

St. Leonard Town Center Master Plan

Reorganized and Updated
Second Draft
May, 2010



Photo by John Douglas Parran 4/21/04

Prepared by the Calvert County Planning Commission Staff



This draft is the second draft of the Reorganized and Updated St. Leonard Town Center Master Plan. We are seeking comments on the draft from agencies. Please submit your written comments by Monday, July 5, 2010, via any of the methods below. All comments will be provided to the Planning Commission.

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Information about the St. Leonard Town Center is available on the web at <http://www.co.cal.md.us/government/departments/planning/towncenters/>. Questions? Call the Department of Planning and Zoning, 410-535-1600 ext. 2356, or send an e-mail message to pz@co.cal.md.us.

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St. Leonard Town Center Master Plan

Reorganized & Updated Draft, April 27, 2010

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OVERVIEW

A. PURPOSE OF THE ST. LEONARD TOWN CENTER MASTER PLAN

The goal of the Calvert County Comprehensive Plan, adopted in 2004, “is to maintain and/or improve the overall quality of life for all citizens of Calvert County by:

- a. promoting sustainable development,
- b. encouraging a stable and enduring economic base,
- c. providing for safety, health, and education, and
- d. preserving the natural, cultural, and historic assets of Calvert County.

The St. Leonard Town Center Master Plan is the official policy document for the St. Leonard Town Center. The Board of County Commissioners, the Planning Commission, and County Departments use the Plan as a guide when evaluating proposed projects or changes to the St. Leonard Zoning Ordinance. Prospective business owners use the Plan to help them make investment decisions. Residents use the Plan to evaluate how well County government is responding to the goals, objectives, policies and actions written in the Plan.

St. Leonard is designated as a minor Town Center. To promote informed and orderly development, the County government has undertaken a process of developing a master plan for each of the designated major and minor Town Centers. The St. Leonard Master Plan is official Calvert County policy and functions as an addendum to the Calvert County Comprehensive Plan.

B. BACKGROUND

1. Geographic Location

Calvert County, a peninsula in Southern Maryland, is bordered by the Patuxent River on the west and the Chesapeake Bay on the east. (refer to Figure 1 for a regional map). St. Leonard is located about 4 miles south of the Prince Frederick Town Center, 8 miles from the Lusby Town Center, and approximately 35 miles south of Washington, D.C.

The Town Center is bounded on the west by Maryland Route 2/4 and on the east by the electric power easements from the Calvert Cliffs Nuclear Power Plant. The Chesapeake Bay is less than 1 mile to the east. Access to the St. Leonard Town Center is provided from the north and south by Maryland 2/4 and Maryland 765. Access to the Town Center from the west is from Ball Road and from the east from Calvert Beach Road.

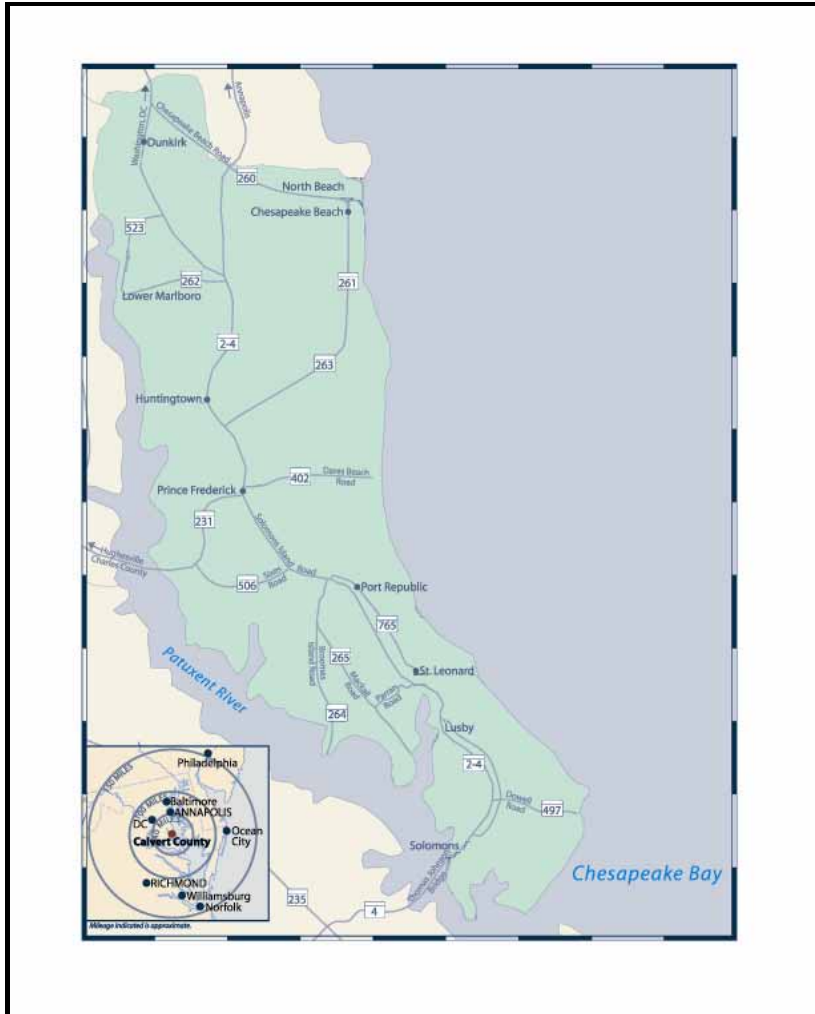


Figure 1 Regional Map of Calvert County

The Town Center is about 1.4 miles long from north to south, and about ½-mile wide at its widest point east to west. The Town Center is bisected by Maryland Route 765, which runs along an upland ridge forming the County’s major drainage divide. (Refer to Figure 2 St. Leonard Town Center Map.)

In the St. Leonard Town Center, surface water in the northeast quadrant drains into the Chesapeake Bay. Surface water in the other three quadrants of the Town Center drain into the Patuxent River. The topography in St. Leonard varies from relatively flat (5 to 6 percent) to very steep (15 to 20 percent or more). The level ground is primarily used for residential purposes and secondarily for agriculture. The steeper areas tend to be forested with second and third generation woodlands. These forests consist mainly of pine, oak, hickory, gum, ash, and maple.

The steeply sloped areas, or ravines, are closely associated with local creeks, the most notable of which are St. Leonard Creek and Perrin Branch. At the bottom of these ravines, poorly drained soils, high water table, and nontidal wetlands are likely to be found. These environmentally sensitive areas, which pose serious development constraints, were mapped and used as a layer of data that was incorporated into the initial design of St. Leonard Town Center.

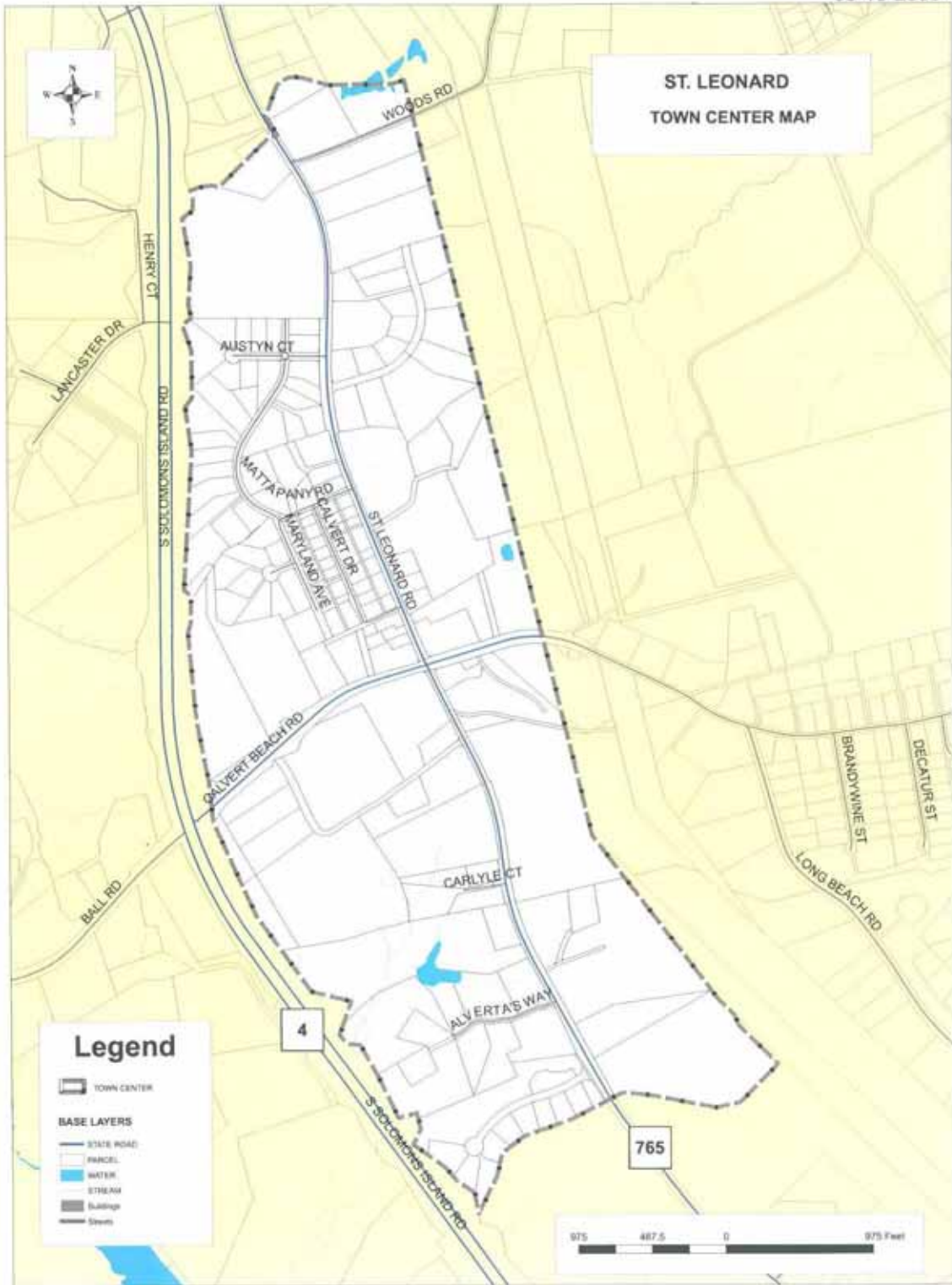
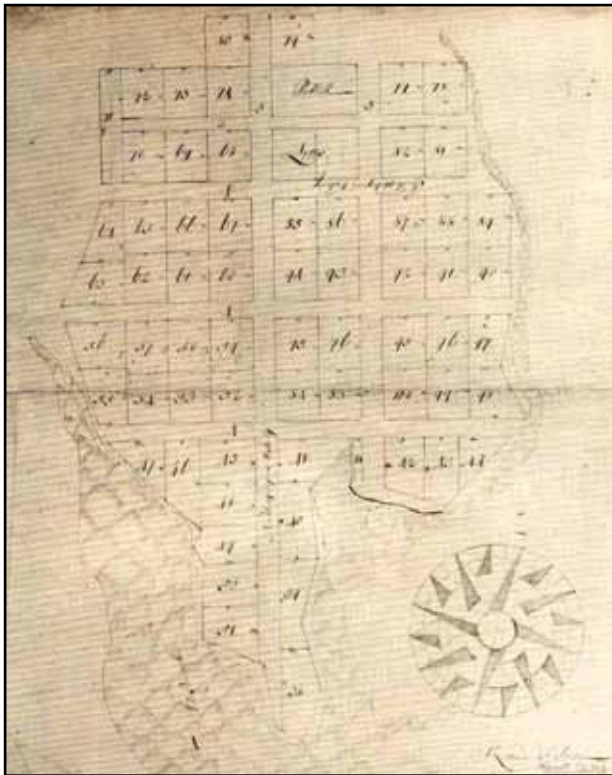


Figure 2 St. Leonard Town Center Map

2. Early History

Historical Overview

The first town to be associated with St. Leonard's Creek dates to 1683. The location of this town is uncertain, but was probably near the mouth of the creek. In 1706 a town was established at the head of St. Leonard's Creek. This new location, over four miles inland from the mouth of the Patuxent River, made it more convenient to a larger area of existing



settlements. The Plan of the 1706 St. Leonard Town was a grid pattern of streets with two lots, each 1 ½ acres, set aside for public use ([refer to Figure 3 Plan of St. Leonards Town, ca. 1706](#)).

In July 1814 the British attacked and burned all but three dwellings in St. Leonard Town. Maps from 1824 and 1868 show limited rebuilding of St. Leonard on this site. There is evidence that the current [\(2010\) location of St. Leonard](#) began to be developed as early as 1833. No maps show St. Leonard at its present location until a Coast and Geodetic Survey Map of 1908 depicts [the a](#) post office at the present town site.

This brief summary is extracted from An Archaeological Survey of a Portion of St. Leonard Town by Robert J. Hurry, copyright 1991 by the Maryland Department of Housing and Community Development.

Figure 3 Plan of St. Leonards Town, ca. 1706

3. Demographics and Economics

During the 1980s, Calvert County experienced almost a 50 percent increase in population – from 34,638 in 1980 to 51,372 in 1990. During the 1990s, Calvert's population increased by 45 percent. The County was the second fastest growing county in Maryland in the 1980s and the fastest growing county in Maryland in the 1990s. Between 2000 and 2008, the County grew 19 percent; the rate decreased due in large part to the growth management tools and build-out reduction measures adopted by the County Commissioners.

Population figures and projections for [the St. Leonard Census Designated Place, the Calvert-Beach-Long Beach Census Designated Place](#), Calvert County, [Southern Maryland](#), and the State of Maryland are shown below. [Refer to Figure 4 Map of Census Designated Places for the boundaries of the St. Leonard and the Calvert-Beach-Long Beach Census Designated Places \(CDPs\). The boundaries of the St. Leonard CDP are larger than the boundaries of the Town Center. The St. Leonard CDP area was made as small as possible given the U.S. Census Bureau's criteria for population and boundary criteria.](#)

Population	1980	1990	2000	2010 Estimate
St. Leonard <u>Census Designated Place</u>	N/A	N/A	536	N/A
<u>Calvert Beach-Long Beach Census Designated Place</u>	<u>N/A</u>	<u>N/A</u>	<u>2,487</u>	<u>N/A</u>
Calvert County	34,638	51,372	74,563	90,900
Southern <u>Maryland</u>	167,284	228,500	281,320	350,550
Maryland	4,216,975	4,780,753	5,296,486	5,897,600

Note: N/A: data was not available. Sources: Calvert County Planning & Zoning, U.S. Department of Commerce, Bureau of the Census; and Maryland Department of Planning.

According to the Census Bureau, there were 169 households in the St. Leonard Census Designated Place in 2000 (approximately the boundaries of the Town Center).

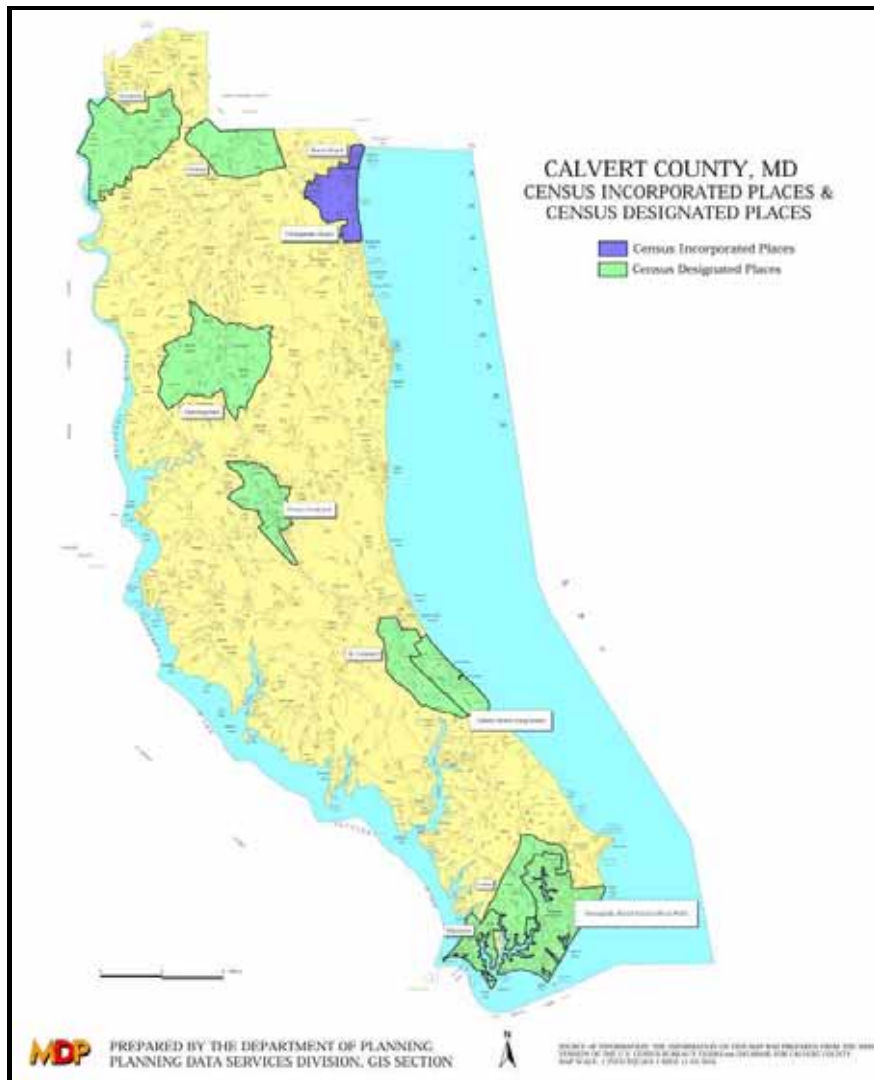


Figure 4 Map of Census Designated Places

General Demographic Characteristics, 2000

	St. Leonard Number	Percent	County Number	Percent
Male	261	48.7 %	36,767	49.3 % %
Female	275	51.3 %	37,796	50.7 % %
Under 5	46	8.6 %	5,077	6.8 % %
5 – 19	128	23.9 %	18,723	25.1 % %
20 – 64	326	60.8 %	44,136	59.1 % %
65 +	36	6.7 %	6,627	8.9 % %
Median Age	31.6 years		35.9 years	

St. Leonard Census Designated Place, Demographics 2000

Race	Number	Percent	<u>County Number</u>	<u>Percent</u>
White, only	473	88.2 %	<u>62,578</u>	<u>83.9 %</u>
Black or African American, only	42	7.8 %	<u>9,773</u>	<u>13.1 %</u>
Other races, only	18	3.4 %	<u>2,212</u>	<u>3 %</u>
Two or more races	3	0.6 %	<u>948</u>	<u>1.3 %</u>

St. Leonard Census Designated Place, Demographics, Housing Units 2000

	Number	Percent	<u>County Number</u>	<u>Percent</u>
Total housing units	178	100 %	<u>24,576</u>	<u>100 %</u>
Occupied housing units	169	95 %	<u>25,447</u>	<u>92.3 %</u>
Vacant housing units	9	5 %	<u>2,219</u>	<u>7.7 %</u>
Owner-occupied housing units	139	78 %	<u>21,679</u>	<u>85.2 %</u>
Renter-occupied housing units	39	22 %	<u>3,768</u>	<u>14.8 %</u>

According to the 2000 Census, the median age of residents of the St. Leonard Census Designated Place is slightly younger than the median age of residents of Calvert County as a whole. The median age of St. Leonard residents is 31.6 years while the median age of County residents is 35.9 years. In 1999, the median household income for St. Leonard residents was slightly more than the County median: \$67,188 for St. Leonard compared with \$65,945 for the County.

