relate to it as a single place. It is, rather, a collection of developments and small places with no single defined center. Over time, as the LPDD continues to grow, these collections of developments will likely coalesce into neighborhoods with their own concerns, needs and interests. The Plan identifies potential neighborhood groupings, related to community features such as schools and shopping areas, which over time can be enhanced with physical improvements.

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

The plan supports and compliments the priorities of the Board of County Commissioners "Consolidated Priorities for Community Support of the Navy" as released September 21, 2004:

1. **Education.** Support all levels of education to ensure local employers can meet their workforce needs. Maintain class sizes which are among the lowest in the state and expand full day kindergarten. Implement a long-range approach to provide public school capacity to meet increased enrollment. Continue to expand higher education opportunities. Support programs and partnerships that increase access to higher education. Support service sector workforce development, including repair, trades, healthcare and transportation.

- Develop a long-term inventory of potential school sites to meet projected demand
- Submit one elementary school site for state planning approval each year through 2006.
- Construct kindergarten additions at elementary schools at Ridge (Fall 2004), Oakville (Fall 2005), Piney Point (Fall 2007) and Town Creek (Fall 2007).
- Complete new George Washington Carver Elementary at a site outside of the AICUZ (Fall 2006).
- Complete renovation and expansion of the Forrest Career and Technology Center.
- Support Southern Maryland Higher Education Center proposal to accelerate architecture and engineering funding for third classroom building.

- Support capital projects for the expansion of the College of Southern Maryland and St. Mary's College.
2. **Transportation.** Support continuous improvement of transportation infrastructure within the County and regionally for access to the Patuxent River Naval Air Station and effective cross-county travel for residents.
- Complete county-wide transportation plan.
 - Maintain support for construction of funded projects: Chancellor's Run Road expansion, 1.4 mile reconstruction of MD Route 246, and Hughesville Bypass.
 - Continue to seek funding for Route 5 corridor improvements.
 - Explore funding opportunities for widening of MD Route 712 from Gate 3 to Route 235.
 - Support initial steps such as the planning and evaluation to address long-range replacement or reconstruction of the Thomas Johnson Bridge.
 - Begin Pegg Road Extension NEPA study for alternative base access.
 - Complete Environmental Assessment of county airport, proceed with identified infrastructure improvements.
3. **Housing.** Continue to ensure an adequate supply of housing for all ranges of affordability that will serve new employees (e.g., for the JSF program) and the existing county workforce. Assist in the process of Navy housing privatization. Support increased homeownership opportunities.
- Implement new impact fee waiver and deferral program.
 - Develop funding sources to extend water and sewer service to enable development within development districts.
 - Support increased homeownership opportunities for households with modest incomes.
4. **Lexington Park Revitalization.** Revitalize the physical and economic infrastructure of Lexington Park.
- Complete the Lexington Manor Redevelopment projects.
 - Proceed with Patuxent River Naval Air Museum.
 - Adopt the Lexington Park Development District Plan.
 - Continue to implement the adopted Lexington Park Plan.
5. **Quality of Life.** Employ local government regulations and investment to preserve rural character, enhance development districts, increase cultural opportunities and support economic growth and diversification.
- Support projects and initiatives developed under the Southern Maryland Heritage Tourism Management Plan whose objective is to preserve heritage resources while increasing the economic impact of Tourism.
 - Support development and expansion of conference facilities.
 - Implement the goals and objectives of the County's Land Preservation, Parks and Recreation Plan.
 - Support state designation of new St. Mary's River Watershed rural legacy area.

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Chapter 2 , The Master Plan

2.1 Definition of the Lexington Park Development District

2.1.1 Boundary

Beginning at its northern extent, the Development District is generally described as including the industrial park north of the Walter Francis Duke Airport, thence easterly including Myrtle Point Park to the Thomas Johnson Bridge, thence following the Patuxent River to the Chesapeake Bay, and thence southerly to the community known as Cedar Cove (including Shannon Farms), thence westerly to the junction of Forest Park Road (MD712) and Three Notch Road (MD235), thence southwesterly following Hermanville road to Point Lookout Road (MD5), thence northwesterly to Great Mills near the junction of Point Lookout Road (MD5) and Indian Bridge Road (MD471), thence northwesterly following Indian Bridge Road to its junction with St. Andrew's Church Road (MD4), and thence northerly to the same industrial park. Specifically excluded from the district are the lands owned and controlled by the state of Maryland for the protection and preservation of the St. Mary's River watershed, and the Patuxent River Naval Air Station. The exact boundary of the Development District is shown in Figure 2-1.

2.1.2 General Concept

The Master Plan consists of maps and text that illustrate the vision for the community in terms of land use (types, amounts, relationships) and the physical facilities to support and sustain the vision, while focusing on the quality and long-term health of the natural environment. The principal maps are 1) Land Use (Figure 2-2) and 2) Transportation (Roads, Figure 2-3a; Trails, Figure 2-3b). Other supporting maps are Watersheds (Figure 2-4), and Environmental Context (Figure 2-5).

2.2 Land Use

2.2.1 Residential Areas

Low Density – Transitional

Development in this planning category shall consist of low density residences with substantial accommodation for preservation of open space or forest retention. Acceptable density would range from 1 dwelling unit per acres to five units per acre.

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 1 dwelling unit per acre to five units per acre.

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. Consider a zoning ordinance text amendment that would permit a density of five (5) to ten (10) dwelling units per acre.

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. Consider a zoning ordinance text amendment that would permit a density of ten (10) to twenty (20) dwelling units per acre.

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. Acceptable density would range from 1 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.

2.2.2 Commercial Areas

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.

Mixed Use Commercial

Development in this category shall 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 (5) dwelling unit per acre to fifteen (15) units per acre. Consider a zoning

ordinance text amendment that would permit a density of five (5) to fifteen (15) dwelling units per acre. Consider also text amendments that will modify development standards where CMX zones abut residential zones to ensure compatibility.

2.2.3 Office and Business Parks

Development in this planning category shall consist of offices in a campus setting with associated or supporting limited retail and residential uses. Acceptable residential density would range from one (1) dwelling unit per acre to twenty (20) units per acre. Consider a zoning ordinance text amendment that would permit a density of one (1) to twenty (20) dwelling units per acre.

2.2.4 Industrial Areas

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

2.2.5 Downtown

Within the core area surrounding Gate 2 of the naval air station 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 1 dwelling unit per acre to thirty (30) units per acre. Consider a zoning ordinance text amendment that would permit a density of thirty (30) dwelling units per acre.

2.2.6 Protected Lands

Watersheds

The Development District lies within four (4) principal watersheds: the Patuxent River, the Chesapeake Bay, Breton Bay and the St. Mary's River. For planning purposes the St. Mary's River watershed is further divided into subwatersheds: Hilton Run, Pembrook Run, Jarboesville Run, and Western Branch and Lower St. Mary's River. Major roads typically follow the ridge lines that separate these subwatersheds. (See Figure 2-4) Planning by watershed complies with state mandates under the 2000 Agreement for Chesapeake Bay Restoration. This Plan draws from completed or on-going watershed planning efforts for the St. Mary's River (including all five (5) listed sub-watersheds), and for Hilton Run and Breton Bay (reference the Breton Bay Watershed Restoration Action Strategy or BBWRAS), efforts that address protection, restoration and infrastructure. This Plan therefore makes specific land use and transportation recommendations based on subwatershed areas and on the existing and potential condition of community and natural resources.

A. Sensitive Areas

State law restricts development on certain slopes, wetlands and soil types. These have been mapped and shown on the Master Plan map as not available for development.

Greenways

Opportunities for greenway systems have been included in the Master Plan map.

2.2.7 Public Lands

This category includes county and state-owned lands, primarily parks, schools and lands set aside for resource protection.

2.3 Community Facilities

2.3.1 Parks

A. Ensure adequacy of recreation and park facilities. The County adheres to the state standard of thirty (30) acres of land devoted to recreation for every 1,000 population.

B. To meet demand this Plan recommends neighborhood parks in the following locations:

- North or south of Patuxent Beach Road in addition to the two-acre Town Creek Park that is the only park in this area as of 2004.
- Between Chancellors Run Road, Pegg Road and Three Notch Road, possibly in the vicinity of Buck Hewitt Road.
- South side of St. Andrew's Church Road.
- South side of Great Mills Road in the Hilton Run watershed. A park adjacent to the new Great Mills swimming pool could serve as this park.

C. Improve or create greenway and trail systems

- Develop the Three Notch Trail.
- Connect a greenway/trail through the Jarboesville Run watershed to Chancellors Run Park and the Three Notch Trail.
- Continue pursuit of the recreational greenway concept first outlined in the 1999 Lexington Park-Tulagi Place Master Plan for the Hilton Run watershed.
- Connect greenways and trails between the Hilton Run and Jarboesville Run watersheds. Such connections will be largely on-road, but will provide important connectivity to other off-road trails.

D. Support heritage tourism

St. Mary's County adopted a regional Heritage Tourism Management Plan in 2003 designed to increase and enhance visitation in Southern Maryland. This Development District Plan acknowledges the Management Plan and recommends implementation of the following projects that it specifies for Lexington Park:

- Establish hiker-biker trail on existing right-of-way from Lexington Park to Mechanicsville.
- Develop a new museum for the Patuxent River Naval Air Museum.
- Construct unified system of outdoor exhibits and interpretive panels at historic church sites (part of a region-wide project).

2.3.2 Schools

Schools shall be adequate to meet the needs of a growing population. Where a proposed development would generate students in an amount beyond that which could be accommodated by the schools impacted thereby, the developers shall dedicate land for school construction. Although timing, funding and location of schools depend on many factors, this Plan recommends general planning within the 20 to 30-year planning horizon for new schools as follows:

- i) Two elementary schools in the upper St. Mary's River watershed
- ii) A middle school in either Hilton Run or Jarboesville Run watersheds

2.3.3 Library

Built in 2002 outside of the AICUZ, the Lexington Park Branch of the St. Mary's County Memorial Library is located at 21677 FDR Boulevard (off Shangri-la Drive). This Plan recommends that a second branch library be built within the Jarboesville Run or Patuxent River Watersheds within the planning period.

2.3.4 Airport

This plan informs and is in turn informed by the master plan for the Walter Francis Duke Airport.

2.4 Transportation

This Plan recommends the building of a supportive transportation system comprised of roads, bridges, trails and opportunities for alternative modes of travel.

2.4.1 County Roads

- i) Generally

Provide alternative north/south route by constructing FDR Boulevard from St. Andrew's Church Road (MD 4) in California to Shangri-La Drive South in Lexington Park.

ii) Upper St. Mary's Watershed

Extend Lawrence Hayden to connect to Indian Bridge Road with opportunities to connect with Airport View Road and the Wildewood planned unit development. Connect FDR Boulevard to Three Notch Road (MD 235) and St. Andrew's Church Road (MD4).

iii) Jarboesville Run Watershed

Provide increased access to Three Notch Road (MD 235) from Chancellors Run Road by extending Horsehead Lane to Pegg Lane. Construct a new road from the Horsehead Lane / Pegg Lane connection to the proposed FDR Boulevard.

iv) Hilton Run Watershed

Provide improved traffic circulation in the area located between Great Mills Road (MD 246) and Willows Road by extending Bay Ridge Road to meet an extended Quatman Road. Extend Sanners Lane to a new road proposed to run from Great Mills Road adjacent from its intersection with Saratoga Drive to Quatman Road Extended.

v) Pembrook Run Watershed

Extend Bradley Boulevard to a new loop road in order to provide access the area located between Willows Road, Three Notch Road (MD 235), and Hermanville Road. Upgrade Hermanville Road between Greenbrier and Three Notch Road (MD235).

2.4.2 State Roads

i) Three Notch Road (MD235)

Evaluate alternative solutions to its intersection with MD4, including an urban interchange.

ii) Chancellors Run Road (MD237)

Widen and reconstruct.

iii) St. Andrew's Church Road (MD4)

Upgrade to 4-lanes.

iv) Patuxent Beach Road (MD4)

Upgrade to 4 lanes. Expand the Thomas Johnson Bridge to 2 spans.

v) Point Lookout Road (MD5)

Upgrade to 4 lanes from Great Mills to Callaway.

vi) Great Mills Road (MD246)

Implement design enhancements through downtown.

vii) Forest Park Road (MD712)

Upgrade.

viii) Indian Bridge Road (MD471)

Upgrade.

2.4.3 Traffic Management

Minimize automobile usage through improved ride sharing, mass transit, and accommodation of alternative modes of transportation (e.g., bicycles).

2.4.4 Air

Expand Duke Airport to accommodate commuter air travel.

2.4.5 Water

Investigate feasibility of ferry service.

2.5 Housing

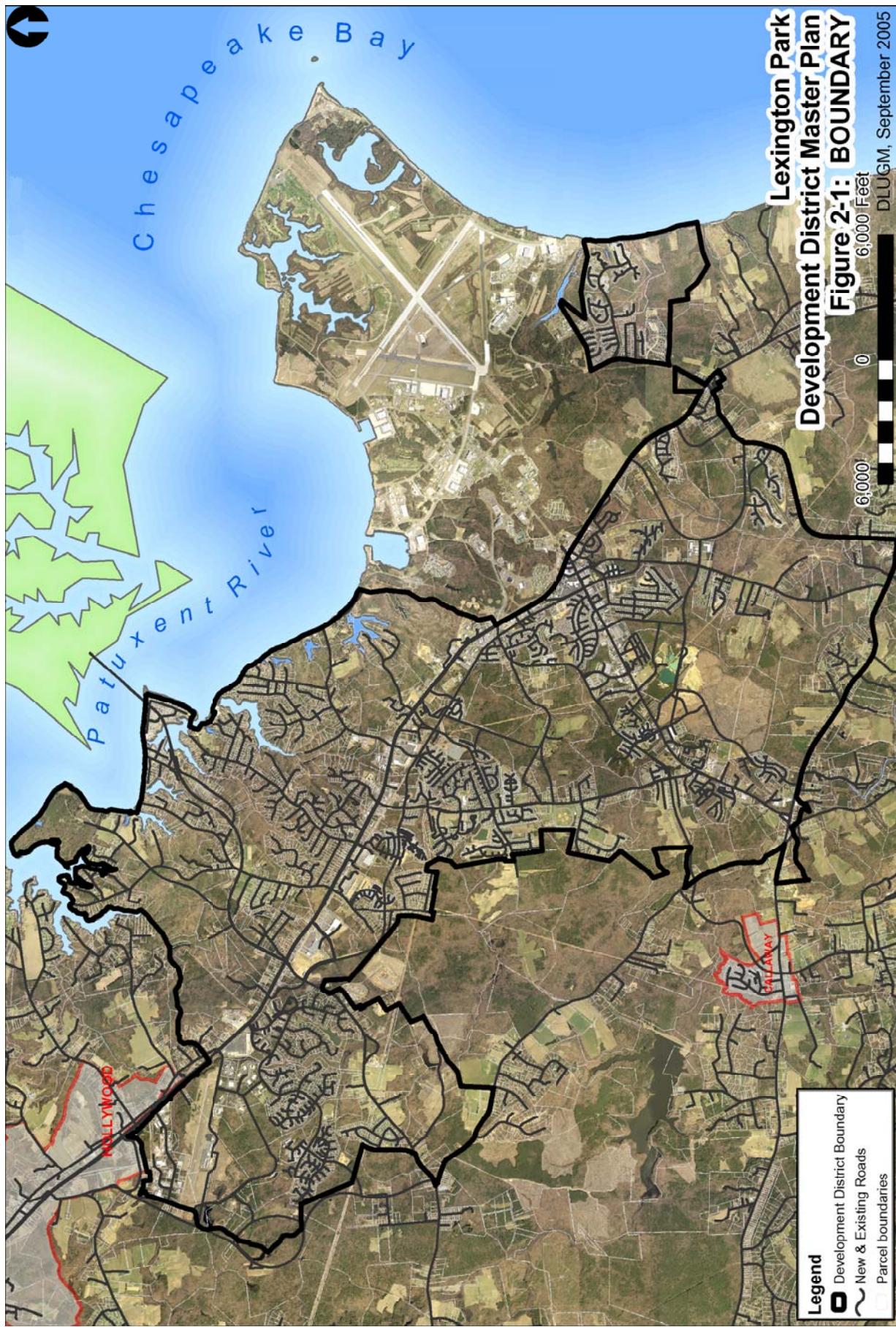
Create a diverse housing stock, including an adequate supply of affordable housing.

2.6 Neighborhood Revitalization

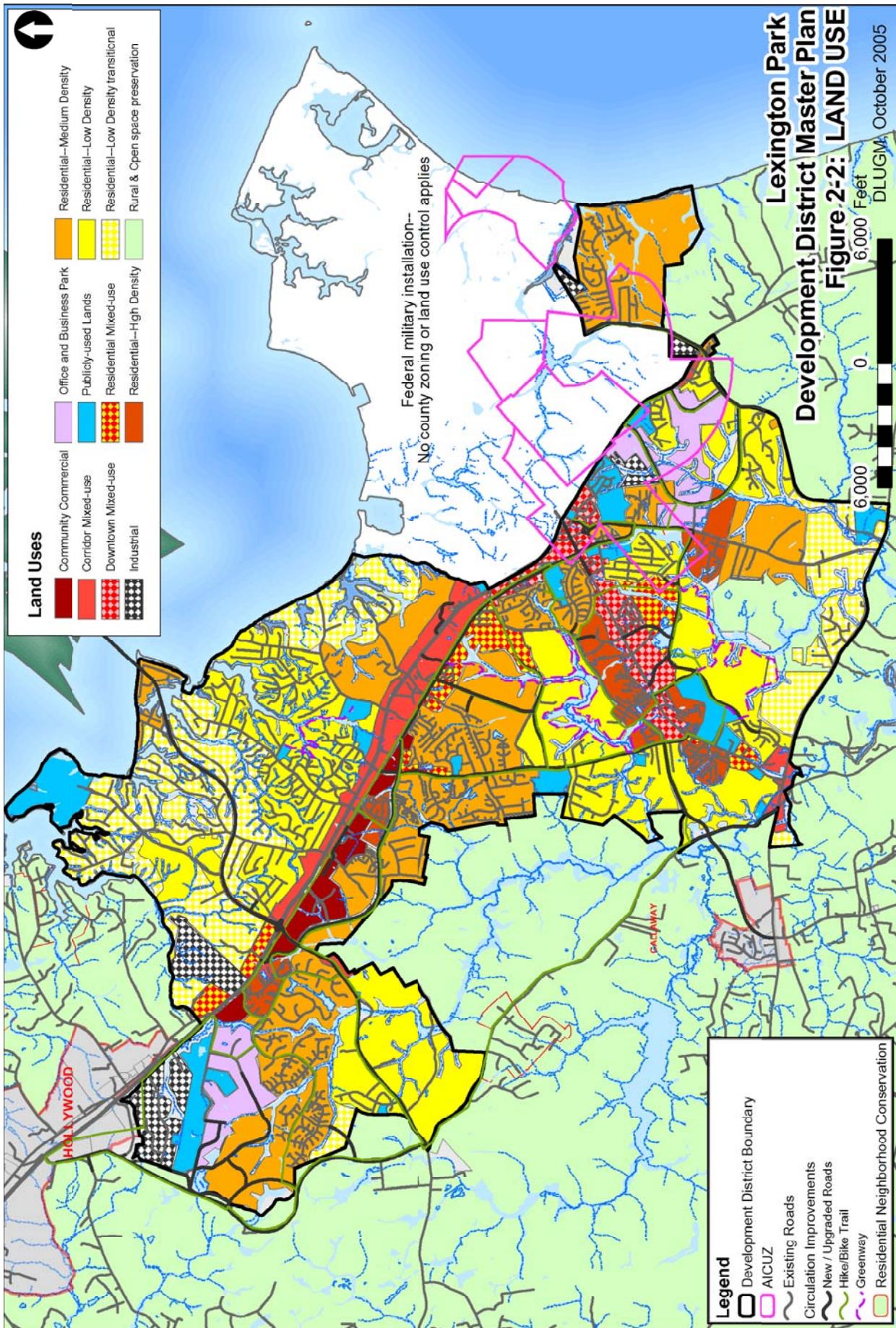
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- A. Better sidewalk/ pathway interconnections.
- B. Better road connections in/out.
- C. Traffic calming.
- D. More activities to bring neighbors together. More social connections between developments.
- E. Enhanced neighborhood centers.
- F. More parks, playgrounds, and convenience services.

