

FINAL

July 2026

# AIR INSTALLATIONS COMPATIBLE USE ZONES

## STUDY UPDATE

NAS Patuxent River and  
Webster Outlying Field



PREPARED BY  
**UNITED STATES  
DEPARTMENT OF  
THE NAVY**

NAVAL FACILITIES ENGINEERING  
SYSTEMS COMMAND



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11000  
Ser N4/26U076  
31 Jul 26

From: Commander, Navy Installations Command  
To: Commandant, Naval District Washington

Subj: APPROVAL OF THE AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY  
UPDATE FOR NAVAL AIR STATION PAXTUXENT RIVER AND WEBSTER  
OUTLYING FIELD MARYLAND

Ref: (a) NAS Patuxent River MD ltr 11010 Ser N00/116 of 3 Jun 26

1. The request to release the Naval Air Station Patuxent River's Air Installations Compatible Use Zones study of June 2026 is approved.
2. CNIC point of contact regarding this matter is CDR George C. Tomala at commercial (202) 210-3064 or e-mail [George.c.tomala.mil@us.navy.mil](mailto:George.c.tomala.mil@us.navy.mil).

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11010  
Ser N00/ 180  
24 Jun 26

FIRST ENDORSEMENT on NAS Patuxent River MD ltr 11010 Ser N00/116 of 3 Jun 26

From: Commandant, Naval District Washington

To: Commander, Navy Installations Command (N44)

Subj: APPROVAL OF THE AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY  
UPDATE FOR NAVAL AIR STATION PAXTUXENT RIVER AND WEBSTER  
OUTLYING FIELD MARYLAND

1. Forwarded, recommending approval.

A handwritten signature in blue ink, appearing to read "D. J. FAEHNLE", is positioned above the printed name.

D. J. FAEHNLE





DEPARTMENT OF THE NAVY  
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11010  
Ser N00/116  
3 Jun 26

From: Commanding Officer, Naval Air Station Patuxent River  
To: Commander, Navy Installations Command (N44)  
Via: Commandant, Naval District Washington

Subj: APPROVAL OF THE AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY  
UPDATE FOR NAVAL AIR STATION PATUXENT RIVER AND WEBSTER  
OUTLYING FIELD, MARYLAND

Ref: (a) OPNAVINST 11010.36D

Encl: (1) NAS Patuxent River AICUZ Study of June 2026

1. Per reference (a), request approval of enclosure (1). This Air Installations Compatible Use Zones (AICUZ) Study was completed with assistance from the Naval Facilities Engineering Command Atlantic and presents an accurate description of the updated noise exposure contours and safety zones (Accident Potential and Clear Zones).
2. This AICUZ update is required due to changes in aircraft mix, flight operations, noise exposure, and mission requirements at NAS Patuxent River and Webster Outlying Field. The introduction of new aircraft and unmanned aircraft systems has reshaped noise exposure patterns and operational intensities. Updated information on aircraft operations and noise exposure provides a current representation of existing and projected conditions to support compatible land use planning and long-term mission sustainment. In view of past and current local community support for the County of St. Mary's, an expeditious approval is requested to minimize delay incorporating this information into count code.
3. My point of contact regarding this matter is Ms. Hannah Pajewski, Community Planning Liaison Officer at (202)-277-1749 or email at [hannah.n.pajewski.civ@us.navy.mil](mailto:hannah.n.pajewski.civ@us.navy.mil).

M. E. ZEMATIS

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# Air Installations Compatible Use Zones (AICUZ) Study Update

Naval Air Station Patuxent River and  
Webster Outlying Field



*Prepared by:*

United States Department of the Navy  
Naval Facilities Engineering Systems Command  
July 2026

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## APPENDICES

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| B | St. Mary's County Comprehensive Zoning Ordinance, Article 4,<br>Chapter 43: Air Installations Compatible Use Zone (AICUZ) and<br>Airport Environs (AE) Overlay |
| C | Tools, Programs, and Resources                                                                                                                                 |

## ACRONYMS AND ABBREVIATIONS

| Acronym   | Description                                |
|-----------|--------------------------------------------|
| AEDT      | Aircraft Events and Disturbance Tracking   |
| AGL       | above ground level                         |
| AICUZ     | Air Installations Compatible Use Zones     |
| APZ       | Accident Potential Zone                    |
| ATC       | Air Traffic Control                        |
| CZ        | Clear Zone                                 |
| CUS       | Compatible Use Study                       |
| DNL       | day-night average sound level              |
| du        | dwelling unit                              |
| EIS       | Environmental Impact Statement             |
| EMI       | electromagnetic interference               |
| FAA       | Federal Aviation Administration            |
| FCLP      | field carrier landing practice             |
| FIST      | Flight Information Scheduling and Tracking |
| IDA       | intensely developed area                   |
| LDA       | limited development area                   |
| MDARNG    | Maryland Air National Guard                |
| NAS       | Naval Air Station                          |
| NAWCAD    | Naval Air Warfare Center Aircraft Division |
| NM        | nautical mile                              |
| NTWL      | Naval Test Wing Atlantic                   |
| OPNAVINST | Chief of Naval Operations Instruction      |
| OPS       | operations                                 |
| PAX       | Patuxent River                             |
| PFA       | priority funding area                      |
| PRC       | Patuxent River Complex                     |
| ROW       | rights-of-way                              |
| SLUCM     | Standard Land Use Coding Manual            |
| SMNA      | Southern Maryland Navy Alliance            |
| SO        | Sustainability Office                      |
| TDR       | transfer of development rights             |
| TPS       | Test Pilot School                          |
| UAS       | unmanned aircraft systems                  |
| WOLF      | Webster Outlying Field                     |

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## EXECUTIVE SUMMARY

Naval Air Station (NAS) Patuxent River and Webster Outlying Field (WOLF) are essential components of the Patuxent River Complex (PRC), supporting research, development, test, and evaluation (RDT&E), training, and operational readiness missions for the United States (U.S.) Navy and joint partners. These missions require flexible and evolving aviation operations that generate aircraft noise and safety considerations extending beyond installation boundaries. This Air Installations Compatible Use Zones (AICUZ) Study Update has been prepared to promote long-term compatibility between military aviation activities and surrounding land uses while preserving mission capability and protecting public health and safety.

This 2026 AICUZ Study Update was prepared in accordance with Department of Defense (DoD) Instruction 4165.57 and Chief of Naval Operations Instruction 11010.36D and reflects current Navy policy and AICUZ consistency principles. The study updates and supersedes prior AICUZ efforts for NAS Patuxent River and WOLF, including the 2009 NAS Patuxent River AICUZ Study, 2006 WOLF AICUZ, and 2017 WOLF AICUZ Addendum. The update incorporates changes in aircraft mix, operational tempo, flight tracks, and mission requirements and relies on aircraft operations and noise modeling used for Alternative 2 of the 2022 Final Environmental Impact Statement for Testing and Training Activities in the Patuxent River Complex.

The AICUZ Study Update evaluates aircraft noise exposure using the day-night average sound level (DNL) metric and delineates Clear Zones (CZs) and Accident Potential Zones (APZs) based on current and reasonably foreseeable flight operations. Noise and safety zones were developed to reflect the unique RDT&E mission at NAS Patuxent River, including variable flight profiles, specialized test operations, and operational patterns.

The noise analysis indicates the majority of aircraft noise exposure associated with NAS Patuxent River occurs overwater, on installation property, or on DoD-owned land. Approximately 3,700 acres of privately owned land are located within the 2022 noise contours, primarily in St. Mary's County south of the installation. Compared to the 2009 AICUZ Study, the overall configuration of the noise contours remains similar, with a modest increase in total off-installation acreage. At WOLF, the 2022 noise contours are fully contained on installation property or overwater.

The accident potential zone analysis identified CZs and APZs consistent with OPNAVINST 11010.36D, with adjustments reflecting current flight operations and test mission requirements. At NAS Patuxent River, previous and new APZs were identified for certain runway ends, including curved APZs associated with frequent turning departures and closed traffic patterns. These changes increase APZ II acreage primarily overwater and Navy-owned land, with limited expansion over privately owned property. At WOLF, the APZ

configuration established in the 2017 AICUZ Addendum remains appropriate, and no new safety zones are required.

The land use compatibility analysis examined existing land use, zoning, and future land use plans within the AICUZ footprint in St. Mary's County and Calvert County. Existing incompatible land uses primarily include residential development within noise exposure areas at or above 65 dB DNL and residential or people-intensive uses within APZ II. Many of these uses pre-date current AICUZ guidance or were developed under earlier zoning standards. Future land use plans generally promote compatibility through agricultural preservation, rural zoning, and concentration of growth within designated development areas; however, continued development pressure south of NAS Patuxent River presents an ongoing encroachment risk.

This AICUZ Study Update is advisory and does not impose new regulatory requirements. It provides technical data, planning guidance, and compatibility-based recommendations to support informed decision-making by local governments, state agencies, and other stakeholders. Recommended strategies include updating AICUZ overlay zoning districts, incorporating the revised AICUZ footprint into comprehensive plans and development review processes, applying noise attenuation measures where appropriate, and maintaining ongoing coordination among the Navy, local jurisdictions, and the community.

Sustained collaboration and proactive land use planning are essential to balancing community growth with the long-term operational viability of NAS Patuxent River and WOLF. Implementation of AICUZ recommendations will help minimize land use conflicts, enhance public safety, and ensure continued support for the Navy's critical aviation test, training, and evaluation missions.

# **1 INTRODUCTION**

## **1.1 AICUZ Program**

Recognizing the need to foster compatible land and air use, the Department of Defense (DoD) established the Air Installations Compatible Use Zones (AICUZ) Program in 1973. The objective of the AICUZ Program is to protect public health, safety, and welfare while preserving the operational capabilities of military air installations. Through detailed analysis of aircraft operations, noise exposure, and accident potential, the AICUZ Program provides a technical and policy framework for coordinating land use decisions between military installations and surrounding communities.

### **1.1.1 Purpose, Scope, and Authority**

The purpose of the AICUZ Program is to achieve long-term compatibility between air installations and neighboring communities. The AICUZ Study evaluates aircraft operations, noise exposure contours, Accident Potential Zones (APZs), and associated land use compatibility concerns. AICUZ policy is governed by DoD Instruction 4165.57 and Chief of Naval Operations Instruction (OPNAVINST) 11010.36D, which define the guiding standards, analytical procedures, and implementation responsibilities for the Navy.

## **1.2 Responsibility for Compatible Land Use**

Ensuring compatible land use around military air installations is a shared responsibility among the Navy, local governments, state agencies, planners, developers, and community stakeholders. While the Navy develops and updates AICUZ studies, local governments maintain the authority to adopt zoning regulations, development regulations, and implement planning policies that protect public safety and minimize incompatible development. Cooperative engagement between installations and communities is essential to sustaining operational readiness while supporting compatible local development.

## **1.3 Previous AICUZ Efforts and Related Studies**

Since the establishment of the AICUZ Program, the Patuxent River Complex (PRC) has undergone multiple studies to address evolving missions, aircraft types, and operational requirements. Earlier studies include the 1979 AICUZ Study for both Naval Air Station (NAS) Patuxent River and Webster Outlying Field (WOLF), the 2006 WOLF AICUZ, 2009 NAS Patuxent River AICUZ, and the 2017 WOLF AICUZ Addendum. These documents collectively establish noise zones, APZs, and compatible land use planning standards that have guided regional land use coordination.



### 1.3.1 Previous AICUZ Efforts

Earlier AICUZ studies identified noise exposure contours, APZs, and compatible land use expectations based on the operations and aircraft mix of the time. The 1979 AICUZ effort represented the first comprehensive assessment of the airfields at NAS Patuxent River. Subsequent updates in 2006 (WOLF) and 2009 (NAS Patuxent River) refined noise modeling techniques, documented changes in operational tempo, and incorporated advancing aircraft platforms and associated airspace utilization. In 2017, an AICUZ Addendum for WOLF was completed to evaluate the need for APZs.

### 1.3.2 Other Related Planning Documents

In addition to AICUZ analyses, several environmental and planning documents inform this study. These include Environmental Assessments and Environmental Impact Statements (EISs) for evolving aircraft programs, such as the F-35 Joint Strike Fighter; local comprehensive plans; zoning ordinances; and regional military land use compatibility studies.

Specifically, in 2019, a noise study was conducted for the PRC, which became the source of the noise data for the *2022 Final Environmental Impact Statement (EIS) for Testing and Training Activities in the Patuxent River Complex*. The noise study was presented as Appendix D in the 2022 EIS and developed updated noise contours for NAS Patuxent River and WOLF.

The Record of Decision for the 2022 EIS chose Alternative 2 for implementation, and as such, the noise contours associated with Alternative 2 have been incorporated into this AICUZ update.

Together, these documents support informed land use decision-making in the vicinity of the installation.

### 1.3.3 Changes that Necessitate this AICUZ Update

This AICUZ update is required due to changes in aircraft mix, flight operations, and mission requirements at NAS Patuxent River and WOLF. The introduction of new aircraft and unmanned aircraft systems (UASs) has reshaped noise exposure patterns and operational intensities. Updated information on aircraft operations and noise exposure provides a current representation of existing and projected conditions to support compatible land use planning and long-term mission sustainment.

## **2 INSTALLATION BACKGROUND**

### **2.1 Location and History**

NAS Patuxent River is located on a peninsula at the confluence of the Patuxent River and the Chesapeake Bay in St. Mary's County, Maryland, with outlying facilities including WOLF (**Figure 2-1**). NAS Patuxent River occupies a strategic position that supports research, development, test, and evaluation (RDT&E) activities for naval aviation (**Figure 2-2**). WOLF, located in St. Ingoes, Maryland, serves as a complementary operational area supporting rotary-wing, fixed-wing, and UAS testing (**Figure 2-3**). Together, the two sites form part of the PRC, established during World War II and continuously modernized to meet evolving fleet requirements. The PRC includes supporting land areas (NAS Patuxent River, WOLF, and the Bloodworth Island Range), water areas (Chesapeake Bay, lower Potomac, St. Mary's, and lower Patuxent Rivers), airspace, and Atlantic Test Ranges' assets (fixed targets, aim points, recovery areas, and instrumentation sites). For the purposes of this AICUZ Study, the focus areas are where there are runways and associated aircraft operations at NAS Patuxent River and WOLF.