4. Calvert County Comprehensive Plan Process

Calvert County adopted its first Comprehensive Plan in 1967. Subsequent plans were adopted in 1974, 1983, 1997, and 2004. “A History of County Planning” is recited in the 2004 Comprehensive Plan. ~~The 1983 Comprehensive Plan called for the establishment of Towns and Town Centers and the development of a master plan for each Town.~~ The State mandates that local jurisdictions review comprehensive plans every 6 years. The Calvert County’s Board of County Commissioners adopted the updated Comprehensive Plan next comprehensive plan review must be completed by due in ~~March~~, 2010.

The 1983 Calvert County Comprehensive Plan Establishes Town Centers

The purpose of the 1983 Calvert County Comprehensive Plan was “to ensure that Calvert County maintains the capability to guide development so that the nature and character of the County may be preserved for future generations.”¹ Central to the concept of guiding development for the future was the establishment of Towns and Town Centers. The 1983 Comprehensive Plan stated the purposes of the Town Centers ~~are to~~:

- a. Concentrate commercial growth and employment opportunities in Town Centers.
- b. Encourage multi-family residential development to locate in Major Towns.
- c. Encourage single-family residential development to locate in Major Towns.
- d. Promote efficient and attractive development in a rural setting.
- e. Allow increased residential densities in Towns by locating Transfer Zones in these areas. (Transfer zones are areas in Calvert County where Transferable Development Rights (TDRs) may be used to increase the residential density.)

There are seven Town Centers plus the municipalities of Chesapeake Beach and North Beach (refer to Figure 5 Calvert County Town Centers).

¹ Calvert County Comprehensive Plan, Approved and Adopted, 1983, p. 1.

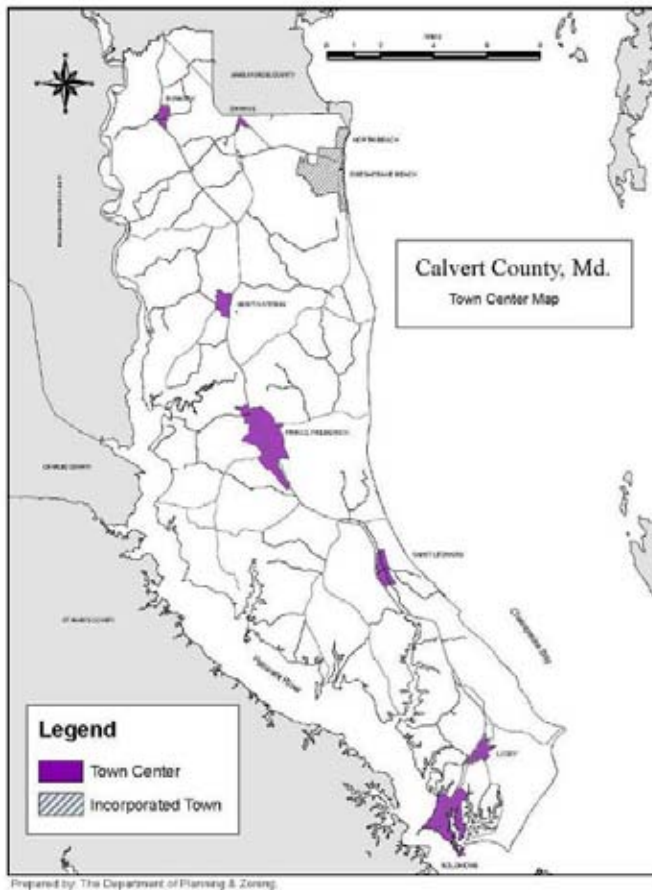


Figure 5 Calvert County Town Centers

The 1983 Comprehensive Plan set forth the process goals for the development and approval of the Master Plan for each Town. The process was ~~were~~ to include the following:

- ~~a.~~ Implement an active Citizen Participation Program; ;
- ~~b.~~ Establish land use policies for Town Center based upon desirable economic development, public facilities; available and needed, ~~and~~ residential development, ~~available and needed, residential development,~~ aesthetics, compatibility with and protection of existing and previously planned uses, and the cumulative effect upon the County; ;
- ~~e.~~ Delineate areas to have certain public facilities, including community water and sewerage, and roads; ;
- Consider each Town independently, allowing for different sizes and specific guidelines for each Town Center.
- ~~d.~~ Designate the physical boundaries of the Towns based on natural features, existing land uses, and policies indicated above; ~~and;~~
- ~~e.~~ Delineate identified locations not suited for certain types of development and restrict such development.
- Develop master plans for designated Towns independently and as scheduled by the Planning Commission.

The 1997 and the 2004 Calvert County Comprehensive Plans continued the policy of the Town Centers being the primary growth areas of the County. The 2004 Comprehensive Plan sets forth the objective to “Develop town centers as attractive, pleasant, and convenient places to live, work, and shop.”

5. St. Leonard Town Center Master Plan Process

The First St. Leonard Town Center Master Plan Process

In preparation for the first St. Leonard Master Plan, which was adopted in 1995, the Calvert County Department of Planning & Zoning hosted a workshop for area citizens to discuss and prioritize their concerns. These concerns were then used to help formulate the Master Plan. Four of the top ten concerns were traffic related. This list has fourteen entries. Two items were ranked as fifth, sixth, and eleventh.

Rank

- 1) Need for a second access route from Calvert and Long Beach to Route 765.
- 2) No more Waldorf/Lexington Park.
- 3) Ball Road and Route 4 intersection is dangerous.
- 4) Keep area visually attractive in a rural setting.
- 5) Maintain flow of traffic along Route 4 and Route 765 (i.e., no traffic lights).
- 5) Maintain high level of environmental quality.
- 6) Route 765 and Calvert Beach Road (dangerous).
- 6) Give identity to St. Leonard.
- 7) Need for schools and school transportation as growth occurs.
- 8) Need for regional sewer.
- 9) Lack of outside recreation areas.
- 10) Need for adequate water and sewer service and fire protection in town center prior to development.
- 11) Need for beautification, landscaping, open space in town center, and buffer on Route 4.
- 11) Need for Architectural Review Committee.

At the initial Town Center planning workshop, citizens identified the need for a sewerage system and an expanded public water system. However, citizens did not feel prepared to accept the high densities and large number of potential residences that would be needed to support public water and sewerage systems.

The 1995 St. Leonard Town Center Master Plan & Zoning Ordinance identified three goals.

- #1 Improve road circulation and traffic safety.
- #2 Promote an attractive image for the Town Center; maintain a high level of environmental quality.
- #3 Provide adequate public facilities.

Accomplishments since the Master Plan's Adoption in 1995

- 1995 Architectural Review Committee Appointed
- 1995 Dowell House Property Acquired for Community Center
- 1995 Dowell Property Acquired for Public Parking Lot
- 1995 Water Tower and Water System Constructed
- 1995 Garden of Remembrance Established at St. Leonard Polling House Park
- 1995 St. Leonard Volunteer Fire and Rescue Station Addition
- 1996 St. Leonard Elementary School Constructed
- 1997 Traffic signal added at Ball Road/MD 2/4 intersection (Objective in 1995 Plan)
- 2007 St. Leonard Streetscape and Roundabout (Objective in 1995 Plan)
- 2008 U.S. Post Office – Relocated and Expanded

St. Leonard Master Plan Update 2008-~~2010~~2009

In 2007, the Calvert County Planning Commission and the Calvert County Board of County Commissioners approved a process for updating all seven of the County's Town Center Master Plans and Zoning Ordinances. ~~Updating the procedure outlined~~ The update process was to include reorganizing the master plans and zoning ordinances into the same format as the Calvert County Comprehensive Plan and Calvert County Zoning Ordinance, conducting special area studies (as needed), revising the master plans, and revising the zoning ordinances. The master plan update process was to involve citizens, businesses, civic organizations, Town Center Architectural Review Committees, County staff, the Planning Commission, and the Board of County Commissioners.

St. Leonard was the second Town Center master plan to begin the update process. The kick-off for the St. Leonard Town Center Master Plan Update was held on January 22, 2008 at ~~the~~ St. Leonard Elementary School. Over 80 participants attended the kick-off meeting. There was a slide presentation that explained the master plan review process, a brief summary of the current plan, review of accomplishments since the adoption of the Master Plan in 1995, and a review of past issues and concerns identified by citizens at a public forum in 2004. Participants worked in small groups to review the current plan's goals and objectives and to identify concerns. Participants were asked whether existing goals and objectives should be refined or deleted and whether new ones should be added.

The results from the kick-off meeting were presented on February 26, 2008 at ~~the~~ St. Leonard Elementary School. Six overall themes emerged:

- Recreation/Town Park/Community Center
- Water and Sewer
- Conditions Concerning the Motel Property
- Economic Development
- Transportation
- Land Development

The topic of recreation/town park/community center, ranked highest when citizens were asked to identify the issues of most concern to them. The desire for a sewer system and for expanded water service ranked second, tied with concerns about the motel property. Participants were concerned about the lack of a sewer system limiting the commercial development potential of the Town Center. Economic development ranked third. Concerns included the lack of banking services in the Town Center, need for more support in promoting the Town Center for business/economic development, and the desire for more eating establishment choices.

The three goals from the [current 1995](#) Master Plan were generally found to still be relevant. Additional emphasis was suggested: pedestrian and bicycle connectivity, economic development, and a sewer feasibility study. One of the goals had two separate topics, promoting an attractive image for the Town Center and maintaining a high level of environmental quality. It was suggested that this goal be split into two goals.

The third meeting was a walking tour of the Town Center's central core. In March, 2008, participants took a closer look at the Town Center from the vantage point of pedestrians. Participants provided input on issues identified during the kick-off meeting by answering survey questions and providing additional comments. Participants were encouraged to take photographs of what they liked and disliked about the St. Leonard Town Center.

A focus meeting on development patterns was held on October 29, 2008. The meeting focused on options regarding the development pattern in St. Leonard. Topics included commercial layout, appropriate housing density, ultimate Town Center build-out, and effects of environmental constraints.

Meeting attendees were asked to complete a survey. People who were interested but unable to attend the meeting were invited to complete the survey: 130 surveys were submitted. Respondents were asked questions about residential density, mixed use, building heights, green roofs² flat roofs, commercial use intensity, and residential build-out. Highlights from the tally of all surveys follow.

- Higher densities (4, 8, or 10 units per acre) are desirable or acceptable.
- Lower residential density (1 unit per acre) is undesirable.
- Residential buildings should be permitted to have flat roofs if the roof is green.
- Commercial buildings should be permitted to have flat roofs if the roof is green, or if the building is large.
- Three story buildings with flat roofs should be permitted to provide dwellings over businesses.
- Commercial uses should be allowed in both Village District – Subarea A and Subarea B ([refer to Figure 7 Town Center District Map](#)).
- Commercial uses should be concentrated in Village District – Subarea B
- Commercial uses should be discouraged in Village District – Subarea A

² [A green roof is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproof membrane.](#)

Respondents indicated their preferences for various build-out scenarios. The categories receiving the most responses were:

- A build-out of an additional 80 dwellings was “undesirable”
- A build-out of an additional 180 dwellings was “undesirable”
- A build-out of an additional 350 dwellings was “acceptable”
- A build-out of an additional 700 dwellings was “desirable”
- A build-out of an additional 870 dwellings was “undesirable”

Timing of Review of this Master Plan

No plan is ever final or definitive. It reflects current conditions and anticipates future developments. Its function is to provide policy guidance and site specific recommendations as a planning framework within which change may occur. As conditions change over time, the Master Plan will be reviewed and updated if necessary. In addition, any major public improvements proposed will be implemented in specific stages. Any plan which presumes simultaneous implementation of all recommendations, involving either public funding or private investment, would be unrealistic.

C. MASTER PLAN GOALS & OBJECTIVES

The goal of this Master Plan is to develop the St. Leonard Town Center as an attractive, convenient, and interesting place to live, work, and shop while protecting the natural assets of the area and preserving the historic character for future generations.

GOAL #1: IMPROVE ROAD CIRCULATION AND TRAFFIC SAFETY.

Objectives:

- A. Provide a second access route from Calvert Beach and Long Beach to MD Route 765; include sidewalks, bikeways, and/or a shared use path.
- B. Promote a balanced, complete transportation system to enhance mobility of all users: pedestrians, bicyclists, motorists, and bus riders.
- C. Avoid permanent traffic signals along MD Route 4 and MD Route 765.
- D. Provide safe pedestrian access and safe bicycle access along the major north-south and east-west roads in the Town Center.

GOAL #2: PROMOTE AN ATTRACTIVE IMAGE FOR THE TOWN CENTER.

Objectives:

- A. Preserve the scenic beauty of the outlying areas of the Town Center.
- B. Use landscaping and existing natural features to provide buffers between incompatible uses and to enhance the appearance of the Town Center.
- C. Maintain the existing small town character of St. Leonard; avoid typical strip commercial development pattern (example: Waldorf).
- D. Adopt architectural and site design standards to help promote an attractive image. Continue to appoint an Architectural Review Committee to implement design standards.

GOAL #3: MAINTAIN A HIGH LEVEL OF ENVIRONMENTAL QUALITY.

Objective:

- A. Protect sensitive natural areas (steep slopes, flood plains, wetlands) and incorporate them into the overall town design.

GOAL #4: PROVIDE ADEQUATE PUBLIC FACILITIES.

Objectives:

- A. Ensure that the St. Leonard Volunteer Fire and Rescue service can accommodate future development.
- B. Explore the feasibility of providing a community sewerage system and an upgraded water system scaled to the small town character of the Town Center. (The 2004 Comprehensive Plan allows both major and minor Town Centers to have water and sewer “when needed to support environmental health and/or support County-identified economic development goals, when and if cost effective and economically feasible.”)
- C. Provide a public square within the Town Center.

GOAL #5: ENCOURAGE COMMERCIAL DEVELOPMENT THAT IS COMPATIBLE WITH THE ENVIRONMENTAL, CULTURAL, HISTORICAL, AND AESTHETIC CHARACTER OF ST. ~~LEONARD~~ LEONARD.

Objective:

- A. Foster a business base large enough to supply the day to day needs of the surrounding community.

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CHAPTER I: LAND

A. GENERAL LAND USE POLICIES FOR ST. LEONARD TOWN CENTER

- Promote traditional town design ~~principals~~ principles in new development, redevelopment and infill projects.
- Protect and enhance the existing residential areas and encourage a mixture of pedestrian-friendly uses within the Town Center.
- Require architectural review in all districts within the Town Center.

Considerations:

1. The Calvert County Comprehensive Plan designates St. Leonard as a Minor Town Center. The Comprehensive Plan states, “Minor ~~T~~own ~~C~~enters are to serve as local convenience centers unless individual ~~Town Center~~ master plans determine otherwise.”³
2. The St. Leonard Town Center is located midway between the Major Town Centers of Prince Frederick and Solomons.

1. TOWN DESIGN AND LAND USE

There is a rich heritage of urban form in the Chesapeake Bay region. Towns such as Annapolis, Oxford, and Chestertown have been noted for their enduring scale, livability, and charm. These towns are characterized by a grid pattern of streets, a compact arrangement of architecturally compatible buildings, a variety of pedestrian-friendly uses, a clearly defined commercial and residential center, and clearly defined boundaries or edges. A town design based on these earlier precedents will address the concern that St. Leonard be given a clear identity and that it not be allowed to develop into another Waldorf with a series of strip commercial shopping centers along the main road. It will also help reinforce St. Leonard’s existing role as a community focal point for commerce and social interaction. The principle of this physical plan is to recapture the assets of our early town planning by using a traditional town design.

a. Policy:

- (1) Do not expand the St. Leonard Town Center along or across MD 2/4.
- (2) “The St. Leonard Town Center serves as a center of commerce and a gathering place for the residential and rural communities surrounding the town.”

2. GATEWAYS, BUFFERS AND EDGES

Citizens asked that the area in and around St. Leonard be kept “visually attractive in a rural setting”. ~~To accomplish this goal, the scenic beauty and rural character associated with the outlying areas of the Town Center should be retained and used to establish entryways, or~~

³ Local convenience centers offer for sale “items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping” (California Planning Roundtable, quoted in *A Planners Dictionary*, American Planning Association).