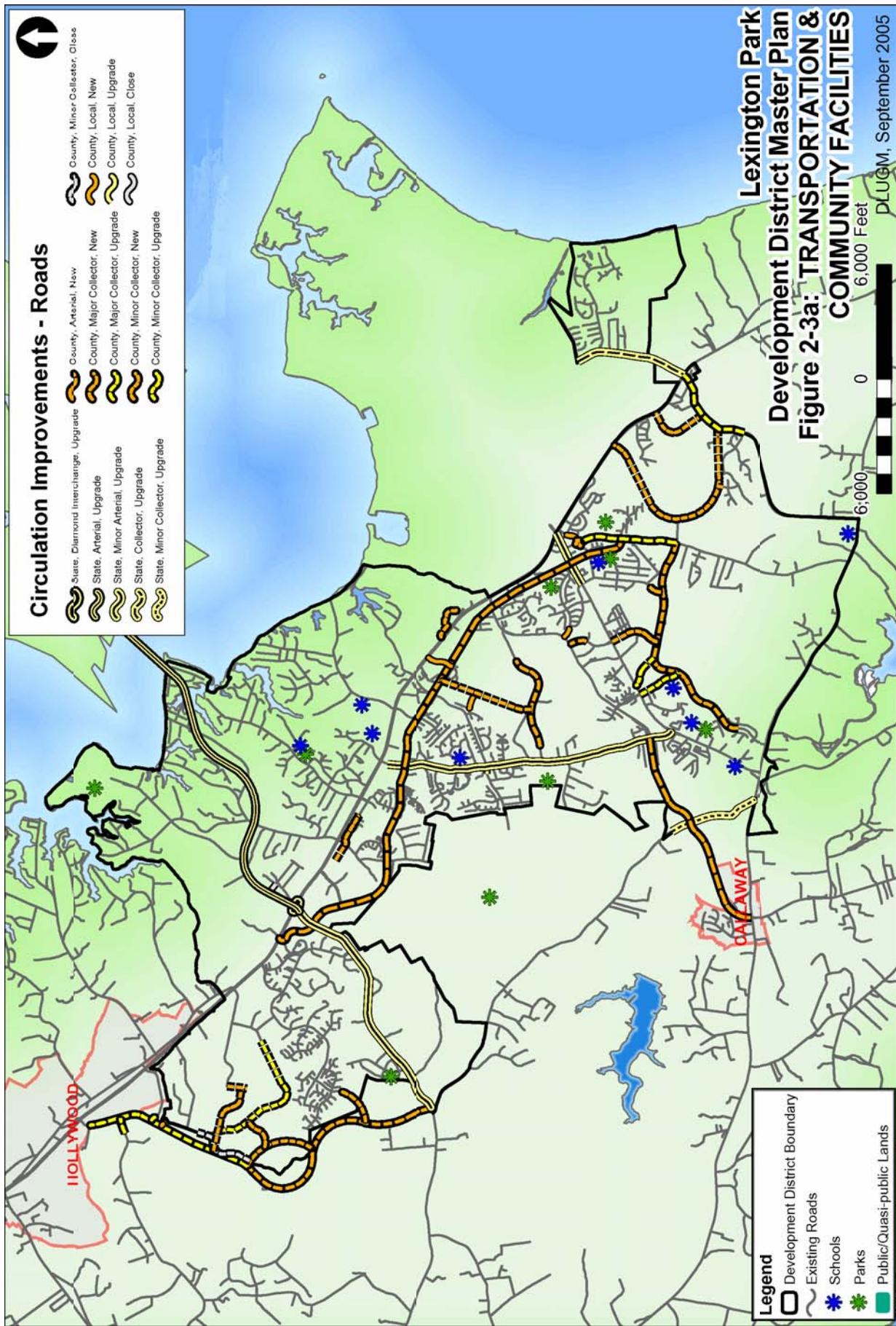
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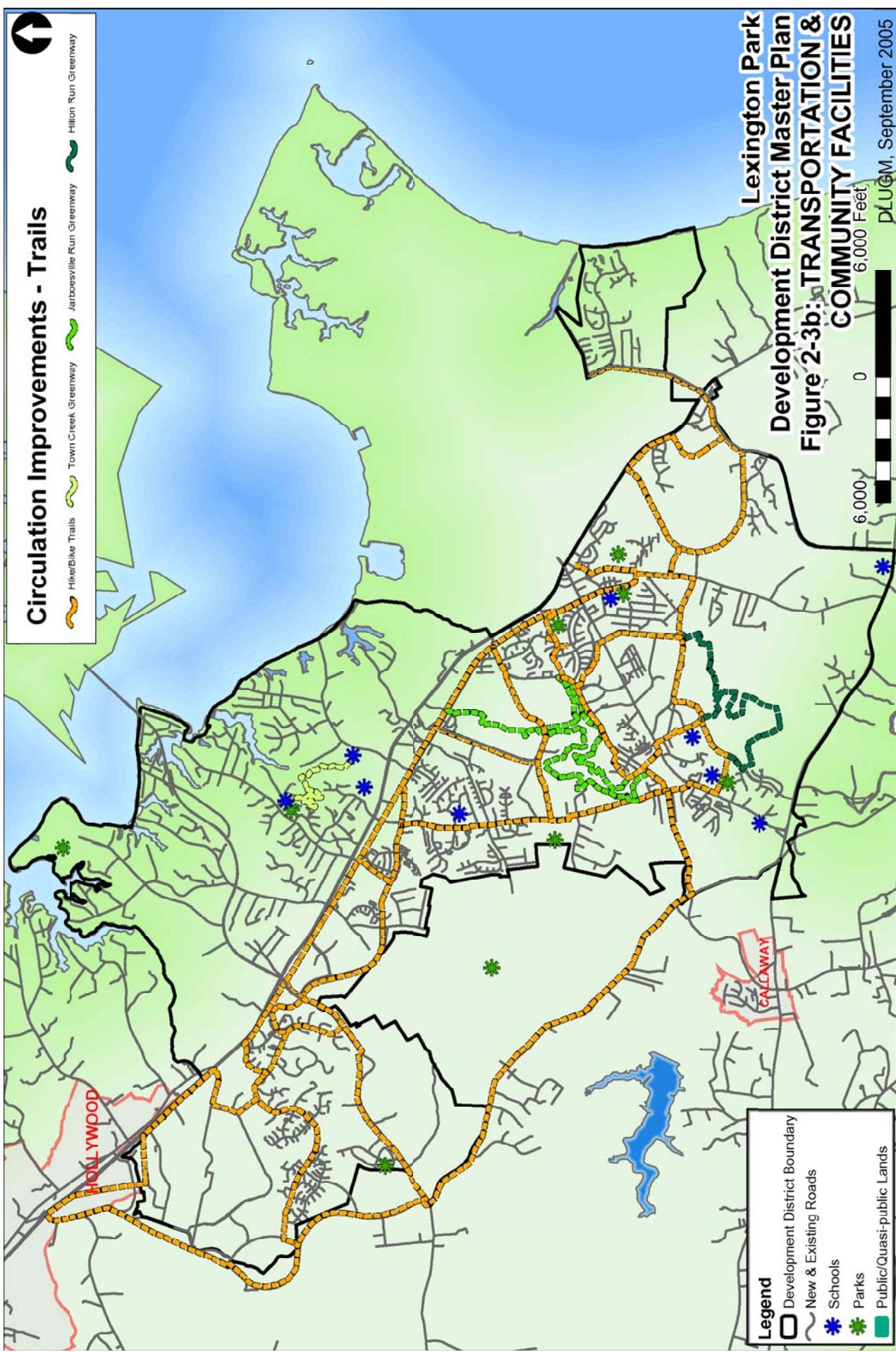
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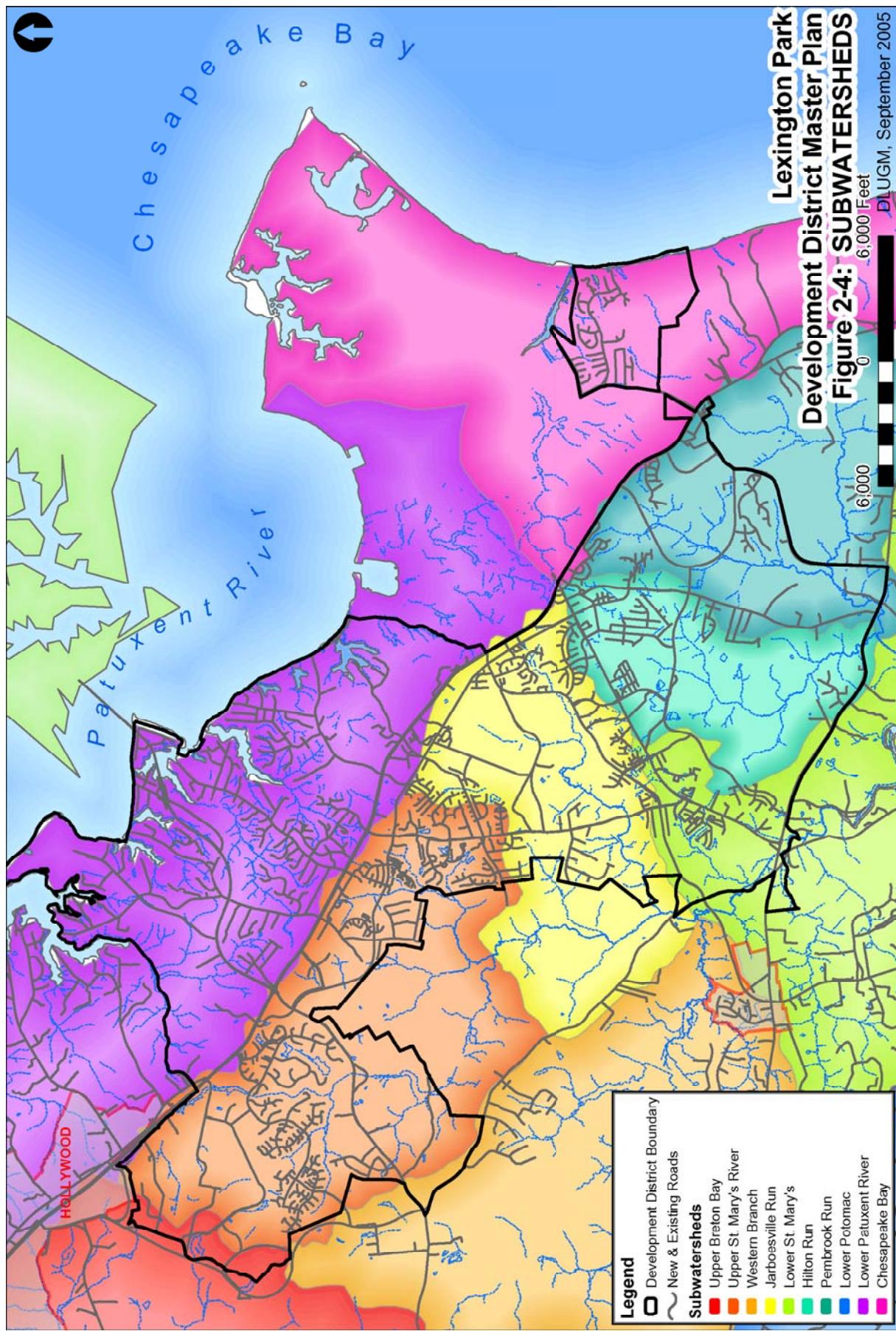
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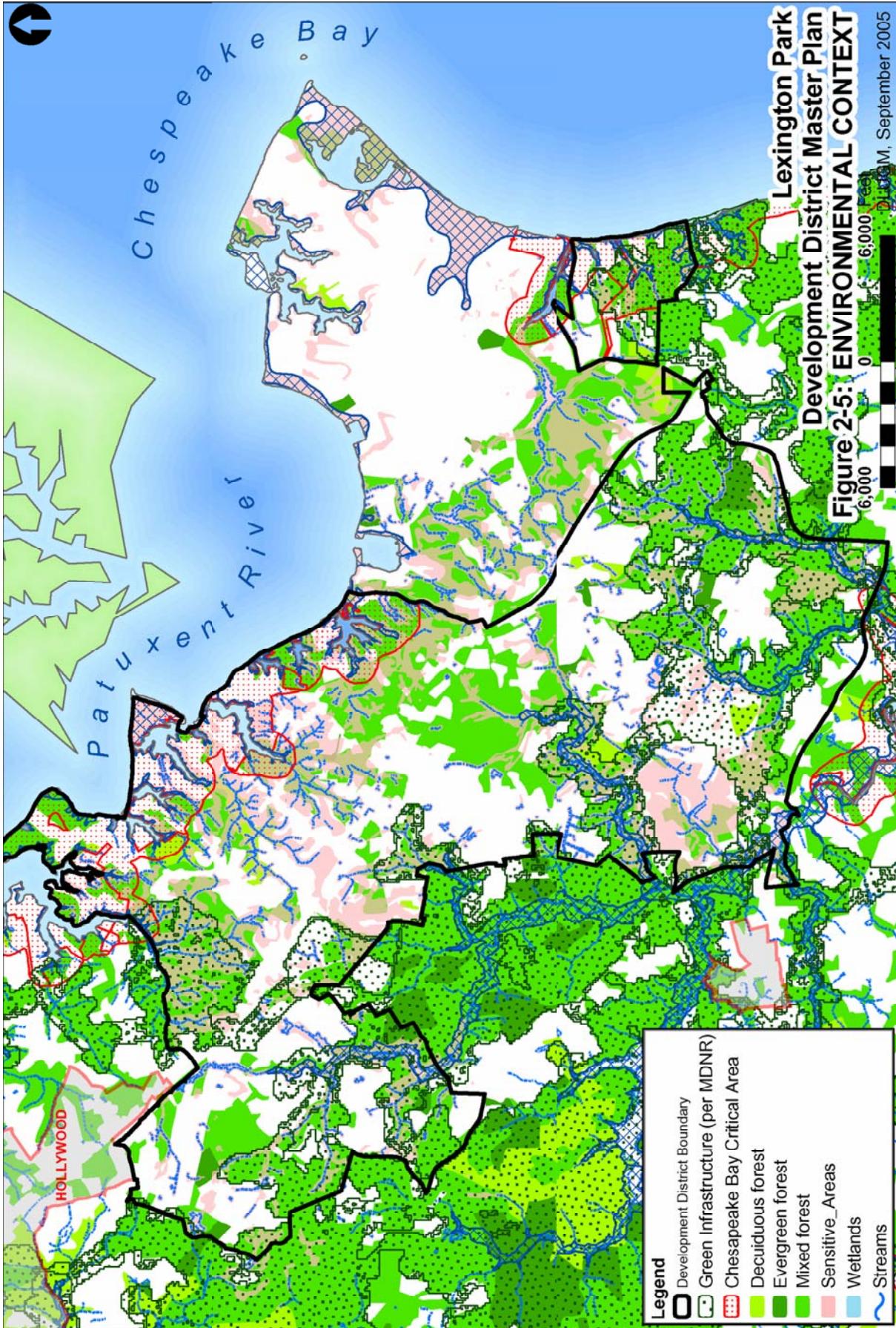
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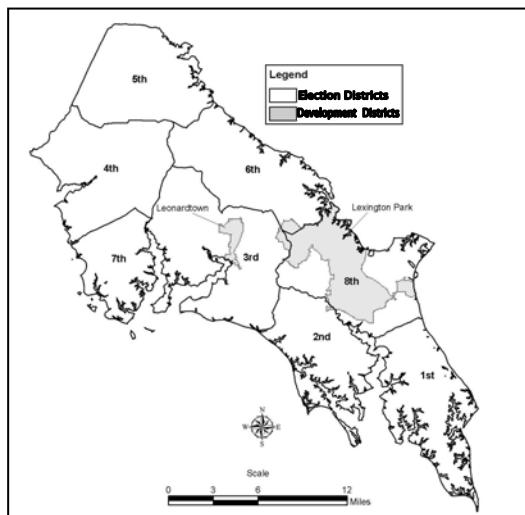
Chapter 3 , Background for the Plan

3.1 Introduction to Plan Background

This plan is a land use and development plan for the Lexington Park Development District (LPDD). The term “development district” refers to areas designated in the County Comprehensive Plan where the County directs and encourages development as part of its growth management strategy. Lexington Park is the larger of the County’s two development districts, the other being Leonardtown.

While the County’s Comprehensive Plan contains countywide land use policies, it does not detail how these policies should be implemented in different parts of the County. Under the Comprehensive Plan’s objective of concentrating the majority of growth in development districts, the plan calls for preparing master plans for each development district. This plan for the Lexington Park Development District is the master plan called for in the Comprehensive Plan.

St. Mary’s County Development Districts



Purposes

This plan is intended to address 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 planning area 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?

In addressing these questions the plan provides integrated policies for land use, transportation, housing, economic development, environment, and infrastructure.

3.2 The Planning Process

The planning process began in 2002. In November 2002, a workshop was held at the Loffler Senior Center at Chancellor's Run Regional Park to orient the public to the planning area and help identify issues for the plan.

Work on the plan continued through 2003 as staff adjusted to policy directives from the new Board of County Commissioners that took office in December 2002. Presentations were made to the Planning Commission and to the County Commissioners in September and October 2003.

In November 2003, a public workshop was held at the Lexington Park Elementary School, where preliminary concepts for the location and arrangement of activity centers, employment and business areas, and residential neighborhoods and neighborhood centers were presented.

A first full draft of the plan was developed in March 2004 for review by the public and by certain agencies and concerned parties as required by state law. This draft is reflective of the planning process outlined above. The Planning Commission is charged with the responsibility of recommending a draft plan to the Board for adoption; in doing so it conducted a public hearing, and revised the draft plan to address issues and concerns raised at the hearing. In receiving the recommendation from the Planning Commission, the Board of County Commissioners likewise conducted public hearings and modified the plan.

3.3 Planning Context for the Plan

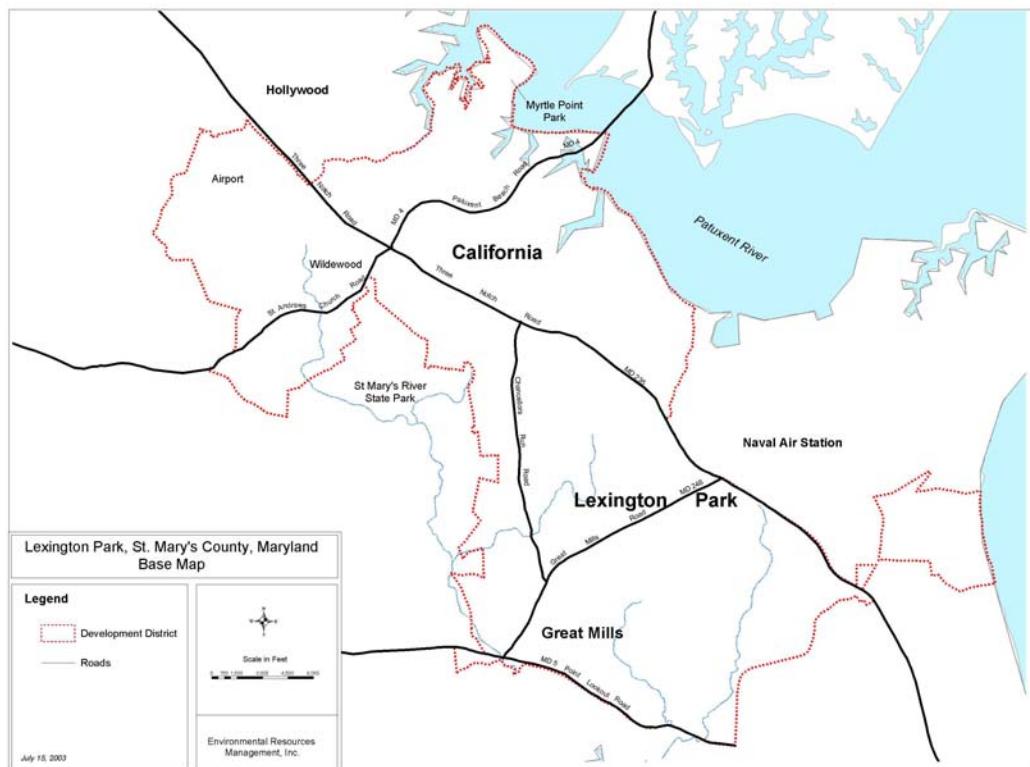
This section describes the planning context for the plan including the boundary of the Lexington Park Development District, the area's development history, and its recent planning history.

3.3.1 Boundary

The Lexington Park Development District boundary is established in the Comprehensive Plan. The boundary encompasses approximately 17,000 acres or 26 square miles, equivalent to approximately seven percent of the County's land area. The Development District extends from just south of Hollywood in the north to Hermanville Road in the south (Figure 3 - 1). This area includes the communities of Lexington Park, California, and Great Mills. No part of the Development District is incorporated; therefore the entire area is covered under laws and policies of St. Mary's County government.

This Plan refers to the study area as a whole as the Lexington Park Development District, or the LPDD.

Figure 3 - 1, Lexington Park Development District.



3.3.2 Development History

Prior to World War II, St. Mary's County was largely a rural county¹. 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 Patuxent River Naval Air Station. The navy base with its current workforce of over 16,000 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:

1. **Early 1940s.** The downtown area outside what was the main base gate at the intersection of Three Notch Road and Great Mills Road. This area 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.
2. **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
3. **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.
4. **1990s and early 2000s:** i) Increased residential growth in the outer suburban ring including along Chancellors Run Road, Wildewood, Willows Road, and Cedar Cove; ii) commercial strip development along Three Notch Road between Pegg Road and MD 4.

3.3.3 Planning History

One of the issues addressed in this plan is the boundary of the Lexington Park Development District. Lexington Park's planning history, especially its recent history is a little complex, but is important background to the current planning effort. It is also important to recognize the difference between *plans* (such as a comprehensive plan or a concept plan) that provide policy guidance, and *laws or regulations* (such as zoning

¹ 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, approved March 2000.

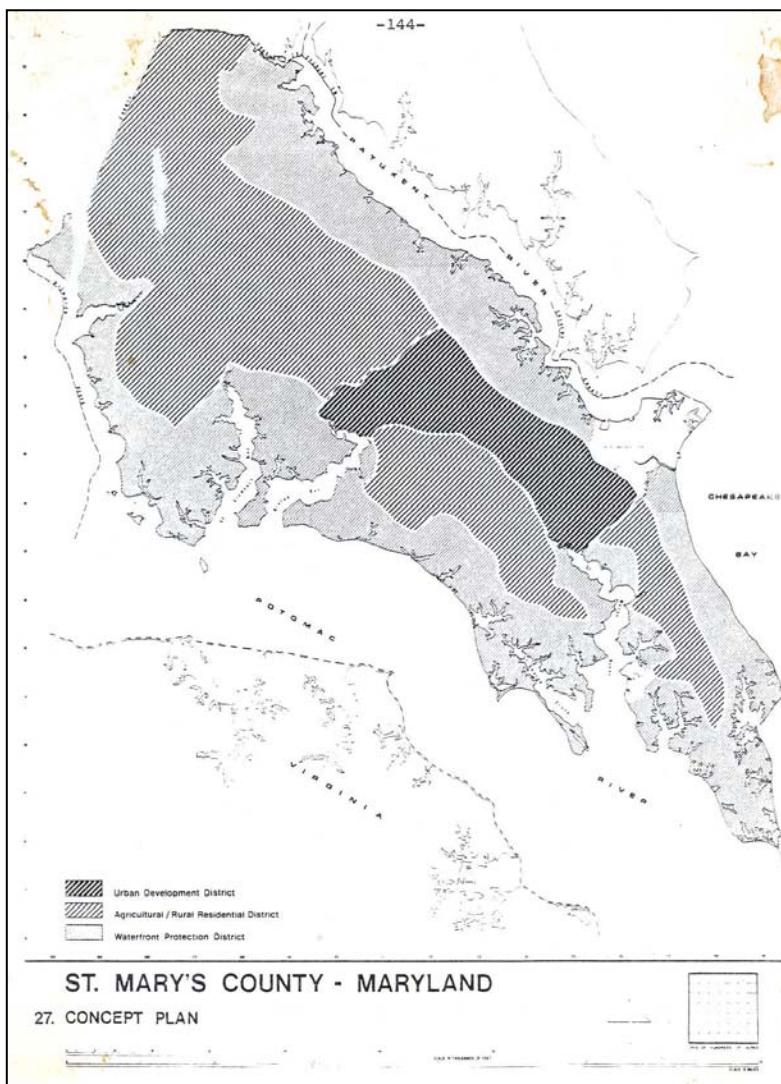
regulations or water and sewer service categories) that implement the policy plans. Ideally, plans and laws are synchronized, but this is not always the case.

A. 1978 Comprehensive Plan

The 1978 Comprehensive Plan identified an Urban Development District (UDC) in the central part of the County (Figure 3 - 2). 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.