### **2.2 Mission and Installation Activities**

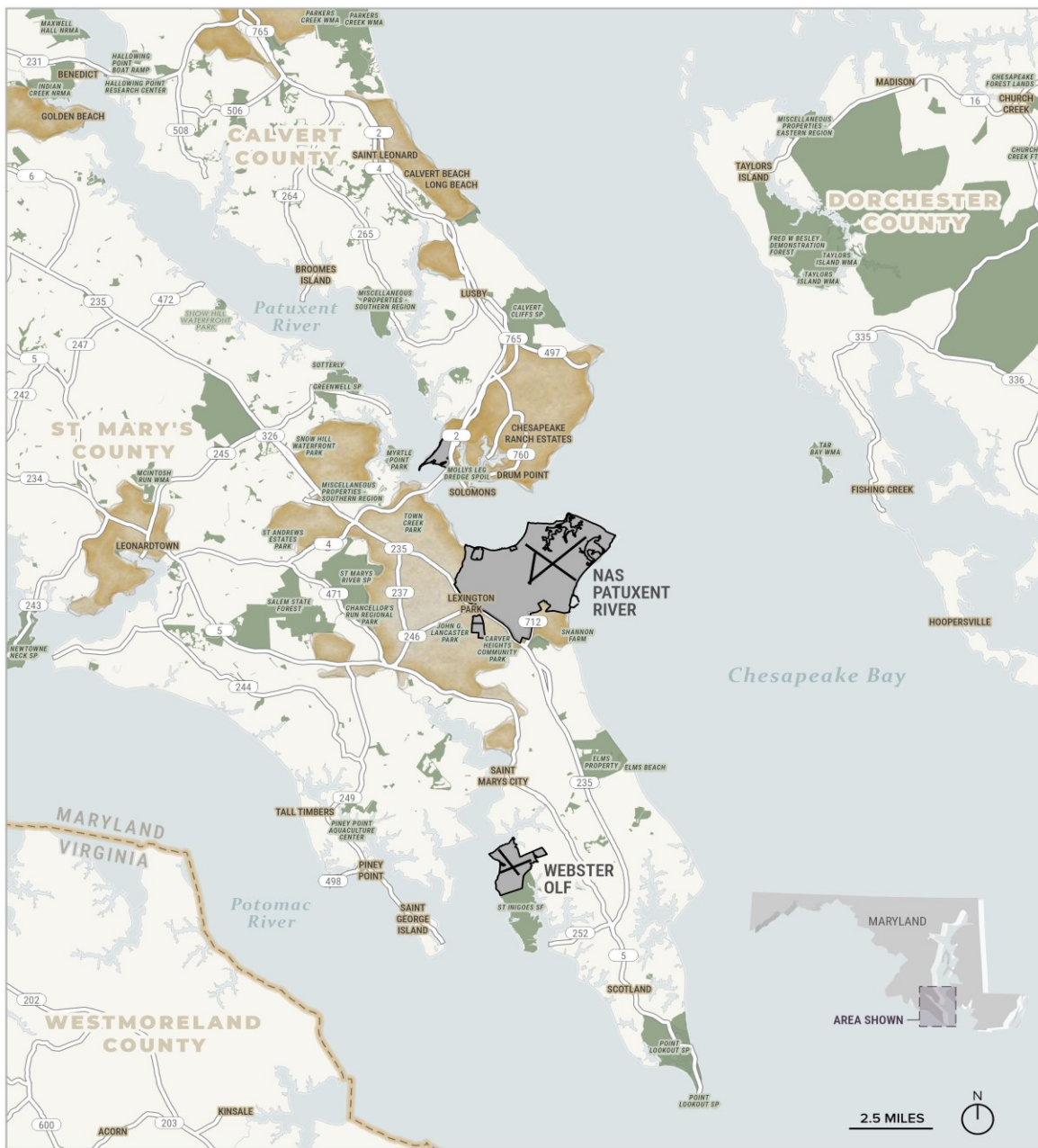
NAS Patuxent River conducts advanced test and evaluation, systems integration, and fleet training. As the home of Naval Air Systems Command (NAVAIR) and the Naval Air Warfare Center Aircraft Division (NAWCAD), the installation provides airfield, laboratory, and range assets that enable development of emerging naval aviation technologies. WOLF supports test operations requiring lower-intensity flight patterns, remote operations, and specialized rotary-wing and UAS operating environments.

#### **2.2.1 Tenant Commands**

Major tenant activities include NAVAIR headquarters, NAWCAD, Naval Test Wing Atlantic (NTWL), Air Test and Evaluation Squadrons, UAS programs, and various contractors and research partners. These organizations collectively conduct developmental test events, systems integration, and operational evaluations essential to maintaining naval aviation readiness.

### **2.3 Operational Areas**

The PRC includes airfields at both NAS Patuxent River and WOLF, multiple test ranges, helipads, and specialized facilities supporting flight test operations and training. Operational areas encompass runways, taxiways, hangars, navigation aids, local airspace supporting routine visual and instrument procedures, and airspace supporting both routine and developmental operations.



**Figure 2-1 Regional Location Map of NAS Patuxent River and WOLF**



NAS PATUXENT RIVER AIRFIELD  
ST MARY'S COUNTY, MD

**Figure 2-2 NAS Patuxent River Installation Location**





WEBSTER OUTLYING FIELD (OLF) AIRFIELD  
ST MARY'S COUNTY, MD

**Figure 2-3 WOLF Installation Location**

### 2.3.1 Airfield

Trapnell Field, located at NAS Patuxent River, includes two Class B-designated runways—Runway 14/32 and 06/24—and one Class A-designated Runway—Runway 02/20. These runways support a diverse mix of fixed-wing, rotary-wing, and short-takeoff/vertical-landing aircraft. Facilities include multiple helicopter landing pads, an F-35 hover pit, lighting systems, carrier landing practice arrays, and specialized infrastructure required for advanced flight test missions. WOLF includes two Class A-designated asphalt runways—08/26 and 15/33—and a grass strip supporting fixed-wing operations, as well as taxiways, ramps, and a helicopter pad.

### 2.3.2 Airspace

NAS Patuxent River operates within Federal Aviation Administration (FAA) Class D airspace surrounded by restricted areas, warning areas, and military operations areas essential to test and evaluation missions (**Figures 2-4** and **2-5**). WOLF utilizes dedicated airspace supporting rotary-wing, fixed-wing, and UAS procedures. Both facilities rely on controlled airspace to support safe execution of developmental flight operation areas. The variability inherent in test and evaluation missions contributes to fluctuations in daily and annual operations; however, overall operational patterns remain consistent with historical use and established procedures.

## 2.4 Local Economic Impacts and Population Growth

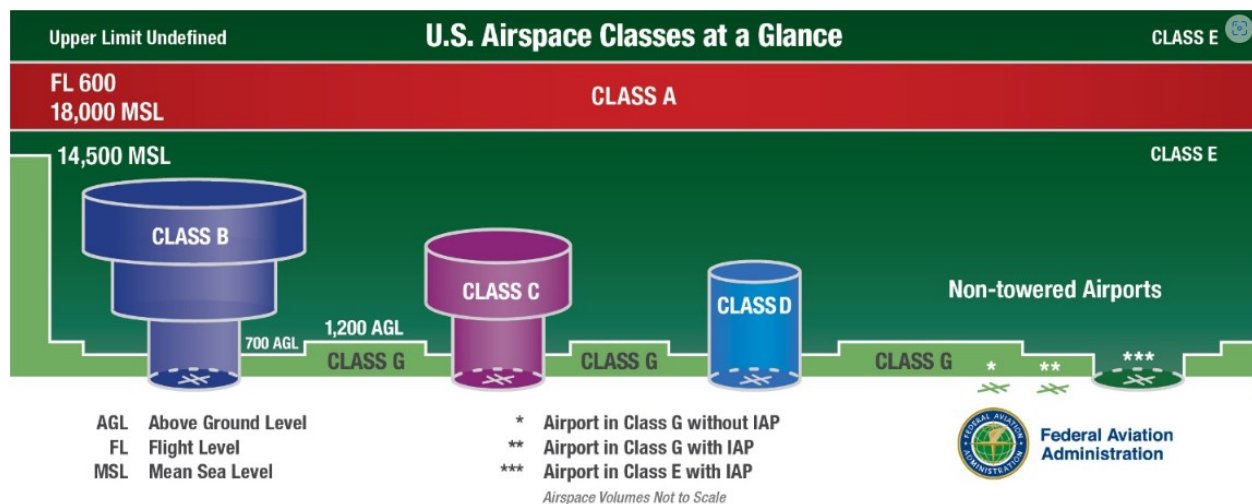
NAS Patuxent River is a major economic driver for Southern Maryland, supporting thousands of military, civilian, and contractor jobs. In FY2021, NAS Patuxent River supported 61,132 jobs and contributed approximately \$8.7 billion to Maryland’s economy. [The Patuxent Partnership. (n.d.)] The installation influences regional economic activity through payroll, procurement, and sustained demand for community services. Population growth in St. Mary’s and Calvert Counties continues to influence land-use planning near both NAS Patuxent River and WOLF, emphasizing the importance of compatible development within AICUZ noise and safety zones.

**Table 2-1 Regional Population Estimates and Projections**

| Population Area/Locality | 2000   | 2010    | 2020    | 2030    | 2040    | % Growth 2020-2030 | % Growth 2030-2040 |
|--------------------------|--------|---------|---------|---------|---------|--------------------|--------------------|
| St. Mary’s County        | 86,211 | 105,151 | 113,777 | 123,860 | 138,100 | +8.9%              | +11.5%             |
| Calvert County           | 74,563 | 88,737  | 92,783  | 96,840  | 99,570  | +4.4%              | +2.8%              |

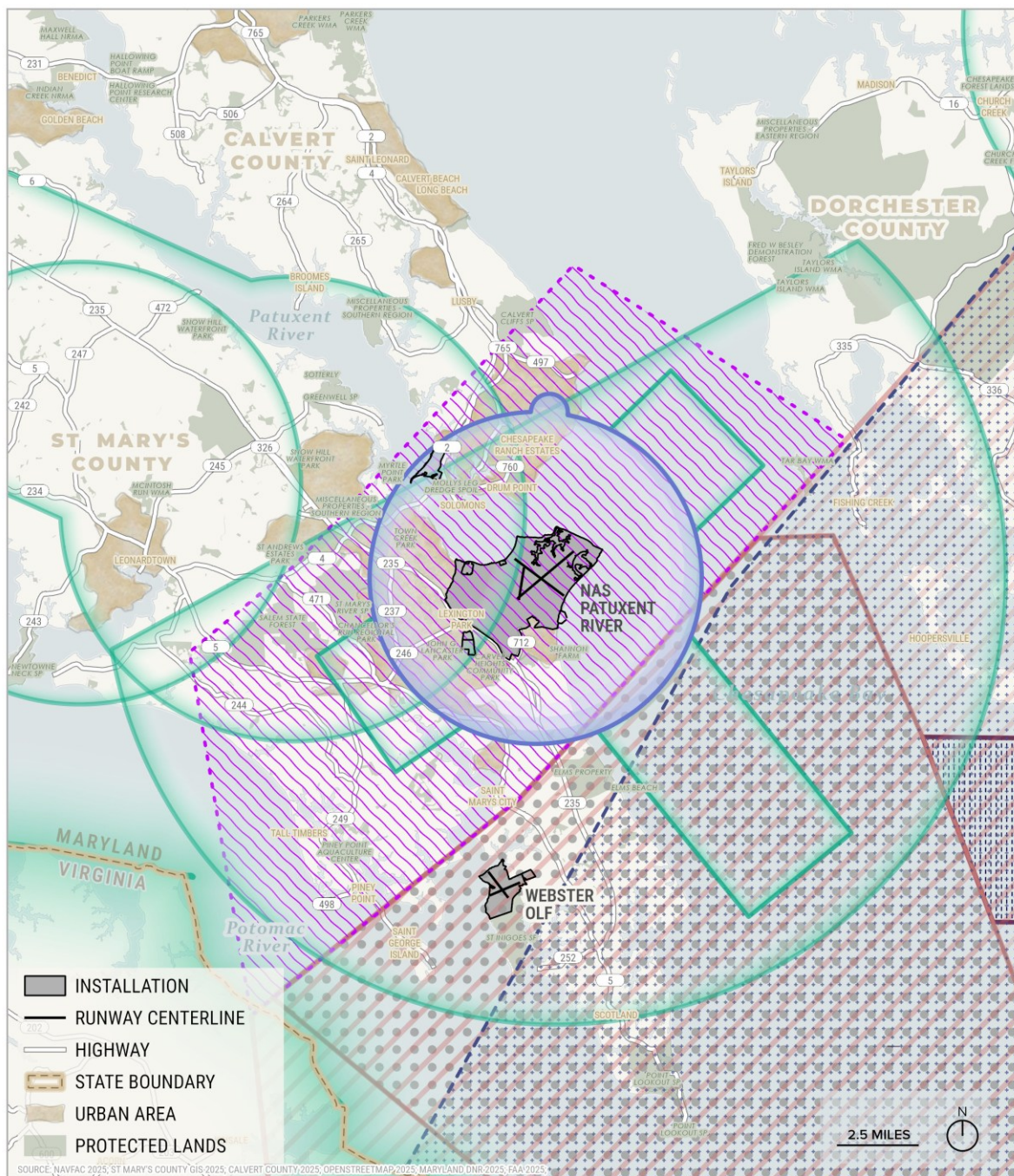
Source: Maryland Department of Planning — Historical & Projected Total Population (Nov 2025)

Airspace is a three-dimensional resource defined by latitude, longitude, and altitude. There are six classes of airspace, A, B, C, D, E (controlled), and G (uncontrolled) that are available to all users (civilian and military) (**Figure 2-4**). The airspace classes dictate pilot qualification requirements, rules of flight that must be followed, and the type of equipment necessary to operate within that airspace. Controlled airspace has defined dimensions within which air traffic control service is provided. Controlled airspace is airspace that supports airport operations and includes airways supporting transit from place-to-place. Uncontrolled airspace is designated as Class G airspace. Within the Continental U.S. and out to 12 NM offshore, Class G airspace includes all airspace up to 14,500 feet mean sea level that has not been designated as Class A, B, C, D, or E. Class G airspace has no specific prohibitions associated with its use. Class G airspace is described as uncontrolled because there are no entry requirements and air traffic control service is not guaranteed.