~~“gateways” leading toward the central core.~~ It is important for the Town Center to maintain clearly defined boundaries, or edges. ~~As the Town Center grows, the edges should remain distinct.~~ People should know when they have entered the Town Center and when they have left. Finally, it is important to provide buffers between non-compatible uses. In particular, it is important to provide a buffer between the highway MD 2/4 and the Town Center.

a. Gateways

Distinct patterns of land clearing and architectural grouping define the rural character along MD Route 765 from the south and north into St. Leonard Town Center. The preservation of these ~~as gateway patterns~~ is critical to the enhancement of a sense of place in the Town Center. ~~The permitted density of development can be achieved without losing this character if new buildings are carefully integrated into the existing landscape. Buildings should be located at the edge of the woods, leaving barns, farm houses, and open fields as the foreground. In addition to preserving rural character outside the St. Leonard Town Center, it is important to establish gateway features so that residents and visitors know that they have arrived to the Town Center. Scottsdale, Arizona describes a gateway as “A point along a roadway at which a motorist or pedestrian gains a sense of having entered the city or a particular part of the city. This impression can be imparted through such things as signs, monuments, landscaping, a change in development character, or a natural feature” (A Planners Dictionary, American Planning Association).~~ Instead of individual driveways, lanes servicing a number of buildings should be linked together with only infrequent connections to MD Route 765.

Actions:

I-1 Demarcate the Town Center boundaries with appropriate signage. [DPW, MD SHA]

I-2 Establish gateway features to identify the arrival experience into the Town Center on MD 765 and Calvert Beach Road. [GS, F&B]

b. Buffers and Edges

MD Route 2/4 on the western edge and the utility corridor on the eastern edge of the Town Center provide definite limits to the Town Center’s physical form. The utility corridor becomes a buffer of undeveloped land. While not a noisy intrusion, it is somewhat unsightly. The utility corridor will be less of a visual element if the land to the east remains low density and rural in appearance.

To maintain a buffer between the Town Center and the highway, a minimum 100-foot no cut, no clear buffer should be maintained along MD Route 2/4 and no entrances or new intersections should be allowed. The buffer also will help maintain the scenic qualities of existing rural landscapes and vistas viewed from MD Route 2/4.

The Mid-Atlantic Power Pathway Project (MAPP) is a proposed interstate electricity transmission line that will help relieve congestion on the power grid and provide access to more affordable sources of electricity. Should the MAPP project receive requisite approvals, the transmission line will extend from Virginia north to New Jersey. In Calvert County, no widening or additional right-of-way (ROW) is required for the project and the existing lattice tower and tubular structures will be removed and replaced with new tubular steel, H-frame

type structures in the existing ROW. The new structures will be approximately 38' taller than existing structures but will be under 200' tall.

Action:

I-13 Preserve a 100-foot wooded buffer along MD Route 2/4. [P&Z]

3. COMMERCIAL AND CIVIC CENTER



Figure 6 Main Street Perspective, St. Leonard

The area from the former post office south to the Polling House Park and Garden of Remembrance is the center of St. Leonard. The rows of closely spaced commercial buildings lining the sidewalk along the west and east sides of MD Route 765 provide a clearly defined commercial core. It is important to the commercial viability of the Town Center that it retain a strong centralized commercial core. It is equally important, from a community standpoint, to maintain a strong central focal point. Retaining the core as a focal point can be accomplished by reinforcing the existing center.

Of the two main roads in St. Leonard (MD Route 765 and Calvert Beach Road), Route 765, between Mattapany Road and the Polling House Park should be designated as the central “commercial spine”. This designation is consistent with current land use patterns and will help reinforce an identifiable commercial center that is accessible both to in-town residents and other users from the market area.

Leonard Avenue, between Buehler’s Store and the gas station, should be designated as the community’s “civic spine” connecting St. Leonard Park to a proposed new “town square”. The proposed town square should be located at the crossing of the north-south Commercial Spine along Route 765 and the east-west Civic Spine, thereby expressing in physical form the dual function of St. Leonard as both a commercial and civic center. The square itself should be designed to provide space for both farmers’ markets and public ceremonies.

4. LAND USE DISTRICTS

There are two land use districts within the St. Leonard Town Center: the Village District and the Residential District.⁴ Refer to Figure 7 Town Center District Map for locations of the districts.

⁴ The first St. Leonard Town Center Master Plan, adopted in 1995, included a potential Employment Overlay District. There were several conditions required for the creation of the overlay district, including all property



Figure 7 Town Center District Map

owners within the proposed district signing the application for designation and the County Commissioners holding a public hearing. The potential employment overlay district would have been located- in the northwestern area of the Town Center. Since a majority of the land that might have been included in the Employment Overlay District was subsequently developed into a residential subdivision, the updated Town Center Master Plan does not propose an employment overlay district.

1. Village District

The majority of the Town Center is included in the Village District. The purpose of this district is to allow for a wide variety of uses within a traditional and attractive village setting. This purpose can be accomplished by design criteria and by requiring that new buildings, signs and sites be designed for a “pedestrian” scale.

The Village District is divided into two subareas, A and B [refer to note on Page 22 about a potential third sub-area]. The purpose for having subareas is to make a distinction between the land use patterns. The northern subarea is an area comprised mostly of residences that transitions a gateway into the denser core which comprises comprised of a mix of uses including residential and commercial ~~the southern subarea. See Figure 6 Town Center District Map for to see the boundaries of the two subareas. See Refer to Figure 8 Map of Village District - Subarea A~~ for a larger scale view ~~of Village District – Subarea A. See Refer to Figure 9 Map of Village District - Subarea B~~ for a larger scale view of Village District – Subarea B.

At the northern end of ~~this district the Village District, between the Town Center’s northern boundary and Mattapan Road,~~ design standards should be directed toward maintaining the image of a scenic gateway creating an attractive village setting. An important landmark in this area is Oak Hill, the “house on the hill”, built by Benson Basil Duke Bond to replace the house that burned in 1895.

Within the center of town, between Mattapan Road and the St. Leonard Polling House Park and Garden of Remembrance, attention should be directed toward establishing a traditional grid pattern of tree-lined streets and sidewalks. Development along MD Route 765 within this area should continue the pattern of closely spaced commercial buildings lined up along the sidewalk. This pattern will help reinforce the commercial “drawing power” of stores in the area, reduce dependence on vehicles, and increase convenience for pedestrians and bicyclists. In order to continue St. Leonard’s development pattern of stores lining the sidewalk, it is important that new buildings and renovated buildings have public entrances along the sidewalk and public road. This pattern of development is not only pedestrian-friendly but ensures the Town Center’s future development is pedestrian-oriented. Apartments over shops and offices within the Village District should be encouraged, both as a means of expanding the housing stock and as a means of giving the town a needed physical mass through the use of two to three story buildings along St. Leonard’s main street. Commercial uses should be limited to retail, restaurant, personal service, and office uses, rather than heavy commercial and light industrial, in order to encourage more residents and visitors to come downtown.

To encourage more residents and visitors to come to the core of the Town Center, a form-based code (also referred to form-based zoning) should be considered for the commercial core and civic spine. Form-based zoning

“allows market demand to determine the mix of uses within the constraints of building type set by the community...The look and layout of a street is carefully controlled to reflect neighborhood scale, parking standards, and pedestrian accessibility, but building owners and occupants are allowed maximum flexibility to determine how the buildings will be used” (United States Environmental Protection Agency).

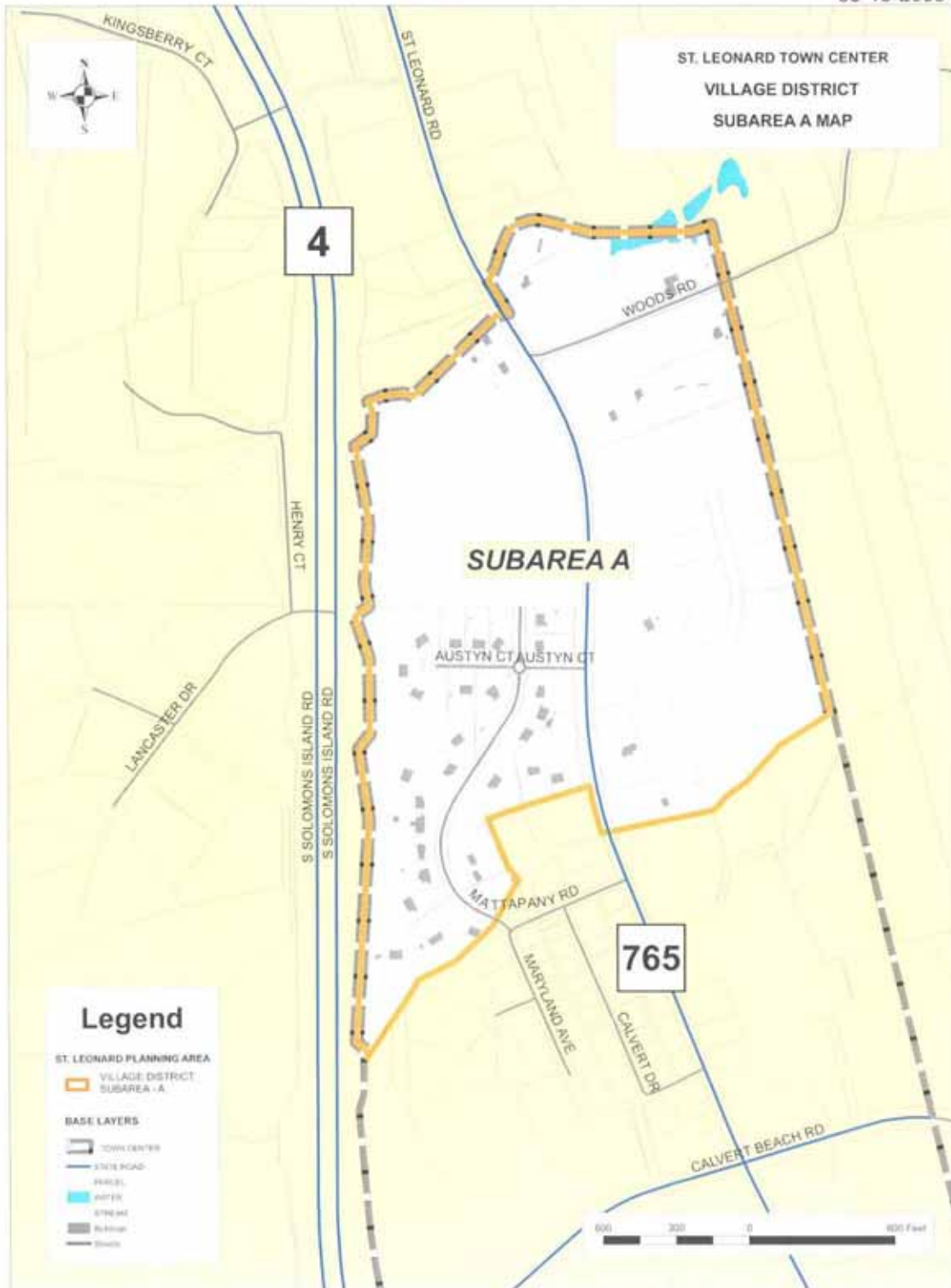


Figure 8 Map of Village District - Subarea A

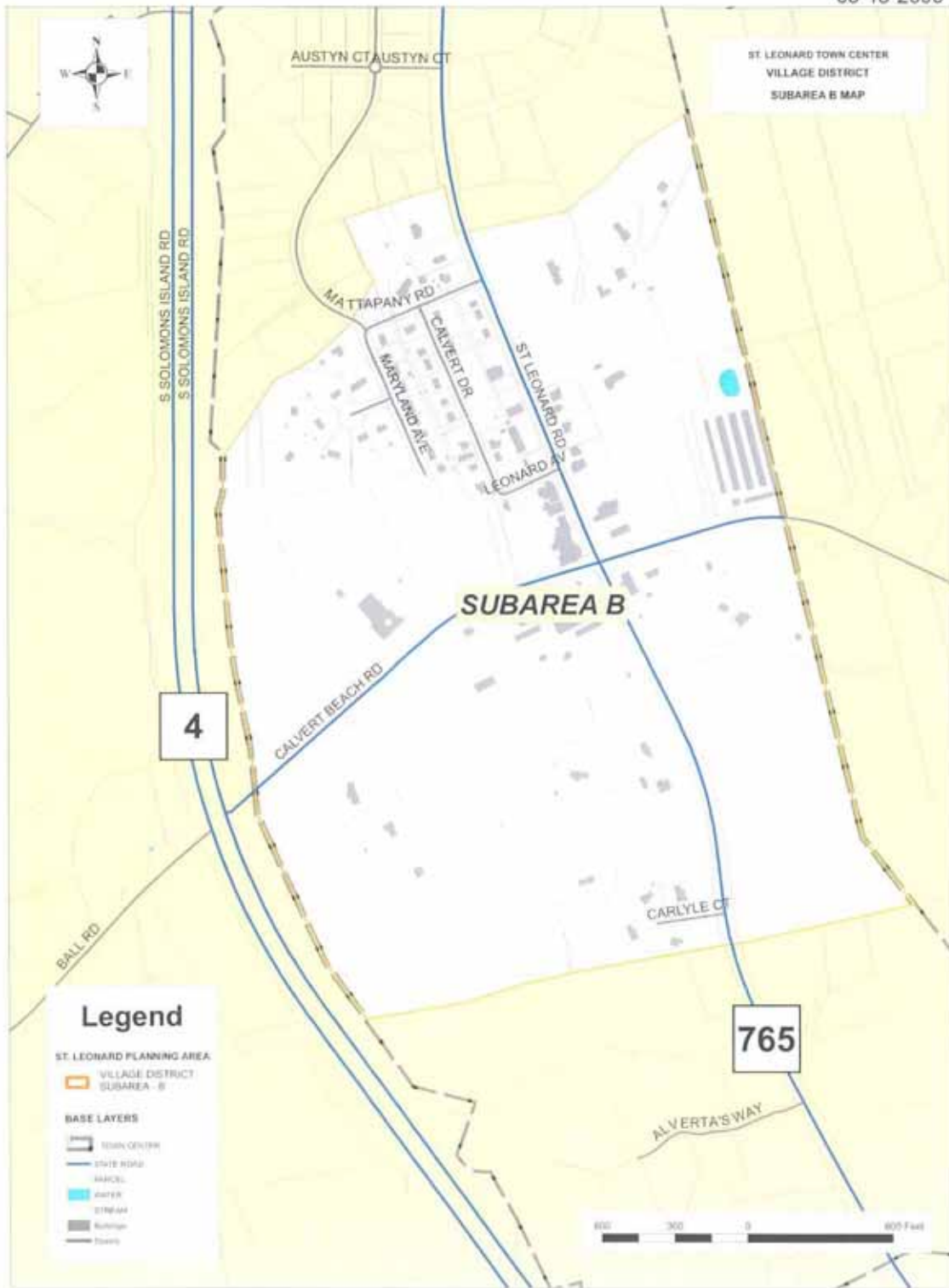


Figure 9 Map of Village District - Subarea B

[NOTE: This draft of the St. Leonard Master Plan recommends that a form-based code be developed for the commercial core within Village Sub-area B. One way to delineate the area where the form-based code would apply would be to create a third sub-area, such as Sub-area C. Please refer to the draft St. Leonard Zoning Ordinance, Article 2: Zoning Maps & Zoning Districts for more details and to see the options being considered for the sub-area boundaries. If further delineating the Village District into three sub-areas is pursued, then the draft Master Plan's text and graphics would be revised to incorporate the three subareas.]

The 2004 Calvert County Comprehensive Plan sets forth ten visions. One of the Visions states, "Our Town Centers are attractive, convenient, and interesting places to live, work and shop." A benchmark was set: "35% of all new households are located in Town Centers or immediately around Town Centers." Ever since the first Calvert County Comprehensive Plan in 1966, one of the County's primary goals has been the preservation of its rural character. In order to preserve the rural character, growth has been directed away from farming and forestry areas and towards growth areas, including Town Centers. This goal is accomplished through zoning and the use of Transferable Development Rights.⁵

In 2009, the State of Maryland revised the State Economic Growth, Resource Protection, and Planning Policy to include 12 visions. The housing vision states "A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes."

Zoning adopted by the County in 1995 permitted one dwelling per 40,000 square feet and permitted one dwelling per 20,000 square feet with the purchase of Transferable Development Rights. (An acre equals 43,560 square feet, approximately the size of a football field, not including the end zones). Given the requirements for the amount of area required to be set aside for septic systems, it may be possible to achieve a density of approximately two dwellings per acre. Greater densities could be achieved with the provision of a public sewer system.

The estimated number of dwelling units existing in 2008 was 223 with an estimated population of approximately 690. The Town Center encompasses approximately 335 acres. In 2008, staff inventoried the number of undeveloped parcels greater than one acre and estimated the number of dwelling units that could be accommodated at several density levels. Of the approximately 100 acres of undeveloped parcels, approximately 85 acres would be available for residential development, accounting for the subtraction of road and wetland buffers. Potential additional dwelling units for densities from 1 dwelling per acre to 10 dwellings per acre range from approximately 80 to 860. The potential buildout of the Town Center ranges from about 300 dwellings (at 1 dwelling/acre) to about 1,090 dwellings (at 10 dwellings/ acre) with population ranging from about 940 to 3,170 people.

If a public sewer system were to be provided in the future, this area could accommodate additional dwellings. To plan for this possibility, it is recommended that houses be located on each lot so as to allow for later infill.

⁵ A Transferable Development Right is a ~~The~~ right a landowner in an Agricultural Preservation District conveys to a person which permits that person to increase the density of residential use of land.