Figure 3 - 2, Concept Plan from 1978 Comprehensive Plan



B. 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 (Figure 3 - 3). Note the following:

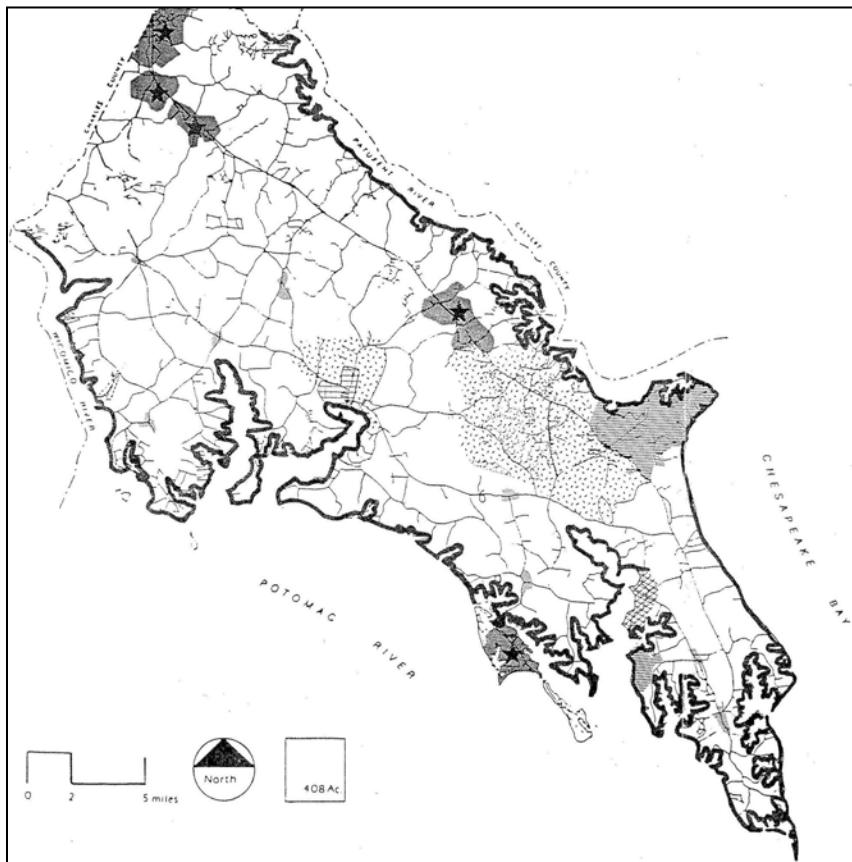
The Leonardtown and Lexington Park development districts are separate districts with a rural preservation district between them.

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.

Figure 3 - 3, Concept Plan from 1988 Comprehensive Plan



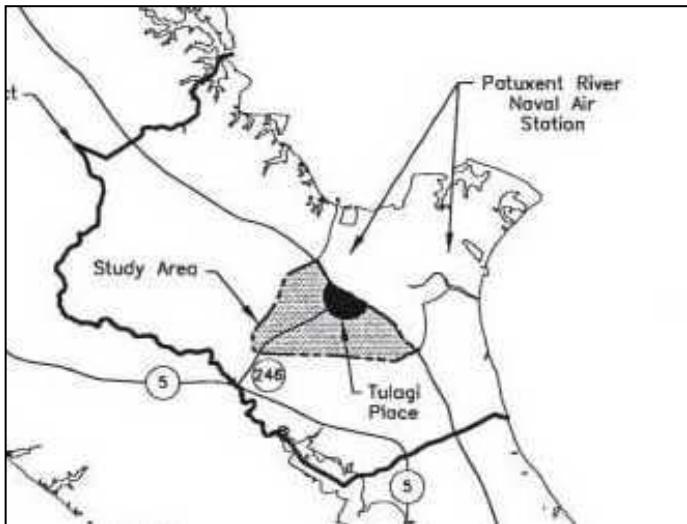
C. 1990 Comprehensive Zoning

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 LPDD such as Hickory Hills, Greenview, and Westbury were approved under this ordinance. For reference purposes, the generalized zoning map as of 2002, prior to adoption of a new comprehensive zoning in May 2002, is included in Appendix B.

D. 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.

Figure 3 - 4, The “Wedge”, 1999 Lexington Park-Tulagi Place Master Plan

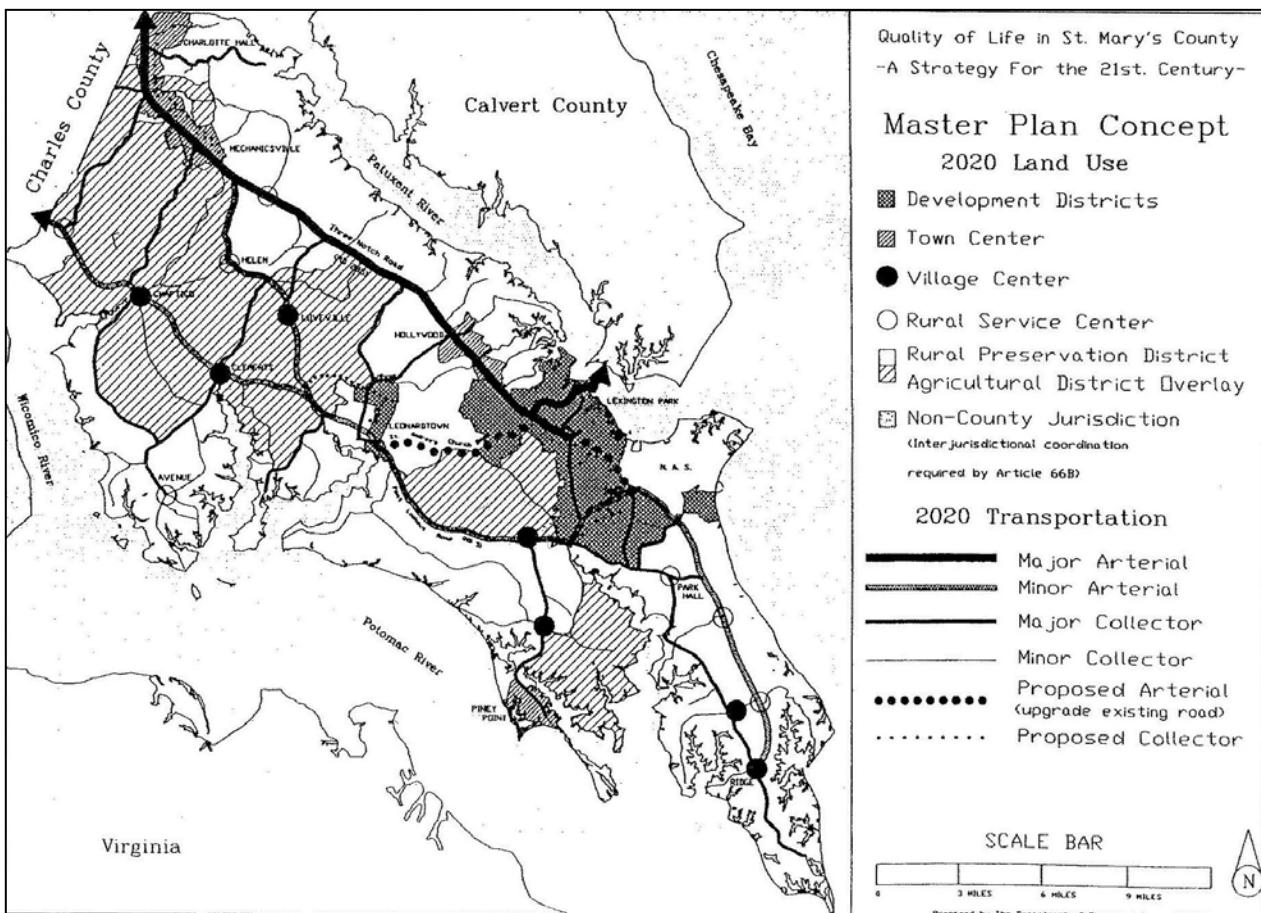


E. 1999 Comprehensive Plan

In April 1999, after several years of debate, the County adopted a new Comprehensive Plan (Figure 3 - 5). 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.
- Note that prior to adoption of the 1999 Comprehensive Plan two different versions of the plan had been discussed, a January 1998 version and a September 1998 version. These plans were the same regarding the LPDD.

Figure 3 - 5, Concept Plan from 1999 Comprehensive Plan



F. 2002 Comprehensive Plan

The County adopted major revisions to the 1999 Comprehensive Plan in February 2002. The revisions primarily affected the County's rural area, which was under intense consideration

during the rewrite of the County's 1990 zoning ordinance (Figure 3 - 6). Note the following compared to the 1999 plan:

There were no changes to the Lexington Park Development District boundary. The 2002 plan deleted the agricultural district overlay in favor of a single Rural Preservation District.

Figure 3 - 6, Concept Plan from 2002 Comprehensive Plan

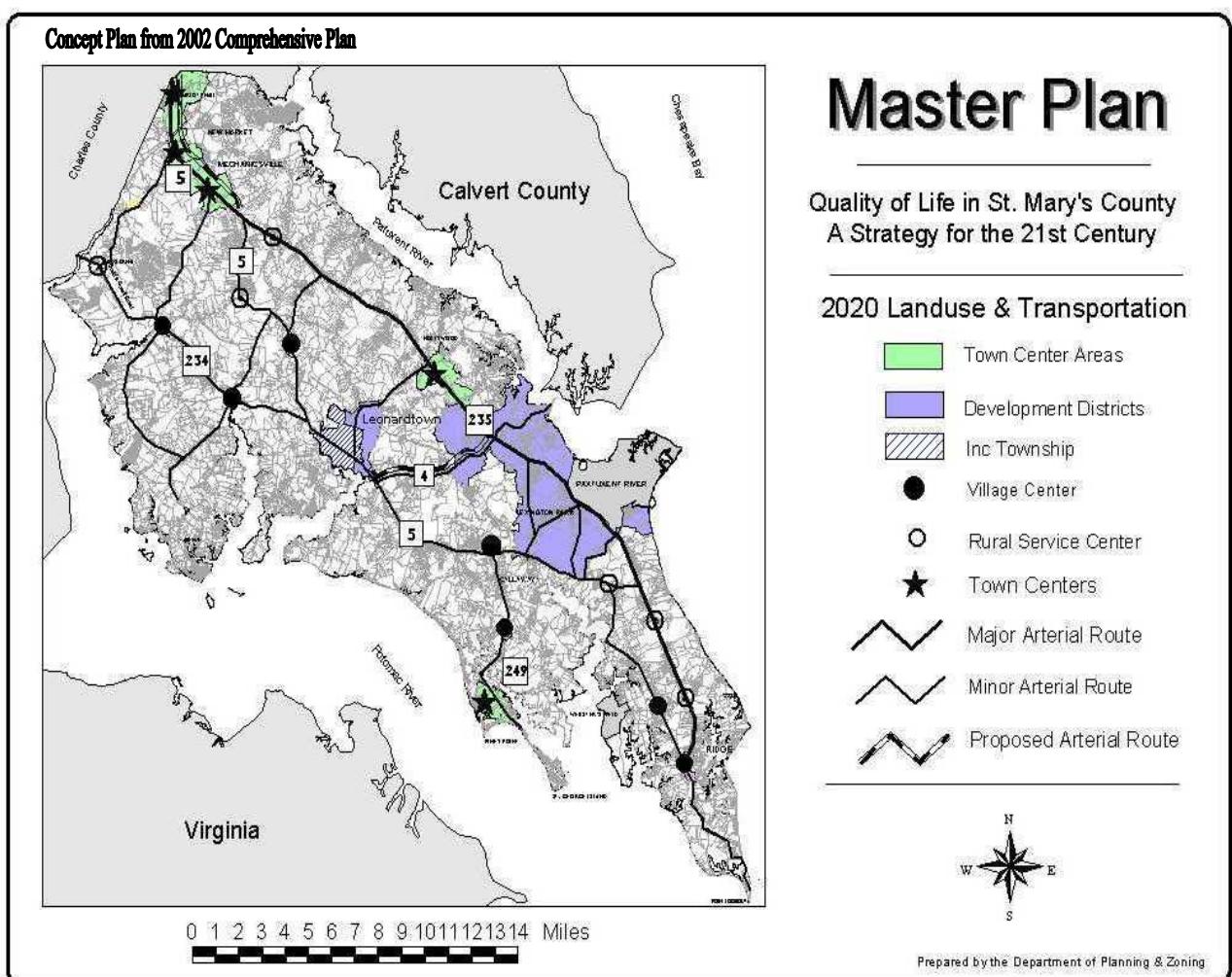
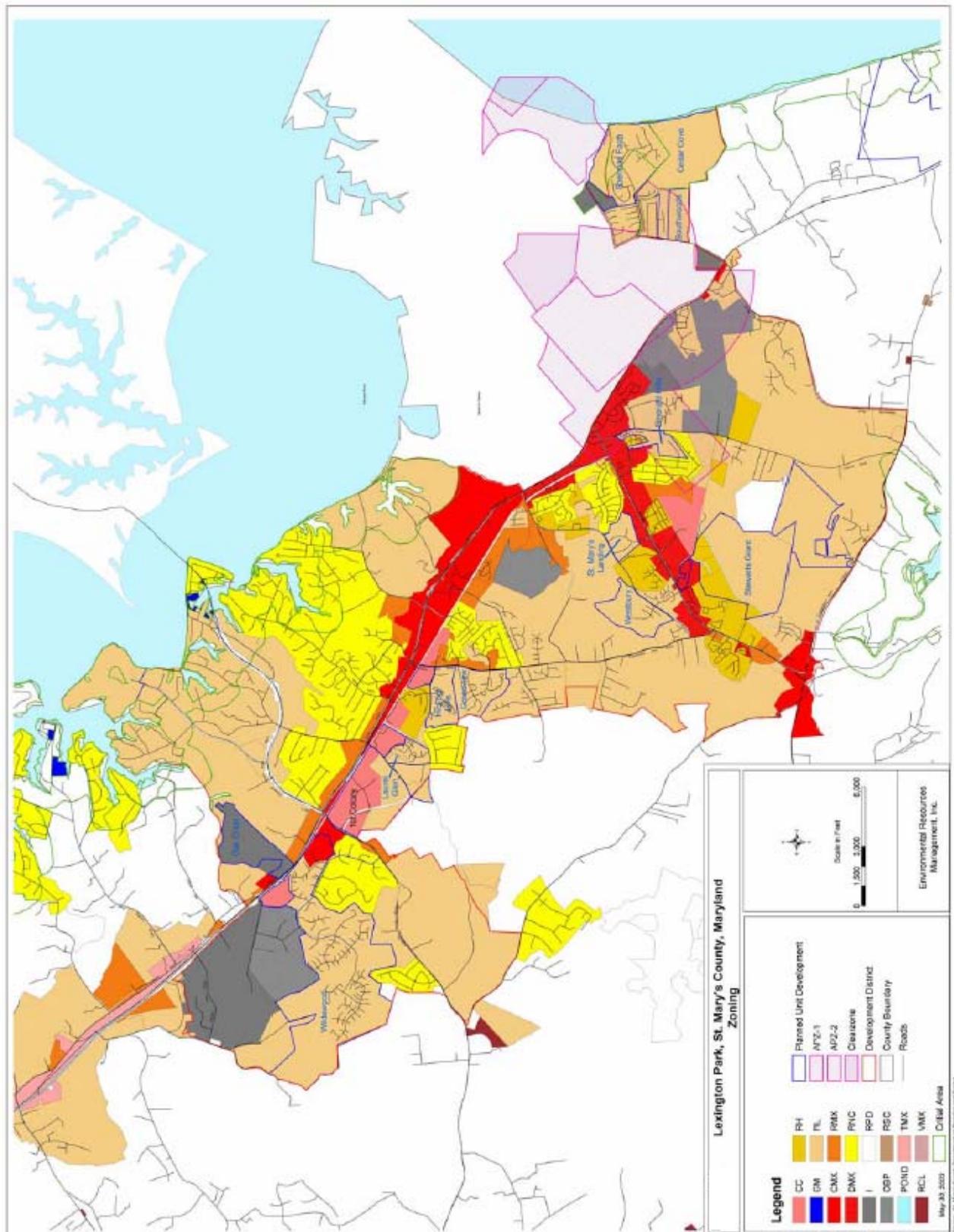


Figure 3 - 7, Zoning 2002



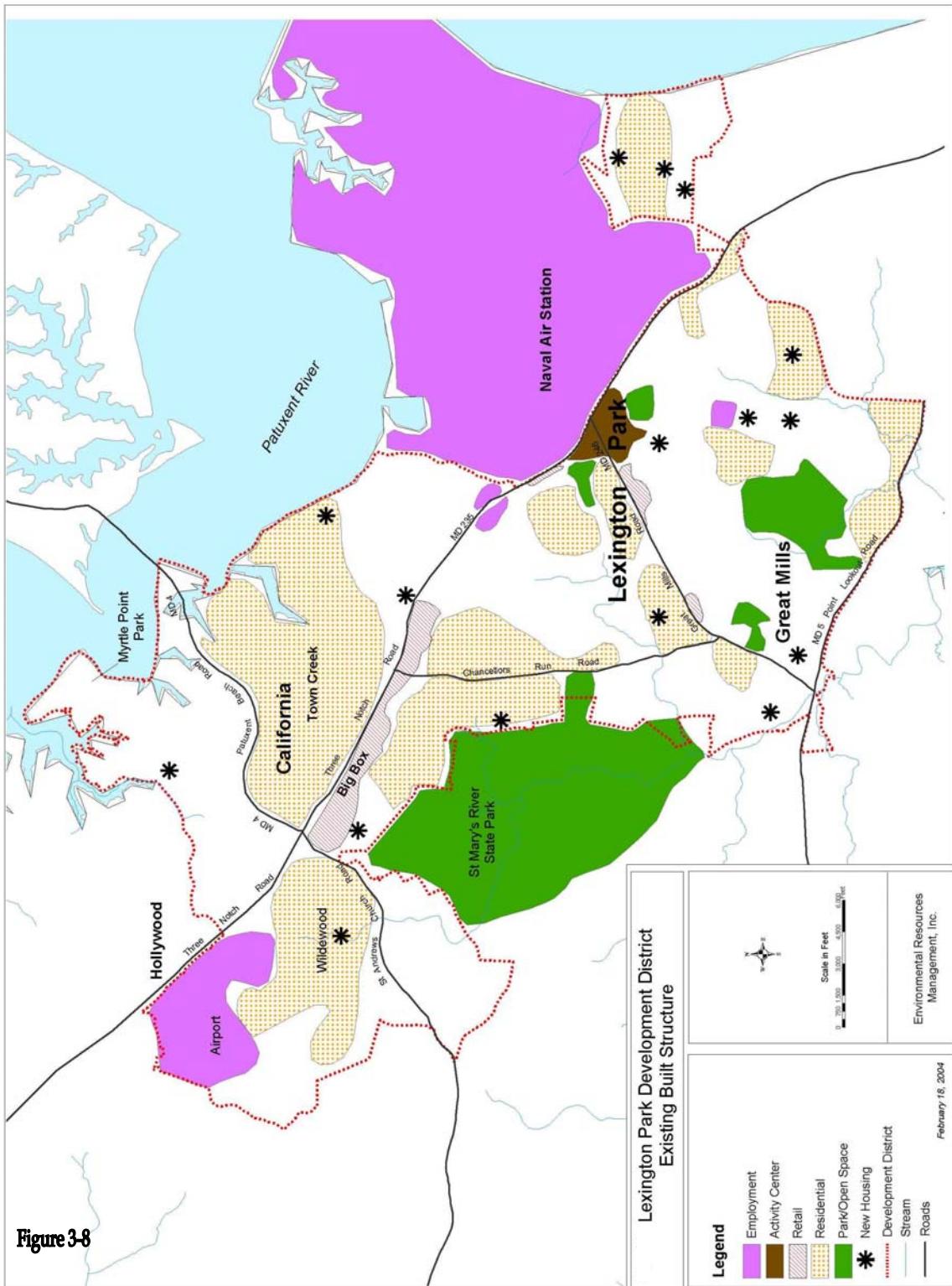
3.4 Description of the Development District

3.4.1 Existing Built Structure

Figure 3 - 8 shows the generalized, physical built structure of the Lexington Park Development District. The structure comprises:

- A mixed use activity center in “downtown” Lexington Park, outside the Great Mills Road entrance to the Navy base (Gate 2, the former main gate). This is the only truly mixed-use center in the LPDD, with residential, commercial, employment, institutional uses all within walking distance.
- Two large employment areas at the north and south ends of the LPDD; the Patuxent River Naval Air Station, and St. Mary’s County Airport area. Two smaller employment areas are the recently emerged office area outside the Pegg Road-Buse Road entrance (Gate 1), and an area on Willows Road. The NAS, with over 16,000 jobs is the most important employment area in the County and is the County’s economic “engine”.
- A “big box” area of retail stores along west side of Three Notch Road, including First Colony, Wal Mart, and Laurel Glen (K Mart).
- Smaller, older retail areas along Great Mills Road and the portion of Three Notch Road south of Pegg Road. The big box area has drawn heavily into these older areas’ market share.
- Residential neighborhoods and communities including Town Creek, Wildewood, and along the Great Mills Road, Chancellors Run Road and, more recently, the Willows Road corridors.
- Recreation and open space areas including Chancellors Run Park, Nicolet Park, John G. Lancaster Park, and Myrtle Point Park. East of Great Mills is a large area protected from development by agricultural and environmental easements. St. Mary’s River State Park lies just west of the LPDD.