**Figure 2-4 Airspace Classifications Figure**





**Figure 2-5 Regional Airspace**



## 3 AIRCRAFT OPERATIONS

NAS Patuxent River and WOLF are home to several different aircraft types including fixed-wing aircraft, rotary-wing aircraft, and UAS. Fixed-wing aircraft generate lift by forward motion through the air. Rotary-wing aircraft, such as helicopters, are partially or entirely sustained in the air by lifting surfaces (rotors) revolving around a vertical axis. UAS are remote or self-piloted aircraft that can carry cameras, sensors, communication equipment, or other payloads. Descriptions of the aircraft utilized at NAS Patuxent River and WOLF can be found below.

### 3.1 Aircraft Types

Fleet requirements evolve over time, which requires modifications to or replacements of aircraft. The resultant mix of aircraft utilized at NAS Patuxent River is, therefore, constantly changing. The aircraft types used for this AICUZ update are consistent with those in the *2022 Final EIS for Testing and Training Activities in the Patuxent River Complex* (Department of the Navy 2022), which used current air operations across 5 types of rotary-wing and tilt-rotor aircraft, and 15 types of fixed-wing aircraft. It represented future aircraft in the categories of fixed-wing jet, fixed-wing prop, rotary-wing, and UAS with the F-35, FA-18E/F, C-12, UH-60A, and T-34. for the analysis. Below are the most frequently used aircraft in the analysis.

#### 3.1.1 Fixed-Wing Aircraft



*F-35 Aircraft*

The F-35 Joint Strike Fighter is a 5th-Generation tactical fighter, capable of a broad range of missions across the air-to-ground and air-to-air mission sets. It has improved capabilities designed to complement the Navy's existing fleet of tactical fighters. The F-35 comes in three variants (A/B/C). NAS Patuxent River hosts mostly the B and C variants.



*FA-18 Aircraft*

The FA-18 Hornet is a 4th Generation all-weather, multi-role attack and fighter aircraft that represents a sizable portion of the Navy's tactical fighter fleet. The Hornet is highly capable across a full mission spectrum. It provides air superiority, fighter escort, reconnaissance, close air support, air defense suppression, and day/night precision strike. The FA-18 E/F Super Hornet is an operational multi-mission tactical aircraft. It was developed to support and eventually replace the FA-18 A-

D carrier-based aircraft. It is a single- and two-seat, twin-engine, multi-mission fighter/attack (air-to-air and air-to-ground capable) aircraft that can operate from either aircraft carriers or land bases.



*C-12 Aircraft*

The C-12 Sea King Air is a twin turboprop fixed-wing aircraft used for flight training operations. The aircraft is powered by two Pratt & Whitney PT-6A-42 engines that each produce 850 shaft horsepower. The C-12 is 44 feet long, 15 feet high, and has a maximum gross takeoff weight of 15,000 pounds. The range of the aircraft is approximately 1,974 nautical miles (NM) with a maximum air speed of 294 knots. It has a flight ceiling of 35,000 feet.



*T-34C Aircraft*

Unmanned Aircraft Systems (Surrogate Aircraft), the T-34C Turbomenter (UAS Surrogate) is a two-seat, tandem cockpit turboprop fixed-wing aircraft used by the Navy to train pilots and for other support services. Equipped with a Pratt & Whitney PT6A-25 engine, the aircraft measures 34 feet across its wings, stretches 29 feet in length, and weighs 4,000 pounds. The T-34C can reach airspeeds of 280 knots, an altitude of 25,000 feet, and can fly up to 600 NMs during a single flight.

### **3.1.2 Rotary-Wing / Tilt-Rotor Aircraft**

The H-60 family includes multiple variants, such as the UH-60A/L Black Hawk, MH-60R/S Seahawk, and HH-60H Jayhawk. These aircraft are twin-engine, four-bladed, single-rotor helicopters, with performance characteristics that vary by variant and mission. The aircraft's primary function and performance specifics vary by user. The aircraft is 64 feet long, has a height of 18 feet, a rotor diameter of 54 feet, and weight that varies from 21,000 pounds to 23,000 pounds, depending on the variant. Its operational ceiling is 19,000 feet and has a general operational range of approximately 380 NMs.



*H-60 Aircraft*

Tilt-rotor aircraft include the Osprey, MV-22, a joint service multi-mission aircraft with vertical take-off and landing capability. It performs vertical take-off and landings as effectively as a conventional helicopter and has the long-range cruise abilities of a twin turboprop aircraft. It transports troops, equipment, and supplies and is capable of operating from ships or from expeditionary airfields ashore.



*MV-22 Aircraft*

## 3.2 Aircraft Operations

The main sources of noise at naval air installations are aircraft operations. Aircraft noise consists of two major sound sources: flight operations and ground engine maintenance “run-ups,” which are associated with pre-flight and maintenance checks. NAS Patuxent River possesses both flight operations and ground engine maintenance “run-up” operations in specific locations. These locations are discussed in Section 3.2.1. The level of noise exposure is also related to the aircraft type at an installation, engine power settings, altitudes that aircraft fly, direction of aircraft during run-ups, duration of run-ups, flight tracks, temperature, relative humidity, frequency, and time of operations. Generally, these factors fluctuate from year to year. Small fluctuations in the annual number of operations of similar aircraft will not have a significant effect on community noise exposure. This section describes the runways and discusses the types of aircraft operations at NAS Patuxent River and WOLF, the number of operations conducted by aircraft category, and the flight tracks used to conduct the operations.

Aircraft operations at NAS Patuxent River and WOLF support a diverse range of test, evaluation, training, and operational mission requirements. Operations include fixed-wing, rotary-wing, and unmanned aircraft system activities conducted during daytime and nighttime periods, under both visual and instrument flight rules.

Flight operations vary by aircraft type, mission profile, and testing requirements, resulting in differing operational tempos, flight tracks, altitudes, and power settings. Activities include routine takeoffs and landings, pattern operations, carrier landing practice, instrument approaches, hover and vertical takeoff/landing operations, and specialized test profiles.

Aircraft operations are concentrated along established runways, flight tracks, and operational areas to the maximum extent practicable. These operational patterns are influenced by airspace configuration, safety requirements, weather conditions, and mission-specific constraints. The variability inherent in test and evaluation missions contributes to fluctuations in daily and annual operations; however, overall operational patterns remain consistent with historical use and established procedures.

### 3.2.1 Pre-Flight and Engine Maintenance Operations

Pre-flight and maintenance run-up operations take place at NAS Patuxent River (**Figure 3-1**). No planned pre-flight and maintenance run-up operations take place at WOLF. The pre-flight run-up operations take place on the active runway prior to brake release and typically last five seconds at 100 percent power. Maintenance run-up operations also take place at NAS Patuxent River in the hush house, test cells, and on the aircraft parking ramp.

### 3.2.2 Runway and Flight Track Utilization

DoD airfield runways are classified as either Class A (generally for smaller aircraft) or Class B (generally for larger aircraft). The NAS Patuxent River airfield comprises two primary runways and one utility runway, supporting a range of fixed-wing and rotary-wing operations. Runway 14/32 (Class B) is set northwest-southeast, Runway 06/24 (Class B) runs southwest-northeast, and Runway 02/20 (Class A) is generally north-south. Helicopter landing areas include the intersection of Taxiways Echo and Bravo, the wash rack landing area at Taxiways Alpha and Bravo, the Naval Air Warfare Center pad adjacent to Hangar 111, and the VX-1 pad east of Hangar 306 on Taxiway Alpha West. Airfield lighting systems incorporate runway and approach lighting, carrier deck lighting, taxiway lighting, rotating beacon, and obstruction lighting. Supporting facilities range from standard air operations infrastructure to specialized testing assets. An F-35 Hover Pit and a vertical takeoff/landing pad were constructed to accommodate short takeoff and vertical landing operations. In addition, rotary-wing operations utilize the runways including Runway 02/20, several helicopter pads, and a “grassy area” located to the west of the paved portions of the airfield. This layout was shown in Figure 2-2.

#### Understanding Runway Numbers and Aircraft Direction

Runways are numbered based on their magnetic compass direction and indicate the direction aircraft travel when taking off or landing on that end of the runway. Each runway has two numbered ends, 180 degrees apart, representing opposite directions of travel. In this analysis, references to a specific runway number identify the direction of aircraft operations, and associated Clear Zones and Accident Potential Zones extend outward from that runway end in the direction of flight.

WOLF is mainly employed by Navy aircraft to support a range of military training and testing activities. The WOLF airfield consists of two primary asphalt runways (both Class A) and one grass landing strip, supporting a range of fixed-wing operations. Runway 08/26 is oriented southwest-northeast, and Runway 15/33 runs northwest-southeast; both measure 5,000 feet in length and 150 feet in width. The grass landing strip runs north-south next to Runway 15/33 and is 1,600 feet long by 75 feet wide. The ramp taxiway is 150 feet wide, while all other taxiways are 75 feet wide; all taxiways are constructed of asphalt. A helicopter pad is located near the intersection of Runway 08/26 and Runway 15/33. The WOLF airfield layout was depicted in Figure 2-3.

Figures 3-2 through 3-4 illustrate the major departures, arrivals, and pattern/interfacility flight tracks, respectively, for fixed-wing and rotary-wing aircraft at NAS Patuxent River. Figures 3-5 through 3-7 depict the same for WOLF.

An additional input into modeling the noise contours is runway utilization. Table 3-1 presents the runway utilization for both NAS Patuxent River and WOLF airfields. It should be noted

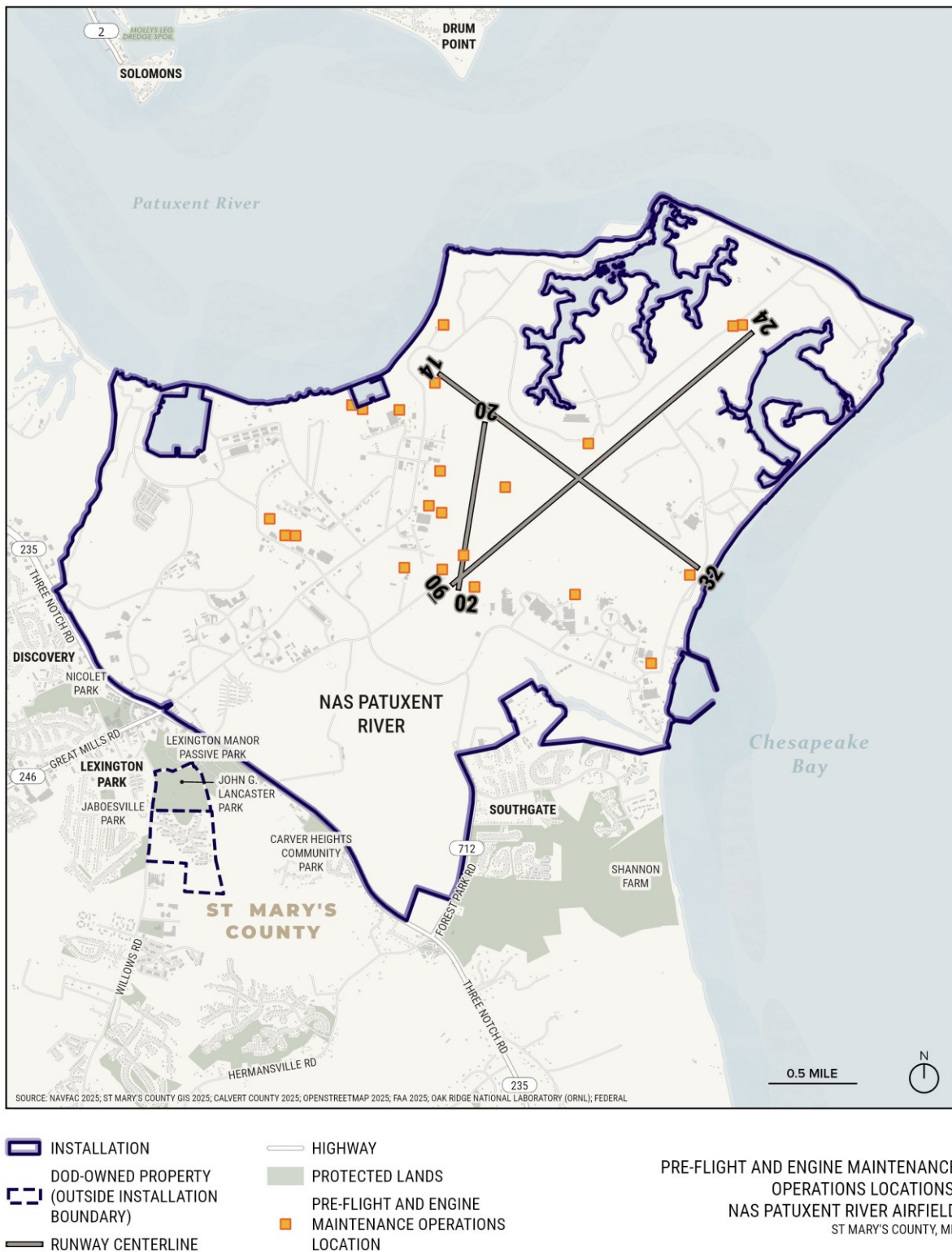
that the runway utilization for Runway 02/20 was kept separate from the runway utilization for the main Class B runways due to different users.