- a. Policies:
 1. Encourage a mix of uses.
 2. Consider allowing a development bonus for desired public benefit, such as preferred uses, design features, public spaces, etc.
 3. Encourage residential units to be co-located with commercial uses.
 4. Permit a higher residential density in the Village District than in the Residential District.
 5. Consider increasing residential density if a public sewerage system is determined to be economically feasible and to meet the Calvert County Comprehensive Plan's requirements (needed to support environmental health and/or support County-identified economic development goals, when and if cost-effective and economically feasible).
 6. Do not designate Agricultural Preservation Districts within the St. Leonard Town Center since the purpose of the Town Centers is to be focal points in the County for growth.
 7. Allow a maximum height of three stories plus a habitable roof in Village District Sub-area B (and Sub-area C, if C is pursued).
 8. Continue to require buildings along MD 765 in the commercial core to be located at the "build-to-line" so that buildings are located at the edge of sidewalks along MD 765. Consider allowing waivers to this requirement when environmental constraints preclude compliance with this requirement.
 9. Reinforce the village character and encourage pedestrian circulation by encouraging building designs with public entrances from the sidewalk/public street and discouraging building designs with no public access from the sidewalk/public street.

Actions:

- ~~I-2~~ 4 ~~Consider revising the Town Center Zoning Ordinance to allow maximum residential density within the Village District that can be accommodated on private septic systems.~~
 - a. Revise the Town Center Zoning Ordinance requirements for the Village District to allow a minimum lot size smaller than 40,000 square feet. The minimum lot size should be of a sufficient size to accommodate dwellings on private septic systems, based upon the Health Department's approval. [P&Z]
 - b. Revise the Town Center Zoning Ordinance so that the use of TDRs is determined by a base density of one dwelling unit per acre. The use of TDRs to increase density should be tied to dwelling unit density not lot size. [P&Z]
 - c. If a public sewerage system is constructed to serve the St. Leonard Town Center, then revise the Town Center Zoning Ordinance requirements for the Village District by reducing or eliminating the minimum lot size and set a maximum dwelling unit per acre density. Require Transferable Development Rights (TDRs) for any new residential development that exceeds one dwelling unit per acre. [P&Z]
- ~~I-3~~ 5 ~~Revise the Town Center Zoning Ordinance to permit residences and commercial uses to be located on the same parcel. [P&Z]~~
- ~~I-4~~ 6 ~~Study and evaluate land uses and zoning requirements in the Village District with the purpose of promoting greater commercial density within Subarea B, the commercial core of the Town Center. Consider establishing a form-based code in the St. Leonard Zoning Ordinance for the commercial core of the Village District, Subarea B, to create a small, pedestrian-oriented downtown feel, limited to retail, restaurant, personal service, office and mixed uses. (A mixed-use building includes one or more dwelling units and one or more non-residential land uses.) [P&Z]~~

- I-7 Require future development to make streetscape improvements so that the improvements are compatible with the streetscape improvements that the State and County constructed along MD 765 and St. Leonard Road.
- I-5 Require Transferable Development Rights for any dwelling units over a density of one unit per acre. [P&Z]
- I-9 Decrease the setback requirement from MD 765 for the Village District Subarea A, which is currently 100 feet for residential uses and 50 feet for commercial use. The setback width should be sufficient to accommodate a sidewalk and trees. [P&Z]
- I-10 Consider expanding the types of residential uses permitted in the Village District. [P&Z]
- I-11 Conduct a comprehensive review of the Sub-area boundaries on the St. Leonard Zoning Map to ensure that Sub-area boundaries reflect the intent to make the core of St. Leonard a destination for residents and visitors.

2. Residential District

A combination of family farms and single family homes on relatively large lots characterizes the existing land use within this district at the southern third of the Town Center. Careful attention has been paid over the years to maintaining the existing farm buildings and fields and fitting new houses into the landscape in a thoughtful and sensitive manner, creating a very attractive entryway from the south into the center of town. See Figure 10 Map of Residential District for a map of the Residential District.

~~Zoning and design standards in this district should be directed toward maintaining the existing scenic beauty and rural residential character of the area while allowing for additional residences. Clustering new residences will help to preserve scenic vistas.~~ **The purpose of this district is to allow for residential uses in an attractive small town setting and to limit uses to those that are compatible with residential uses.** Zoning adopted in 1995 permitted one dwelling per 40,000 square feet.

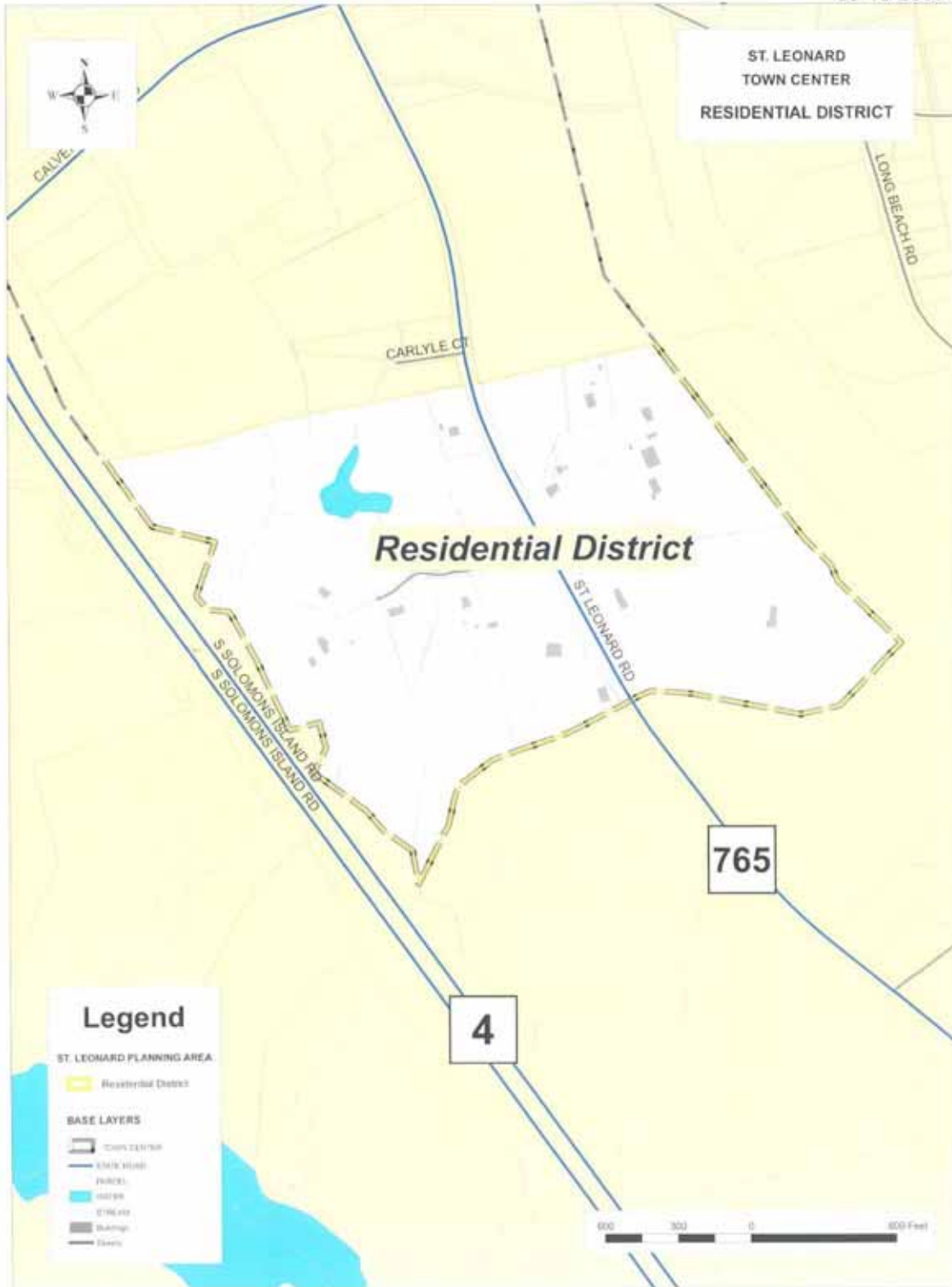


Figure 10 Map of Residential District

- a. Policies:
 1. Permit uses compatible with residential use.
 2. Consider allowing a development bonus for desired public benefit, such as preferred uses, design features, public spaces, etc.
 3. Consider increasing residential density if a public sewerage system is determined to be economically feasible and to meet the Calvert County Comprehensive Plan's requirements (needed to support environmental health and/or support County-identified economic development goals, when and if cost-effective and economically feasible).
 4. Do not designate Agricultural Preservation Districts within the St. Leonard Town Center since the purpose of the Town Centers is to be focal points in the County for growth.

Actions:

- I-6 ~~Consider revising the Town Center Zoning Ordinance to allow maximum residential density within the Residential District that can be accommodated on private septic systems.~~
 - a. Revise the Town Center Zoning Ordinance requirements for the Residential District to allow a minimum lot size smaller than 40,000 square feet. The minimum lot size should be of a sufficient size to accommodate dwellings on private septic systems, based upon the Health Department's approval. [P&Z]
 - b. Revise the Town Center Zoning Ordinance to allow the use of TDRs based on residential density (number of units per acre). [P&Z]
 - c. If a public sewerage system is constructed to serve the St. Leonard Town Center, then revise the Town Center Zoning Ordinance requirements for the Residential District by reducing or eliminating the minimum lot size and set a maximum dwelling unit per acre density. Require Transferable Development Rights (TDRs) for any new residential development that exceeds one dwelling unit per acre. [P&Z]
- I-7 Require Transferable Development Rights for any dwelling units over a density of one unit per acre. [P&Z]
- I-8 Review the St. Leonard Town Center Zoning Ordinance to ensure uses are compatible with residential use and only permit industrial uses compatible with residential uses. [P&Z]
- I-15 Decrease the setback requirement from MD 765 for the Residential District, which is currently 100 feet for residential uses. The setback width should be sufficient to accommodate a sidewalk and trees. [P&Z]

B. TRANSPORTATION

GENERAL TRANSPORTATION POLICIES FOR ST. LEONARD TOWN CENTER:

- A balanced, complete transportation system will be promoted to enhance mobility of all users: pedestrians, bicyclists, motorists, and bus riders.
- Walking and bicycling are important modes of transportation.

The National Complete Streets Coalition defines “complete streets”:

“Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. (<http://www.completestreets.org/complete-streets-fundamentals/>, April, 2010)”

There are two functional classes of roads within the St. Leonard Town Center: collector and local (land access). Arterials, like MD Route 2/4 located immediately to the west of the Town Center, carry the heaviest volumes of traffic and serve inter-county travel. Collectors, like Calvert Beach Road and Long Beach Road, serve shorter trips and link residential areas to arterials. Local roads provide access to abutting properties. There is one road within the Town Center that has a Federal Highway Functional Classification. The Federal Highway Administration has classified Calvert Beach Road as a collector.

Roads can be classified by ownership: State, County or private. MD 765 is owned by the State. Calvert Beach Road from the intersection with MD 2/4 to the electric utility lines is a collector road owned by the State. The other roads are local roads owned by the County or owned privately.

The St. Leonard Town Center is served by the County’s bus system as well as the Maryland Transit Authority’s commuter buses.

Walking and bicycling are important modes of transportation. Both walking and bicycling help reduce energy consumption of vehicle transportation, reduce vehicle traffic, and promote human health through exercise.

ROAD IMPROVEMENT PLAN

Road Pattern

A grid pattern is the basis of the town’s proposed road network. This pattern will address concerns for the limited means of access to and from the beach communities and also create a network of interconnecting roads for traffic generated by the activity within the town. In particular, a grid pattern will disperse traffic that is currently funneled toward the intersection of Calvert Beach Road and MD Route 765 and help reduce the amount of traffic at this intersection. (Refer to Figure 11 Road Plan below). ~~The road entrances onto MD 765 and the segment of Calvert Beach Road from the intersection with MD 2/4 to the western edge of the power line easement, which~~ are owned by the State. Any proposed road entrances on to MD 765 or the state-owned segment of Calvert Beach Road would need to be ~~have not been~~ approved by the Maryland State Highway Administration. ~~The proposed road entrances will need to be approved by the state~~ before being constructed.

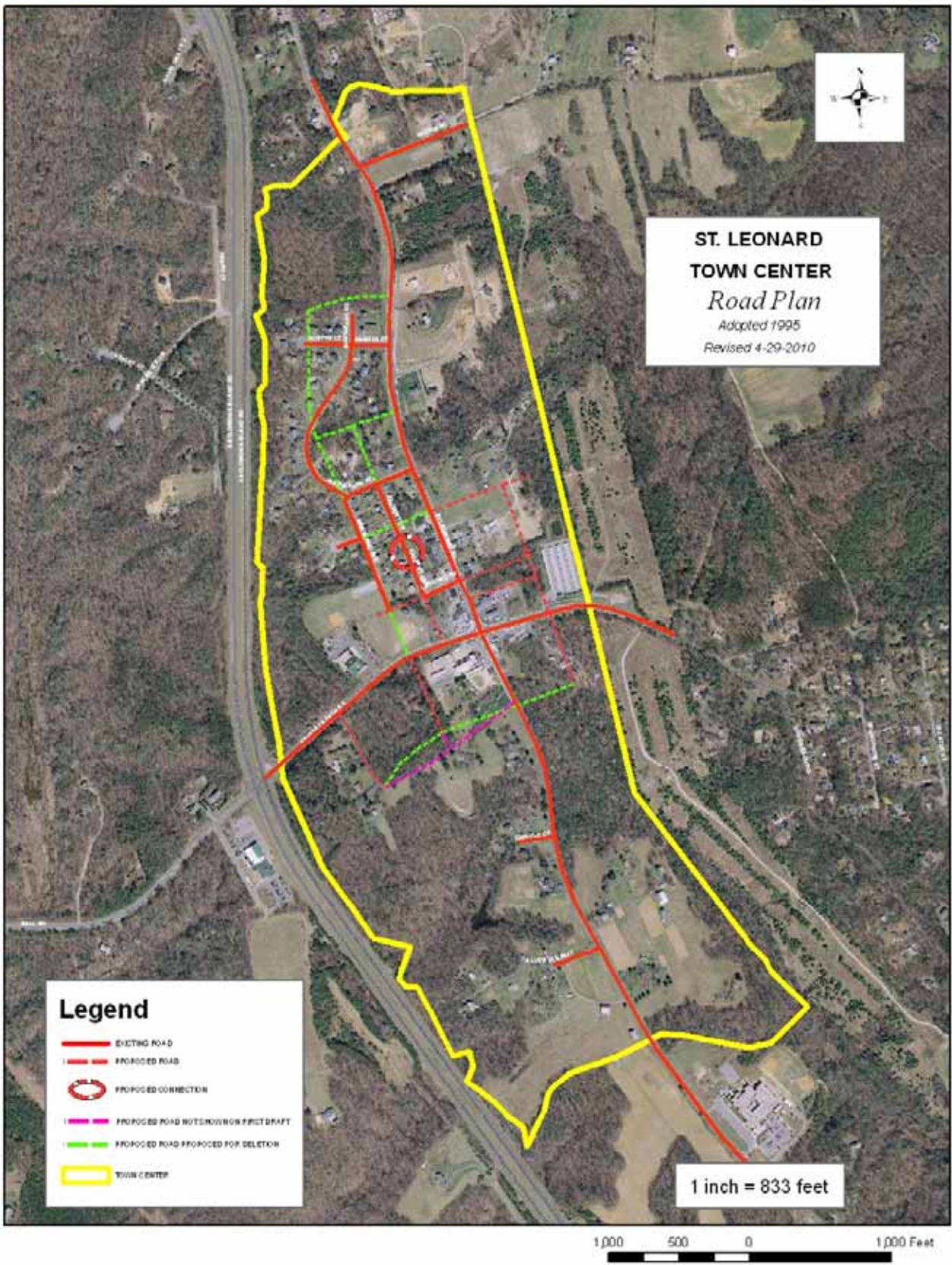


Figure 11 Road Plan

MAIN STREET

The 1995 St. Leonard Town Center Master Plan called for the County government to “explore the feasibility of providing a rotary at the Calvert Beach Road/Route 765 intersection as a further means of alleviating congestion, subject to agreement by adjacent property owners.” The Calvert County Department of Planning worked with St. Leonard citizens and business owners to develop a concept plan for a streetscape project that included a roundabout, sidewalks, lighting for sidewalks, and street trees. The Maryland State Highway Administration and the County government provided approximately \$2 million in funding for the engineering and construction of the streetscape project. The ribbon cutting was held in 2003 (see Figure 12). See Figure 13-1995 Main Street Plan with Roundabout for the concept drawing from the 1995 Master Plan. An aerial from 2007 shows the constructed roundabout (see Figure 14 Roundabout & Streetscape, 2007 Aerial (east oriented at top)).



Figure 12 Streetscape Dedication, 2003

For the streetscape and landscaping design standards in ~~the~~ Village District Subarea B, the 1995 Town Center Zoning Ordinance stated that if a property owner did not wish to grant the necessary easements for the improvements, “the owner will be required to make improvements in accordance with the plan at such time as any new building on the property is constructed or any existing building on the property is expanded.”