Figure 3 - 8, Built Structure



3.5 Existing and Potential Land Use

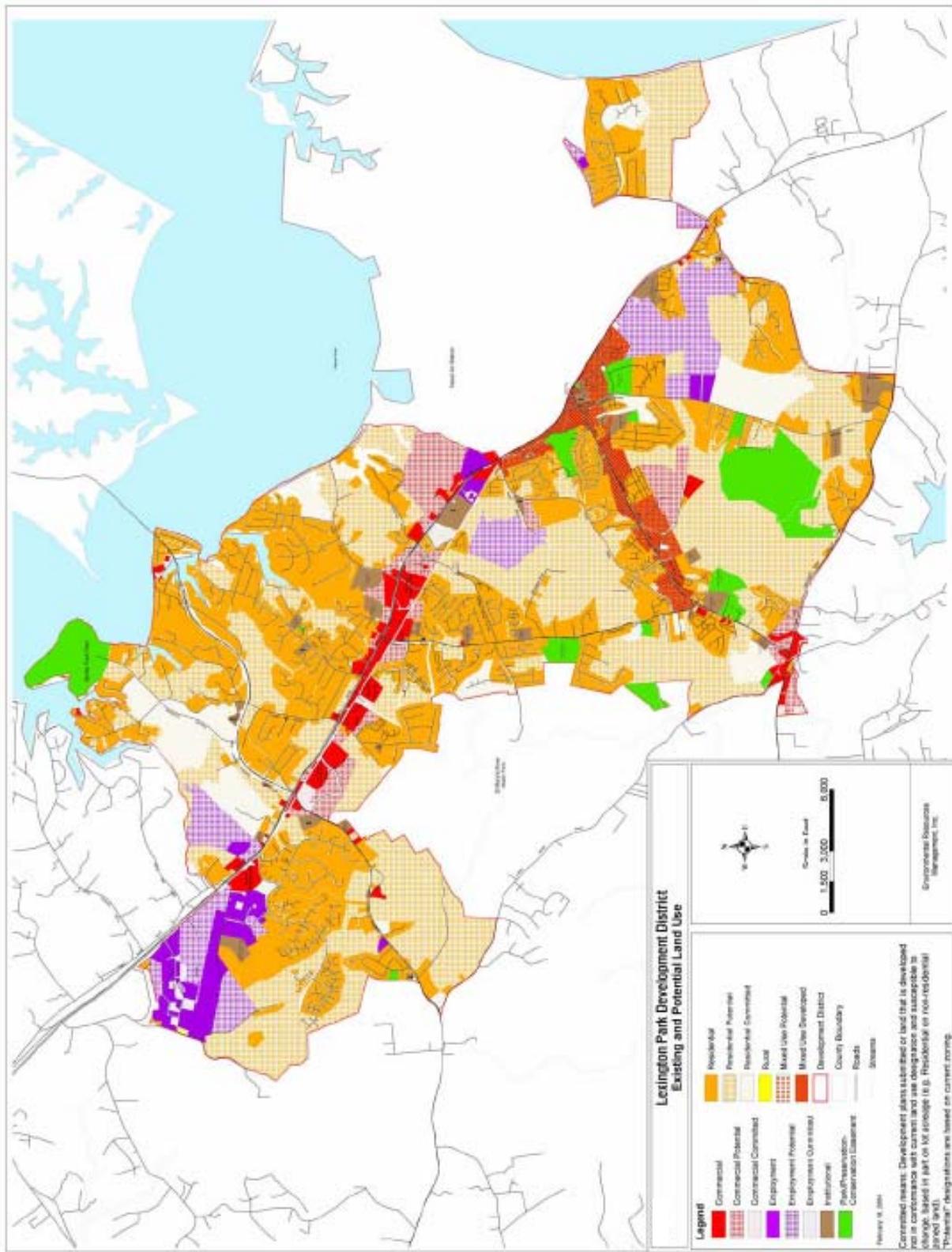
Existing and potential land use in the LPDD is shown on Figure 3 - 8 and in Table 3 - 1. Of the almost 17,000 acres in the LPDD, approximately 48 percent is developed; 38 percent in residential, commercial, employment, and mixed uses, with an additional 10 percent in institutional uses, roads, and water. Approximately 1,000 acres, or six percent of the area, is "committed" to development, meaning that development plans have been submitted for the land. Approximately 41 percent of the LPDD is "potential" development, meaning that the land could be developed, but no plans have been submitted. Figure 3 - 9 shows this potential development as residential, commercial, employment, or mixed use based on its current zoning designation. Included in these potential lands is land developed as of 2004 but not in conformance with its zoning designation and therefore susceptible to change; for example a residential use on land zoned for commercial use. Most of the potential land is residential.

Table 3 - 1, Lexington Park Development District Existing and Potential Land Use

Land Use		Acres	Percent
Residential	Developed	5,362	32%
	Committed	968	6%
	Potential	5,206	31%
Commercial	Developed	428	3%
	Committed	52	0.3%
	Potential	595	4%
Employment	Developed	439	3%
	Committed	33	0.2%
	Potential	955	6%
Mixed Use	Developed	192	1%
	Committed	-	0%
	Potential	225	1%
Other	Institutional	371	2%
	Rural	3	0%
	Parks and Easements ¹	820	5%
	Roads and water	1,273	8%
Total		16,922	100%
	Total Developed	6,421	38%
	Total Committed	1,054	6%
	Total Potential	6,980	41%
	Other	2,467	15%
	Total	16,922	100%

¹ Agricultural, environmental.
Source: ERM.

Figure 3 - 9, Existing and Potential Land Use



3.6 Physical Setting and Environment

3.6.1 General Conditions

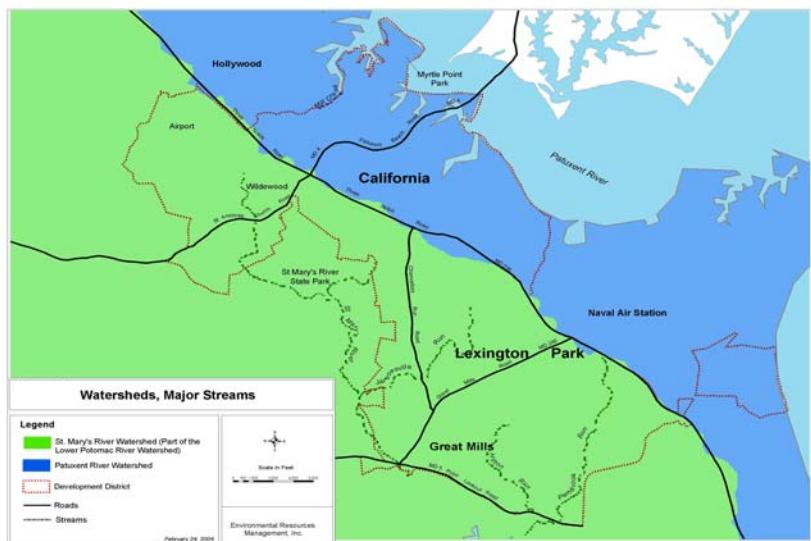
The Lexington Park Development District lies in two watersheds, the St. Mary's River watershed² and the Patuxent River watershed. Three Notch Road runs roughly along the dividing line between the two watersheds. (See Figure 3 - 10.)

The LPDD area is generally characterized by flat to gently sloping topography in the upland areas, with more moderate to steep slopes associated with the stream valleys, especially in the Patuxent River watershed, east of Three Notch Road.

The St. Mary's River runs from its headwaters in Wildewood, south through St. Mary's River State Park to Great Mills. Several streams run across the Development District towards the St. Mary's River. The three main streams are Jarboesville Run, Hilton Run, and Pembrook Run. The area east of Three Notch Road is crossed by several short streams flowing east to the Patuxent River. One of the larger of these streams is Mill Creek which forms a portion of the LPDD's northern boundary.

Wetlands in the LPDD are mostly located within stream valleys and floodplains. Figures below show floodplains and areas with hydric soils, steep slopes and erodible soils. These areas occur throughout the LPDD, but with concentrations east of Three Notch Road in and around the stream valleys that lead to the Patuxent River.

Figure 3 - 10, Watersheds and Major Streams



² The St. Mary's River watershed is a subwatershed of the Lower Potomac watershed.

Almost 70 percent of the LPDD (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 LPDD. The St. Mary's River watershed contains some very significant environmentally sensitive resources. The St. Mary's River bottomland is an extensive, heavily forested floodplain covering approximately 1,500 acres just west and south of the LPDD. The bottomland is home to several rare plant and animal species, and is a designated Wetland of Special State Concern. It is mostly located within St. Mary's River State Park. 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. As of 1998, the St. Mary's River watershed was approximately 64 percent forested and impervious surfaces, a key determinant of watershed health, totaled 4.7 percent³. The Management Plan for Hilton Run states that the forested area in 2003 was 58 percent, though it is not clear whether the 1998 and 2003 data are directly comparable.

Approximately 2,400 acres in the northern and eastern portion of the LPDD (14 percent of the LPDD) lie within the Chesapeake Bay Critical Area. These areas are all in the Patuxent River Watershed. The St. Mary's River is tidal north to a point just south of Great Mills. The associated Chesapeake Bay Critical Area boundary around the St. Mary's River does not extend north as far as the LPDD. However, Hilton Run is tidal north to its confluence with Pembrook Run near Park Hall elementary school, and a small portion of the LPDD near the school is in the Critical Area.

3.6.2 Natural Resource Conservation Summary

The U.S. Army Corps of Engineers prepared a Natural Resource Conservation Summary (NRCS) for St. Mary's County in 2003, as part of a series of investigations called the St. Mary's River Feasibility Study. In addition to documenting resources in the St. Mary's River Bottomland, the NRCS identified a rare, threatened, and endangered fish in Jarboesville Run.

3.6.3 Hilton Run

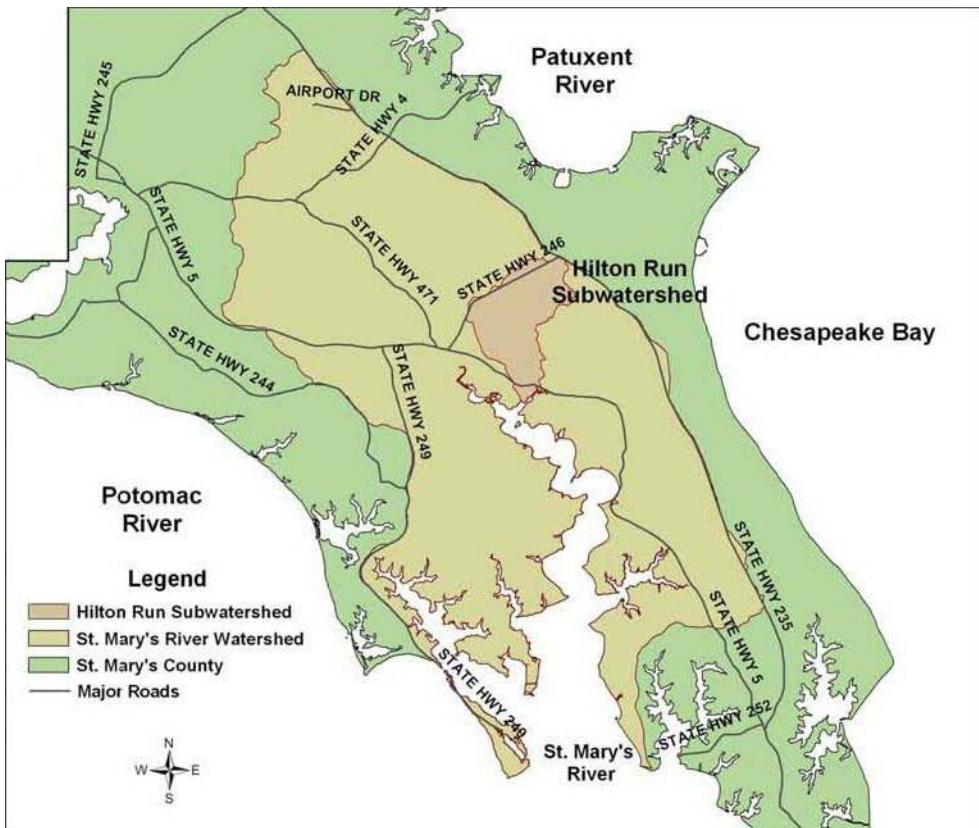
In 2003, the Watershed Legacy Coalition, a group of citizen volunteers, completed a draft management plan for Hilton Run, one of the LPDD's three main subwatersheds within the St. Mary's River watershed. (See Figure 3 - 11.) The plan investigated land features, soils, water quality, air quality, biodiversity, and population and development. Overall, the plan found that conditions in the watershed comprise an "ecosystem that today is bent but not broken" (page 4 of the citizen-prepared Management for Hilton Run Watershed, 2002), and that a degree of biological integrity has been maintained in spite of development. The authors believe it likely that the forested core of the subwatershed has

³ Watershed Evaluation for St. Mary's River and McIntosh Run Watersheds, St. Mary's County Department of Planning and Zoning.

protected water quality from serious deterioration and maintained high biological diversity. They conclude:

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.

Figure 3 - 11, Hilton Run Watershed



Source: Management Plan for Hilton Run, Robert Paul and the Hilton Run Subwatershed Core Team, 2003

Green Infrastructure

Maryland's green infrastructure initiative is a statewide effort by the MD Department of Natural Resources (DNR) to identify large contiguous blocks of ecologically significant natural areas (hubs) and to link them with natural corridors to create an interconnected network of natural resource lands across the State. In 2001, the State created the Greenprint program designed to begin protecting critical unprotected components of the green infrastructure.

Green infrastructure is not a regulatory program. The green infrastructure shows the areas that would be desirable to protect in order to create an interconnected network of ecologically valuable lands throughout the state. The green infrastructure maps are used to direct state preservation efforts, which in the future will be focused in particular on areas where a continuous network can be created.

Figures below show green infrastructure in the LPDD. The largest hub is the St. Mary's River bottomland. This hub extends into the LPDD along Jarboesville Run and on both the north and south sides of St. Andrew's Church Road. Other smaller hubs include the Hilton Run/Stewarts Grant area, Pembrook Run, and the Mill Creek/Patuxent Beach Road area. 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. These corridors are important because without them hubs become isolated and, especially the smaller hubs, become less able to be ecologically self-sustaining.

The green infrastructure boundaries contain some existing developed areas in the LPDD 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 Stewarts Grant tract in 2002 removing most of the forest that was the basis for this area's hub designation.

3.7 Population and Housing, Projections

3.7.1 Population

Selected population and housing data are shown on Table 3 - 2 through Table 3 - 5. In 2000, according to the U.S. Census, approximately 24,100 people lived in the Lexington Park Development District. This population was approximately 28 percent of the County's total population of 86,211. As of July 2002, according to the Bureau of the Census, the County's population had risen to 90,044.

Between 1990 and 2000, the LPDD's population grew by almost 3,000 people or 13.9 percent. The share of the County's population living in the LPDD remained stable between 1990 and 2000 at 28 percent. The 8th Election District, which includes a slightly larger area than the LPDD, grew slightly faster than the LPDD itself. As of 2000, approximately 35 percent of the County's population lived in the 8th Election District.

Table 3 - 2, Selected Population and Household Data

	Lexington Park Development District	8 th Election District ¹	St. Mary's County
Population			
2000	24,104	30,084	86,211
1990	21,161	26,172	75,974
Change 1990 to 2000			
Number	2,943	3,912	10,237
Percent	13.9	14.9	13.5
Share of County total			
2000	27.9%	34.8%	100%
1990	27.8%	34.4%	100%
Households			
2000	9,163	11,215	30,642
1990	7,843	8,784	25,500
Change 1990 to 2000			
Number	1,320	2,431	5,142
Percent	16.8	27.6	20.1

¹ The 8th Election District covers a larger area than the LPDD, and includes the Patuxent River Naval Air Station.

The LPDD's population has a slightly younger profile than the County as a whole with a higher share of younger people and a lower share of persons 65 and older. The LPDD's population is more racially diverse and had slightly lower household incomes compared to the County as a whole.

Table 3 - 3, Population by Age

Age	Development District		St. Mary's County	
	Number	Percent	Number	Percent
0-19	7,819	32.4%	26,620	30.9%
20-64	14,765	61.3%	51,766	60.0%
65 and older	1,520	6.3%	7,825	9.1%
Total	24,104	100.0%	86,211	100.0%

Table 3 - 4, Population by Race

Race	Development District		St. Mary's County	
	Number	Percent	Number	Percent
White	16,756	69.5%	70,320	81.6%
Black	5,608	23.3%	12,003	13.9%
All other races	1,741	7.2%	3,888	4.5%
Total	24,105	100.0%	86,211	100.0%

Table 3 - 5, Household Income, 1999

Income	Development District		St. Mary's County	
	Number	Percent	Number	Percent
\$14,999 or less	951	10.3%	2,762	9.0%
\$15,000 to \$24,999	962	10.4%	2,809	9.1%
\$25,000 to \$34,999	963	10.4%	3,094	10.1%
\$35,000 to \$49,999	1,621	17.5%	4,920	16.0%
\$50,000 to \$59,000	1,012	10.9%	3,469	11.3%
\$60,000 to \$99,999	2,694	29.1%	9,223	30.0%
\$100,000 and over	1,065	11.5%	4,459	14.5%
Total	9,268	100.0%	30,736	100.0%

3.7.2 Housing

As of 2000, there were 10,174 housing units in the Lexington Park Development District. The number of units increased by approximately 1,800 units or 180 a year between 1990 and 2000, a 21 percent increase. During the same period the number of housing units in the County as a whole grew by a little over 6,200 units, or 620 a year, so that during the 1990s close to 30 percent of the new housing units in the County were built in the LPDD (Table 3 - 6).

The share of owner-occupied housing units in the LPDD in 2000 was 58 percent compared to 72 percent for the County as a whole. Conversely, the renter occupancy rate was 42 percent in the LPDD compared to 28 percent for the County as a whole. In both

the LPDD and the County as a whole, the owner-occupancy rate increased slightly (by two percent) between 1990 and 2000.

Between 1990 and 2000 the number of vacant housing units increased to 10 percent both in the LPDD and in the County as a whole. This is a relatively high number. Statewide the vacancy rate was 7.6 percent in 1990 and 2000. Almost 40 percent of the vacant units in the Development District were for rent (compared to 22 percent for the County as a whole). In the County as a whole, approximately 35 percent of the vacant units were for seasonal or recreational use, compared to less than 10 percent in the Development District.

The housing unit mix is different in the Lexington Park Development District compared to the County as a whole. The Development District has higher shares of attached and multi-family units (12 and 27 percent versus 6 and 13 percent), and a lower share of single-family detached homes (50 percent versus 72 percent).

St. Mary's County Department of Economic and Community Development completed an Overall Housing Needs Assessment in 2003⁴. This assessment is discussed in Section 3.12

3.7.3 Projections

The Maryland Department of Planning projects that the County's population will increase from its 2000 total of just over 86,200 to 114,800 by 2020, a higher rate of increase than the County experienced between 1990 and 2000 (Table 3 - 7). St. Mary's County has developed projections for sub-areas of the County in cooperation with the Tri-County Council for Southern Maryland. These project a population of 31,330 by 2020 in the LPDD, an increase of just over 7,200 compared to 2000, and a slightly lower rate of increase compared to the County as a whole. Employment in the LPDD is projected to increase by a little over 5,100 jobs by 2020.

Quick demographic profile

Lexington Park Development District versus St. Mary's County, 2000

- 24,000 people versus 86,000 (now over 90,000)
- Younger; fewer elderly
- More townhouses and multifamily units (40% v. 20%)
- More renters (42% v. 28%)
- More racially diverse (70% white versus 82%)
- Slightly lower household incomes (49% below \$50,000 versus 44%)

Table 3 - 6, Selected Housing Data

	Lexington Park Development District				St. Mary's County			
	1990	2000	Change 1990 to 2000		1990	2000	Change 1990 to 2000	
			Number	Percent			Number	Percent
Total Housing Units	8,387	10,174	1,788	21	27,863	34,081	6,218	22
Occupied	7,843	9,159	1,316	16	25,500	30,642	5,142	20
Vacant	545	1,016	471	86	2,363	3,439	1,076	46
Percent Vacant	6.5%	10%	n/a	3.5	8%	10%	n/a	2
Tenure								
Owner Occupied (percent)	56%	58%	n/a	2	70%	72%	n/a	2
Renter Occupied (percent)	44%	42%	n/a	(2)	30%	28%	n/a	(2)
Unit type	Number, percent of total housing units in parenthesis				Number, percent of total housing units in parenthesis			
Single family detached	3,880 (46)	5,117 (50)	1,237	32	19,374 (70)	24,672 (72)	5,298	27
Single-family attached	975 (12)	1,261 (12)	286	29	1,433 (5)	2,154 (6)	721	50
Multi-family	1,896 (23)	2,763 (27)	867	45	3,214 (11)	4,594 (13)	1,380	43
Other	1,637 (20)	1,033 (10)	(604)	(37)	3,842(14)	2,661 (8)	(1,181)	(31)

Table 3 - 7, Population, Housing and Employment Projections

	1990	2000	2010	2020	2030	Change 2000-2020	
						Number	Percent
St. Mary's County	1990	2000	2010	2020	2030		
Population	75,974	86,211	100,800	114,800	127,600	28,589	33%
0-19	24,131	26,620	28,320	31,000	33,570	4,380	16%
20-64	45,586	51,766	60,790	65,740	66,680	13,974	27%
65+	6,257	7,825	11,700	18,070	27,350	10,245	131%
Households	25,500	30,642	37,450	44,025	49,625	13,383	44%
Dwelling Units	27,863	34,081	40,533	47,390	53,838	13,309	39%
Jobs Tri-County Council	32,861	49,600	61,900	65,100	67,200	15,500	31%
MD Dept. of Planning	36,100		59,400	62,500	64,300	12,900	26%
Development District							
Population	21,161	24,104	27,801	31,330	33,534	7,226	30%
Dwelling Units	8,387	10,174	11,843	13,658	14,975	3,484	34%
Jobs	8,412	17,216	21,450	22,347	22,923	5,131	30%
8th Election District							
Population	26,172	30,122	34,751	39,162	41,918	9,040	30%
Dwelling Units	9,478	12,617	14,804	17,073	18,719	4,456	35%
Jobs	21,135	33,675	38,502	39,428	40,126	5,753	17%
Portion at Pax River NAS	12,723	16,459	17,052	17,081	17,203	622	4%

3.8 Transportation

Transportation and traffic are vital issues for the LPDD, affecting business, employment and quality of life for all. Motor vehicles carry the vast majority of trips in the LPDD and dominate the transportation system. Alternative modes of transportation (transit, walking, and bicycling) play a smaller role in area transportation. Much of the information in this section is drawn from the St. Mary's County Transportation Plan, Existing Conditions report, draft 2003.

3.8.1 Roads

The major roads in the LPDD are state roads. Three County roads are also important to the network: Hermanville Road, Pegg Road, and Willows Road. Table 3 - 8 lists these roads with their average daily traffic (ADT) as of 2002. The busiest roads are Three Notch Road, Patuxent Beach Road, and Great Mills Road.