**Table 3-1 Runway Utilization for NAS Patuxent River and WOLF**

| Runway                                    | % Utilization |
|-------------------------------------------|---------------|
| <b>NAS Patuxent River Class B Runways</b> |               |
| 06                                        | 27%           |
| 14                                        | 14%           |
| 24                                        | 26%           |
| 32                                        | 33%           |
| <b>NAS Patuxent River Class A Runways</b> |               |
| 02                                        | 35%           |
| 20                                        | 65%           |
| <b>WOLF Runways</b>                       |               |
| 08                                        | 27%           |
| 15                                        | 14%           |
| 26                                        | 26%           |
| 33                                        | 33%           |

**Source:** Department of the Navy 2022



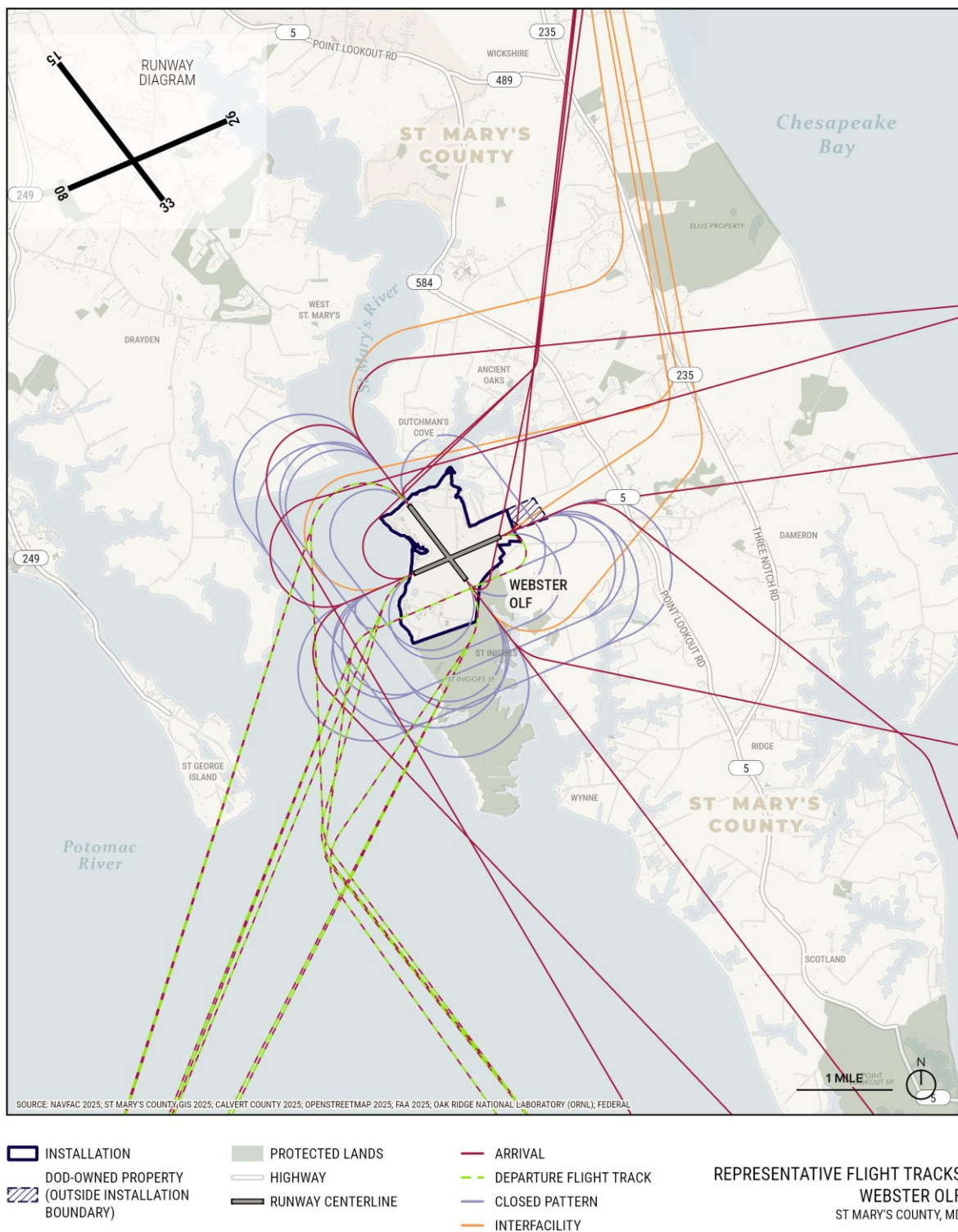


**Figure 3-1 Pre-Flight and Engine Maintenance Operations Locations, NAS Patuxent River**



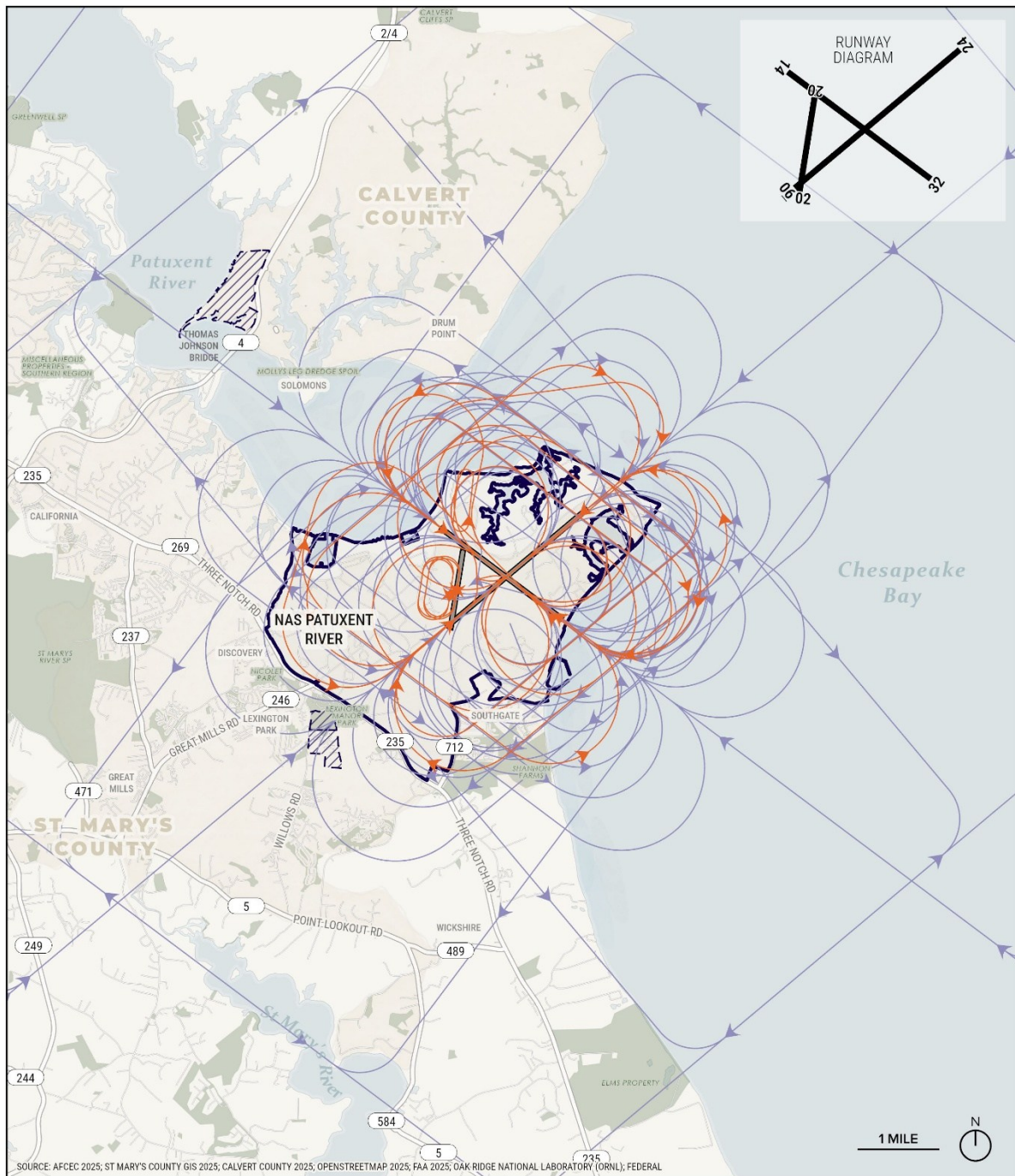


**Figure 3-2 Arrival Flight Tracks, NAS Patuxent River**



**Figure 3-3 Departure Flight Tracks, NAS Patuxent River**

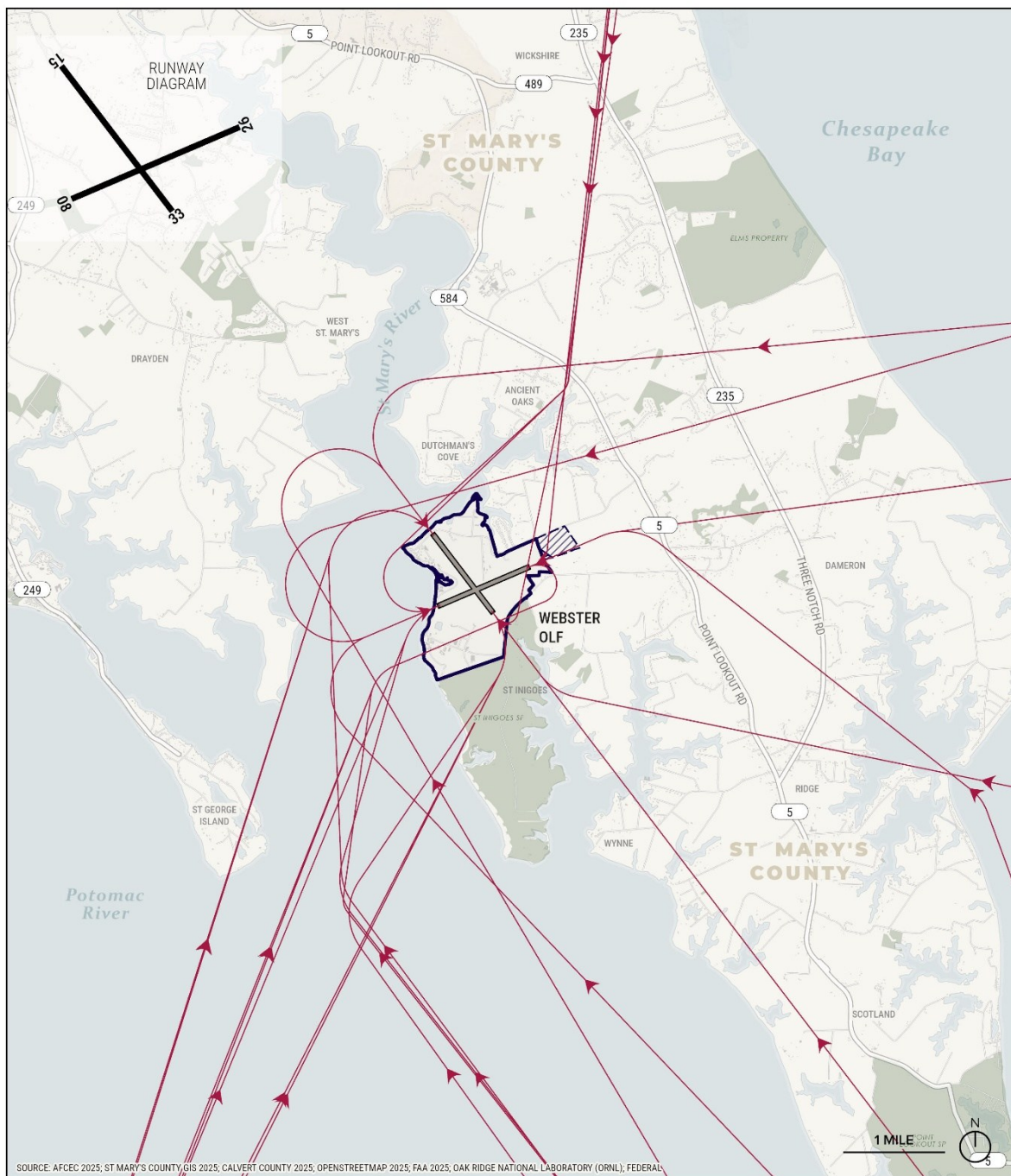




CLOSED PATTERN AND  
INTERFACILITY FLIGHT TRACKS  
NAS PATUXENT RIVER  
ST MARY'S COUNTY, MD

SOURCE: AFCEC 2025; ST MARY'S COUNTY GIS 2025; CALVERT COUNTY 2025; OPENSTREETMAP 2025; FAA 2025; OAK RIDGE NATIONAL LABORATORY (ORNL); FEDERAL

**Figure 3-4 Closed Pattern and Interfacility Flight Tracks, NAS Patuxent River**



[Blue Outline] INSTALLATION  
 [Hatched Box] DOD-OWNED PROPERTY  
 (OUTSIDE INSTALLATION  
 BOUNDARY)

[Green Box] PROTECTED LANDS  
 [Thin Grey Line] HIGHWAY  
 [Thick Black Line] RUNWAY CENTERLINE