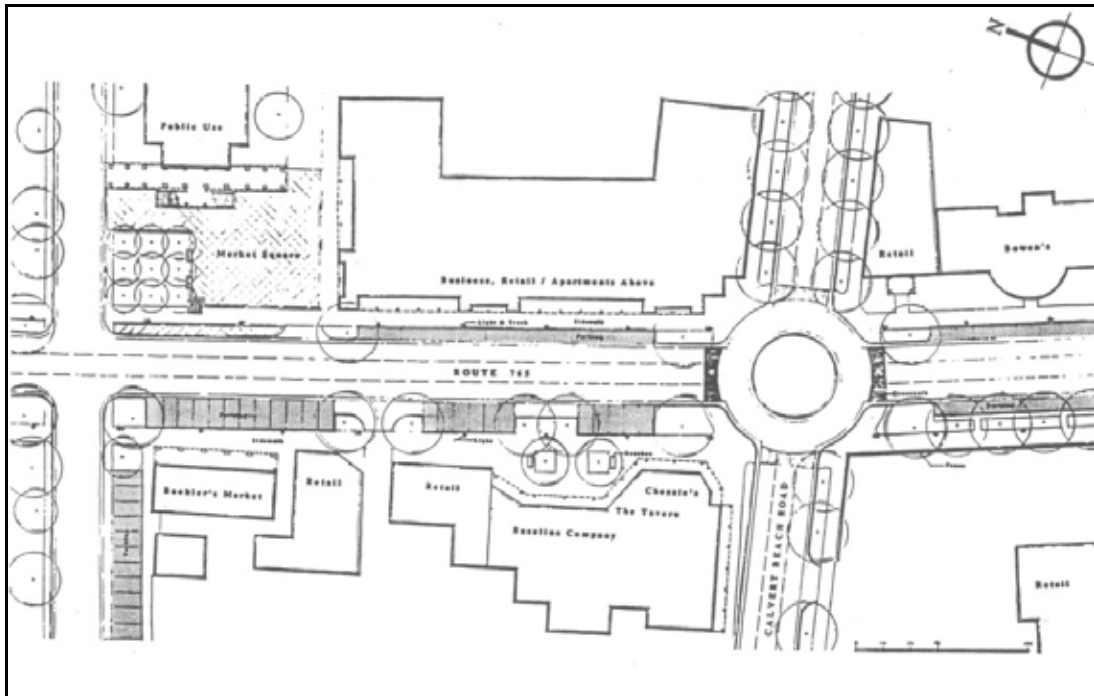


Figure 13 1995 Main Street Plan with Roundabout



Figure 14 Roundabout & Streetscape, 2007 Aerial (east oriented at top)

Actions:

- I-~~169~~ Promote multiple modes of transportation to reduce dependence on automobiles within St. Leonard Town Center, and connect the Town Center with adjacent communities through the encouraged use of walking and bicycle routes. [\[PW, P&Z\]](#)
- I-~~170~~ As development occurs, require that planned roads be dedicated, using the road sections shown in this Plan. [\[PW, P&Z\]](#)
- I-~~184~~ Improve existing roads in accordance with the Road Plan in the St. Leonard Master Plan. [\[PW\]](#)
- I-~~192~~ Continue the requirement that road improvements, including sidewalks and street trees, be provided by property owners who opted not to grant easements for the streetscape ([constructed in 2003-2004](#)) when any new building on the property is constructed or any existing building on the property is expanded. [\[P&Z\]](#)
- I-~~20~~
13 Review the St. Leonard Zoning Ordinance’s road construction requirements and the streetscape and landscaping design standards to ensure continuity of the streetscape improvements constructed by the State. [\[P&Z\]](#)
- I-~~21~~ [Explore the feasibility and impacts of extending Leonard Avenue, from Calvert Avenue to Maryland Avenue, for the purpose of accessing Grover’s Field and the St. Leonard Recreation Park.](#) [\[PW, P&Z\]](#)

1. Motorists

a. Traffic Analysis

During the development of the first Town Center Master [Plan](#), an analysis of traffic patterns at the two major intersections serving the Town Center was used to identify the major traffic issues that need to be addressed in the Master Plan. Traffic analysis issues that are still pertinent during the 2008-09 update include:

- Access to Calvert Beach and Long Beach needs to be improved.
- More parking is needed within the Town Center.
- Traffic flow along MD Route 2/4 and MD Route 765 needs to be maintained.

b. Ball Road/MD Route 2/4 Intersection

The Ball Road/MD Route 2/4 intersection was signalized in 1997, making it much safer. Future efforts should be targeted towards reducing anticipated future congestion.

Actions:

I-~~2214~~ Continue to improve the safety and capacity of the Ball Road/Route 2/4 intersection as needed. [\[MD SHA\]](#)

c. Additional Intersections ~~A~~along MD Route 2/4

To promote safe traffic flow along MD Route 2/4 and to help avoid the potential for future strip commercial development along Route 2/4, no new intersections or access points should be permitted along Route 2/4.

d. Access Roads

[Calvert Beach Road connects the communities of Calvert Beach and Long Beach to the St. Leonard Town Center and MD 2/4. Long Beach Road connects into Calvert Beach Road about two-tenths of a mile east of the power line easement. Calvert Beach Road and Long Beach Road, east of the power lines, have no shoulders, bikeways, or sidewalks. The Calvert Beach-Long Beach Census Designated Place had a 2000 Census population of 2,487.](#) Traffic to and from the beach communities should have more than one access. One option is to connect Long Beach Road to MD Route 765 about one mile south of the Town Center. Another option is to connect Calvert Beach Road to MD 765 by way of a road running parallel to MD 765 east of the power lines. This road could either connect with Woods Road or Toms Lane. [Refer to Figure 15 Vicinity Map of Town Center Showing Road Network.](#)

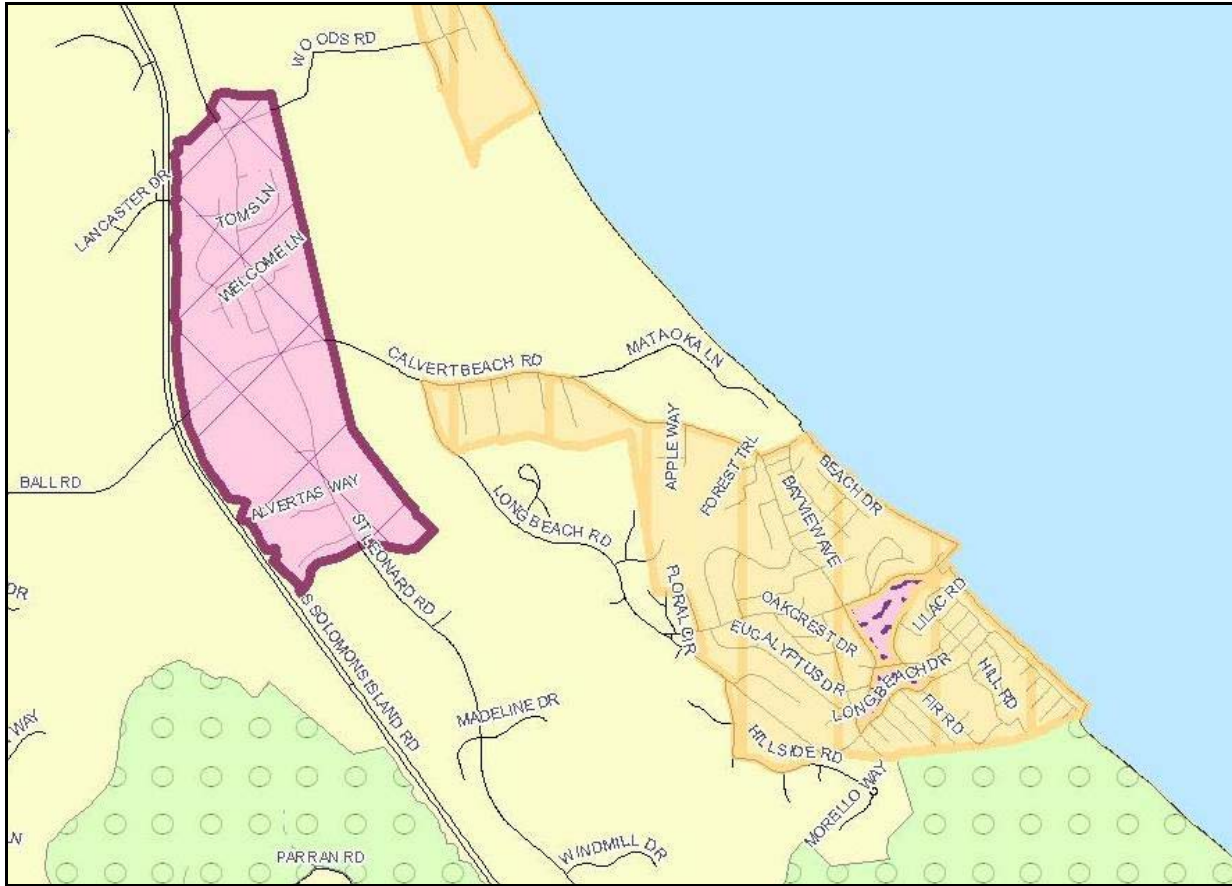


Figure 15 Vicinity Map of Town Center Showing Road Network

Action:

I-2315 Construct Consider the construction of a second access route to MD Route 765 from the communities lying east of St. Leonard, either south or north of the MD Route 765/Calvert Beach Road intersection. **The second access route should include bikeways and sidewalks. [PW, P&Z]**

e. Road Sections

The illustrations below show the pProposed road section for Main Street and a typical section for residential streets **are shown in Figures 16 and 17.**

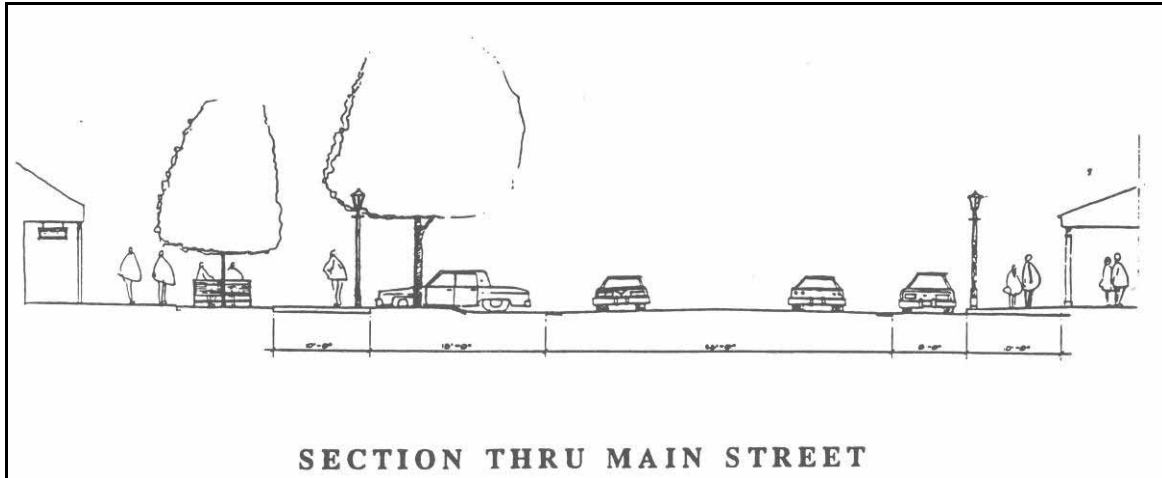


Figure 16 Proposed Road Section for Main Street

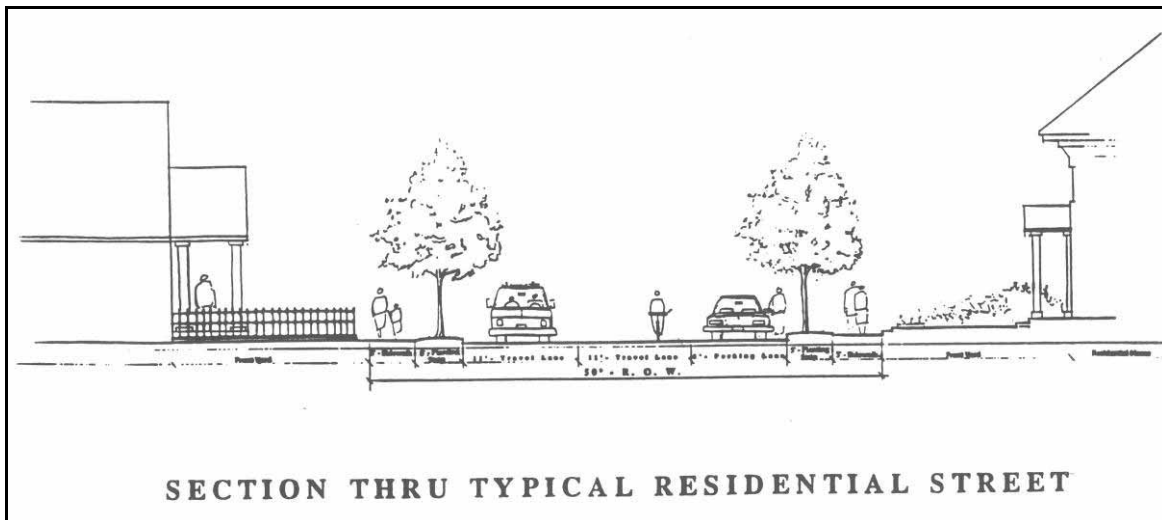


Figure 17 Typical Section for Residential Streets

Action:

I-2416 Review the Calvert County Road Ordinance to ensure road sections foster a balanced, complete transportation system to enhance mobility of all users: pedestrians, bicyclists, motorists, and bus riders. [PW]

f. Streetscape

A streetscape includes all the area between the building fronts on one side of the street to the building fronts on the other side. This includes the sidewalk, curbing, benches, pavement, trees and grass, trash receptacles, traffic signs, street lights and public signs.

The basic design of public improvements should serve to highlight the main entrances and intersections of the commercial area, to create distinctive vistas along the main streets, and to provide amenities such as green spaces that reduce the harshness of building materials and paving. The effect of such improvements should be to create a sense of place which encourages residents and visitors to shop, to stroll, and to enjoy the area.

g. Parking

Parking improvements will be needed within the Town Center as part of the development plan. This includes a combination of on-street parking and parking areas directly adjacent to the commercial core.

Action:

I-25 Consider acquiring land for one public parking lot within the Town Center.

~~17~~ The parking lot should be capable of serving as a park and ride lot and should be located within convenient distance of a County bus stop. The parking lot should be convenient and within walking distance to the businesses within the commercial core (Village District ~~Subarea B~~). [P&Z]

I-26 Conduct a parking use study of Village District Subarea B. [P&Z]

I-27 Re-examine the requirement of only permitting on-site parking lots if located to the rear of buildings. [P&Z]

2. Transit Users

There is bus service to St. Leonard eight times a day. A park-n-ride lot and a conveniently located bus shelter should be provided to help facilitate ridership.

The County government provides bus service for the general public, the elderly, and persons with disabilities. The County operates two kinds of routes: deviated fixed routes and demand response routes. Two of the County's six deviated fixed routes serve St. Leonard. One route runs between Prince Frederick and Solomons, which services the St. Leonard area. The other route is the Mid-County Bus which originates in Prince Frederick and services the Calvert Beach, Long Beach area as well as Ball Road and Mackall Road three times per day. The Prince Frederick to Solomons bus runs six days a week (modified service on Saturdays) except certain holidays. The Mid-County Bus operates Monday through Friday, excluding certain holidays. In addition, there are four demand response routes, two of which serve the St. Leonard area (Prince Frederick and destinations to the south).

The County government in cooperation with the Maryland Transit Administration provides commuter bus service. Buses run between Calvert County and the Washington metro area. St. Leonard Town Center's closest park and ride lot with commuter bus service is located across MD 2/4 at the Crossroads Christian Church on Ball Road.

Actions:

~~I-28~~ Continue providing fixed route service to the St. Leonard Town Center. [CR]

~~I-29~~ Continue providing demand response transit service to areas south of Prince Frederick, including the St. Leonard Town Center. [CR]

~~I-230~~ Provide a shelter for transit users within the Town Center. The shelter should be located in the commercial core (Village Subarea B). [GS, CR]

~~I-231~~ Coordinate local bus service times with the Maryland Transit Authority schedules. [CR]

I-32 Designate a fixed bus stop and identify the location with a sign. [CR]

3. Pedestrians & Bicyclists

Walking and bicycling in St. Leonard should be both safe and convenient. New roads and improvements to existing roads should include sidewalks where needed to provide pedestrian access to the center of town. Bicycle racks should be provided at all parks and larger commercial sites. A map of existing sidewalks is shown in Figure 18 Map of Existing Sidewalks (based upon a 2007 aerial photograph).



Figure 18 Map of Existing Sidewalks

Policies:

1. Provide safe pedestrian access from the northern and southern areas of the Town Center to the commercial and civic core of the Town Center.
2. Provide safe bicycle access to the commercial and civic core from the northern and southern areas of the Town Center and from the surrounding residential communities beyond the Town Center to the east and west.

Actions:

- I-33 Develop a Town Center sidewalk and bicycle network. [PW, P&Z]
22
- a. As State or County roads are improved or upgraded, ensure the roads include sidewalks and ~~bicycle lanes~~ bikeways; where feasible, construct a bikeway, which is to be a shared-use path, separate from the roadway. [PW, MD SHA]
 - b. Require the construction of the sidewalks as properties develop. [P&Z]
 - c. Require the construction of the bikeway/shared-used path as properties develop. [P&Z]
- I-34 Install/maintain bicycle racks at St. Leonard Recreation Area and the St. Leonard
24 Polling House Park. [GS]
- I-35 Require the provision of bicycle racks at larger commercial sites. [P&Z]
24
- I-36 Encourage businesses to provide bicycle racks at existing commercial sites.
25 [P&Z]

C. ENERGY

GENERAL ENERGY POLICIES FOR ST. LEONARD TOWN CENTER:

- Promote compact mixed-use development to reduce travel-related energy consumption.
- Encourage environmental and energy efficient design.
- Discourage light pollution.
- Encourage tree planting around buildings to reduce heating and cooling.

The pattern of land uses directly affects energy consumption. By directing development to Town Centers and promoting a mixture of uses (residential, commercial, recreational, and institutional), the number and length of daily trips can be reduced.

Maintaining and planting trees and vegetation can reduce heat islands and energy costs for cooling buildings. The strategic planting of trees around buildings has a direct impact on the building's interior temperature, can reduce air conditioning and heating costs, and help reduce peak energy demand. According to the U.S. Department of Energy, air temperature in tree-shaded neighborhoods can be 3 to 6 degrees cooler and house cooling and heating costs can be reduced between \$100 and \$250 per year with proper placing of three trees.