Table 3 - 8, Average Daily Traffic

Road	Average Daily Traffic (2002)
<i>State Roads</i>	
Chancellors Run Road (MD 237)	16,100
Forest Park Road (MD 712)	7,000
Great Mills Road (MD 246),	22,000
Indian Bridge Road (MD 471)	3,700
Point Lookout Road (MD 5)	
West of Great Mills Road	17,300
East of Great Mills Road	8,300
Patuxent Beach Road (MD 4)	26,000
St. Andrew's Church Road (MD 4)	15,600
Three Notch Road (MD 235)	
Chancellors Run Road to Patuxent Beach Road (MD 4)	55,000
South of Gate 1	24,300
South of NAS	7,500
<i>County Roads</i>	
Hermanville Road	2,100
Pegg Road	4,600
Willows Road	6,700

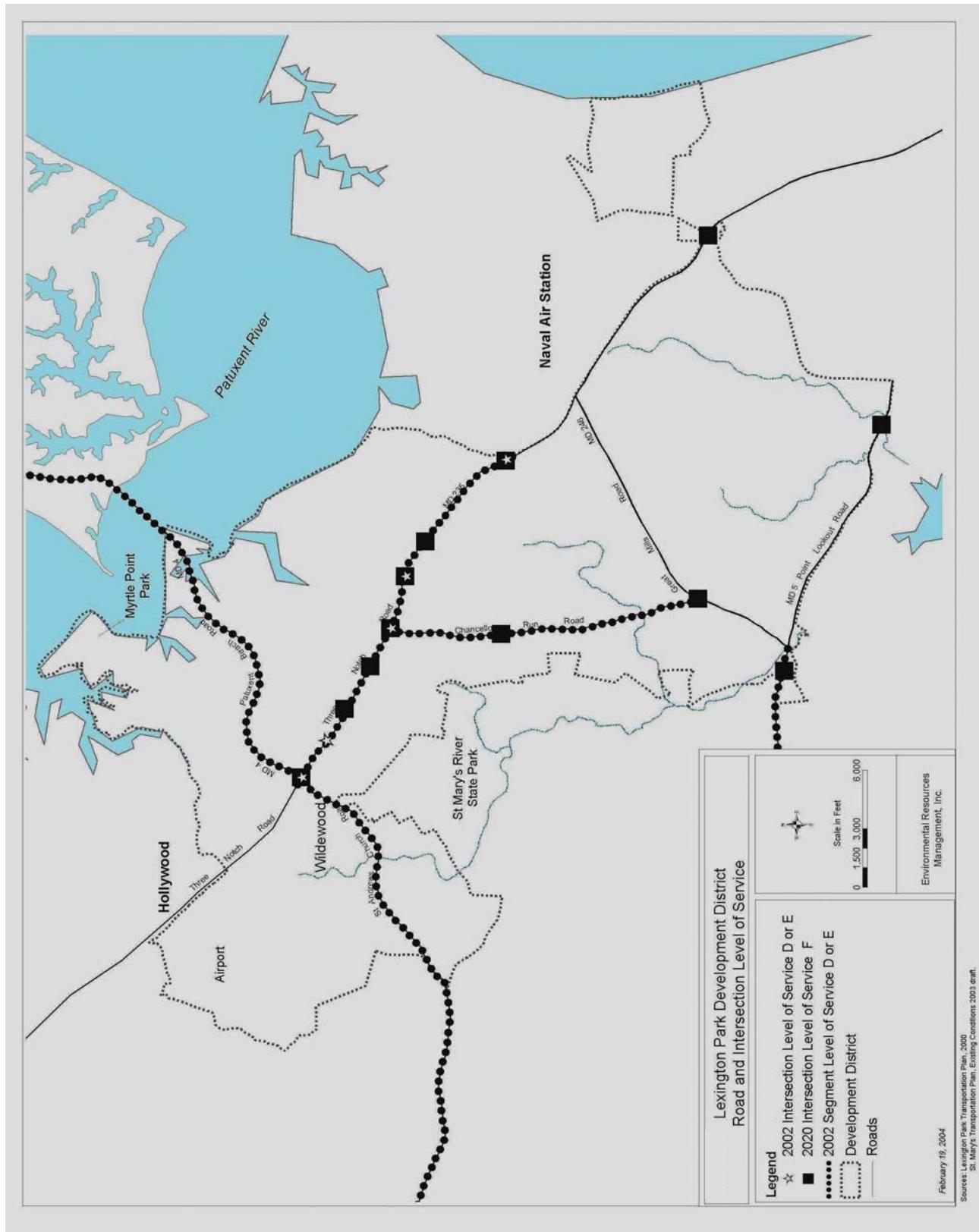
Source: St. Mary's County Transportation Plan, Existing Conditions, draft 2003.

Level of Service

Level of Service (LOS) is a measure of the operational efficiency of a roadway segment or intersection. LOS values range from 'A' to 'F', with 'A' being the best. LOS 'E' means the location being measured is at capacity, while LOS 'F' is defined as failure. Figure 3 - 12 shows intersections and road segments in the LPDD with LOS D or E in 2002. These locations are:

- Three Notch Road (roadway and five intersections)
- Patuxent Beach Road
- St. Andrew's Church Road
- Chancellors Run Road

Figure 3 - 12, Levels of Service



3.8.2 Transit

The St. Mary's Transit System (STS) provides fixed route, demand response, and disabled paratransit (adult daycare) services. The STS operates five fixed routes in the LPDD (Routes 4, 6, 8, 9, and 10), on Chancellors Run Road, Great Mills Road, Point Lookout Road, Patuxent Beach Road, Pegg Road, and Three Notch Road.

The Maryland Transit Administration provides bus service from California and Charlotte Hall to Washington D.C., during the morning and evening peak hours.

3.8.3 Park and Ride Lots

There are two formal park and ride lots in the LPDD plus some informal lots. The formal lots are:

- Tulagi Place, operated by St. Mary's County.
- Captain Walter Francis Duke Airport (St. Mary's County Airport), operated by the Maryland Transit Administration.

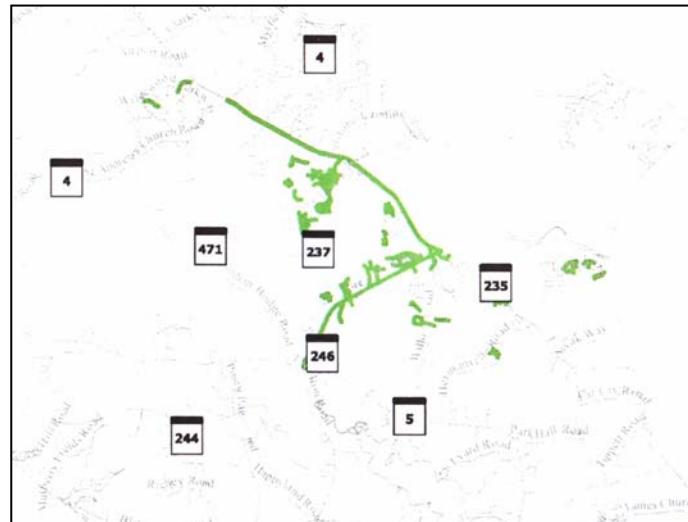
3.8.4 Airport

St. Mary's County Airport has been serving the general aviation needs of the County since 1969. In Spring 2000, the airport was re-dedicated as the Captain Walter Francis Duke Regional Airport along with the completion of a new Air Carrier Terminal Building. Annual aircraft operations (take offs and landings) exceed 56,000.

3.8.5 Pedestrian and Bicycle Facilities

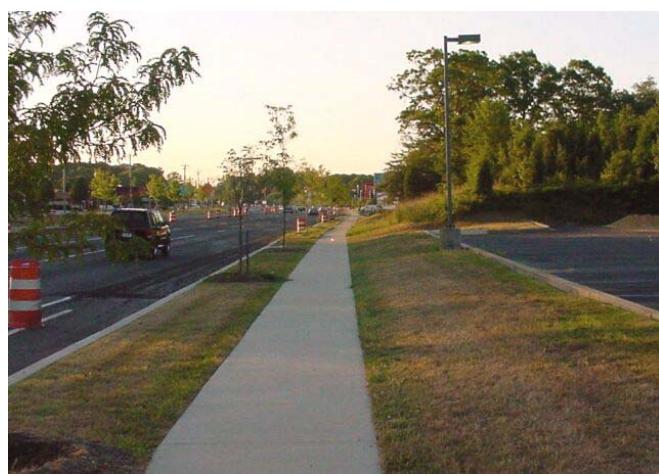
Most of the sidewalks in the LPDD are located in the Great Mills Road corridor and in the residential areas at the northern end of the Chancellors Run Road corridor. The highest volume of pedestrian activity is in downtown Lexington Park, where the sidewalk network is fairly complete.

Even here, however, 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.



Sidewalks in the LPDD (source St. Mary's County Transportation Plan)

While the LPDD is a large area to traverse on foot, distances are suitable for bicycling. Overall, conditions for bicycling on the major roads in the LPDD are not good, with heavy traffic, lack of shoulders or wide lanes, and numerous intersections or curb cuts. The only road with dedicated bicycle facilities is Three Notch Road; as part of the upgrade project, wide inside lanes to accommodate shared vehicle and bicycle use are included. Within the LPDD, the Southern Maryland Travel and Tourism Committee identified as good for cycling only Point Lookout Road south of Great Mills and Three Notch Road south of NAS Gate 2. Chancellors Run Road, Great Mills Road, and Willows Road were identified as dangerous for cycling.



Conditions for pedestrians vary but are poor in much of the LPDD, including downtown Lexington Park. A planned, currently unfunded, streetscape project would improve conditions on Great Mills Road, above left.

Above right are much better conditions along Three Notch Road

3.9 Other Public Facilities

3.9.1 Sewer and Water

The County is divided into 10 sanitary districts and water service areas, based on drainage basins. For ease of administration the water service areas coincide with the sanitary districts.

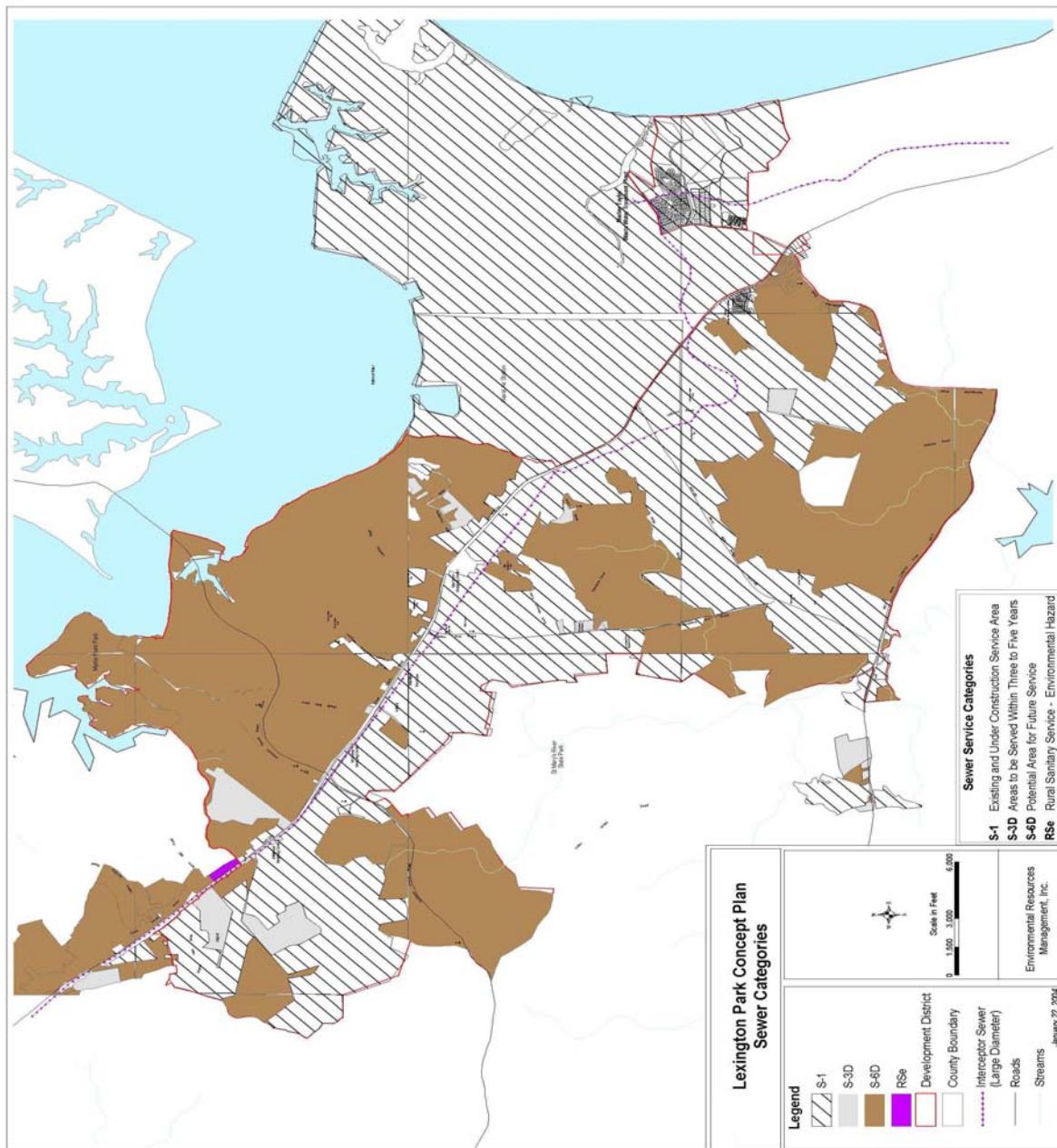
The LPDD is within Pine Hill Run District No. 8, the largest in the County. This district is served by the Marlay-Taylor Water Reclamation Facility (wastewater treatment plant), located south of the Patuxent River Naval Air Station near Cedar Cove. The facility has a design capacity of 6.0 million gallons per day (mgd). Average flows are approximately 3.59 mgd, as of 2004.

Figure 3 - 13 shows the portions of the LPDD that have public sewer service. Approximately one third of the LPDD was served as of 2004.

The LPDD is served by two interceptors (large diameter pipes). The major interceptor runs north to south roughly parallel to Three Notch Road before crossing the Patuxent

River NAS towards the Marlay-Taylor Water Reclamation Facility. A second interceptor runs almost due south from Marlay Taylor to serve St. Mary's College, and a force main extends from Great Mills to Piney Point.

Figure 3 - 13, Sewer Service Categories



The County has prepared a draft update to its current 1993 Comprehensive Water and Sewerage Plan. Under the new plan, continuing the policy of the 1993 plan, all new development located within the LPDD is required to connect to a public community sewerage system.

In 2000 the County's Commission on the Environment appointed a Water Policy Task Force to investigate such problems as declining ground water levels, inadequate well construction, development of community water systems, surface water supplies, conservation, and the County's role in water supply resources planning and development. The Task Force made 15 major recommendations that are included in the draft Water and Sewerage Plan. These recommendations address aquifer use and establishing the Comprehensive Water and Sewerage Plan as an authority and tool to ensure an adequate water supply for the citizens of the County at reasonable cost.

3.9.2 Education

Public Schools

The following schools serve homes in the LPDD. Note that three schools located outside the LPDD serve homes located within the LPDD:

Elementary	Middle
George Washington Carver	Esperanza Middle
Green Holly	Spring Ridge*
Greenvew Knolls	
Hollywood*	High
Lexington Park	Great Mills
Park Hall	Leonardtown*
Town Creek	

*Located outside the LPDD

Although some schools in the development district are under capacity, enrollment at several schools exceeds their rated capacity. Under the County zoning regulations new major subdivisions may not be approved unless capacity is or will be available at the schools where children from the new development will attend (Chapter 70 Adequate Public Facilities). The County's continued growth is expected to result in an increase in overall enrollment by approximately 1,734 students from 16,750 in 2005 to 18,484 in 2015. This increase will require additional school facility capacity. St. Mary's County Public Schools plans the following facilities in or near the LPDD to meet future capacity needs through 2010-2011 (source: St. Mary's County Educational Facilities Master Plan, July 2005): George Washington Carver elementary replacement school. Formerly located on Lincoln Avenue in Southampton (within the Air Installations Compatibility Use Zone - AICUZ), as of the 2005 – 2006 school year, this school is in temporary quarters near Great

Mills in the former Community College annex building. The new school is being built on Carver School Boulevard near Great Mills High School (outside the AICUZ) with completion expected in 2006. The new school will have a capacity of 507 students compared to 193 today, providing capacity to meet some additional residential growth in the LPDD.

New elementary, middle, and high schools. The Educational Facilities Master Plan includes design funding for 1) expansion of Leonardtown Elementary School in FY 2006, 2) a new elementary school in FY 2007, 3) a new high school in FY 2009, and 4) a new middle school in FY 2012. All these schools are needed to meet capacity needs generated by growth in the Leonardtown and the Lexington Park Development Districts.

Completion dates for these schools are not yet set. The elementary school would not be ready before FY 2009, the high school not before 2013, and the middle school after 2015.

Other educational facilities

A number of other educational facilities exist in the LPDD, including places offering training beyond the high school level.

3.9.3 Public Safety, Fire and Emergency Services

Fire, emergency and ambulance service to the LPDD is provided by the following companies: Bay District Companies 3 and 9, Patuxent River NAS Company, Lexington Park Company 38, and Lexington Park Company 39.

Police service is provided by the St. Mary's County Sheriff's Department and the Maryland State Police. The District 1 police station is located on Great Mills Road in the St. Mary's Square shopping center. The next nearest station is in Leonardtown.

3.9.4 Recreation and Open Space

St. Mary's County manages several parks and recreation facilities in the Lexington Park Development District (Table 3 - 9). Private and quasi-public facilities helping to meet the LPDD's recreation needs include the Wildewood recreation area, Tubman Douglas field, Dean field, and Shady Mile fields. These areas total approximately 20 acres.

3.9.5 Library

Built in 2002 outside of the AICUZ, the Lexington Park Branch of the St. Mary's County Memorial Library is located at 21677 FDR Boulevard (off Shangri-la Drive).

Table 3 - 9, Parks and Recreation Facilities

Park	Type ⁴	Acres
Former Carver Elementary School	Community	8
Chancellors Run	Regional	82
Great Mills Swimming Pool	Community	19 ¹
Gymnastics Center	Countywide	
Jarboesville Park	Neighborhood	8
Lancaster Park	Community	47
Myrtle Point Park	Countywide	192
Nicolet Park	Community	35
St. Andrews Estates	Neighborhood	4
Public Schools	School Recreational Parks	34
Town Creek Park	Neighborhood	2.5
Public Schools ²	School Recreational Parks	34
Total		431

¹ Pool occupies a portion of this otherwise undeveloped site.

² Esperanza Middle (4 acres) Great Mills High (6 acres) Green Holly Elementary (9 acres)
 Greenview Knolls (4 acres) Lexington Park Elementary (6 acres) Park Hall Elementary (3 acres)
 Town Creek Elementary (2 acres)



*Town Creek Park by
Town Creek Elementary
School*

⁴ Community parks typically range in size from 15 to 100 acres and ideally are within a three-mile radius of users. They are primarily oriented toward active recreation. Neighborhood parks are small parks, usually less than 15 acres in size, and ideally within walking distance of users. Countywide parks often exceed 100 acres and provide specialized and/or multi-use recreational opportunities designed to serve countywide needs. Regional parks exceed 250 acres and provide facilities for camping, hiking, as well as other active and resource-based forms of recreation. School recreational parks make use of athletic and recreational facilities at public schools. They provide a similar function to neighborhood parks.

3.10 Historic and Cultural Sites

Approximately 40 historic sites are scattered through the LPDD. Most of the sites are associated with two time periods, the Era of Improvement (1865 to 1930) and the Depression, War, and the Patuxent River Naval Air Station period (1930 to present). Three sites and one district are listed in the National Register of Historic Places:

- Cecil's Mill District (SM-298) on Indian Bridge Road.
- St. Andrew's Church (SM-066) on St. Andrew's Church Road.
- St. Richard's Manor (SM-005) near Rue Purchase Road.
- Mattapany-Sewall site (SM-358) on the Patuxent River Naval Air Station.

As of 2004, the Patuxent River Naval Air Museum is in interim quarters near the Naval Air Station's Gate 1, and receives approximately 50,000 visitors a year. Planning for a new facility is underway.

Most of the County's hotel capacity is in Lexington Park. In 2003, St. Mary's County, adopted a regional Heritage Tourism Management Plan designed to increase and enhance visitation in Southern Maryland⁵. The Plan was incorporated into the Comprehensive Plan in 2004.



The Patuxent River Naval Air Museum is in interim quarters as of 2004

⁵ The Southern Maryland Heritage Area Tourism Management Plan, Southern Maryland Heritage Area Tourism Management Plan Steering Committee, 2003.

3.11 Assessment

This section assesses existing conditions in relation to current issues and thinking about the Lexington Park Development District.

3.11.1 Size and Future Growth

As noted earlier (Table 3 - 7), the LPDD's population is projected to grow by approximately 30 percent by 2020 compared to 2000. This means the addition of around 7,200 people, 3,500 housing units, and 5,100 jobs over the 2000 totals. On an annual basis, this rate of growth is similar to that which occurred between 1990 and 2000.

The LPDD is a large area with a relatively modest population. Table 3 - 10 compares the Lexington Park Development District with some other places in Maryland that have smaller areas but higher populations. A moderate pace of future development is anticipated for the LPDD. This pace of development will not "change the face" of the LPDD.

Table 3 - 10, Area and Population for Selected Places

	Area (square miles)	Population 2000
Lexington Park Development District	26	24,100
St. Charles (Waldorf)	12 ¹	33,400
City of Rockville	13	47,400
Columbia	28	88,250
Salisbury	11	23,750

¹ Developed portion

3.11.2 Land Availability

More than sufficient land is available in the LPDD to meet this projected growth. Of the approximately 16,900 acres in the LPDD, 6,420 acres are developed, 1,054 acres are committed to development, and approximately 7,000 acres available for future development (see Table 3 - 1).

The amount of land available for future potential development is similar to the amount of land that has been developed to date. In very general terms, therefore, this pool of future development land would allow for a doubling of existing development. Based on projected growth between 2000 and 2020, the 7,000 acres available for future development represents an approximately 60-year land supply for housing, which is the use that takes up the most land⁶.

⁶ $10,174/174 = 58.5$. 10,174 = housing units 2000. 174 = average annual projected housing unit increase 2000 to 2020.

Sufficient development land is also designated for non-residential land uses; commercial (retail), and employment.

3.11.3 Commercial and Employment Market Demand

Demand for additional retail centers is expected to be limited for at least the next 10 to 15 years. There has been a considerable amount of recent retail development in the LPDD, especially on Three Notch Road between Patuxent Beach Road and Chancellors Run Road. This development together with older existing development will largely meet the short to mid-term needs of the LPDD.

Demand for employment land is expected to continue. A portion of the demand will continue to be related to the needs of Patuxent River Naval Air Station, while a portion will be related to the general growth and needs of the County. Large areas of land are designated for employment use, especially at the northern and southern end of the LPDD.

3.11.4 Environment

Overall, environmental conditions in the LPDD, while no longer pristine, have not degraded to the point where water quality and biological integrity are severely impacted. The LPDD is approximately 50 percent developed, and this development has occurred, generally, in the less environmentally sensitive parts of the LPDD, especially in the upland areas along the Three Notch Road and Great Mills Road corridors. Large forested areas remain, and these have helped mitigate the negative impacts of the development that has occurred.

The St. Mary's River watershed contains some very significant environmentally sensitive resources. Although mostly located outside the LPDD, these resources are affected by land uses and practices within the LPDD. In particular, waterborne and airborne pollutants from the LPDD can move downstream into these sensitive areas and affect them.