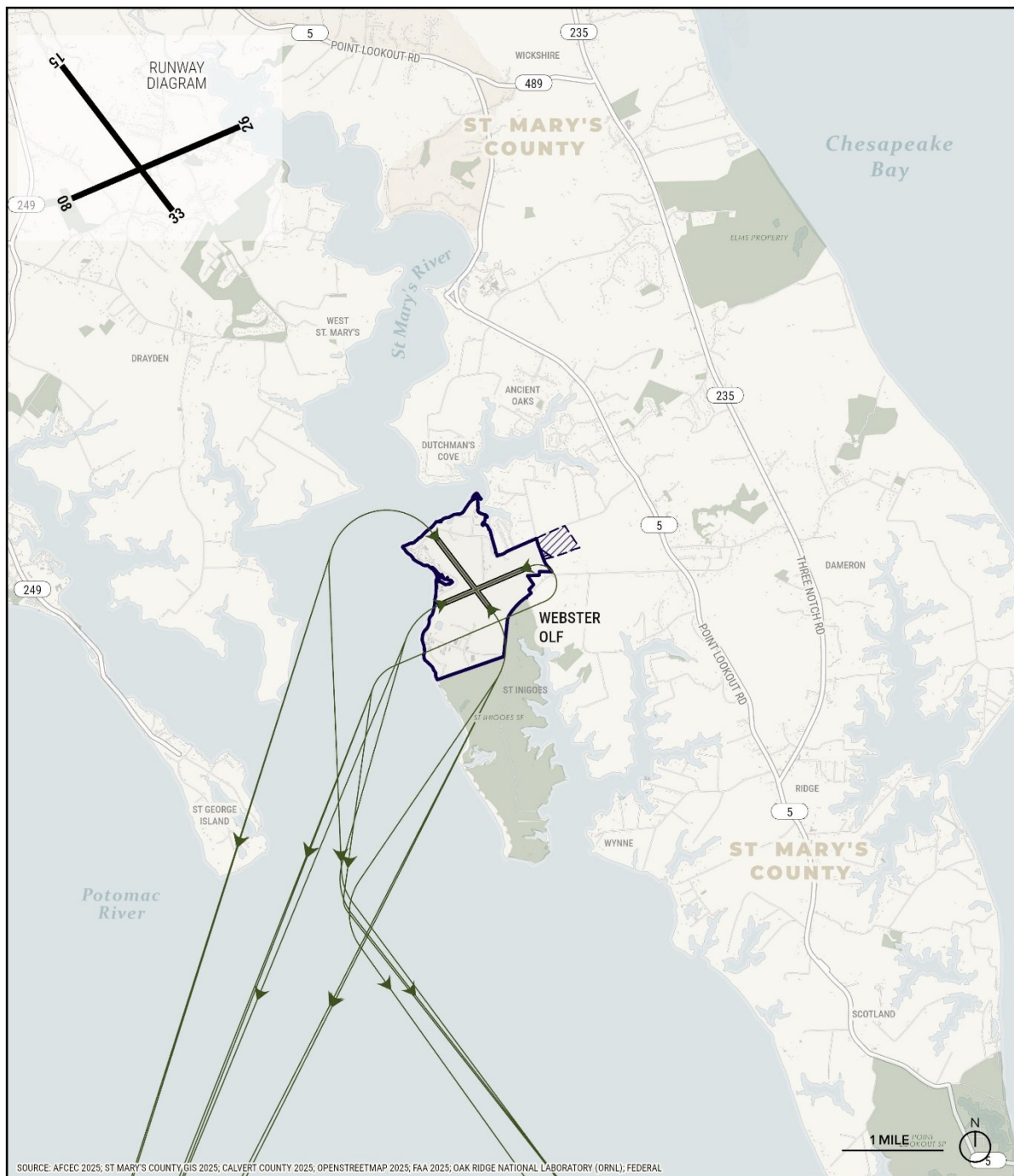
[Red Line with Arrow] ARRIVAL FLIGHT TRACK

ARRIVAL FLIGHT TRACKS  
 WEBSTER OLF  
 ST MARY'S COUNTY, MD

SOURCE: AFCEC 2025; ST MARY'S COUNTY GIS 2025; CALVERT COUNTY 2025; OPENSTREETMAP 2025; FAA 2025; OAK RIDGE NATIONAL LABORATORY (ORNL); FEDERAL

**Figure 3-5 Arrival Flight Tracks, WOLF**



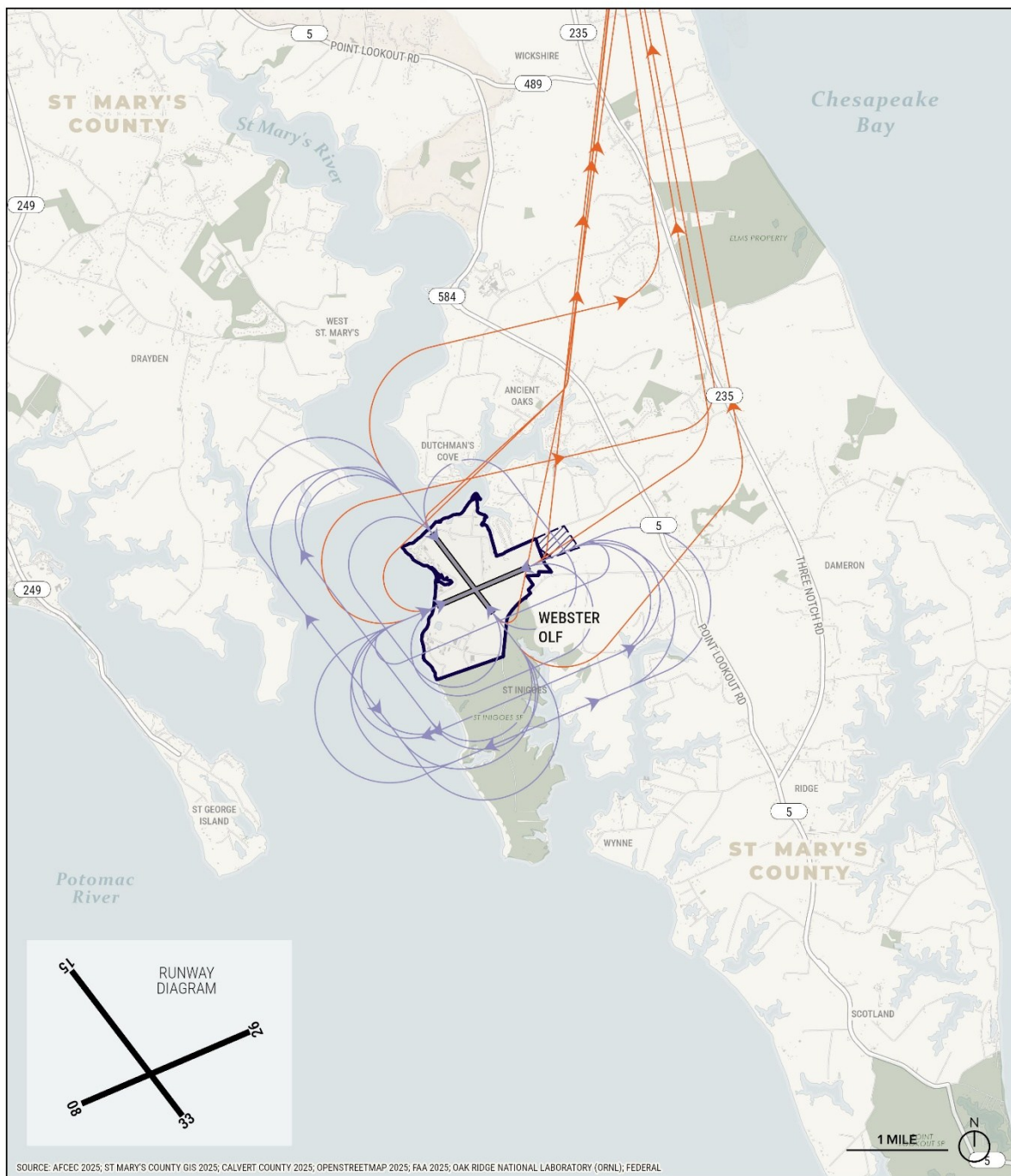


- |                                                    |                 |                        |
|----------------------------------------------------|-----------------|------------------------|
| INSTALLATION                                       | PROTECTED LANDS | DEPARTURE FLIGHT TRACK |
| DOD-OWNED PROPERTY (OUTSIDE INSTALLATION BOUNDARY) | HIGHWAY         | RUNWAY CENTERLINE      |

DEPARTURE FLIGHT TRACKS  
WEBSTER OLF  
ST MARY'S COUNTY, MD

SOURCE: AFCEC 2025; ST MARY'S COUNTY GIS 2025; CALVERT COUNTY 2025; OPENSTREETMAP 2025; FAA 2025

**Figure 3-6 Departure Flight Tracks, WOLF**



**Figure 3-7 Closed Pattern and Interfacility Flight Tracks, WOLF**



It is important to note that a major component of NAS Patuxent River's mission as a test facility is to support testing a variety of rotary and fixed-wing aircraft. Most aircraft testing at NAS Patuxent River occurs on Runway 14/32 and Runway 06/24. These runways are utilized for most fixed-wing operations. Additionally, historic runway usage data for NAS Patuxent River shows that this degree of utilization has been constant over the last five years. This fact is important because when simultaneous aircraft operations are being conducted on Runway 06/24 and 14/32, it is normally necessary to extend the aircraft pattern to the south and east of the airfield as much as three miles to safely sequence aircraft into the airfield. These extended patterns may occur repeatedly throughout the flying day during periods of high operational tempo. Additionally, NAVAIR operations and radar approaches to Runway 06/24 accounts for 61 percent of all instrument approaches flown into NAS Patuxent River. These approaches extend 10 miles south of the airfield and are flown during periods of reduced visibility or low cloud cover.

### 3.2.3 Aircraft Operations

The aircraft operations described in this section form the basis for the noise exposure and accident potential analyses presented in subsequent sections of this AICUZ Study. **Table 3-2** provides the overall projected flight operations conducted at the NAS Patuxent River and WOLF complex and are consistent with the aircraft operations that were utilized in the 2022 EIS noted in **Section 1.3**.

**Table 3-2 Projected Flight Operations, NAS Patuxent River and WOLF**

| Organization                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Aircraft Types                                                                                         | Annual Operations <sup>1 2</sup> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------|
| Naval Test Wing<br>Atlantic Tenant                                                                                                                                                                                                                                                                                                                                                                                                                                                | P-3; P-8; C-12; C-130; C-38; E-6; FA-18;<br>EA-18G; F-35; T-45; MQ-25; CH-53; H-1;<br>MH-60; V-22; UAS | 90,319                           |
| NAS Patuxent<br>River Tenants                                                                                                                                                                                                                                                                                                                                                                                                                                                     | E-6; P-3, C-12; C-130; E-2, P-3, P-8,<br>MH-60; UAS                                                    | 7,230                            |
| Non-NAS<br>Patuxent River                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Transient (various)                                                                                    | 2,714                            |
| <b>Total</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                        | <b>100,263</b>                   |
| <b>Source:</b> Department of the Navy 2022<br><b>Key:</b> UAS = Unmanned Aircraft System<br>1 Annual operations presented in this 2026 AICUZ were used for development of Alternative 2 in the 2022 EIS. Data in this table represents flight operations combined for both NAS Patuxent River and WOLF.<br>2 An aircraft operation is a single aircraft takeoff or landing. For planning and environmental analysis, each departure and each arrival is counted as one operation. |                                                                                                        |                                  |

### **3.3 Operational Modifications for Noise Reduction**

#### **3.3.1 Noise Disturbance Response System**

Noise abatement procedures for NAS Patuxent River are outlined in the NAS Patuxent River Air Operations Manual (Instruction NASPAXRIVINST 3710.5Z [7 October 2025]). NAS Patuxent River is proactive with respect to noise abatement and is committed to minimizing noise exposure without compromising operational and safety requirements. The guidance is applicable to NAS Patuxent River, including WOLF and the Atlantic Test Range Inner Range and tenant activities.

As detailed in the NAS Patuxent River Operations Manual, the installation established a Noise Disturbance Response System. The NAS Patuxent River's NAVAIR Ranges Sustainability Office (SO) maintains a noise disturbance hotline for the local community to report aircraft noise complaints (see *Section 4.1.2 Noise Complaints*). The Noise Disturbance Response System at NAS Patuxent River follows specific procedures and protocols for noise complaints received.

#### **3.3.2 Noise Abatement Procedures at NAS Patuxent River**

The following are operational noise abatement procedures that have been adopted at NAS Patuxent River and are documented in the Air Operations manual (NASPAXRIVINST 3710.5Z):

##### **General**

- Arrival/departure corridors and flight patterns may be over noise abatement areas. Aircrews should, to the maximum extent practicable, reduce aircraft noise exposure and avoid noise abatement areas.
- It is the policy of the Commanding Officer to conduct required test, evaluation, and operational flights with a minimum impact on the surrounding communities. All aircrew using NAS Patuxent River and WOLF, "are responsible for the safe conduct of procedures. Aircrews must be familiar with the noise profiles of their aircraft and must be committed to minimizing noise exposure without compromising operational and safety requirements."

##### **NAS Patuxent River Noise Abatement Restrictions**

- Aircraft are restricted to full stop landings and departures from 10:00 p.m. to 7:00 a.m. daily and prior to 10:00 a.m. Saturdays and 12:00 p.m. Sundays, except for helicopters established in the grass pattern. During closed tower operations, low approaches may be conducted over the landing runway to satisfy Bird/Animal Strike Hazard requirements. Aircrews should strive to minimize aircraft noise exposure to local housing areas to the maximum extent practical.

- Field carrier landing practice (FCLPs), precision approach landing system approaches, and practice approaches shall not be conducted after 10:00 p.m. unless approved by the Air Operations Officers.
- High-power run-ups are restricted 4:30 p.m. to 10:00 p.m. to only those of urgent necessity. Run-ups between 10:00 p.m. and 7:00 a.m. shall not be conducted unless approved by the NAS Patuxent River Commanding Officer.
- Fixed-wing aircraft shall not, and rotary-wing should not, fly over Solomons Island below 1,000 feet above ground level (AGL).
- Aircraft shall not fly over Mattapany-Sewell Manor House.
- Aircraft shall not fly over VQ-4.
- Aircrews should, to the maximum extent practicable, minimize aircraft noise over Cedar Cove.
- Low pattern operations, including FCLPs and project flights, should plan to utilize patterns that remain over water and minimize impact noise abatement areas to the maximum extent practical.
- Low pattern operations shall avoid Cedar Cove below 1,000 feet AGL except for FCLPs and project flights. Runway 32 left-hand low patterns shall be authorized only for FCLPs and project flights.
- Aircraft established in the Runway 24 low pattern, including FCLPs and project flights, shall remain clear of Cedar Cove. If unable to avoid Cedar Cove laterally, aircrew should climb over 1,000 feet AGL until over water.
- When utilizing Runway 32 low pattern, downwind turns should avoid Solomons Island and Drum Point. If unable to avoid laterally, aircraft shall climb above 1,000 feet AGL for noise abatement.
- Precision approach landing system pattern downwind turns should avoid Drum Point below 1,000 feet AGL.
- Aircraft short-takeoff/vertical-landing configuration should avoid Drum Point to the maximum extent practical.
- Aircraft shall not fly over Blackwater National Wildlife Refuge below 3,000 feet AGL.
- In the interest of noise abatement, helicopters shall maintain the highest practicable altitude consistent with the procedures contained in the Air Operations manual.