A utility corridor runs along the eastern boundary of the St. Leonard Town Center. A Power Line Study of potential impacts of electric and magnetic fields on future development was conducted by the consultants as part of the information gathering phase for the original Town Center Master Plan. Copies of the study are on file at the Department of Planning & Zoning.

The presence of overhead utilities along St. Leonard Road and in the village core clashes with the enhancement of St. Leonard’s small town character. The scheduling of construction of sidewalks and other utilities provides an opportunity to coordinate the undergrounding of the utilities with this construction and to achieve some cost savings.

Policy:

Underground utilities in the Village District Subarea B and along St. Leonard Road.

Actions:

- I-37 26 Encourage green technologies including solar orientation, Low Impact Development (LID) design, bio-filtration, green roofs, and LEED (Leadership in Energy and Environmental Design) certification for new development. [P&Z]
- I-38 27 Review the St. Leonard Town Center Zoning Ordinance for ways to allow/encourage low impact development and energy efficient designs. [P&Z]
- I-39 Identify and protect a preferred location for an underground utility right-of-way to eventually move above ground power lines. [P&Z]

D. WASTE MANAGEMENT

GENERAL WASTE MANAGEMENT POLICIES FOR ST. LEONARD TOWN CENTER:

- Ensure the safe and environmentally sound disposal of solid waste, wastewater, and hazardous waste generated in the St. Leonard Town Center.
- Encourage recycling of solid waste.
- Identify and require correction of malfunctioning septic systems.

Solid Waste. The St. Leonard Town Center is served by the Ball Road Convenience Center (Drop-off Site) and the Appeal Landfill Citizen Convenience Center (Drop-off Site) for waste and recycling.

Water and Sewer. The ~~2004~~2010 Calvert County Comprehensive Plan allows both major and minor Town Centers to have community water and sewer (Action I-~~16~~20). Water and sewer is to be permitted “when needed to support environmental health and/or support County-identified economic development goals, when and if cost-effective and economically feasible.” (Action I-~~106~~111). The County’s policy is a “preference for land application of wastewater effluent.” (Action I-~~102~~107).

The 2008 Calvert County Comprehensive Water and Sewerage Plan provides the framework for County water supply and sewerage disposal. The plan establishes goals and objectives to ensure that the County’s growth management policies are achieved. The plan states, “The provision of community water and sewerage service is a helpful tool in directing growth away from sensitive areas and to land better suited for development.” (2008 Calvert County Comprehensive Water and Sewerage Plan, Page 56). The Calvert County Comprehensive Water and Sewerage Plan is available from the Calvert County Department of Planning and Zoning. It is available online from the Calvert County Government’s website: www.co.cal.md.us.

The St. Leonard Town Center is served by a County-owned water system. The water system, including the water tower located at St. Leonard Fire and Rescue Station, was installed in 1995. The water source for the system's two wells is the Aquia Aquifer. As of 2009, the existing water system serves less than half of the St. Leonard Town Center and also serves St. Leonard Elementary School. The system would need to be expanded in order to serve additional areas of the Town Center. The 2008 Water and Sewerage Plan identifies the water development priorities. The St. Leonard Well is one of nine projects and ranks third in priority for construction.

The Comprehensive Water and Sewerage Plan advises, "Where an area is scheduled to be provided with sewerage service, scattered or low density development should be discouraged for reason of inefficient public servicing." (Page 56)

The St. Leonard Town Center currently is not served by a public sewerage system.

Septic Systems. To protect the environment from malfunctioning septic systems, the County requires that all new and replacement septic tanks be chambered which prevents overflow to the environment if the tank fails. On existing lots, there is an additional requirement that sufficient and appropriate space be provided on the lot for one primary and two secondary drainage fields. These requirements have been in place since January, 1993. Homeowners are encouraged to pump out their septic tanks every three to five years.

Actions:

- I-40 Address the need for expanded water service in the St. Leonard Town Center. [PW]
28
- I-41 Explore the feasibility of providing a ~~community-public~~ sewerage system and an
29 upgraded water system scaled to the small town character of the Town Center. [PW]
- I-42 Explore sewerage alternatives that will provide sewerage services while maintaining
30 the small town size and scale of the Town Center. [PW, P&Z]
- I-43 If a public sewerage system is determined to be feasible, then plan to program construction of a sewerage system. A County system would need to be coordinated with other County Capital Improvement Plans. [F&B]

E. NATURAL RESOURCES & SENSITIVE AREAS

1. Watershed Planning

A watershed is all the land area that drains into the same water body (for example, creek, river, bay). As the water quality of any waterway is dependent on the activities and land uses in its watershed, the watershed is the geographical unit that must be addressed when looking at water quality. The St. Leonard Town Center is located within two watersheds: Calvert Beach Run, which drains to the Chesapeake Bay, and St. Leonard Creek, which drains to the Patuxent River and then into the Chesapeake Bay. (Refer to Figure 19 Watershed Map for St. Leonard Town Center.) (Refer to Figure 20 **St. Leonard Town Center Environmental Map** to see streams, topography, and tree coverage.)

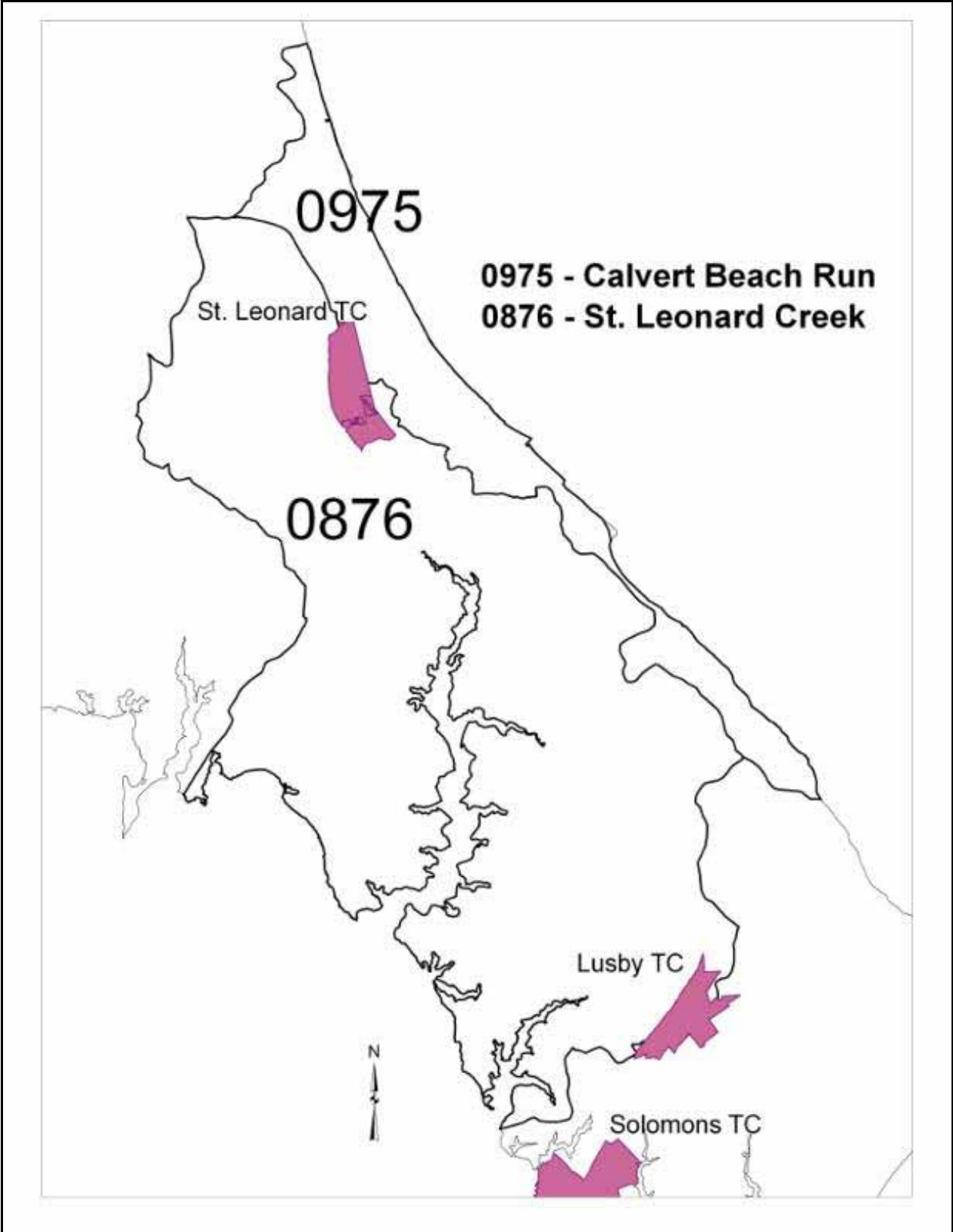


Figure 19 Watershed Map for St. Leonard Town Center

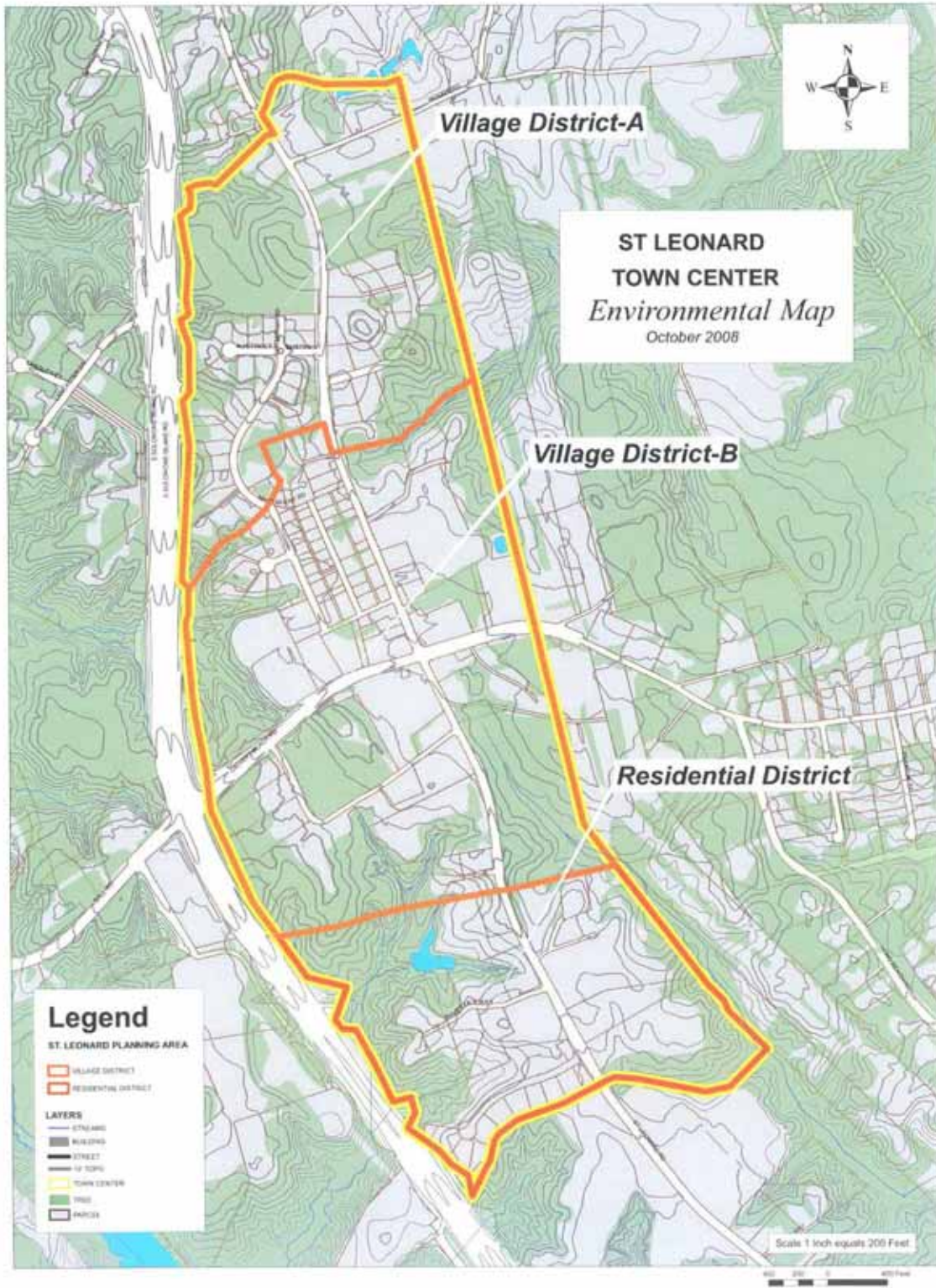


Figure 20 St. Leonard Town Center Environmental Map

2. Groundwater

The Aquia Aquifer is the source for St. Leonard public water system. According to a 2005 report by the Maryland Geological Survey, projected water levels for Calvert County should be adequate to the year 2030.

3. Surface Water

Surface water includes creeks, streams, rivers, lakes, ponds and bays. Streams provide habitat for many aquatic organisms, including areas for fish spawning and feeding. Streams provide a direct pathway for pollutants to move down stream into rivers and then the Chesapeake Bay. Forest and wetland buffers adjacent to streams remove pollutants and provide excellent habitat and habitat corridors for wildlife. There are several perennial streams and a few ponds located within the St. Leonard Town Center.

4. Wetlands

The State of Maryland and the Federal government regulate development on non-tidal (or upland) wetlands. These areas are not as easily identified as tidal wetlands, but their importance in the recharging of ground water supplies, removal of pollutants, stormwater management and as sensitive natural habitats has been established.

Wetlands and major drainage swales can add to the buffering of the Town Center from the rural land. The topography of the land has given St. Leonard deep wooded drainage ravines to the north, northeast, and west of the Town Center. There is a wetland area running north-south at the south edge and into the Town Center. If respected, these features can give a definition of limits to the Town Center, become part of an open space network within the town, and provide the environmental benefits discussed above. Section 8-2.05 of the Calvert County Zoning Ordinance governs wetlands.

5. Floodplains

The Flood Insurance Rate Map for the St. Leonard area, published by the Federal Emergency Management Agency, does not identify any 100-year or 500-year flood zones within the St. Leonard Town Center.

6. Steep Slopes and Highly Erodible Soils

Much of the remaining undeveloped land within the St. Leonard Town Center may be difficult to develop due to the environmental constraints imposed by steep slopes (slopes greater than 25%), streams, and their associated wetlands. (See Figure 21 Steep Slopes and Streams) Section 8-2.04 of the Calvert County Zoning Ordinance governs erodible soils adjoining streams and slopes 25 percent or greater.



St. Leonard Town Center Steep Slopes and Streams

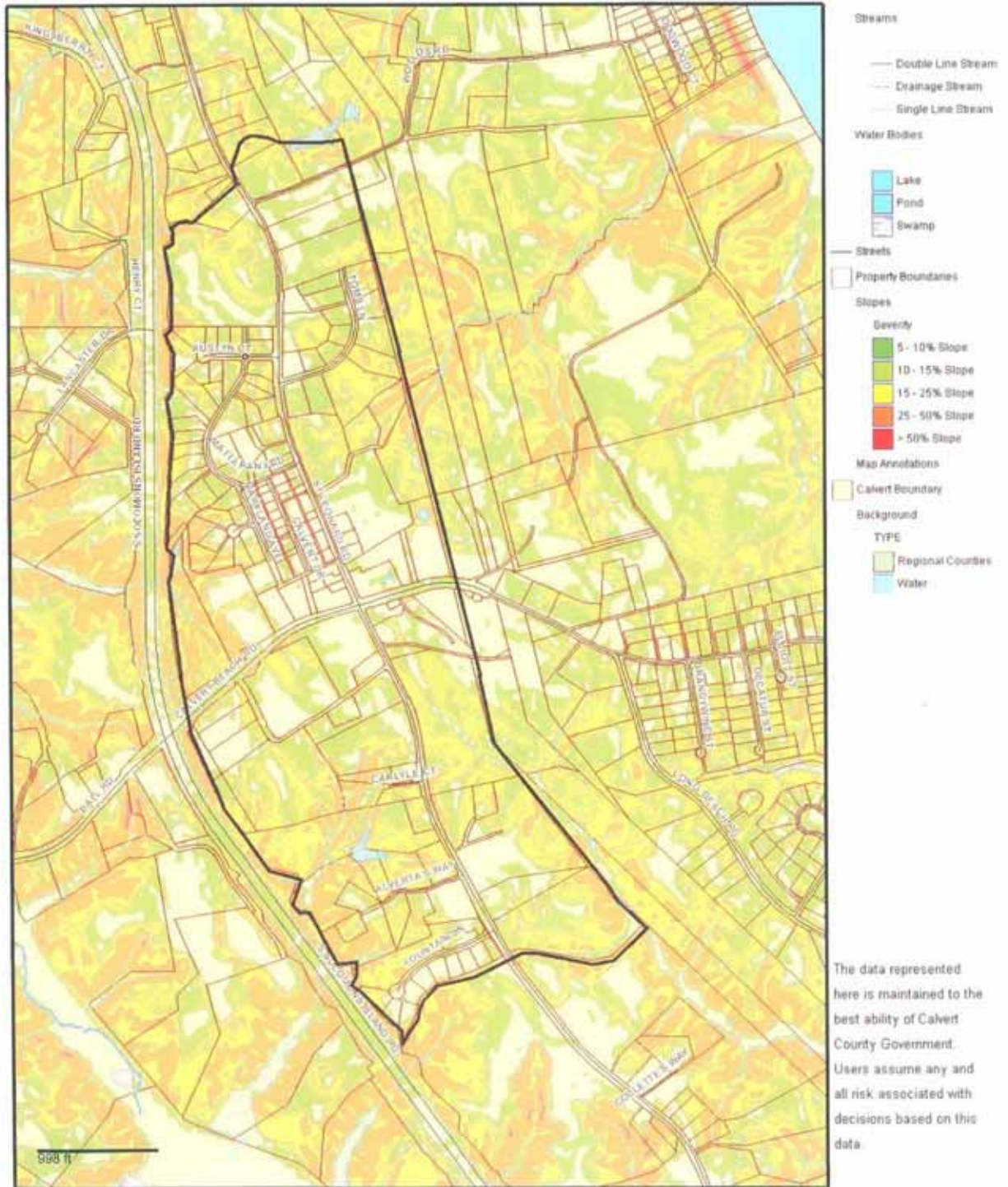


Figure 21 Steep Slopes and Streams

8. Development

Sediment from an improperly controlled development site can impact up to five or six miles of a stream or river, and the impacts can last up to a decade. Proper sediment and erosion control during construction and stormwater management thereafter are very important in preserving the health of our aquatic ecosystems.