Findings from the Army Corps of Engineer's "St Mary's River Watershed Study" and the Center for Watershed Protection's St. Mary's River Watershed Characterization indicate that maintaining and protecting the forested floodplain and associated wetlands of the St. Mary's River and its principal tributaries are critical to maintaining the health of the overall river system.

In developing suburban areas like the LPDD, the increase in the amount of impervious surfaces (such as roads, buildings, and parking lots) that come with development is the greatest threat to water quality and overall watershed health. Generally, when a watershed becomes more than 10 to 15 percent impervious, stream quality becomes impaired. As of 1998 watersheds in the LPDD were approaching this critical range: Hilton Run at 9.2 percent, Pembrook Run at 4.7 percent, and Jarboesville Run at 9.0 percent.

As the LPDD grows, there will be increasing pressure to develop in areas with environmentally sensitive resources. These areas are extensive, as shown in Figure 2 - 5. The challenge is to direct development to the LPDD, consistent with countywide growth management goals, while managing the effects of this development and not adversely impacting environmental conditions in or downstream of the LPDD.

3.11.5 Centers of Activity

Most towns have a defined town center, or “downtown”. This town center is usually the oldest part of town with a mix of uses, including government buildings within easy walking distance. The center of Leonardtown is a good example.

Because the LPDD is large and contains extensive 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.

Until the 1960s, downtown Lexington Park was the area near the intersection of Three Notch Road and Great Mills Road. Today, this center is towards the southern end of the LPDD, almost five miles south of the busiest intersection in the County: the Three Notch Road, Patuxent Beach Road, St. Andrew’s Church Road intersection. Leonardtown, the County’s other major center, is as close to parts of the LPDD, such as Wildewood, as downtown Lexington Park. Further, because of traffic signals and congestion on Three Notch Road, Leonardtown is also more accessible to these areas.

3.11.6 Effect of Existing Built Structure

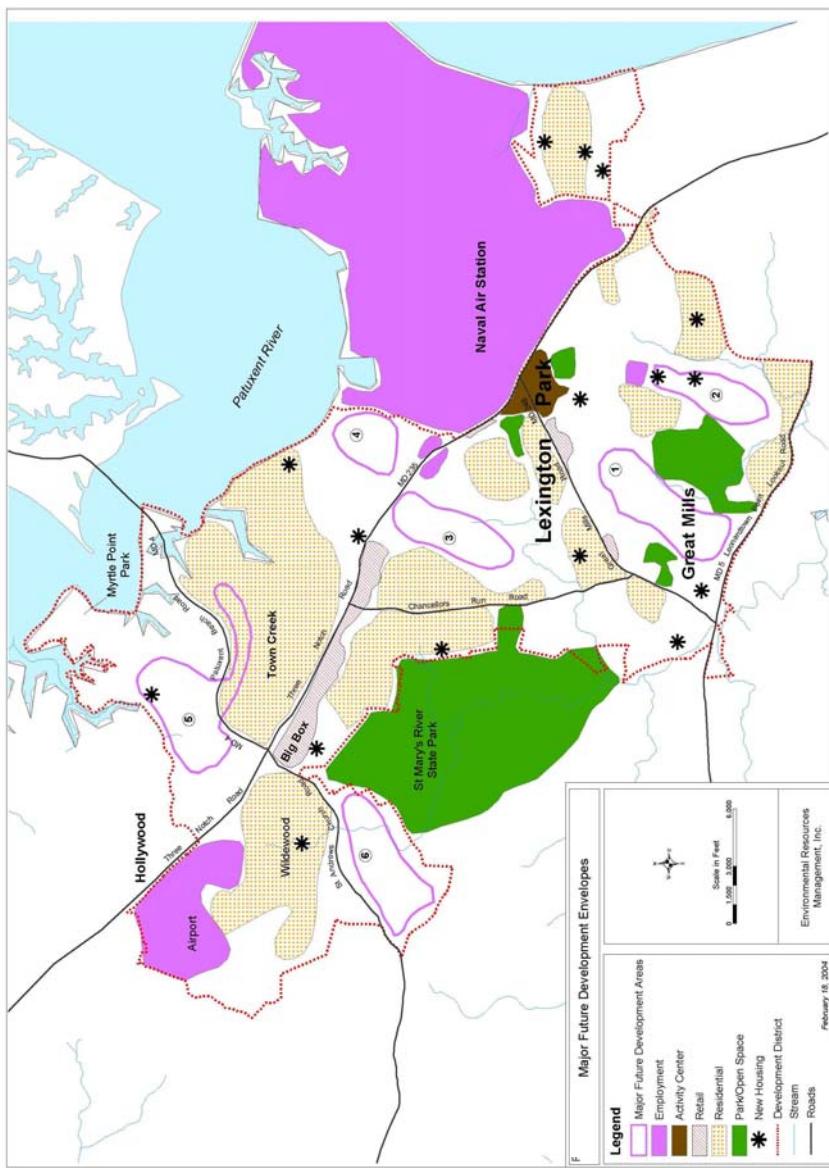
The existing built structure, especially the location of existing commercial and employment areas, largely dictates the structure for future development. The major future development areas lie for the most part in six separate “envelopes” (Figure 3 - 14). These envelopes offer little opportunity to affect the overall development structure because they are separate, as opposed to being a single land area, and nearly all are on the edges of the LPDD.

3.11.7 Patuxent River Naval Air Station

St. Mary’s County government is very focused on helping protect the Patuxent River Naval Air Station in anticipation of a military base realignment and closure (BRAC) round in 2005. To this end, the County has identified seven priority areas:

- Minimizing encroachment, especially any that may result from the redevelopment of Lexington Manor,
- Improving schools,
- Ensuring adequate housing,
- Improving transportation,
- Revitalizing Lexington Park,
- Promoting international marketing, and
- Providing a range of conference facilities.

Figure 3 - 14, Future Development Envelopes



3.11.8 Traffic and Transportation

With respect to roads, the chief consideration for land use planning in the LPDD is the traffic capacity on Three Notch Road. In 2002 the Three Notch Road roadway and five intersections between Patuxent Beach Road and Pegg Road were operating at capacity.

Traffic projections prepared for the Lexington Park Transportation Plan (draft 2000) indicate that by 2020 without road capacity improvements, in addition to those already programmed such as the completion of Three Notch Road widening, eight intersections on Three Notch Road will operate at a LOS 'F', a failing level of service.

As the primary access road to the NAS, efficient traffic movement along Three Notch Road is vital to the County's economic well-being.

The first Lexington Park Transportation Plan was prepared in 1985. It identified measures to address existing and future traffic conditions, including a number of new roads and upgrades to existing roads, such as:

The completion of Pegg Road between Chancellors Run Road and Three Notch Road, and FDR Boulevard between Shangri La Drive and St. Andrew's Church Road.

The Lexington Park Transportation Plan was updated in 1992 and in 2000. Many of the 1985 plan's recommendations from were carried through into these updates with some adjustments here and there. The 1992 plan was adopted by the County Commissioners but the 2000 plan was not, primarily due to concerns over the effects of FDR Boulevard on nearby residential developments.

The County is preparing a Countywide Transportation Plan, scheduled for completion in 2004. Recommendations of this Lexington Park Concept Plan will need to be supported by the Countywide Transportation Plan.

3.11.9 Residents' Priorities

Residents' priorities for the LPDD, based on input from the public at the two public workshops held during preparation of this plan, were:

Positioning the County for BRAC

Economic diversification

Affordable housing

Adequate school facilities

Improving the transportation network

Creating a better sense of place and community

Environmental protection

Promoting residential development that has generous amounts of open space

Recommendations for adding land to and removing land from the LPDD.

3.12 The Plan

Based on the assessment and considerations above, this Plan focuses on the following 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:

- Continue revitalization efforts in downtown Lexington Park.
- Plan for future. Enhance the emerging center at Gate 1.
- Reconsider certain land use designations.
- Phase development to support orderly growth.
- Build a supportive transportation network.
- Protect stream conditions, water quality and the health of the biological communities in the LPDD's watersheds.
- Create a diverse housing stock.
- Improve existing and develop new park recreation areas to serve the area. Support heritage tourism.
- Enhance existing neighborhoods over time.

3.12.1 Continue revitalization efforts in downtown Lexington Park

Downtown Lexington Park, the area east of the intersection of Three Notch Road and Great Mills Road, is the only true mixed-use area in the LPDD, with residential, commercial, employment, and institutional uses within walking distance.

During preparation of this Concept Plan, consideration was given to the potential for creating other mixed-use areas in the LPDD. After careful review, no areas were identified, primarily due to: existing development patterns; lack of market demand for additional centers; desire to not build new centers that would compete with existing centers; and the potential cost of redeveloping existing developments to allow a mixed-use character.

Although downtown Lexington Park can no longer be "the" center for the LPDD because of the growth north along Three Notch Road, efforts to revitalize downtown Lexington Park continue to make sense for the following reasons:

Downtown Lexington Park is an interesting, historic area that is worth preserving and enhancing for its own sake.

While much commercial and business investment has occurred north up Three Notch Road in recent years, downtown Lexington Park remains an important retail and business center. Notwithstanding development limitations imposed by AICUZ, as the LPDD grows, downtown Lexington Park can grow in importance as the center for the southern portion of the LPDD and areas south of the LPDD.

The County has already made investments in this area. Allowing the area to languish will lead to disinvestment and blight that will ultimately cost more to address than the cost of revitalization.

The 1999 Lexington Park-Tulagi Place Master Plan remains a useful framework for revitalizing downtown Lexington Park. Some things have changed since that plan, both on the ground and at the policy level, and implementation efforts need to adapt the 1999 Plan's recommendations to changed conditions. New road improvements are key to the Master Plan especially the extension of Tulagi Place to Willows Road, and the extension of FDR Boulevard to Shangri-La Drive.

St. Mary's County established an Office of the Lexington Park Plan in 2000 to implement the 1999 Plan. The Office made important strides in building community and business support for revitalization. Achievements the office conducted or assisted with are:

Lexington Park-Tulagi Place Master Plan Implementation Since 2000

Within the downtown area

- Family Services Center construction completed and opened
- Great Mills Roadway enhancement concept completed
- John G. Lancaster Park at Willows Road opened
- Lexington Manor acquisition and existing residents relocation underway
- Lexington Park Elementary School renovation and expansion completed and opened
- Lexington Park Library construction completed and opened
- Nicolet Park - Phase One renovation completed
- Patuxent River Naval Air Museum and Visitor Center architectural design completed
- Skate Park - opened
- South Shangri-La sidewalk and decorative lighting design completed
- State enterprise zone created in 2000; offering real property and income tax credits to businesses
- Tulagi Place Extended - design and engineering completed

Outside the downtown area

- Concept Planning for 19-Acre Great Mills Road parcel completed
 - J.T. Daugherty Conference Center construction completed and opened
 - Lexwood Drive sidewalk and decorative lighting installed
 - Marriott-Fairfield Inn Hotel Construction completed and opened
 - Three Notch Road (MD235) phase three road reconstruction completed
 - Patuxent River Naval Air Museum and Visitor Center relocation to temporary building completed
 - Public Swimming Pool and Club House - construction completed and opened
- Public Investment to date - \$98 million, including approximately 87 million for the Three Notch Road (MD235) improvements**

Figure 3 - 15 shows the vision for downtown Lexington Park, prepared in 2001, and adapting the 1999 plan to 2001 conditions. The Figure shows the proposed streets, streetscape projects, gateway traffic circle, and commercial development.

Figure 3 - 15, Lexington Park Town Center Future Vision

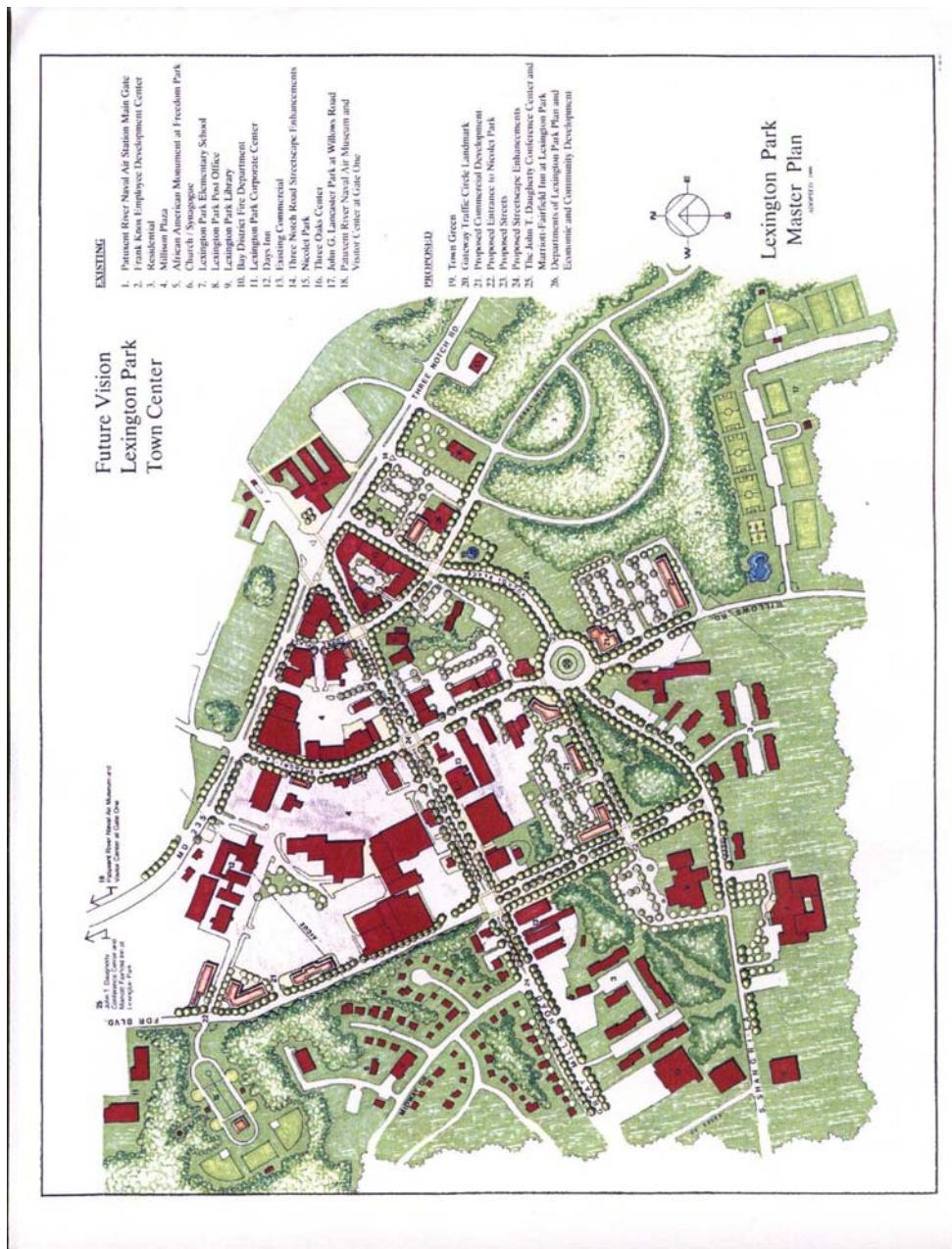


Figure 3 - 16 is an example of the detailed block by block, street by street planning that must be undertaken in Lexington Park. The Figure is from a 2002 Access and Parking Study for the south side of Great Mills Road between South Shangri-La Drive and the area west of proposed FDR Boulevard that showed how the following could be achieved:

Improved car and truck access into and through the interior properties via alleys and a new street connector between FDR Boulevard and the proposed circle at the south end of South Shangri-La Drive.

An 83-space increase in the amount of parking in the area (280 spaces compared to 197 existing).

Implementation cost was estimated at \$620,000. Grant funding for the project was sought but not obtained, but efforts should be made to seek funding, perhaps in association with the Great Mills Roadway enhancement project.

3.12.2 Plan for future; enhance the emerging employment center at Gate 1

The area along Three Notch Road outside Gate 1 to the Patuxent River Naval Air Station (NAS) has emerged as a growing office and high-tech employment center over the last five years. This is an economically valuable, high profile area serving as the gateway to what has become the main entrance to the NAS. This area should be carefully planned to ensure that it functions well, is attractive, and has complementary uses.

Plan for future development to the rear of the Expedition office development (north side of Three Notch Road. This area is designated for commercial use, although this plan does recommend reconsidering this area for residential use.

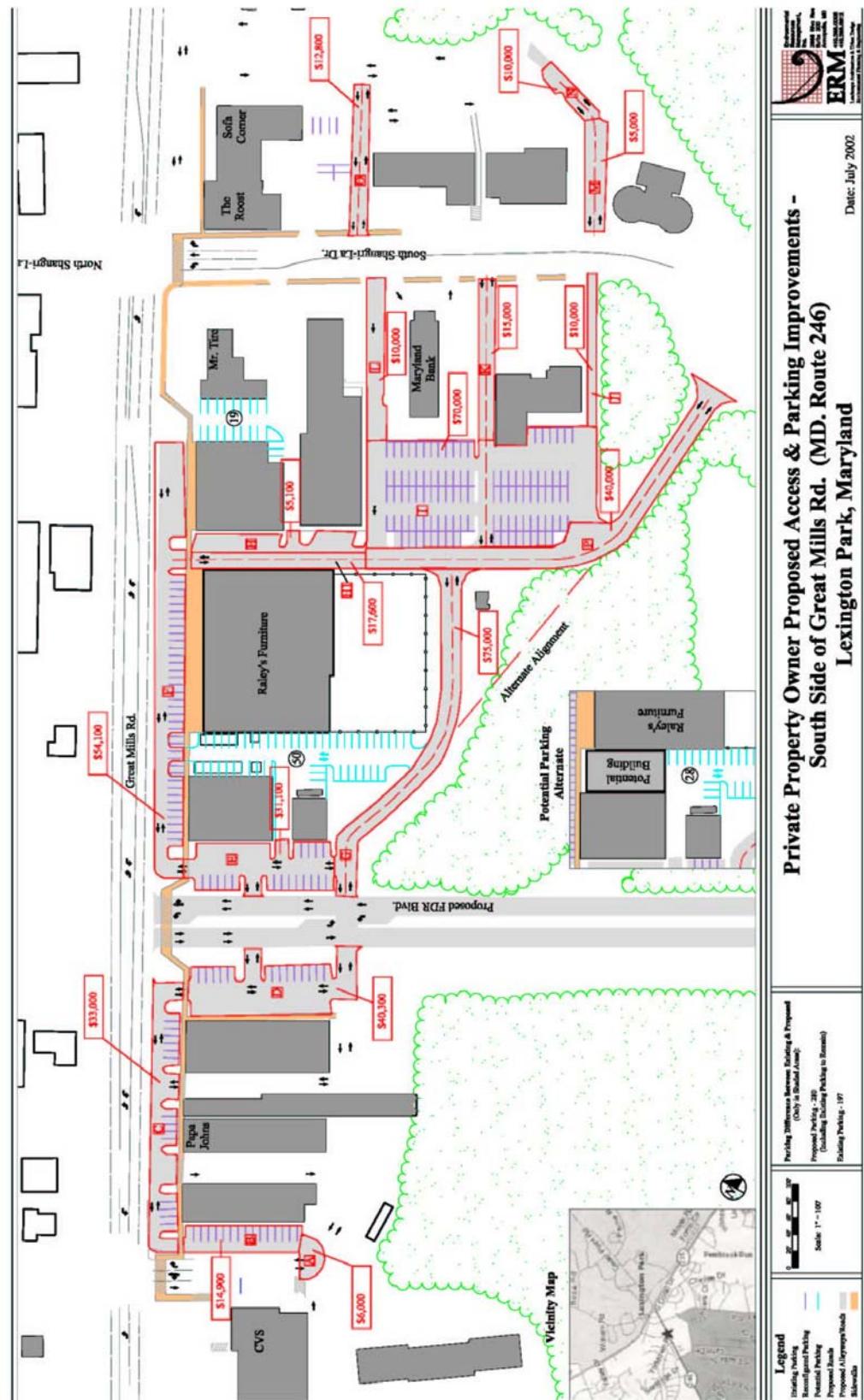
Direct traffic to a single main intersection. As of 2004, there are two four-way intersections at the Exploration development, approximately 600 feet apart. Both are signalized. As this area grows, one of these intersections should be selected as the main one to avoid the need for two signalized intersections relatively close together. New roads, such as would be required to service future development to the rear of the Expedition office development, should be directed to this main intersection.

Incorporate service roads to connect parcels so that traffic can circulate internally without having to use Three Notch Road.

Provide for safe pedestrian crossing of Three Notch Road, especially at Pegg Road and at the main Exploration intersection.

Add complementary uses. A restaurant park, for example, could serve area employees, including base employees, thereby reducing vehicle trips to the more congested northern portion of Three Notch Road.

Figure 3 - 16, Access and Parking Study, 2002



Encourage attractive, complementary uses for the high profile, northeast corner of the Three Notch Road - Pegg Road intersection. The existing uses on this corner include a small office building and storage facility that will likely change in the future. The Patuxent River Naval Air Museum is planning a permanent home on this site, which would be an excellent use for this area. A high quality office building, mixed use building, or institutional use would also be appropriate.

Build the Three Notch Trail.

Connect the trail to existing neighborhoods and uses.

Connect the trail to future development in the Jarboesville Run corridor.