#### WOLF Noise Abatement Restrictions

- Continuous UAS operations over a single neighborhood or populated areas should be avoided as much as practicable. Although UAS are not loud in a traditional sense of aircraft, their continued presence, and low-level background noise generate noise complaints.

- UAS should utilize the designated operating area to the maximum extent practicable.
- UAS and other aircraft should remain at or above 1,500 feet mean sea level when overflying St. George's Island.
- Aircraft should not fly over St. Mary's City or St. Mary's College to the maximum extent possible.
- Aircraft should not fly over St. Ignatius Church southeast of WOLF Gate 1 or Cross Manor to the north of WOLF.

## 4 AIRCRAFT NOISE

The impact of aircraft noise is a critical factor in planning future land use near air facilities. Because the noise from aircraft operations impacts areas surrounding an installation, NAS Patuxent River has specific areas designated as noise zones under the AICUZ Program. This section discusses noise associated with aircraft operations at NAS Patuxent River, including average noise levels, noise complaints, noise abatement/flight procedures, and noise contours.

### 4.1 What is Noise? Sound Measurement and Guidance

Noise can be defined as unwanted sound. Potential noise sources include road traffic, land use, railways, and aircraft. Whether sound becomes noise depends on the listener, but sound can become noise when it interferes with normal activities.

#### Typical A-Weighted Sound Levels and Common Sounds

|                                   |
|-----------------------------------|
| 0 db – Threshold of Hearing       |
| 20 dB – Ticking Watch             |
| 45 dB – Bird Calls (distant)      |
| 60 dB – Normal Conversation       |
| 70 dB – Vacuum Cleaner (3 ft)     |
| 80 dB – Alarm Clock (2ft)         |
| 90 dB – Motorcycle (25 ft)        |
| 100 dB – Ambulance Siren (100 ft) |
| 110 dB – Chain Saw                |
| 120 dB – Rock Concert             |
| 130 dB – Jackhammer               |
| 140 dB – Threshold of Pain        |

This document uses A-weighted decibels (dBA) to measure all sound or noise levels; these units are adjusted to account for how humans perceive sound. Normal speech has a noise level of approximately 60 dBA. The quietest sound a person can detect is 0 dBA. Sound levels over 120 dBA can cause discomfort, and 140 dBA is the pain threshold (Berglund & Lindvall 1995). **Figure 4-1** shows the dBA for a list of common sounds.

Like other installations, NAS Patuxent River assessed aircraft noise exposure by modeling it with the day-night average sound level (DNL) metric. Specifically, in 2019, a noise study was conducted for the PRC, which became the source of the noise data for the *2022 Final Environmental Impact Statement (EIS) for Testing and Training Activities in the Patuxent River Complex*. The noise

study was presented as Appendix D in the 2022 EIS.

The DNL metric, established in 1980 by the Federal Interagency Committee on Urban Noise (FICUN), presents a reliable measure of community sensitivity to aircraft noise and has become the standard metric used in the United States (except California, which uses the community noise exposure level). DNL averages aircraft sound levels at a location over a 24-hour period. DNL also adds an additional 10 decibels (dB) to events occurring between 10:00 p.m. and 7:00 a.m. This 10-decibel “adjustment” represents the added intrusiveness of sounds occurring during normal sleeping hours (acoustic nighttime), both because of the

Figure 4-1 Common Sound Levels



increased sensitivity to noise during those hours and because ambient sound levels at night are typically lower.

By combining those factors that are most noticeable about noise—maximum sound levels, duration and number of events (total energy) and time of day (with acoustic nighttime)—and averaging these factors, scientific studies and social surveys conducted to evaluate community annoyance with all types of environmental noise have found DNL to be the best measure of that annoyance (FICUN 1980; EPA 1982; ANSI 1990; FICON 1992). Although DNL provides a single measure of average annual noise exposure levels, it does not provide specific information on the number of noise events or the individual sound levels that occur during the day. For example, a 65 dB DNL could result from a few noisy events or several quieter events. The DNL is depicted visually as a noise contour that connects points of equal value. The noise contours in this document are depicted in 5 dBA increments. For land use planning purposes, the AICUZ Program uses these contours to establish six noise zones, based on the DNL value. Less than 65 dB, 65-70 dB, 70-75 dB, 75-80 dB, 80-85 dB, and greater than 85 dB.

The lower noise exposure zones generally have less potential for annoyance and noise incompatibility, while the higher noise exposure would have higher potential for annoyance and noise incompatibility, and would be accompanied by greater land use controls.

#### **4.1.1 Airfield Noise Sources**

The main sources of noise at airfields are flight operations or pre-flight and/or maintenance run-ups. Computer models are used to develop noise contours, based on information about these operations, including:

- Type of operation (arrival, departure, and pattern);
- Number of operations per day;
- Time of operation;
- Flight track;
- Aircraft power settings, speeds, and altitudes;
- Number and duration of maintenance run-ups;
- Terrain;
- Surface type; and
- Environmental data (temperature and humidity).

#### **4.1.2 Noise Complaints**

Individual response to noise levels varies and is influenced by many factors including:

- Activity the individual is engaged in at the time of the noise event;

- General sensitivity to noise;
- Time of day;
- Length of time an individual is exposed to a noise;
- Predictability of noise; and
- Weather conditions.

A small change in dBA will not generally be noticeable. As the change in dBA increases, the individual perception is greater.

During 2025, the NAWCAD SO received 68 complaint calls via the noise disturbance hotline and 7 information/other requests (NAWCAD 2025). Of the total noise disturbance calls, 37 were attributed to NAS Patuxent River operations, 9 were determined to be unrelated to NAS Patuxent operations, and 22 operations were determined to be unknown (NAWCAD 2025). Of the 37 disturbance calls attributed to NAS Patuxent operations, 8 were associated with fixed-wing operations, 24 with rotary-wing operations, 2 UAV operations, and three unknown aircraft sources. The greatest percentage (70 percent) were from residents in St. Mary's County, Maryland, and Essex County, Virginia. The remaining calls/emails were received from residents in other counties in Maryland (Calvert and Somerset), Virginia (Westmoreland), and Delaware (Sussex).

Noise was identified within the *Final Environmental Impact Statement for Testing and Training Activities in the Patuxent River Complex*, March 2022 as having the greatest potential impact to the surrounding communities. The number of noise complaints has remained relatively steady over the last five years (NAWCAD 2025). Future encroachment potential exists in Southern Maryland's tri-county area, Maryland's Eastern Shore, and Virginia's Northern Neck. Encroachment concerns, such as continued population growth in these areas, could threaten the long-term sustainability of the Atlantic Test Range (NAWCAD 2025). The SO will continue to implement mitigation measures and engage in outreach initiatives to address these potential conflicts.

## 4.2 ALCUZ Noise Exposure Contours

The Navy periodically conducts noise studies to assess the average annual noise exposure levels of aircraft operations. The need to conduct a noise study is generally prompted by a significant change in aircraft operations either by the number of operations conducted at the airfield, the number of and type of aircraft using the airfield, or changes in the flight paths used for airfield departure/arrivals.

The Navy uses NOISEMAP, a standard computer model used by the DoD that projects average annual noise exposure levels around military airfields. NOISEMAP calculates DNL contours resulting from aircraft operations using such variables as power settings, aircraft model and type, maximum sound levels, and duration and flight profiles for a given airfield.

### 4.2.1 Projected Noise Exposure Contours

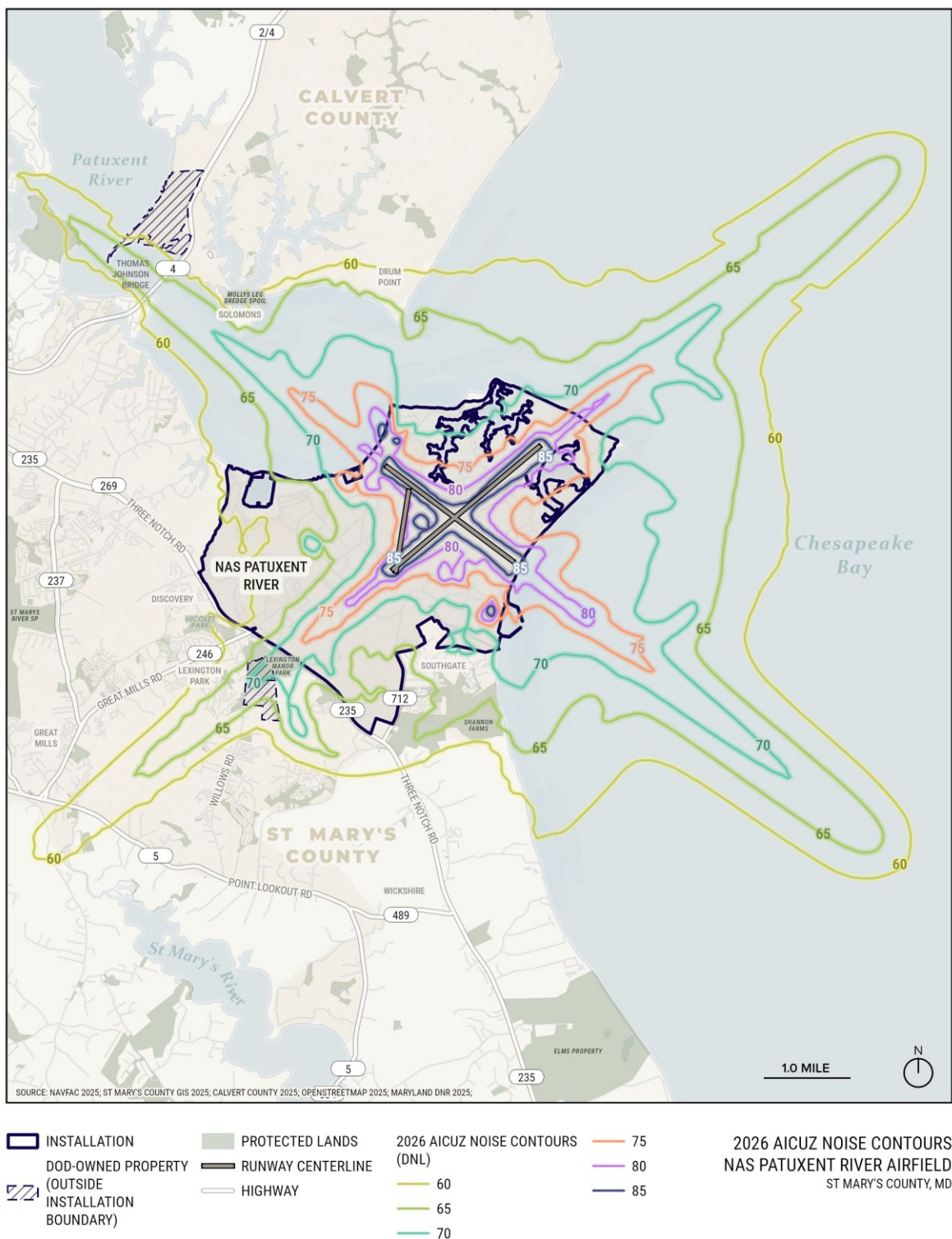
The AICUZ process calls for the modeling and analysis of existing conditions and any future aircraft operational changes that can reasonably be predicted for the air station. As part of this AICUZ update process for NAS Patuxent River and WOLF, the analysis utilized aircraft operations and noise model from Alternative 2 of the 2022 *Final Environmental Impact Statement (EIS) for Testing and Training Activities in the Patuxent River Complex (PRC)* (Department of the Navy 2022). Because the noise analysis for this EIS considered future operations, it is confirmed to be still applicable and was used directly in this AICUZ. The noise contours used in this analysis for NAS Patuxent River and WOLF are shown in **Figures 4-2** and **4-3**, respectively.

Although the noise contours presented in this AICUZ were modeled in 2019 and utilized in the 2022 EIS, with the incorporation into this AICUZ Study, they are herein referred to as the “2026 AICUZ Noise Contours.”

The noise contours associated with NAS Patuxent River primarily follow the direction of the main crossing runways where most aircraft activity is present. The noise contours spread in a northwest/southeast direction and northeast to southwest direction. Most noise contours fall over water (over 65 percent) and another 22 percent fall over on-installation property or off-installation property that is owned by the DoD.

The portion of the noise contours that cover off-installation property and are privately held land is approximately 3,732 acres and primarily located southwest of the installation in the Lexington Park area. Most of this area falls in the 60-65 dB DNL noise contour, with less in the 65-70 dB DNL and 70-<75 dB DNL noise contours. The highest noise contour over land off-installation is in the 70-75 dB DNL noise contour (see **Table 4-1**).

The noise contour maps are a planning tool. The noise level does not increase or decrease at the line, nor is noise kept entirely within any line. The line simply represents a value of the DNL metric much like an elevation contour line. Day-to-day conditions can fluctuate with daily operations, temperature, humidity, wind, and other environmental factors.