9. Home Sites

Runoff from home sites is a significant source of nutrients, sediment, and other forms of pollution. Over-fertilization of lawns, use of pesticides, pet wastes, car washing, improper disposal of domestic hazardous waste, and runoff from rooftops and driveways (impervious surfaces) result in pollution of our waterways.

10. Impervious Surfaces

Impervious surfaces are surfaces such as roof tops, roads, sidewalks, etc., that rain-water cannot penetrate. The rainwater runs off these surfaces often in a concentrated flow carrying pollutants. Impervious surface of 10% or more of a watershed generally results in poor water quality.

11. Wastewater

Residential development and commercial development in the St. Leonard Town Center is served solely by septic systems. Septic systems discharge below surface vegetation. Traditional septic systems do not remove nitrogen; they do remove most phosphorous. Scientists estimate that 40% - 70% of the nitrogen leaving septic systems makes its way into surface water streams via groundwater. Calvert County, the smallest County in Maryland in terms of area, has the greatest percentage of households on septic systems. Thus, nitrogen from both functioning and failing septic systems is an important contributor to the total nitrogen load. The Maryland Department of Planning estimates that septic systems contribute 25% of the non-point source nitrogen load in Calvert County.

12. Air Quality

Calvert County has been included as part of the Washington, D.C. nonattainment area for ozone. A nonattainment area means that air pollution levels are often unhealthy for County citizens. Motor vehicle emissions are a significant source of air pollution in the Washington metropolitan area. In 2000, the average travel time to work for a Calvert County resident exceeded 39 minutes (longest for the state), with about 60 percent of the County workforce commuting to jobs outside of the County.

13. Farming

Farming also contributes to sediment and nutrient pollution. Farmers are required to prepare nutrient management plans. Controlling sediment and nutrient pollution on farms is currently a voluntary program, administered through the Calvert County Soil Conservation District. Via this program, farm "Water Quality and Soil Conservation Plans" are written, cost-sharing incentives are offered to install appropriate best management practices recommended in the plan, and technical help is made available.

Actions

- I-44 Complete watershed management plans for the St. Leonard Creek and Calvert Beach
34 Run watersheds. [\[P&Z\]](#)
- I-45 Move toward alternative technologies and approaches to reduce excess nutrients
32 pollution; for example, nitrogen ~~removing~~ reducing septic systems. [\[CR,GS, HD, P&Z\]](#)
- I-46 Encourage property owners who farm to consider participating in the Soil Conservation
33 District’s program for water quality and soil conservation. [\[SCD, P&Z\]](#)
- I-47 Conduct a tree survey of the St. Leonard Town Center. [\[P&Z\]](#)
34
- I-48 Establish a tree canopy goal of at least 40% for the St. Leonard Town Center. [\[P&Z\]](#)
35
- I-49 Maintain or establish habitat corridors between the Town Center and adjoining forested
36 areas. [\[P&Z\]](#)
- I-50 Promote car-pooling, public transit, pedestrian, and bicycle modes of transportation and
37 land use planning that would decrease automobile travel. [\[CR, P&Z, TCC\]](#)

F. APPEARANCE

GENERAL APPEARANCE POLICIES FOR ST. LEONARD TOWN CENTER:

- Appearance standards have been developed for the Town Center. The standards apply to new construction or rehabilitation of the exterior of structures (see Architectural Requirements and Guidelines in the St. Leonard Zoning Ordinance).
- Continue the design theme for public improvements that has been developed, including street furniture, lighting, signage and other public amenities.
- In order to retain the small town character of the St. Leonard Town Center, building heights shall be limited to three stories plus a habitable roof.

Community appearance standards addressing architecture, landscaping, signage, and lighting will help ensure that new development preserves and enhances the small town character of St. Leonard. Architectural requirements and guidelines, together with form-based zoning regulations, can help enhance St. Leonard’s streetscape and contribute to a distinctive sense of place.

In *Better Models for Development in Maryland: Ideas for Creating More Livable and Prosperous Communities* (2004) authors Edward T. McMahon and Shelley S. Mastran “show how development can be made more attractive, more efficient, more profitable, and more environmentally sensitive” (Page iv). The authors set forth several principals. One principal is “Respect local community character in new construction.” The authors state:

Eighty percent of everything ever built in America has been built since the end of World War II, and much of it is cookie-cutter, off-the-shelf junk. New buildings can either complement the character of Maryland communities, or they can turn the state into Anyplace USA....Maryland’s natural setting, historical development

pattern, and architectural traditions make this a distinctive place. By identifying what makes each community unique, and what harms that uniqueness, localities can develop standards that encourage new construction that complements existing community character. (Page 89)

Visual Qualities

Preservation of the visual qualities and character of the St. Leonard Town Center will enhance the quality of life for present residents and future generations. Preservation and enhancement of St. Leonard's character will also substantially enhance the value of land in the area and increase its marketability.

Buildings, lot sizes and streets have a "human scale" when street widths, sidewalks, and the rhythm of buildings along the streets are designed for use by people. Two key ingredients of this "human scale" are found in (a) the continuity of the street scene, and (b) height and scale. These characteristics are found in:

- height and bulk
- massing and building modules
- roof forms
- setbacks and yards
- construction materials, colors, and textures
- rhythms, proportions, and size of doors and windows
- construction details – cornices; window trim; decoration

In order to achieve Town Center Master Plan's Goal #2 to promote an attractive image for the Town Center, and the objective to avoid typical strip commercial development pattern, it is important that buildings be located adjacent to a public road and have public entrances on the public sidewalk. In situations where it may be impossible to locate buildings adjacent to the road and/or locate the public entrance along the public sidewalk due to environmental constraints, then special attention will be needed to ensure that the pedestrian-oriented, small town character of St. Leonard is achieved by the building's appearance.

Architectural Review

The Calvert County Board of County Commissioners adopted the St. Leonard Town Center Master Plan & Zoning Ordinance in September, 1995. The Board of County Commissioners appointed the St. Leonard Architectural Review Committee. The Committee held its first meeting in November, 1995.

The role of the St. Leonard Architectural Review Committee is to:

- make recommendations to the Planning Commission regarding the approval of exterior design features of public and private sector buildings, structures, and signs on the basis of the requirements of the appearance standards and criteria;
- promote awareness of good design within the community;
- advise the County on matters relating to the design of public amenities within the Town Center and any other matters relating to appearance or design within the Town Center; and
- review master plans and make recommendations.

Since the Architectural Review Committee was formed, it has reviewed over 140 cases, including buildings, other structures, and signs.

Actions:

I-51 Require architectural review for construction of new structures, fences, and signs and ~~38~~ remodeling of or additions to existing structures, fences, and signs. [P&Z]

I-52 Continue to appoint an Architectural Review Committee to review proposed projects ~~39~~ and proposed plans for public amenities. [BOCC]

I-53 Review the St. Leonard Zoning Ordinance's architectural requirements and guidelines ~~40~~ and the design standards to ensure that new development is compatible with St. Leonard's character. [P&Z]

I-54 Establish an attractive entrance feature, including a sign with the Town Center's name, at each entrance to the Town Center. [ED, F&B, GS, P&Z]

CHAPTER II: PEOPLE

A. COMMUNITY INTERACTION

“To settle in a place is to accept the responsibility for creating it.” – *Mircea Eliade, 20th century philosopher*

The 2004 Calvert County Comprehensive Plan sets forth objectives on Community Interaction (Page 33) and lists actions to promote healthy, functioning communities. The Comprehensive Plan tasks the Calvert County Department of ~~Calvert County~~ Planning & Zoning and the Department of Community Resources with assisting communities in writing and using community report cards.

Action:

II-1 Facilitate the development and monitoring of community report cards.

B. HEALTH AND HUMAN SERVICES

Calvert Memorial Hospital has three medical centers located within the county. It is one of Calvert Memorial Hospital’s primary goals “to make sure that quality care is no more than a 20 minute drive for any county resident.” The two closest to the St. Leonard Town Center are Calvert Memorial Hospital, located in Prince Frederick, and the Solomons Medical Center.

C. HOUSING/RESIDENTIAL DEVELOPMENT

GENERAL HOUSING/RESIDENTIAL DEVELOPMENT POLICIES FOR ST. LEONARD TOWN CENTER:

- Facilitate the development of a variety of housing types in the St. Leonard Town Center.

For many people, Calvert County represents the “American Dream” – home ownership in safe, attractive residential communities. Seventy-eight percent of all occupied homes in the St. Leonard Census Designated Place in 2000 were owned by the occupant. Many of the houses in the St. Leonard Town Center are relatively new, built within the past 15 years. Concerns expressed during the development of the 2004 Calvert County Comprehensive Plan about the current housing stock and development patterns included the following:

- Most of the housing is out of reach for low-income families and for young people just out of school.
- Most of the County’s housing stock is not designed to allow older residents to remain in the home when no longer able to live independently or care for large homes and lots.

Actions:

II-2 Consider allowing a development bonus for desired public benefit, such as preferred uses, design features, public spaces, etc. [P&Z]

II-3 Support the home buying community with the identification and increased awareness of programs, services, and grants that facilitate maintenance, first-time homeownership, and other housing initiatives. [\[CR\]](#)

II-4 Encourage the use of accessory apartments and encourage lenders to extend loan payment schedules. Also, facilitate the use of state loan programs for accessory structures. [\[F&B, P&Z\]](#)

D. HUMAN DEVELOPMENT AND LIFE LONG LEARNING

Youth Education

Calvert County Public Schools that serve the Town Center include St. Leonard Elementary, Calvert Middle, Southern Middle, and Calvert High Schools. St. Leonard Elementary School is located adjacent to St. Leonard Town Center's southern boundary. The site was acquired by the County in 1994, and St. Leonard Elementary School opened in 1996.

Higher Education

The Morgan State University Estuarine Research Center is located on St. Leonard Creek and the Patuxent River. The center, about five miles south of the Town Center, is within Jefferson Patterson Park and Museum (JPPM), located in the greater St. Leonard area. Research focuses on marine and coastal ecology, including the Chesapeake Bay and its tributaries. The facilities include a 22,000 square foot laboratory/office building, a private dock, and a fleet of vessels, including the RV Leidy. The Environmental Education Program provides opportunities for children and the community in the laboratory and the field.

Other higher education opportunities exist in Solomons and Prince Frederick. The University of Maryland Center for Environmental Science, Chesapeake Biological Laboratory (CBL), [located in Solomons](#), was founded in 1925. Faculty and staff at CBL conduct environmental research and train graduate students. CBL also provides educational opportunities for the public, including summer programs for high school teachers, regular tours, a Visitor's Center, and a public seminar series. The College of Southern Maryland, Prince Frederick Campus is located on J.W. Williams Road, off of MD 231 and opened at its new location in 2005. Facilities include a 56,000 square foot main building. The college offers associate's degree programs, industry certifications, and career training.

Libraries

The Calvert Library serves people of all ages: children, teenagers and adults. The two libraries closest to the St. Leonard Town Center include the main library, Calvert Library Prince Frederick, located in the Prince Frederick Town Center, and the Southern Branch, located in the Lusby Town Center. Library services, including the library catalog, are available on the web. Audio books and videos are also available for download via the web.

Life Long Learning

There are opportunities for adults and children of all ages to participate in learning activities in the St. Leonard vicinity. Jefferson Patterson Park and Museum (JPPM), owned by the State of Maryland, encompasses over 560 acres of land at the confluence of the Patuxent River and St. Leonard Creek and includes over two and a half miles of shoreline. The majority of the park's

acreage is comprised of Point Farm, which was donated to the State by Mary Marvin Breckenridge Patterson in honor of her husband, Jefferson Patterson. Opened to the public in 1984, JPPM explores the changing cultures and environment of the Chesapeake Bay region of the past 12,000 years. The Maryland Archeological Conservation Laboratory treats and stores over 3.5 million artifacts. The 38,000 square-foot facility is located within JPPM and opened in 1998. Collections are available to researchers and educators and for exhibits to museums. Public tours of the laboratory are conducted monthly. JPPM offers specials programs throughout the season, including heritage celebrations, children's activities, tours, concerts, lectures, and educational programs.

E. RECREATION

GENERAL RECREATION POLICIES FOR ST. LEONARD TOWN CENTER:

- Develop a full range of recreational sites and facilities in or near the St. Leonard Town Center.
- Ensure that a wide range of public recreation facilities and programs are provided to meet the interests and needs of all ages, incomes and abilities.
- Provide safe access to parks and recreational facilities, including, where feasible, pedestrian and bicycle access.

The 2004 Calvert County Comprehensive Plan sets forth recreational standards for the Town Centers.

EACH TOWN CENTER SHOULD HAVE:

- A town park or "village green",
- An in-town trail and bikeway system that connects to extended greenways⁶,
- An outdoor public facility designed primarily for active team sports, and
- An indoor community center capable of providing a range of activities for all age groups.

The *Calvert County Land Preservation, Parks and Recreation (LPP&R) Plan*, adopted December 2006, is supplemental to the 2004 Calvert County Comprehensive Plan and is based upon the County's prior Land Preservation and Open Space Plans. The LPP&R Plan presents an inventory of County and municipal recreation sites and compares the current supply to the goal of providing 30 acres of recreation land per 1,000 persons. The needs analysis identified County-wide deficits of recreation facilities for baseball/softball, field sports, basketball, tennis, pools, picnic shelters, playgrounds, skateparks, equestrian trails, kayak & canoeing launch sites, and swimming at beaches/rivers.

⁶ "Greenways—corridors of protected public and private lands—link recreational, cultural, and natural features and provide multiple public benefits. They provide paths for people and wildlife; protect forests, wetlands and grasslands; and improve the quality of life for everyone. Often associated with rivers, stream valleys, mountain ridges, abandoned railroad corridors, and utility rights-of-way, greenways also can be built along canals, scenic roads or other linear features" (The Conservation Fund, http://www.conservationfund.org/kodak_awards).

The LPP&R Plan sets forth four broad objectives:

- Develop a network of recreational sites and facilities, including hiker/biker and horseback riding trails, based on the unique natural, cultural and historical features of the County.
- Provide public access to the Patuxent River and the Chesapeake Bay.
- Ensure that a wide selection of public recreational facilities and programs are provided to meet the interests and needs of all ages, incomes, and abilities.
- Provide safe access to parks and recreational facilities including, where feasible, pedestrian and bicycle access.

Recreation provides one of the major avenues by which residents can enjoy social interaction and begin to establish ties to the community. The provision of adequate recreational space and facilities is not simply a matter of providing for leisure time activities, but an essential part of maintaining public health, safety, and welfare. Encouraging residents to participate in recreational activities is important in improving and maintaining the community's health. According to the 2007 Calvert County Community Health Assessment, 59.3% of County adults were overweight or obese in 2005. This percentage mirrors the State of Maryland's 61.1% and the nation's 61.1%.

St. Leonard Polling House Park and Garden of Remembrance

The Calvert County government owns a one-acre parcel of land on the west side of St. Leonard Road. This acre of land has been developed into the St. Leonard Polling House Park and Garden of Remembrance.

The St. Leonard Polling House was built in 1926 by Norman Gray to replace an earlier one. The Polling House, which has been moved several times, remained in use as a polling place until 1972. It is one of four polling houses still in existence in Calvert County. The St. Leonard Polling House is notable for having two doors at one gable end, which allowed easy in-and-out access for voters. The County Commissioners recognized the Polling House's historical, cultural and architectural significance by designating it a Calvert County Historic District in 1984. The Polling House was first restored in the early 1980's by Mr. Vivian Marsh. The County, working with the Maryland Office of State Planning, the St. Leonard Area Citizens' Association and other volunteers, moved the Polling House to its present location. The Maryland Historical Trust awarded a grant to renovate the building and the County Buildings and Grounds staff continues to care for and maintain it.

In 1990, a group of St. Leonard citizens established the Road and Garden of Remembrance Committee. Pioneered by Marie Andrews, the committee's goal is to provide a place of remembrance for Calvert County citizens, where young and old can work together to create lasting beauty and foster a sense of community. The committee planted trees and flowers to create the landscaped Road of Remembrance along Calvert Beach Road and established the Garden of Remembrance. The original garden was planted on the grounds of the St. Leonard Fire and Rescue Company. When the station was expanded, the garden was transplanted to the new St. Leonard Polling House Park and Garden of Remembrance. The garden at the new site was designed by Mary Alves, a horticulturalist with Historic St. Mary's City and a Calvert County resident. Plantings and care for both the Road and the Garden are funded by donations

in remembrance and honor of loved ones, or in celebration of family milestones, with assistance from the County. Community businesses volunteer in-kind services. Contributions of money, plants, trees, and gardening time will continue to support the goals. Names of those remembered and honored, as well as those of the contributors, are permanently recorded in the Book of Remembrances, which is kept by the committee.