Office building in the Gate 1 employment center

Determine the future status of FDR Boulevard

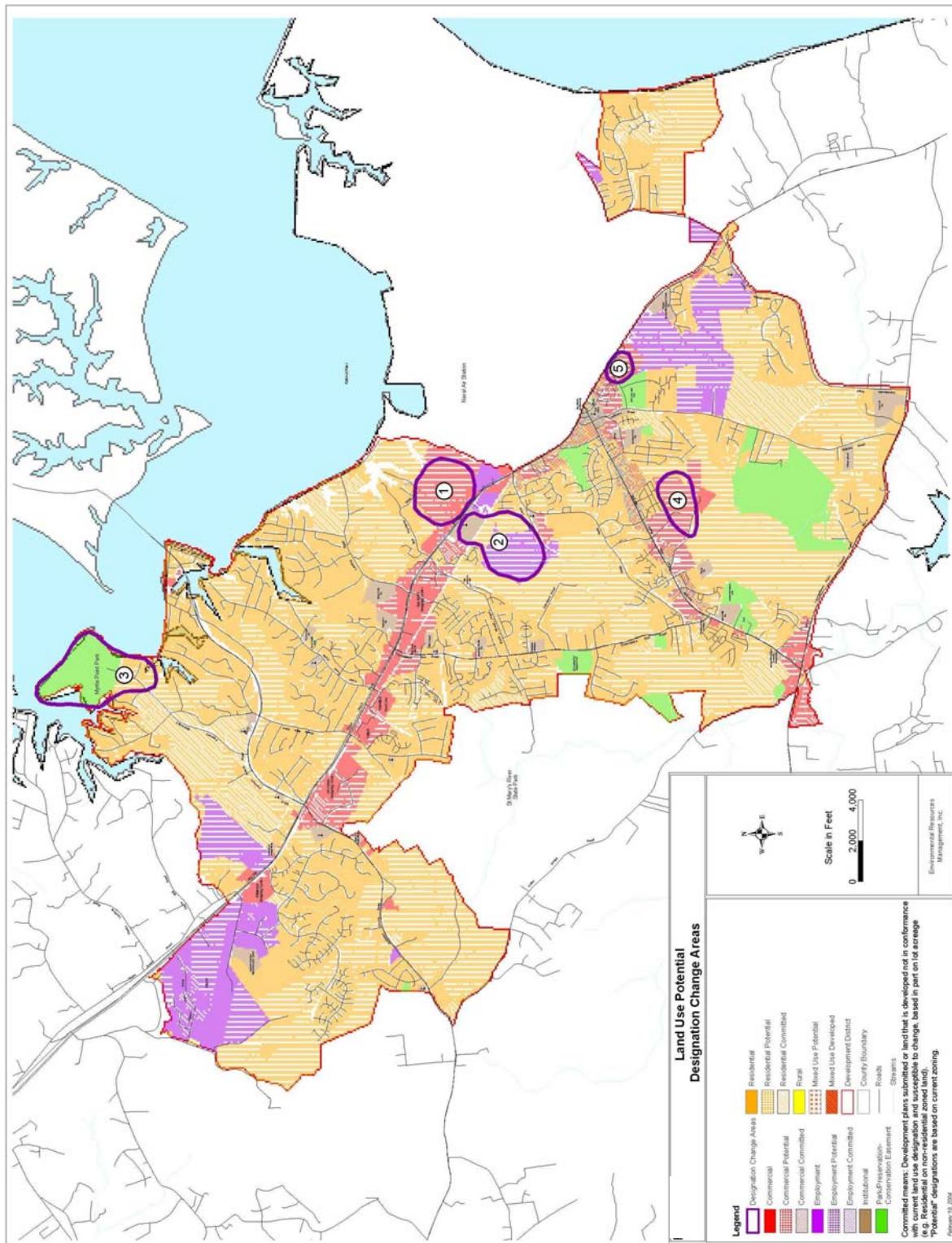
3.12.3 Reconsider some current land use designations for portions of the LPDD

The County designates land for different uses through the comprehensive plan and the zoning maps. Since the County's comprehensive plan land use map is highly generalized, the zoning maps currently provide the detailed land use designations.

A generalized land use map is a useful planning tool in that it shows the general locations of major land use categories (residential, commercial, mixed use, employment, institutional, and park/open space) without the property specific precision of the zoning maps. A generalized land use map is a policy map that serves as the basis for drawing zoning lines.

Figure 3 - 17 shows the LPDD generalized land use map and highlights five specific areas where changes in land use designation were considered. Description of the current and proposed designations and rationale for the designations follows the Figure.

Figure 3 - 17, Potential Designation Change Areas



The five areas (numbered as shown on Figure 3 - 17) are:

① Area near Gate 1, northeast of Expedition

Current designation: Corridor mixed use (commercial, with residential potential, CMX zoning).

Plan Designation: Residential use for the undeveloped lands in the area in lieu of commercial designations.

Rationale: While the area immediately north of the Expedition office development has fewer development constraints, and may be suitable for commercial development, the area further north is bisected by a wide stream valley and several tributary streams with associated steep slopes. There are also areas of erodible soils. Residential development could occur in this area in a more environmentally sensitive manner compared to commercial development.

See also the design recommendations for the emerging employment center at Gate 1.

② Headwaters of Jarboesville Run, Immaculate Heart of Mary property

Current designation: Mix of residential mixed use, corridor mixed use, and employment (OBP).

Plan Designation: Mixed use with residential uses and limited commercial uses in lieu of the Office Business Park zoning.

Rationale: This area is the largest, centrally located, contiguous development area remaining in the LPDD. It is also relatively unconstrained by environmentally sensitive resources. Every effort should be made to ensure this area is planned and developed in a comprehensive manner. The current designations reflect, in part, the County's interests in providing employment land with good road access close to Gate 1 and, in part, the interest of a large property owner in the area to build affordable housing. A mixed use zone can accommodate both the residential and employment goals in this area.

The future of FDR Boulevard is a critical element in the planning for this area. A decision on the ultimate extent and configuration of this road needs to be made to allow this area to be planned appropriately.

In addition, the proposed Pegg Lane – Strickland Road connection should be carefully explored. The connection proposed in the Lexington Park Transportation Plan would involve crossing a tributary of Jarboesville Run including extensive associated environmentally sensitive areas (wetlands, steep slopes, and erodible soils). A more northerly route could serve this area with fewer impacts on the environmental resources and on existing residents. See Figure 3 - 18 for a conceptual alternative alignment.

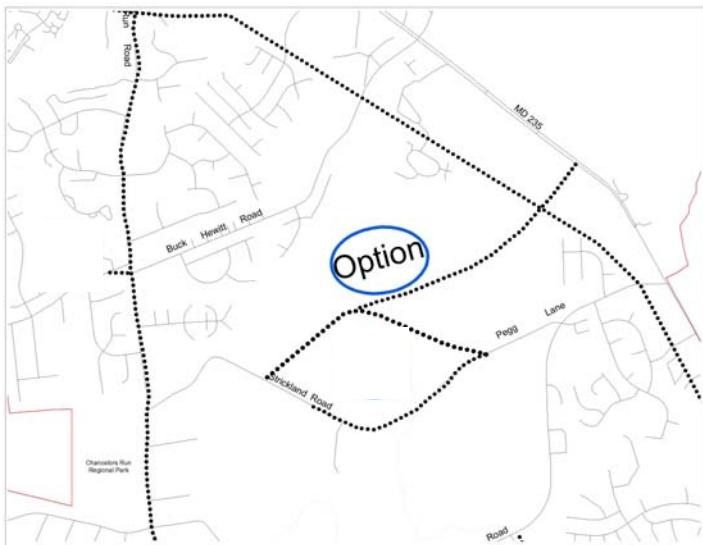


Figure 3 - 18, Pegg Lane Strickland Road alternative

(3) Myrtle Point Park and nearby areas

Current designation: Residential with Planned Unit Development overlay. Plan Designation: Park/open space use accommodated within residential zoning category, deletion of the PUD overlay.

Rationale: This area is in the Chesapeake Bay Critical Area's Resource Conservation Area (only very low density residential development permitted). Since County policy is to allow only low density development, a low-density residential designation is appropriate. The park/open space use (Myrtle Point Park) and sewer and water access to serve future facility development at the park are accommodated within this designation. Given the ability to meet park needs within the base designation, there is no need for continuation of the Planned Unit Development overlay.

(4) Area south of Great Mills Road, west of Essex South

Current designation: Downtown mixed use and corridor commercial. Plan Designation: Mixed use with residential uses and limited commercial uses.

Rationale: This area was given its current designation under the 2002 Comprehensive Zoning. Part of the rationale was to allow for commercial development in the Wedge area in a location not constrained by the Air Installations Compatible Use Zone (AICUZ), but with sufficient depth to allow for a design that would not be of a strip commercial character.

This area is truly an opportunity site, particularly with the recommended road improvements (in particular Pacific Drive, see 3.12.5). However, additional purely commercial development in this location would tend to take market share

away from downtown Lexington Park, which is the focus of County attention and investment, especially with the completion of plans for Lexington Manor.

This Plan supports providing a mix of residential and limited commercial uses (ideally in concert with redevelopment of St. Mary's Square) that would be more supportive of broader goals. Residential designation would support revitalization efforts in Lexington Park, and, given its location close to services would provide an excellent opportunity for developing much needed affordable housing (see 3.12.7).

(5) Rear, southeast portion of Lexington Manor

Current designation: Corridor mixed use (commercial, with residential potential)⁷

Plan Designation: Park/open space supported by a downtown mixed use designation.

Rationale: In 2004, the County acquired the rear, south east portion of Lexington Manor for park/open space use as an extension to John G. Lancaster Park. The balance of the property should reflect the restrictions imposed by the AICUZ and goals for mixed use and business development.

3.12.4 Phase development to support orderly growth

St. Mary's County does not currently proactively phase development inside or outside the LPDD. New development in the LPDD occurs in a somewhat scattershot fashion depending on factors such as market demand, property owner/developer interest, and availability of public water and sewer. While phasing was recommended in early drafts of this Plan, the Planning Commission recommended (and the Board of County Commissioners concurred) deferring any requirement to phase development within the Lexington Park. The Adequate Public Facilities and TDR program criteria under current and proposed regulations have and will continue to significantly influence the timing, location and extent of development within both planned growth areas and rural areas in the County. Rather than intervening in current processes, this plan recommends evaluation during the next Comprehensive Plan update of the development trends and infrastructure implementation accomplished under current regulations prior to coming to a decision on a development phasing recommendation. Assure adequate and orderly provision of sewer and water to support planned development.

Under the current regulations, some phasing of development occurs via the County's authority over public sewer and water service categories in the Comprehensive Water and Sewerage Plan. For example, areas where development is to be encouraged in the short term is placed in the S-3 or W-3 categories, where additional approvals to access public sewer and water are not required. Areas where development is to be encouraged at a later date needs to meet general and specific criteria before the County approves a

⁷ Rear portion of Lexington Manor had been zoned for employment use (OBP), but was rezoned in 2004 to DMX.

change in designation to S-3 or W-3. The general criteria for such changes are set forth in Section 1.5 of the Comprehensive Water and Sewerage Plan including compatibility with the Comprehensive Land Use Plan, planning and zoning issues, population estimates, Engineering, economics, State, regional and municipal plans and agency comments. Additional specific criteria that are recommended by this plan for consideration of changes within the Lexington Park Development District are consistency with Lexington Park Concept Plan, comprehensive concept development plan that is consistent with the Lexington Park Concept Plan's development and design objectives, a plan showing how water and sewer service can be provided to comprehensively serve the site and nearby properties eligible for service, and a finding that traffic from the proposed development will not adversely impact area roads and intersections.

3.12.5 Build a supportive transportation network

The LPDD requires an efficient multimodal transportation network to support future development and to enhance the quality of life in Lexington Park. Good road access to the NAS, in particular, is an economic development imperative.

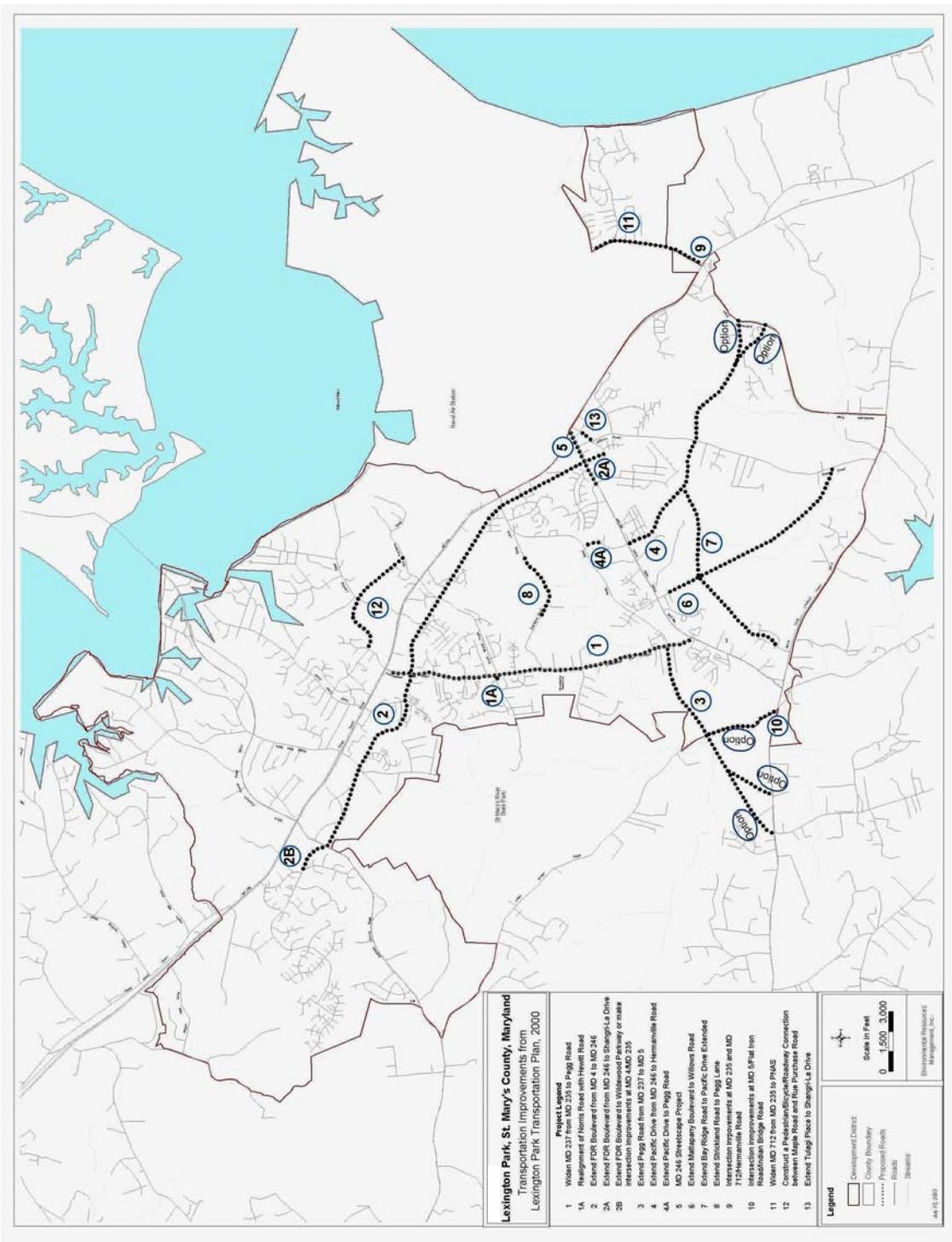
Figure 3 - 19 shows the major transportation improvements recommended in the 2000 Lexington Park Transportation Plan. As noted in an earlier section, many of these improvements were recommended in the adopted 1992 and 1985 Transportation Plans, but the County did not formally adopt the 2000 Plan.

Several of the recommended improvements are proposed in the MD Consolidated Transportation Program (CTP) or in St. Mary's County's Capital Improvements Program. While design and evaluation are progressing on some of the projects, none are funded for construction, as of 2004.

The recommended improvements, if built, will go a long way to provide the supportive road network. There are indications, however, that for the Three Notch Road corridor in particular, the recommended improvements will not meet the area's long-term needs. These indications are:

- Traffic studies prepared in 2003 that are showing intersections on Three Notch Road at LOS 'F', even accounting for planned improvements.
- Questions by some concerning the desirability of completing the entire length FDR Boulevard as proposed in the Lexington Park Transportation Plan.
- The Countywide Transportation Plan addresses the implications of these indications. Long term solutions may include:
 - Interchanges at key intersections on Three Notch Road.
 - Improving other roads (such as Indian Bridge Road, perhaps) that the current Lexington Park Transportation Plan does not envision carrying heavy traffic.
 - Transit and pedestrian/bicycle improvements to reduce reliance on cars.

Figure 3 - 19, Proposed Transportation Improvements as of 2000



Recommendations

A. Adopt a transportation plan that addresses the LPDD's long term needs.

Lack of an adopted transportation plan hampers effective planning in the LPDD. Because the 2000 Lexington Park Transportation Plan was not adopted, the 1992 Lexington Park Transportation Plan is technically in effect. As a result, several of the transportation recommendations of the 1999 Lexington Park-Tulagi Place plan that were incorporated into the 2000 Lexington Park Transportation Plan are not in effect.

B. Phase development to preserve road capacity.

Development phasing is discussed above. Realistically, road improvements are many years away, whereas heavy traffic conditions are a current reality. Phasing is a tool that can help preserve road capacity. Generally speaking, for example, encouraging new development in the southern part of the LPDD rather than in the northern part will help preserve road capacity in the vital Three Notch Road corridor. This is because much of the traffic movement from new development in the southern part will be able to access major employment and service areas without using the Three Notch Road corridor.

C. Build pedestrian and bicycle facilities along with road improvements.

While the entire LPDD is too large area to traverse on foot, distances are suitable for bicycling.

Pedestrian improvements should be focused on the parts of the LPDD with higher density development: downtown Lexington Park; the Great Mills Road corridor; the employment center outside Gate 1; and the northern portion of the Chancellors Run Road corridor.

In 2001, the Tri-County Council for Southern Maryland completed a Southern Maryland Regional Trail and Bikeway System Study (SMRTABS). This study identified a number of trails, touring routes, and on-road bikeway connectors in the LPDD (Figure 3 - 20). These routes should be used as a guide for locating bicycle improvements.

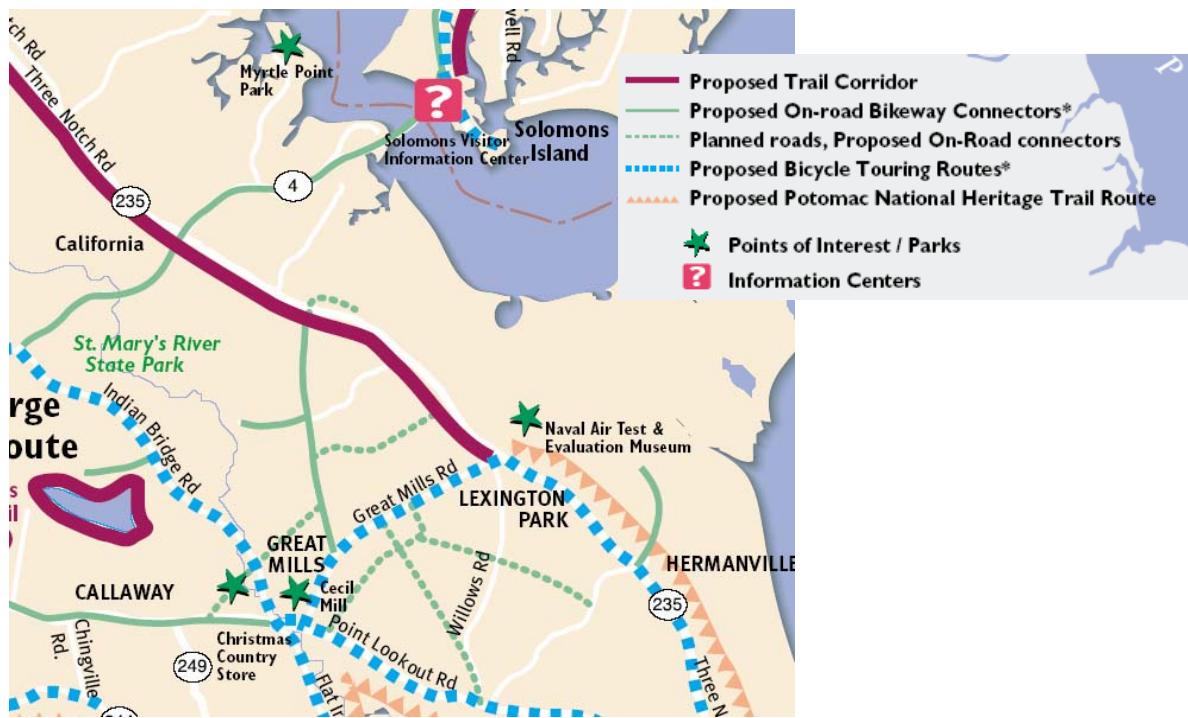
Trails are discussed below under recreation, but trails can also serve a transportation function. The Three Notch Trail and a trail along Jarboesville Run, for example, would both lead to NAS Gate 1, and could attract people working at the base.

D. Increase transit service to reduce reliance on private automobiles.

Improved transit service can reduce reliance on private automobiles in congested corridors. Demand for transit will grow over time requiring route expansions and increases in frequency of service.

Transit improvements should be focused on the parts of the LPDD with higher density development: downtown Lexington Park; the Great Mills Road corridor; the employment center outside Gate 1; and the northern portion of the Chancellors Run Road corridor.

Figure 3 - 20, Recommended Bicycle and Trail Routes in Lexington Park



Source: Southern Maryland Regional Trail and Bikeway System Study, 2001.

3.12.6 Protect stream conditions, water quality and the health of the biological communities. Support green infrastructure.

The amount of development in the LPDD has impaired but not damaged environmental resources to the point of no return. In the words of the Hilton Run subwatershed core team, the ecosystem is “bent but not broken” (see Section 2.3 of the citizen-prepared Management Plan for Hilton Run Watershed, 2003). Without proper and careful management, however, future development will affect these ecosystems to the point where stream health (water quality and biodiversity) will be severely impacted. For example, the Hilton Run Management Plan estimates that if the watershed develops under the zoning in place in 2003, the amount of impervious surface will increase to between 20.4 percent and 28.7 percent, well above the threshold for severe impacts on streams.

Residents value the County’s forested areas very highly. Even in developed areas like the LPDD, residents value “rural character” and development that is “green”. These values can best be sustained in the LPDD, by supporting green infrastructure.

Recommendations

A. Direct development to existing developed areas.

This supports growth and economic development goals and reduces the creation of new areas of impervious surface within the LPDD. Infill development and redevelopment also provide opportunities for community character enhancements, increase demand for transit, and provide opportunities for retrofitting storm water management facilities in need of an upgrade or improvement.

B. Implement watershed management plans. Charge the Commission on the Environment with making specific recommendations to the Board of County Commissioners.

As a result of recent studies, the County has excellent watershed management planning tools including the Watershed Evaluation for St. Mary's River and McIntosh Run Watersheds (1998), the St. Mary's River Feasibility Study, Natural Resource Conservation Summary (2003), and the citizen-prepared Management Plan for Hilton Run, (2003).

The time has come to implement these plans. The Management Plan for Hilton Run contains many recommendations for households, neighborhoods, businesses and government. The plan is also applicable to other nearby watersheds such as Jarboesville Run and Pembrook Run.

- This Lexington Park Concept Plan recommends that the Commission on the Environment be charged with reviewing existing planning tools and working with other groups such as the St. Mary's River Watershed Commission, the Department of Land Use and Growth Management, and representatives of the development community to make specific recommendations to the Board of County Commissioners for government actions to Protect stream conditions, water quality and the health of biological communities, and
- Support green infrastructure.