**Figure 4-2 2026 AICUZ Noise Contours, NAS Patuxent River**



**Figure 4-3 2026 AICUZ Noise Contours, WOLF**



**Table 4-1 Area Within the 2026 AICUZ Noise Contours, NAS Patuxent River (acres)**

| Noise Zone             | On-Installation | Off-Installation, but on DoD Property | Off-Installation |           | Total  |
|------------------------|-----------------|---------------------------------------|------------------|-----------|--------|
|                        |                 |                                       | Over Water       | Over Land |        |
| 60-65 dB DNL           | 1,211           | 27                                    | 7,553            | 2,502     | 11,293 |
| 65-70 dB DNL           | 1,325           | 81                                    | 7,514            | 1,108     | 10,028 |
| 70-75 dB DNL           | 1,482           | 28                                    | 3,366            | 122       | 4,998  |
| 75-80 dB DNL           | 1,031           | 0                                     | 825              | 0         | 1,856  |
| 80-85 dB DNL           | 659             | 0                                     | 189              | 0         | 848    |
| Greater than 85 dB DNL | 527             | 0                                     | 10               | 0         | 537    |
| Total                  | 6,235           | 136                                   | 19,457           | 3,732     | 29,559 |

The noise contours associated with WOLF are a much smaller footprint than at NAS Patuxent River, and the noise contours do not leave the installation property besides areas over water. The aircraft types that operate at WOLF are generally quieter, and that fact, along with the overall lower number of operations, do not result in noise contours that have off-installation land use implications (see **Table 4-2**).

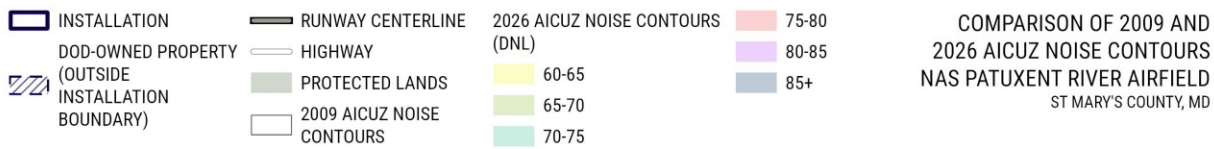
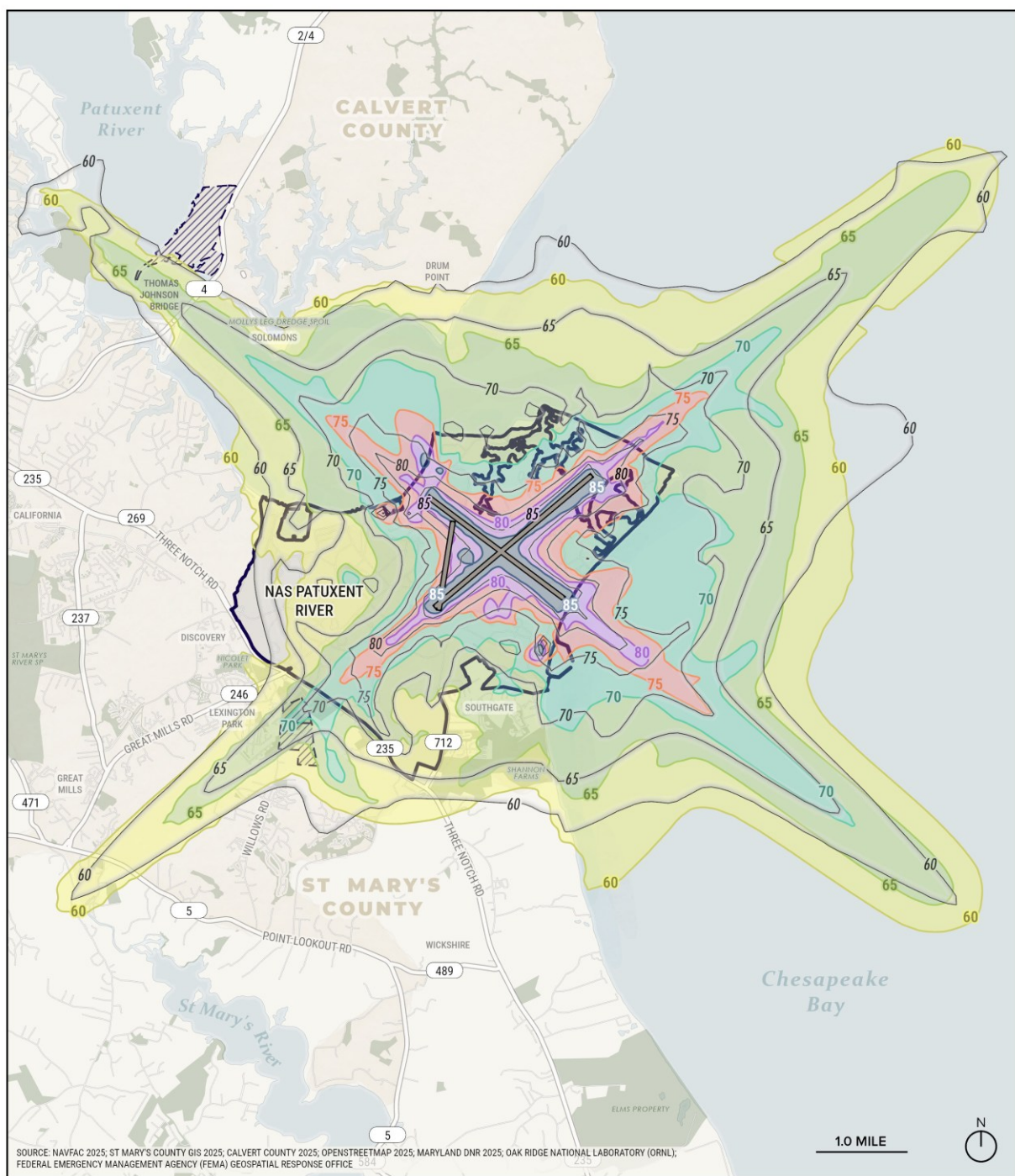
**Table 4-2 Area Within the 2026 AICUZ Noise Contours, WOLF (acres)**

| Noise Zone             | On-Installation | Off-Installation, but on DoD Property | Off-Installation |           | Total |
|------------------------|-----------------|---------------------------------------|------------------|-----------|-------|
|                        |                 |                                       | Over Water       | Over Land |       |
| 60-65 dB DNL           | 71              | 0                                     | 18               | 0         | 89    |
| 65-70 dB DNL           | 2               | 0                                     | 0                | 0         | 2     |
| 70-75 dB DNL           | 0               | 0                                     | 0                | 0         | 0     |
| 75-80 dB DNL           | 0               | 0                                     | 0                | 0         | 0     |
| 80-85 dB DNL           | 0               | 0                                     | 0                | 0         | 0     |
| Greater than 85 dB DNL | 0               | 0                                     | 0                | 0         | 0     |
| Total                  | 73              | 0                                     | 18               | 0         | 91    |

#### 4.2.2 Comparison of Noise Exposure Contours

A comparison of the 2009 and 2026 AICUZ noise contours at NAS Patuxent River reveals an increase in area from the 2009 noise zones (see **Figure 4-4**). The overall shape of the noise contours between 2009 and 2026 are similar and generally cover the same areas off-installation, with slight differences based on changes in aircraft operations. However, the 2026 noise contours are slightly larger in overall size.

The total off-installation area over land within the noise contour for 2026 is 3,732 acres, while the same off-installation area within the noise contour for the 2009 AICUZ was 3,608 acres (see **Table 4-3**).

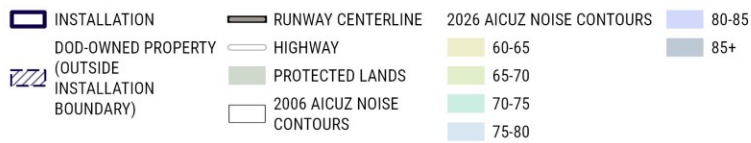


**Figure 4-4 Comparison of 2009 and 2026 AICUZ Noise Contours, NAS Patuxent River**

With respect to WOLF, changes in aircraft operations have resulted in the noise contours decreasing to be fully contained within the installation property or overwater (see **Figure 4-5**). In the 2006 WOLF AICUZ, there were 60 acres over land, off-installation property in the noise contour, while the 2026 AICUZ has no land off-installation property (see **Table 4-3**).

**Table 4-3 Comparison of Area within Noise Zones, NAS Patuxent River and WOLF (acres)**

| Noise Zone                | 2009 AICUZ Noise Contours | 2026 AICUZ Noise Contours |
|---------------------------|---------------------------|---------------------------|
| <b>NAS Patuxent River</b> |                           |                           |
| 60 - 65 dB DNL            | 2,366                     | 2,502                     |
| 65 - 70 dB DNL            | 1,122                     | 1,108                     |
| 70 - 75 dB DNL            | 106                       | 122                       |
| Greater than 75 dB DNL    | 14                        | 0                         |
| Total                     | 3,608                     | 3,732                     |
| Noise Zone                | 2006 AICUZ Noise Contours | 2026 AICUZ Noise Contours |
| <b>WOLF</b>               |                           |                           |
| 60 - 65 dB DNL            | 53                        | 0                         |
| 65 - 70 dB DNL            | 7                         | 0                         |
| 70 - 75 dB DNL            | 0                         | 0                         |
| Greater than 75 dB DNL    | 0                         | 0                         |
| Total                     | 60                        | 0                         |



COMPARISON OF 2006 AND  
2026 AICUZ NOISE CONTOURS  
WEBSTER OLF  
ST MARY'S COUNTY, MD

**Figure 4-5 Comparison of 2006 and 2026 AICUZ Noise Contours, WOLF**

## **5 AIRFIELD SAFETY**

### **5.1 Accident Potential Zone**

The primary purpose of an APZ is to guide land use planning and zoning decisions near military airfields to reduce risks to public safety and preserve operational capability. An APZ is integral to the AICUZ Program and used by the Navy and local planning authorities to ensure compatible development in proximity to, and slightly beyond, runway ends. APZs align with departure, arrival, and pattern flight tracks. While APZs are not a prediction of the number of accidents or the odds of an accident occurring, they reflect the most likely location of an accident and are designated to minimize potential harm if a mishap were to occur by limiting activities in these locations.

#### **5.1.1 Aircraft Mishaps**

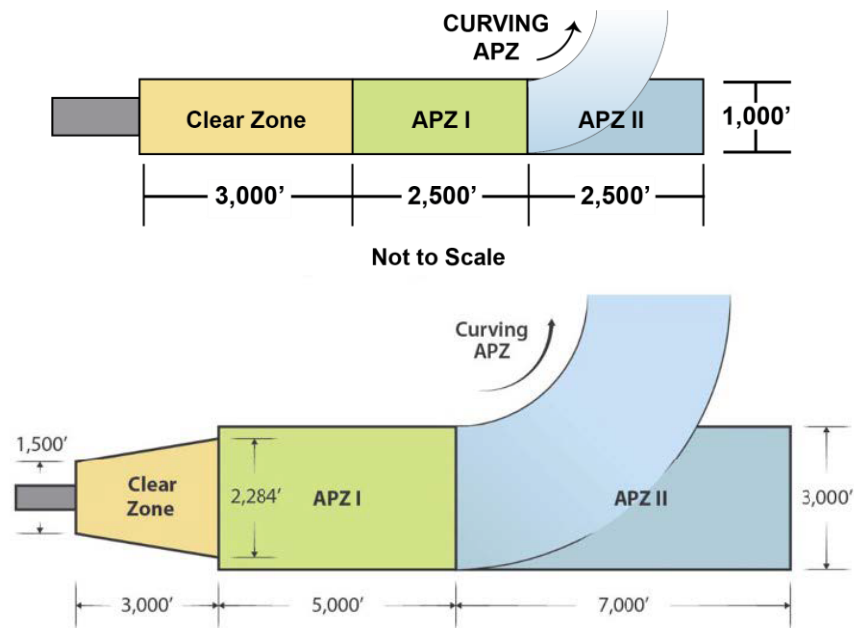
In the 1970s, recognizing the need to identify areas of accident potential, the military conducted a tri-service study of historic accident and operations data throughout the military. The study showed that most aircraft mishaps occur on or near the runway or along the centerline of the runway, diminishing in likelihood with distance from the runway. Based on the study, the DoD has identified APZs as areas where an aircraft accident is most likely to occur; the APZs do not reflect the probability of an accident. APZs follow departure, arrival, and pattern flight tracks and are based upon analysis of historical data. There are three categories of aircraft mishaps. The most severe is a Class A mishap. This is an accident in which the total cost of damage to property or aircraft exceeds \$1 million, an aircraft is destroyed or missing, or a fatality or permanent total disability results from the direct involvement of naval aircraft.

#### **5.1.2 Clear Zone and Accident Potential Zone Requirements and Dimensions**

The DoD divides fixed-wing runways into Class A and Class B categories. Class A runways are intended for light aircraft and are not suitable for frequent use by heavy or high-performance planes. Class B runways are designed for large, high-performance aircraft that need wider and stronger pavement. The runways at NAS Patuxent River and WOLF include both Class A and Class B.

OPNAVINST 11010.36D outlines the standard APZ configurations and dimensions for both runway classifications (see **Figure 5-1**). The delineation is mainly due to the types of aircraft expected to use them.





**Figure 5-1 Standard Class A and B Runways, Fixed-Wing CZ and APZs**

**Clear Zone.** A Clear Zone (CZ) for a Class B Runway is a trapezoidal area immediately beyond the primary surface end, extending 3,000 feet along the extended centerline. It measures 1,500 feet wide at the runway end and 2,284 feet at its outer edge. Because it poses the greatest risk for accidents, the CZ is mandatory for all active runways and must stay free of development.

**APZ I.** A rectangular area beyond the CZ with a significant, but reduced, accident potential relative to the CZ. It applies to flight tracks with 5,000 or more annual operations (departures or arrivals). APZ I is usually 3,000 feet wide and 5,000 feet long, but its dimensions can change to match the main flight path.

**APZ II.** The rectangular area beyond APZ I that has a lower, but still noticeable, accident potential relative to APZ I or the CZ. It also applies to flight tracks with 5,000 or more annual operations. APZ II is typically 3,000 feet wide by 7,000 feet long, matching the main flight track's shape.