Dowell House Community Center

Calvert County government acquired the Dowell property for a community center in 1995 with funding assistance from the State of Maryland's Program Open Space. The Dowell House was the home of Sherbert Dowell. It is available for public meeting use through the Calvert County Parks & Recreation Division. In 1998, the Parks & Recreation Division installed a playground structure in the rear yard of the Dowell House.

St. Leonard Recreation Area

St. Leonard Recreation Area is a 10-acre ball field site. Part of the property was a gift from former County Commissioner and St. Leonard resident, Mr. Garner "Pete" Grover, to the St. Leonard Optimist Club, which subsequently donated the property to the County. The recreation area is the site of Grover's Field, which was established around 1937 on land owned by Sherbert Dowell and Pete Grover. Grover's Field was home to the St. Leonard men's baseball team, and, according to Peter Grover, was among the first fields in the region to host integrated teams and interracial games. It was also known as Goshorn Park, in honor of local player Freddie Goshorn who was killed in WWII. The field remained in the family until 1963.

St. Leonard Community Park

The County is actively seeking property in the vicinity of St. Leonard to build a park that will be similar to the County's existing district parks at Dunkirk, Hallowing Point and Cove Point. Proposed facilities include ball fields, picnic shelters, playgrounds, tennis and basketball courts, hiking trails, restroom and concession facilities, maintenance areas, and other facilities as the property will allow. About 100 acres would need to be acquired for a community park.

In-Town Trail and Bikeway System

St. Leonard Town Center is situated between two extensive, protected natural areas Parkers Creek watershed and Flag Ponds Nature Park. The American Chestnut Land Trust (ACLT) owns over 900 acres and manages approximately 1,789 acres of Maryland Department of Natural Resources property in the Parkers Creek watershed. The 2006 Calvert County Land Preservation, Parks, and Recreation Plan includes the potential acquisition project, War of 1812 – Star Spangled Banner Hiking/Biking Trail. This trail would connect Flag Ponds Nature Park to Calvert Marine Museum and includes the possibility of acquiring a site near or at the location of the old St. Leonard Town peninsula where Commodore Joshua Barney scuttled gunboats in 1814. It may be possible to link the St. Leonard Town Center to the Parkers Creek watershed and to the War of 1812 Star Banner Hiking/Biking Trail.

Please refer to the Transportation subsection on pedestrians & bicyclists for a discussion of sidewalks and bikeways.

Actions:

- II-5 Acquire land for a town park/village green/town square within the Village District Sub-area B (which may become Sub-area C). [BOCC, County's Open Space Committee: ED, F&B, GS, and P&Z]
- II-6 Develop an in-town trail and bikeway system that connects to extended greenways. Consider trails that would link to Flag Ponds Nature Park and ~~or~~ Parkers Creek. [P&Z]
- II-7 Acquire 100 acres of land for a community park (district park), designed primarily for active team sports. [BOCC, County's Open Space Committee: ED, F&B, GS, and P&Z]
- II-8 Encourage citizens to participate in recreational activities to promote a healthy lifestyle. [GS]
- II-9 Work with agencies, ~~and~~ community groups, and schools to promote physical activities such as walking and other outdoor activities. Potential partners may include Calvert Memorial Hospital, Calvert County Health Department, Calvert County Public Schools, and Calvert County General Services and other outdoor activities-Parks & Recreation Division. [CMH, CCHD, CCPS, GS]
- II-10 Consider accommodating additional recreation activities in the St. Leonard Recreation Area. [GS]
- II-11 Promote area trails to residents and tourists. [GS-Natural Resources, ACLT]

F. PUBLIC SAFETY

LAW ENFORCEMENT:

Police protection is provided by the Calvert County Sheriff's Office and the Maryland State Police. The County Sheriff's Office and the Maryland State Police barracks are located in Prince Frederick.

EMERGENCY MANAGEMENT:

The Calvert County Department of Public Safety's Emergency Management Division has a comprehensive, All-Hazards Emergency Operations Plan along with the Calvert County Hazard Mitigation Plan. These plans include mitigation, preparedness, response and recovery concepts in the event of extraordinary emergencies of natural or man-made origin.

Fire-Rescue-EMS

The function of the Division of Fire, Rescue and Emergency Medical Services (EMS) is to reduce the loss of life and property in the event of an emergency.

The St. Leonard area is served by the St. Leonard Volunteer Fire and Rescue Company 7. The station is located on Calvert Beach Road between MD 2/4 and MD 765 within the Town Center. The County government supported the construction and equipping of the station, which opened for service in 1987. The station was expanded in 1995.

Actions:

II-12 Continue to work with citizens and other public safety partners to enhance the ability to mitigate emergency situations, to include evacuations due to man-made and natural events. [PS]

II-13 If the St. Leonard Zoning Ordinance is amended to allow three stories plus a habitable roof, then the Zoning Ordinance should also be amended to require that three story buildings be allowed only if certain criteria are met, including a National Fire Protection Association-approved fire suppression sprinkler system. [P&Z]

G. HERITAGE

BUILDINGS AND SITES

A handful of historic buildings survive from the 19th and early 20th century in St. Leonard, most outside the Town Center. The St. Leonard Polling House is one within the Town Center that is well-maintained, interpreted, and serves as a centerpiece in public space for the community. Others are less obvious. Grover's Field is not just an active recreational space for present-day St. Leonard, but was the ball field where team sports were first integrated in Southern Maryland. Just as the voting records from the polling house showed African Americans and whites living side by side in St. Leonard, Grover's Field was another place where the diverse population of the town played together—sometimes in defiance of visiting teams' rules.

Some historic buildings are gone, such as the log school house for African American children that was located across the road and slightly northeast of the Polling House Park. Development in the last century has been on a modest scale, with no building in the Town Center exceeding two stories.

a. Objectives

- (1) Preserve the historic scale of the Town Center.
- (2) Ensure new construction is compatible with the old.

b. Considerations

- (1) Architectural historic surveys have been conducted in St. Leonard Town Center; these survey documents include information on the structures' design and history. The surveys are available to the public at the Calvert County Department of Planning & Zoning and at the Calvert County Historical Society.
- (2) St. Leonard Town Center is located within the Southern Maryland Heritage Area.

c. Policies

- (1) Encourage the retention of historic buildings.
- (2) Ensure new construction or modification to existing structures **is are** compatible with the form, massing and feel of St. Leonard.
- (3) Include criteria in the Appearance Code **and form-based code** to preserve, build upon and maintain the scale, character and feel of St. Leonard.

d. Actions

- ~~II-11~~ 14 Historical architecture surveys of structures in this area shall be considered when construction or modification of existing buildings is proposed. [\[P&Z\]](#)
- ~~II-12~~ 15 Encourage property owners to consider seeking Historic District designation for properties that have historic or architectural significance. [\[P&Z\]](#)
- ~~II-13~~ 16 Develop historic context studies of the Town Center with the participation of residents of those communities. [\[P&Z, Calvert County Historic District Commission\]](#)
- ~~II-14~~ 17 Review the adopted St. Leonard Zoning Ordinance Architectural Requirements and Guidelines and make any necessary revisions to ensure that new construction and additions to existing historic structures are compatible with the character of the communities in which they are proposed. [\[P&Z\]](#)
- ~~II-15~~ 18 Develop interpretive signs for historic buildings and historic sites. [\[ED, GS, P&Z\]](#)
- ~~II-16~~ 19 ~~Work with the community to develop a~~ ~~Continue to use the~~ town logo ~~of the~~ ~~Polling House and St. Leonard Creek~~ that reflects St. Leonard's heritage.
- ~~II-17~~ 20 Encourage the continuity of local place names in development projects. [\[P&Z\]](#)
- ~~II-18~~ 21 Retain the provision in the St. Leonard Zoning Ordinance that requires site plan/subdivision applicants to meet with the Calvert County Historic District Commission in cases where there is a building listed on the Maryland Inventory of Historic Properties within the boundaries of a proposed development project. The purpose of the meeting is to determine the feasibility of retaining the building and incorporating it into the site design. If it is not feasible to retain the building or make it available for removal to another site, the applicant is required to document the structure prior to destruction. [\[P&Z\]](#)
- ~~II-19~~ 22 Retain the provision in the St. Leonard Zoning Ordinance requiring review of major subdivisions and grading permits. An inventory of existing on-site archaeological features may be required depending on existence of known significant archaeological features or site characteristics suggesting the probability of significant archaeological features. [\[P&Z\]](#)

CHAPTER III: ECONOMY

GENERAL ECONOMIC POLICIES FOR THE ST. LEONARD TOWN CENTER:

The St. Leonard Town Center is a center of commerce and gathering place for the residential and rural communities surrounding the town. The general economic policies of the St. Leonard Town Center will:

- Foster a business base large enough to supply the day to day needs of the surrounding community.
- Support the development of activities and facilities to provide entertainment and cultural enhancement for our citizens.
- Encourage the expansion of the commercial tax base to ensure the County's ability to provide basic government services while minimizing the fiscal impact on individual property owners.
- Support and enhance a mix of uses in the Village District Subarea B that are family-friendly.

Calvert Economic Loan Fund

The Calvert Economic Development Loan Fund may be used to expand a business, retain a business, or relocate a business to Calvert County. The Calvert County Economic Development Department administers the loan fund. Information on the loan fund may be obtained from the Economic Development Department and is available on the department's website, www.ecalvert.com.

Tourism

The St. Leonard Town Center is located near several heritage tourism and eco-tourism sites. Jefferson Patterson Park and Museum (JPPM) is located along the Patuxent River and St. Leonard Creek. The park is approximately 4 miles southwest of the Town Center. Over 70 archaeology sites have been identified at the park. Mary Marvin Patterson donated her 512-acre Point Farm to the State of Maryland in 1983. Since that time, the park has grown to 560 acres. In addition to the museum, the park is home to the Maryland Archaeological Conservation Laboratory and the Morgan State University Estuarine Research Center. There were over 40,400 visitors to JPPM in 2009. The confluence of St. Leonard Creek and the Patuxent River was the site of the largest naval engagement in Maryland. Commodore Joshua Barney's Chesapeake Flotilla clashed twice with the British in June, 1814. JPPM annually hosts a War of 1812 reenactment.

Flag Ponds Nature Park is located less than a mile and a half south of the Town Center. The park provides access to the Chesapeake Bay and is one of three public beaches along Calvert County's Bay shoreline. Habitats include upland forests, wooded swamps, open marshes, and a beach dune community. Flag Ponds provided a sheltered harbor for supporting a major pound net fishery that operated here from the early 1900s to 1955. Visitors may find fossils from Calvert Cliffs. In 2009, there were over 23,700 visitors to the nature park.

In addition to being located near these land-based tourism destinations, St. Leonard is near the Chesapeake Bay and the Patuxent River. The Town Center is approximately eight-tenths of a mile west of the Chesapeake Bay and approximately 3.5 miles east of the Patuxent River. The Town Center is about 2.5 miles from the St. Leonard roundabout to the head of St. Leonard Creek. These bodies of water provide recreational opportunities for fishing and boating for all sizes of boats, ranging from canoes and kayaks to sailboats to powerboats.

Actions:

- III-1 Encourage businesses to work together to improve the community and the business climate. [\[ED\]](#)
- III-2 Support and encourage coordinated efforts to market the St. Leonard Town Center locally. [\[ED\]](#)
- III-3 Locate a site within the St. Leonard Town Center for a farmers market. [\[ED, P&Z\]](#)
- III-4 Encourage the construction of adequate infrastructure to support the current and future residential and commercial base, where economically feasible. [\[ED, PW\]](#)
- III-5 Encourage a wide range of housing choices within the Town Center and the surrounding area, to include both rented and owned housing suitable for a variety of income levels. [\[CR, P&Z\]](#)

CHAPTER IV: GOVERNMENT

GENERAL GOVERNMENTAL POLICIES FOR ST. LEONARD TOWN CENTER:

- Locate new public ~~buildings~~ improvements in the St. Leonard Town Center, wherever appropriate, consistent with the St. Leonard Town Center Master Plan policies.
- Be proactive in the development of infrastructure within the St. Leonard Town Center.
- Consider nontraditional funding sources to pay for the implementation of the St. Leonard Town Center Master Plan.

Any public improvements plan must take into consideration the present routes which people use as they move around the area; the relationship between present and proposed architectural structures; and the colors and textures of the small-scale features such as proposed landscaping, paving, sidewalk materials, street furniture, and graphics which – during the day or at night – create the total visual experience of the area.

A. PUBLIC IMPROVEMENTS

Public improvements listed in other sections of this Master Plan that are capital improvements are listed below.

1. Transportation

- Improve existing roads in accordance with the Road Plan in the St. Leonard Master Plan.
- Explore the feasibility and impacts of extending Leonard Avenue, from Calvert Avenue to Maryland Avenue, for the purpose of accessing Grover's Field and the St. Leonard Recreation Park.
- Construct a second access route to MD Route 765 from the communities lying east of St. Leonard, either south or north of the MD Route 765/Calvert Beach Road intersection. The second access route should include bikeways and sidewalks.
- Consider acquiring land for one public parking lot within the Town Center. ~~The parking lot should be capable of serving as a park and ride lot and should be located within convenient distance of a County bus stop. The parking lot should be convenient and within walking distance to the businesses within the commercial core (Village District-Subarea B).~~
- Provide a shelter for transit users within the Town Center.
- Install bicycle racks at St. Leonard Recreation Area and the St. Leonard Polling House Park.
- Continue to improve the safety and capacity of the Ball Road/Route 2/4 intersection as needed.

2. Waste Management

- Conduct a feasibility study for providing a community sewerage system and an upgraded water system scaled to the small town character of the Town Center.

3. Recreation

- Acquire land for a town park/village green/town square within the Village District Sub-area B (which may become Sub-area C).
- Develop an in-town trail and bikeway system that connects to extended greenways. Consider trails that would link to Flag Ponds Nature Park and ~~to~~ Parkers Creek.
- Acquire land for a community park, designed primarily for active team sports.

4. Heritage

- Develop interpretive signs for historic buildings and historic sites.

B. IMPLEMENTATION

Implementation of this St. Leonard Master Plan will depend on strong public and private support. Primary, of course, will be approval by the Planning Commission and the Board of County Commissioners and their decision to aggressively seek the funding from various sources to implement the public improvements of this plan.

Infrastructure Improvements

Infrastructure projects mentioned in this plan are listed below and categorized as short term (1 to 10 years) or long term (10 to 20 years). Please refer to appropriate section in the Master Plan for further description about the proposed capital improvements projects. Approval of this conceptual program does not commit the County to any project or to implementing any projects in the years specified. This program is a guide. All projects must compete on a county-wide basis for funding and inclusion in the County's 5-year Capital Improvements Program.

Short Term (1 to 10 years)

Transportation

- Provide a shelter for transit users within the Town Center.
- Install bicycle racks at St. Leonard Recreation Area and the St. Leonard Polling House Park.
- Continue to improve the safety and capacity of the Ball Road/Route 2/4 intersection as needed.

Waste Management

- Conduct a feasibility study for providing a community sewerage system and an upgraded water system scaled to the small town character of the Town Center.

Recreation

- Acquire land for a town park/village green within the Village District Sub-area B (which may become Sub-area C).
- Develop an in-town trail and bikeway system that connects to extended greenways. Consider trails that would link to Flag Ponds Nature Park and ~~to~~ Parkers Creek.
- Acquire land for a community park, designed primarily for active team sports.

Heritage

- Develop interpretive signs for historic buildings and historic sites.

Long Term (10 to 20 years)

Transportation

- Improve existing roads in accordance with the Road Plan in the St. Leonard Master Plan.
- Explore the feasibility and impacts of extending Leonard Avenue, from Calvert Avenue to Maryland Avenue, for the purpose of accessing Grover's Field and the St. Leonard Recreation Park.
- Construct a second access route to MD Route 765 from the communities lying east of St. Leonard, either south or north of the MD Route 765/Calvert Beach Road intersection. The second access route should include bikeways and sidewalks.
- Consider acquiring land for one public parking lot within the Town Center. ~~The parking lot should be capable of serving as a park and ride lot and should be located within convenient distance of a County bus stop.~~ The parking lot should be convenient and within walking distance to the businesses within the commercial core (Village District **Subarea B**).

C. PRIVATE DEVELOPMENT & REHABILITATION

- Identify and coordinate economic development strategies with the Economic Development Commission.
- Identify public-private partnerships.

D. PUBLIC INVOLVEMENT

It will be important for the public to be ~~vigilant~~ engaged in assuring implementation of the Master Plan and to support the enforcement of necessary rules and regulations to make the general policies viable.

Appendices

Appendix A

Agency Acronym List

<u>ACLT</u>	<u>American Chestnut Land Trust</u>
<u>BOCC</u>	<u>Board of County Commissioners</u>
<u>BOE</u>	<u>Board of Education</u>
<u>CA</u>	<u>County Administrator</u>
<u>CCPS</u>	<u>Calvert County Public Schools</u>
<u>CMH</u>	<u>Calvert Memorial Hospital</u>
<u>CR</u>	<u>Department of Community Resources</u>
<u>CSM</u>	<u>College of Southern Maryland</u>
<u>ED</u>	<u>Department of Economic Development</u>
<u>GS</u>	<u>Department of General Services</u>
<u>HD</u>	<u>Health Department</u>
<u>PS</u>	<u>Department of Public Safety</u>
<u>PW</u>	<u>Department of Public Works</u>
<u>P&Z</u>	<u>Department of Planning & Zoning</u>
<u>SCD</u>	<u>Soil Conservation District</u>
<u>TCC</u>	<u>Tri-County Council of Southern Maryland</u>

Appendix B

Index of Websites*

<u>Calvert County Department of Economic Development</u>	<u>www.ecalvert.com</u>
<u>Calvert County Government</u>	<u>www.co.cal.md.us</u>
<u>Jefferson Patterson Park & Museum</u>	<u>www.jefpat.org</u>
<u>Flag Ponds Nature Park</u>	<u>http://www.calvertparks.org/Parks/FlagPonds/FPhome.htm</u>

* Current at the time of publication.