The existing planning tools tend to make general recommendations. Specific regulations are set forth in the County's Resource Protection Standards (Zoning Ordinance Chapters 70 through 76), and the Commission's recommendations should address these for watersheds in the LPDD with special reference to:

- Manage impervious surface coverage--Impervious surface coverage and managing runoff are closely connected. The objective should be to mimic natural hydrology to the extent possible. Options may include moving to a higher storm event management standard in sensitive areas or when certain percentages of imperviousness are reached in a watershed or subwatershed.
- Protect Major Streams--The major streams in the LPDD are St. Mary's River, Hilton Run, Jarboesville Run, Pembrook Run and Mill Creek. Options may include larger

buffers for these streams and their tributaries, restoring disturbed buffers, minimizing stream crossings by roads, and avoiding disturbance to steep slopes near streams.

C. Retrofit areas in need of improved storm water management.

Parts of the LPDD have older storm water management facilities that may need upgrading and/or maintenance and repair. Places where no storm water management is provided at road crossings are also prime candidates for retrofit.

D. Expand wooded buffers along major streams to create a greenway system that protects important forested floodplains from development.

There is a recognition that more intense development is desired and likely within the LPDD but there is also a desire expressed by citizens to maintain natural greenways. Expanding wooded buffers (minimum 200 to 300 feet) along major streams is the single most important supporting measure for green infrastructure. Wide buffers provide habitat, help protect stream quality, and support residents' desires for retention of a forested rural character, including passive recreation opportunities, in proximity to its most densely urbanized areas.

E. Foster community education about watershed issues.

This can be accomplished through organizations already active in the LPDD such as the Watershed Legacy Coalition that prepared the 2003 management plan for Hilton Run, and the St. Mary's River Watershed Commission.

3.12.7 Create A Diverse Housing Stock

A. Needs and supply.

The LPDD needs a diverse housing stock to meet existing and future needs. The County Department of Economic and Community Development completed an Overall Housing Needs Assessment in 2003. The assessment's major conclusions and recommendations as related to the LPDD were:

- The most immediate housing need in St. Mary's County is for modern apartment rental housing and affordable for sale housing (priced below \$150,000), including single-family homes, manufactured housing, and condominium development.
- The current housing development trends in St. Mary's County are not affordable for a significant portion of the population and household base.
- The Assessment recommended development of 5,050 plus housing units over the next five years throughout the County, 4,000 for sale units and 1,050 rental units. In

Lexington Park Market Area⁸, the study found support for 1,509 new for-sale homes through 2008.

As of October 2003, the LPDD had an approximately 10-year housing supply in the pipeline⁹. (See Table 3 - 11.) Approximately 9,700 housing units were either approved or in process. Of these, approximately 3,700 were built, leaving approximately 6,960 in the pipeline. Of these, however, only approximately 2,978 were actively in process. The other 3,987 are approved but not active as of 2004. Based on the approximately 290 building permits for new homes approved annually in the LPDD, the 2,978 units in process represent an approximately 10-year supply (2,978 divided by 290).

Table 3 - 11, Housing Supply as of October, 2003

Total Planned, approved or in approval process	9,701
Single-family detached	3,738
Townhouse	862
Multi-family	1,114
Uncommitted	3,987
Total Built, as of October 2003	2,736
To be built	6,965
Approved or in process	2,978
Approved uncommitted	3,987 ¹

Building permits issued for new homes (average annual, since 2000):

Countywide	840 per year ²
Development District	290 per year

¹ Approximately 2,500 future units in Wildewood and 1,500 units in Stewarts Grant.

² The 2000 to 2003 period was relatively high for new building permits. The average between 1992 and 2002 was 780.

B. Affordable housing.

Of the total 9,700 housing units either approved or in process in the LPDD, almost 2,000, or 20 percent, were the generally more affordable townhouse or multi-family unit types¹⁰. This is a reasonable supply though the final cost of this housing will be largely market driven, with no guarantee the housing will be affordable.

Options to facilitate an increased supply of affordable housing include:

- Rezoning land for higher base residential density.

⁸ Defined as a somewhat larger area than the LPDD, but not including Wildewood. See page V-8 of the study.

⁹ The “pipeline” refers to housing that is going through various stages of approval, but is not yet ready for sale

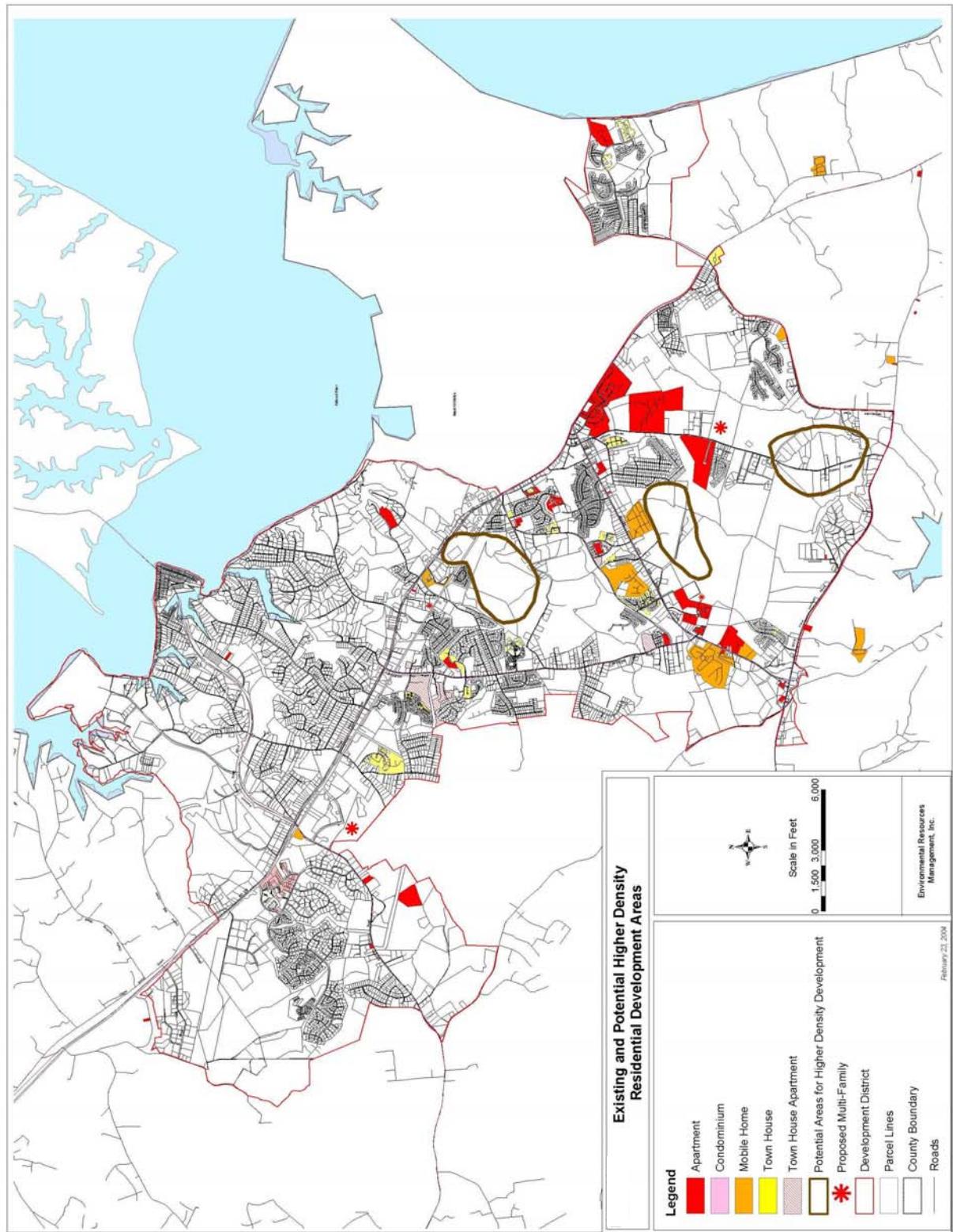
¹⁰ A portion of these may be among the 2,736 built units. More research would be needed to determine this.

- Reviewing the density increase incentives for affordable housing in the zoning regulations (Chapter 32, Schedule 32.2).
- Developer agreements through the PUD approval process.
- Requiring affordable housing set-asides in market rate developments (Moderately Priced Dwelling Unit program).
- Direct construction of affordable housing by the St. Mary's County Housing Authority or by non-profit organizations such as the Southern Maryland Tri-County Community Action Committee.
- Reducing or abating required fees, such as impact fees, for developments with affordable housing.

Some of these options such as direct construction or set-asides are beyond the scope of this Concept Plan. Developer agreements through the PUD process are available today as an option. The density increase incentives for affordable housing in the zoning regulations have been in effect only since mid-2002, so it is too early to evaluate their effectiveness.

In terms of rezoning land for higher base residential density a number of locations should be explored. Figure 3 - 21 shows the location of existing higher density residential development and three general areas worth exploring in greater detail.

Figure 3 - 21, Existing and Potential Higher Density Residential Development Areas



3.12.8 Improve existing and develop new park and recreation areas to serve the area.
Support heritage tourism

The St. Mary's County Department of Recreation and Parks manages approximately 430 acres of parks and recreation areas in the LPDD, with an additional 20 acres in private and quasi-public facilities. The County's current capital budget includes funding for the continued development of Nicolet Park, including basketball courts, baseball fields and a picnic pavilion. Other projects in the five-year capital improvements program are:

- Chancellors Run Park expansion - additional athletic fields (a long range project).
- Lancaster Park improvements – hiker-biker trail and, possibly, a dog park.
- Lexington Park Indoor Recreation Center - originally planned for Nicolet Park.
- Myrtle Point Park improvements - contingent on approval of a master plan for the park.

Three Notch Trail; a hiker-biker trail on the former Southern Maryland Railroad right-of-way between Hughesville and the Patuxent River Naval Air Station, main gate. The County has begun developing this trail in Mechanicsville.

Continued development in the LPDD will create additional demand for recreation land and programs. A frequently used measure of recreation demand in Maryland is 30 acres of recreation and open space land per 1,000 population. Using this measure, by 2020, with a projected population of approximately 31,000, the LPDD would need a total of 930 acres of recreation and open space land (31×30), or an increase of around 500 acres over the current total. However, actual future recreational demand will not be as great as 500 acres, primarily because of St. Mary's River State Park, around 1,500 acres, which lies just outside the LPDD, but certainly helps meet demand from people living in the LPDD.

Recommendations

A. Develop additional neighborhood parks

The main future recreation need within the LPDD will be for neighborhood parks. The County's Land Preservation and Recreation Plan (2000) defines neighborhood parks as "small parks, usually less than 15 acres in size, and ideally within walking distance of users. They typically include playgrounds, tot lots and, sometimes, hard surface playing courts." As of 2004, there are only three neighborhood parks in the LPDD: Jarboesville Park, St. Andrews Estates, and Town Creek Park.

To meet demand this Plan recommends neighborhood parks in the following locations:

- North or south of Patuxent Beach Road. A park in this location will meet current and future demand. Town Creek Park is the only park in this area, as of 2004.
- Between Chancellors Run Park and Three Notch Road, possibly in the vicinity of Strickland Road. This park should be reserved as this area is developed.
- South side of St. Andrew's Church Road. This park should be reserved as this area is developed.

- South side of Great Mills Road in the Stewarts Grant area. A park adjacent to the new Great Mills swimming pool might serve as this park.

B. Develop additional greenway and trail connections (See Figure 3 - 22).

Recommendations are:

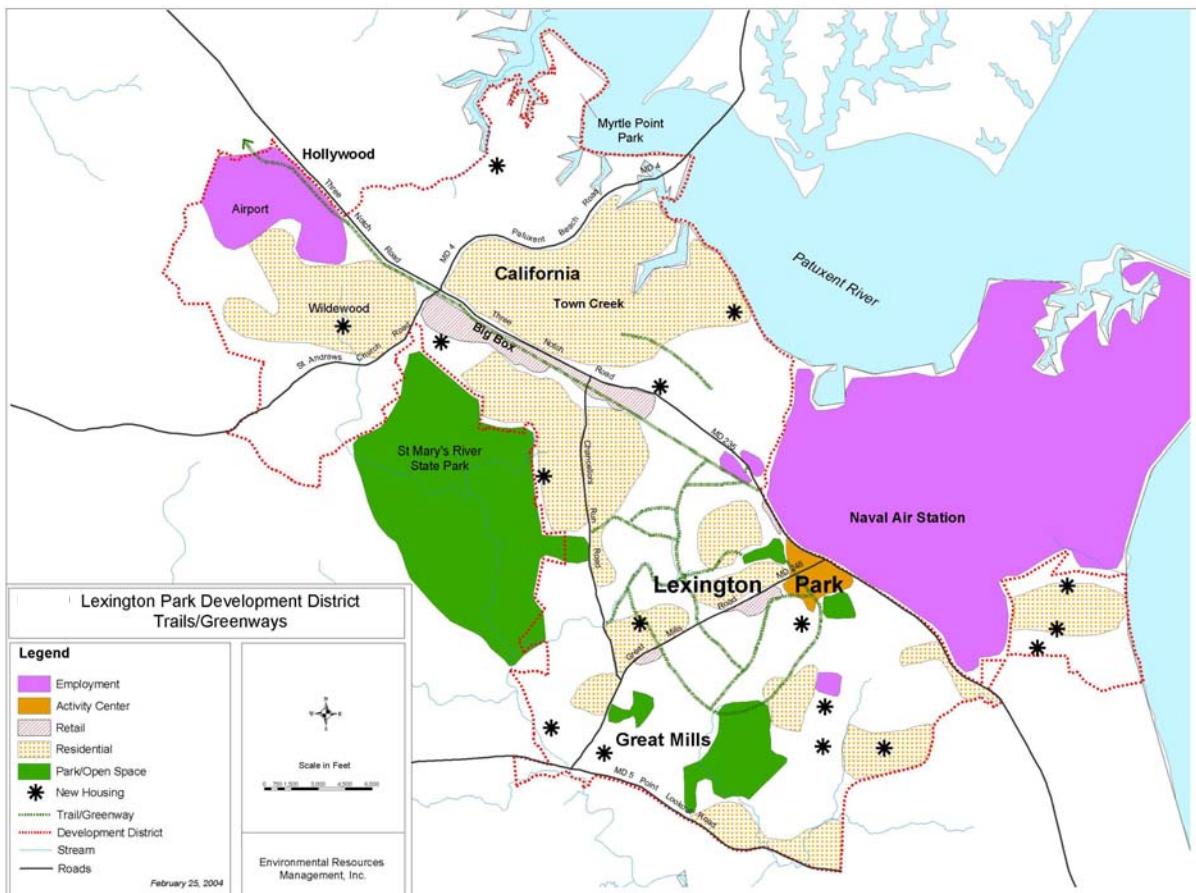
- Development of the Three Notch Trail, which supports several of this Plan's recommendations.
- Greenway/trail connection through the Jarboesville Run area to connect Chancellors Run Park and the Three Notch Trail.
- Trails on the south side of Great Mills Road through the Hilton Run watershed. These trails follow the recreational greenway concept first outlined in the 1999 Lexington Park-Tulagi Place Master Plan .
- North-south connections across Great Mills Road between the Hilton Run and Jarboesville Run watersheds. These connections will be largely on-road, but will provide important connectivity to the other off-road trails.

C. Support heritage tourism.

i) As noted in Section 2, St. Mary's County, adopted a regional Heritage Tourism Management Plan in 2003 designed to increase and enhance visitation in Southern Maryland. The Management Plan lists the following projects for Lexington Park:

- Hiker-biker trail on existing right-of-way from Mechanicsville to Lexington Park.
- Develop a new museum for the Patuxent River Naval Air Museum
- Construct unified system of outdoor exhibits and interpretive panels at historic church sites (part of a region-wide project).

Figure 3 - 22, Trails and Greenways

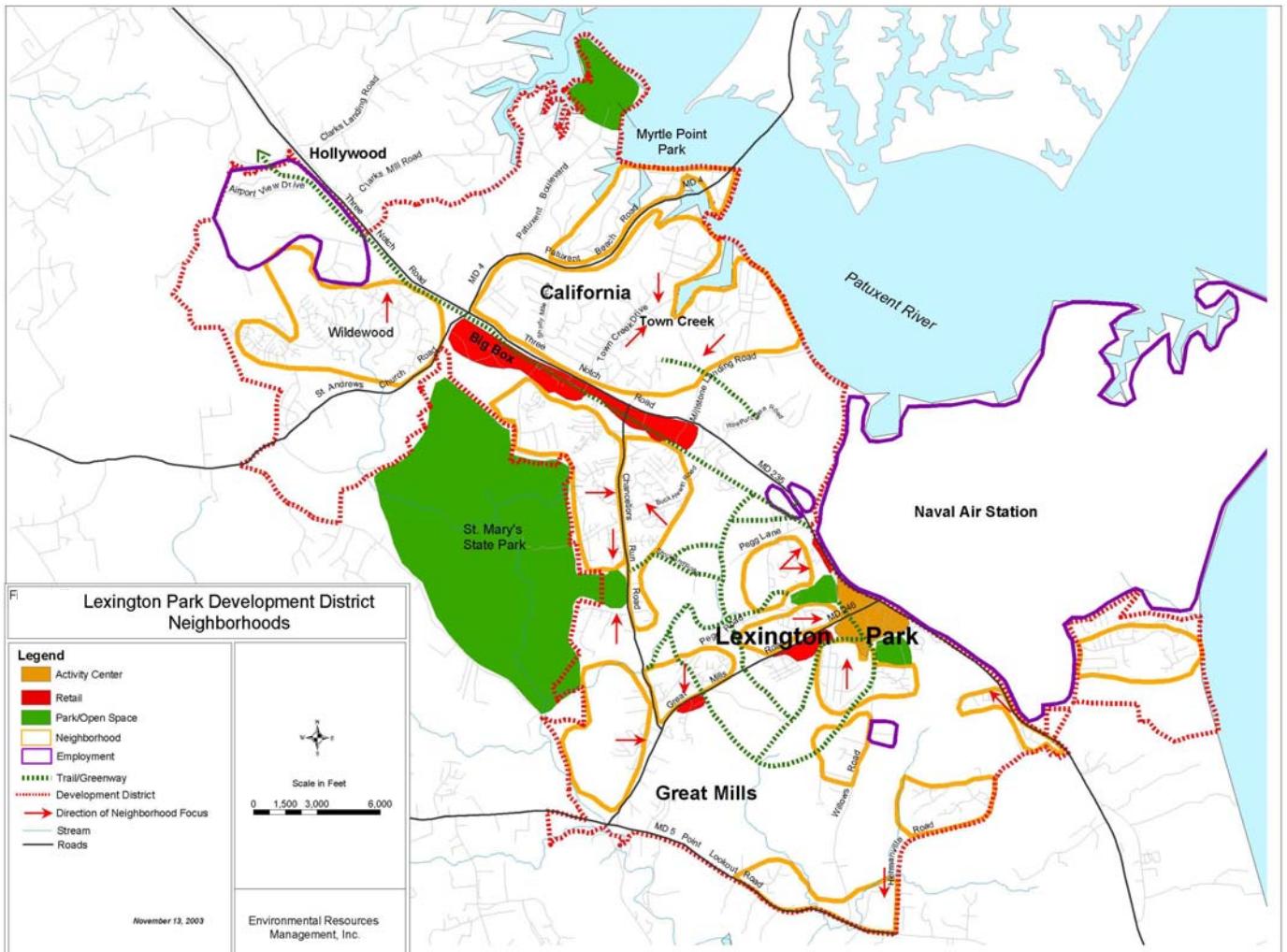


D. Enhance Existing Neighborhoods Over Time.

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. Figure 3 - 23 shows potential neighborhood groupings and how they might relate to community features such as schools and shopping areas. Over time neighborhood life can be enhanced with:

- Better sidewalk/ pathway interconnections.
- Better road connections in/out.
- Traffic calming.
- More activities to bring neighbors together. More social connections between developments.
- Enhanced neighborhood centers.
- Adding parks, playgrounds, and convenience services

Figure 3 - 23, Neighborhoods



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Appendix A Zoning Districts Summary from May 2002 Zoning Ordinance

Rural Preservation District (RPD)

This zone is intended to foster agricultural, forestry, mineral resource extraction, and aquacultural uses and protect the land base necessary to support these activities. Low-density residential development in this type of district is permitted subject to performance standards that maintain the rural character of the district in recognition of the fact that a full range of public facilities is not provided or planned.

Rural Service Center District (RSC)

This zone provides for crossroads commercial, retail, and business development at designated locations within the County that have traditionally provided very localized services to support agricultural activity and serve rural residents.

Rural Limited Commercial District (RCL)

This zone accommodates existing, small-scale commercial uses serving localized markets in the County that are scattered along the highways and, in some cases, clustered at intersections.

Residential, Low-Density District (RL)

This zone provides for low to medium density residential development in areas designated in the Comprehensive Plan. Compatible institutional uses are allowed, subject to appropriate standards.

Residential, High-Density District (RH)

This zone provides opportunities for high-density residential development, accessory uses and higher intensity residential services such as day care. Standards promote clustered development while providing additional open space areas for common use by local residents and the adjacent community.

Residential Neighborhood Conservation District (RNC)

This zone preserves the character of established neighborhoods while providing opportunities for infill development that is consistent with and enhances this prevailing character.

Residential Mixed Use District (RMX)

This zone provides opportunities for residential, office, personal, and business development and services subject to standards that will ensure land use compatibility with adjacent residential areas.

Village Center Mixed Use District (VMX)

This zone provides opportunities for residential development and compatible commercial development at locations and at a scale designated by the Comprehensive Plan as village centers. This type of district is not intended to create an urban character.

Town Center Mixed Use District (TMX)

This zone provides opportunities for residential and commercial development within town centers, consistent with the Comprehensive Plan. Standards are intended to create an urban character and make the core area safe, pedestrian friendly, and visually attractive.

Downtown Core Mixed Use District (DMX)

The regulations for the Downtown Core Mixed Use District provide sites for a broad range of uses within the core of Lexington Park, consistent with the Comprehensive Plan and the Lexington Park Plan. Standards are intended to create an urban character, make the core area safe, pedestrian friendly and visually attractive.

Corridor Mixed Use District (CMX)

This zone provides sites for a broad range of uses within transportation corridors in growth areas, consistent with the Comprehensive Plan. Standards are intended to accommodate auto-oriented uses but also create a viable, visually attractive environment.

Community Commercial District (CC)

This zone provides for large-scale, and clustered commercial and retail businesses primarily intended to serve the needs of County residents, workers and visitors on lots where both public water and sewer services are provided.

Office and Business Park District (OBP)

This zone provides sites for offices, research and development facilities, limited industrial facilities, and supporting commercial uses in a campus setting.

Industrial District (I)

This zone provides and protects sites for industrial use and office uses.

Commercial Marine District (CM)

The Commercial Marine District provides and protects shoreline sites for a full range of marine sales and services.

Appendix B: 1990 – 2002 Generalized Zoning