APZs extend from the end of the runway along predominant arrival and departure flight tracks. If multiple flight tracks are used, APZs may extend in each direction. Near the airfield, flight tracks often overlap or converge. When similar tracks align (e.g., straight-in arrivals, overhead breaks, or pattern operations), their numbers are added together to assess if the annual activity qualifies for an APZ I designation.

The AICUZ Instruction permits modification of standard APZ dimensions for safety purposes and specific operations.

## 5.2 AICUZ Clear Zones and Accident Potential Zones

Standard criteria for CZs and APZs are provided in OPNAVINST 11010.36D. The following sections describe the results of the analysis of established flight tracks and operations identified in the 2022 EIS.

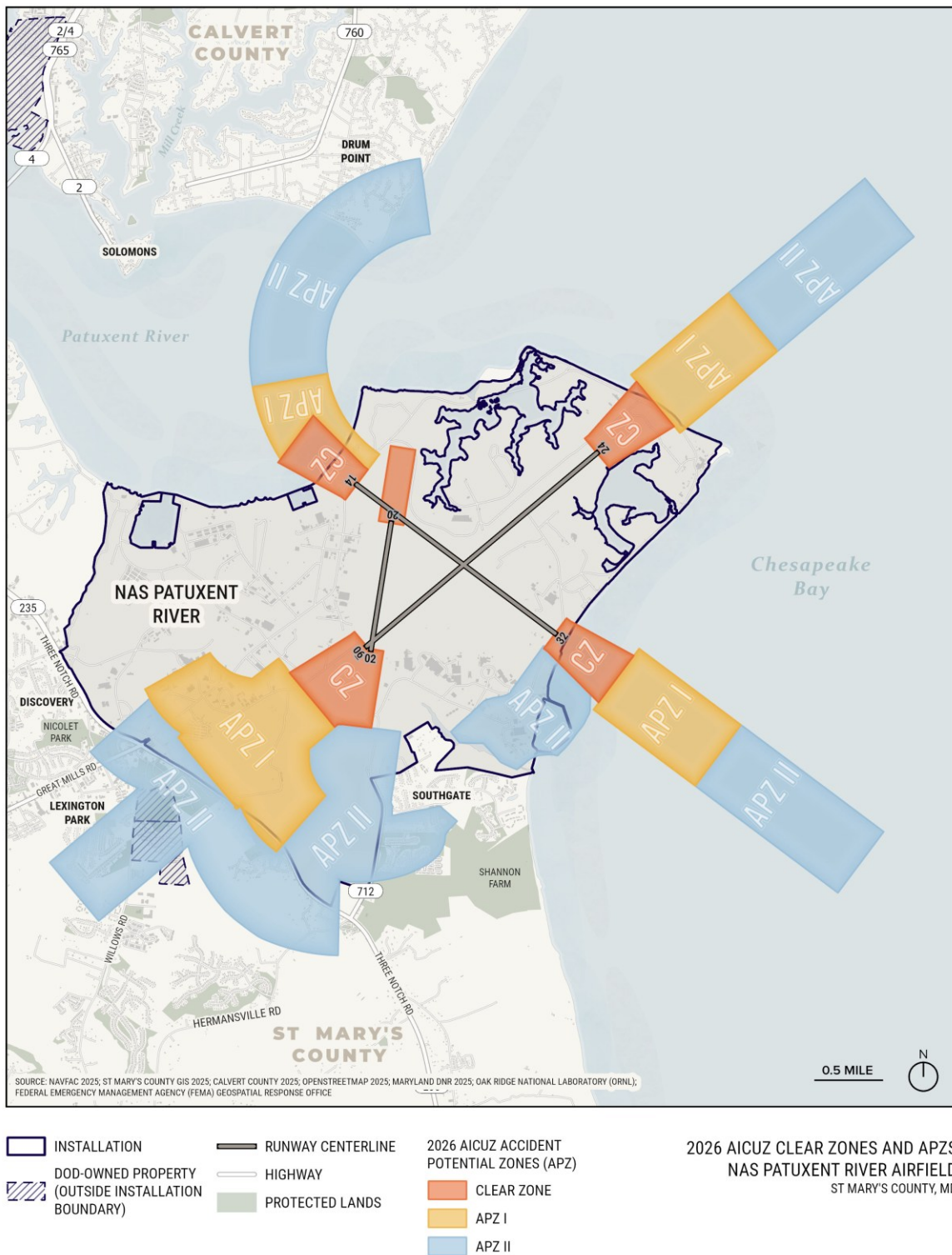
Unlike airfields that primarily support fleet or operational squadrons with relatively consistent and predictable activity levels, NAS Patuxent River supports an RDT&E mission characterized by a broad mix of aircraft, evolving test programs, and variable operational profiles. This inherent variability results in fluctuations in flight tracks, altitudes, and operational tempos over the short and medium term as programs advance, transition, or conclude. In recognition of these mission-specific conditions, the assumptions used in this analysis intentionally account for operational uncertainty and the potential for future changes. Consistent with OPNAVINST 11010.36D, the installation retains discretion in applying AICUZ criteria to reflect local operational realities while preserving the program's core objectives of protecting public safety and promoting compatible land use. As a starting point, the existing CZs and APZs were considered and maintained if they were still required, but with consideration for identifying any that could be removed based on evolving flight operations. There are several existing overlapping CZs and APZs at the south end of the base, largely off the departure ends of runway 20 and runway 24 that were created originally based on requirements of arrivals, departures, and closed patterns. These were retained in this analysis. Also of note is that Navy policy has changed with regard to showing APZs over water. In the past, these were not shown, and current policy is to display them, as discussed below.

The following sections present the 2026 APZs for NAS Patuxent River and WOLF, including a discussion of their development and the land areas within the APZs. Also provided are comparisons and figure overlays with the respective 2009 NAS Patuxent River AICUZ and the 2017 WOLF AICUZ Addendum to identify changes to the APZs based on aircraft operations. The 2026 APZ configurations provide a prudent and conservative planning framework that accommodates the dynamic nature of the NAS Patuxent River and WOLF mission set and ensures continued protection of surrounding communities as mission requirements evolve.

### 5.2.1 Clear Zones and Accident Potential Zones for NAS Patuxent River

Operations are widely varied and are subject in the future to various developmental systems and their emerging requirements; therefore, there is interest in defining safety zones to allow for flexibility during all RDT&E missions at NAS Patuxent River.

NAS Patuxent River presents the following APZ I and APZ II as depicted in **Figure 5-2**.



**Figure 5-2 2026 AICUZ Clear Zones and APZs, NAS Patuxent River**

#### **5.2.1.1 Runway 02**

Runway 02 is generally not used by fixed-wing aircraft, but V-22 in Airplane Mode are counted as fixed-wing operations and use Runway 02 occasionally. The CZ for Runway 02 merges with the CZ for Runway 06 off the southwest end of the runways. Both the arrival and departure ends of Runway 02 require Class A CZs as required for all active runways, depicted in **Figure 5-2**. Analysis of operations did not indicate the need for addition of any other APZs on the runway from those identified in the 2009 AICUZ.

#### **5.2.1.2 Runway 06**

Both the arrival and departure ends of Runway 06 require Class B CZs as required for all active runways. Analysis of operations did not indicate the need for addition of any other APZs on the runway from those identified in 2009 AICUZ, although the APZs on the departure end of 06 (over water) will now be displayed. The CZs and APZs are depicted in **Figure 5-2**.

#### **5.2.1.3 Runway 14**

Both the arrival and departure ends of Runway 14 require Class B CZs as required for all active runways. Analysis of the operations does not show any need for additional APZs on the runway from those identified in the 2009 AICUZ, although the APZs on the departure end of 14 (over water) will now be displayed. The CZs and APZs are depicted in **Figure 5-2**.

#### **5.2.1.4 Runway 20**

Runway 20 is generally not used by fixed-wing aircraft, but V-22 in Airplane Mode are counted as fixed-wing operations and use Runway 20 occasionally. Both the arrival and departure ends of Runway 20 require Class A CZs as required for all active runways, depicted in **Figure 5-2**. Analysis of operations did not indicate the need for addition of any other APZs on the runway from those identified in the 2009 AICUZ.

#### **5.2.1.5 Runway 24**

Both the arrival and departure ends of Runway 24 require Class B CZs as required for all active runways. Analysis of the operations does not show any need for additional APZs on the runway from those identified in the 2009 AICUZ although the APZs on the arrival end of 24 (over water) will now be displayed. The CZs and APZs are depicted in **Figure 5-2**.

#### **5.2.1.6 Runway 32**

Both the arrival and departure ends of Runway 32 require Class B CZs as required for all active runways. Analysis of the operations showed that there are a significant number of departures in the Runway 32 direction with right turnouts in addition to a significant number of closed patterns on Runway 32 with right traffic, creating a regular use of the flight tracks that cross the southern extremity of Drum Point. For this reason, there is a new set of

curved APZs in the area under those tracks in the right-turn departure direction of Runway 32. The CZs and APZs are depicted in **Figure 5-2**.

### **5.2.2 Projected Clear Zones and Accident Potential Zones for WOLF**

Both fixed-wing and rotary-wing aircraft operate at WOLF. In addition to runway operations, rotary-wing aircraft utilize a grassy area near the center of the airfield for helicopter operations. WOLF supports a mix of testing and training activities, including evaluation of emerging aircraft and technologies, which may involve non-routine or evolving operational profiles.

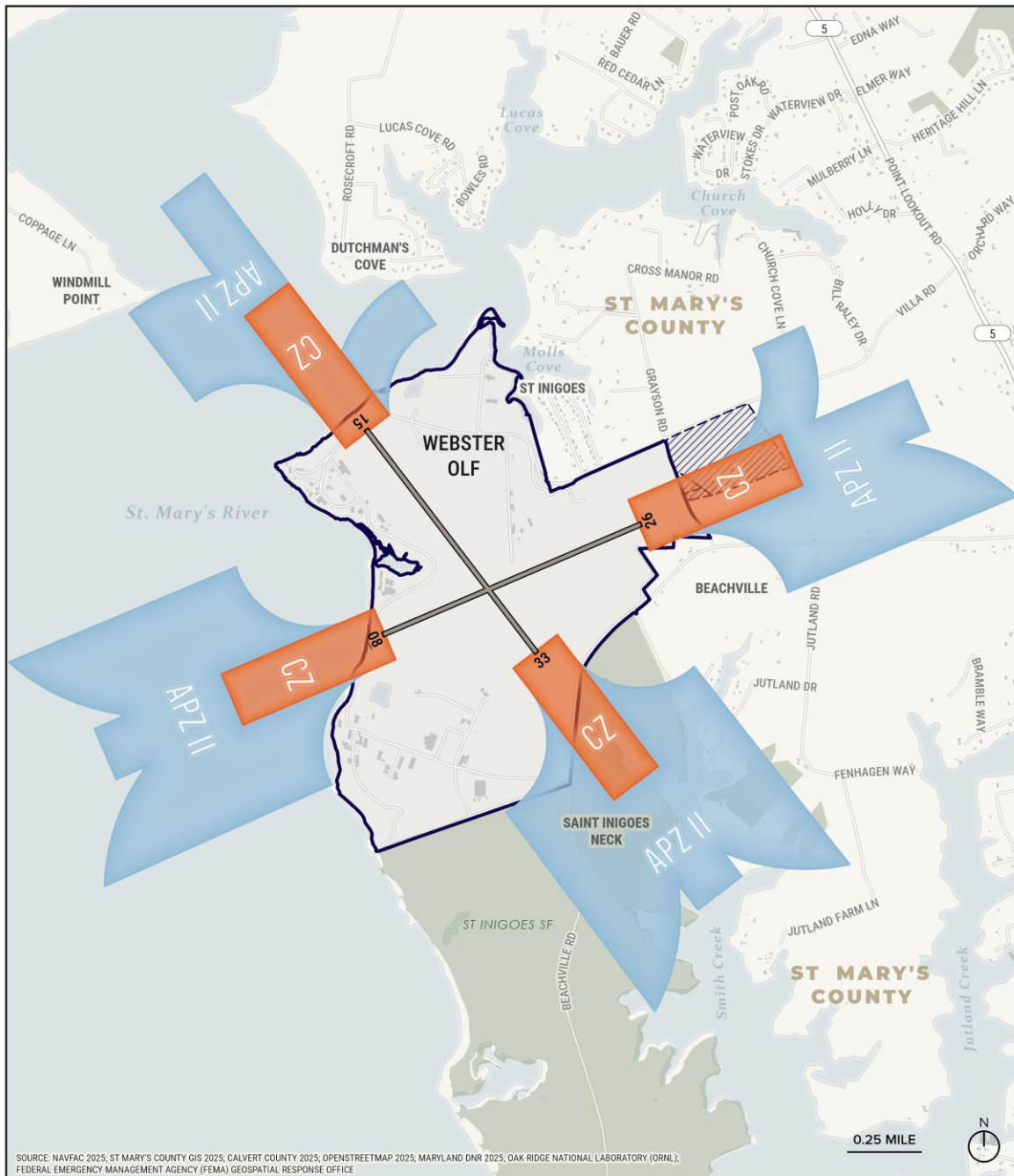
Consistent with the RDT&E missions supported by NAS Patuxent River, operations at WOLF may vary over time as programs evolve. Accordingly, safety zones are established to provide flexibility while maintaining appropriate protection for current and reasonably foreseeable operations.

APZ II is assigned to WOLF's Class A Runways 08/26 and 15/33 in the 2017 AICUZ addendum. The APZ II stretches 2,500 feet past the CZ and is shaped to match the main flight paths used by fixed-wing aircraft during takeoff and landing. Furthermore, regions with frequent fixed-wing flights are designated as APZs. (**Figure 5-3**)

Although the application of APZ II without APZ I is non-standard, this approach was established in the 2017 AICUZ to address the unique operational characteristics and variability of missions supported at WOLF. The configuration provides an appropriate level of land use compatibility protection while accommodating changes in aircraft programs and operational profiles over time. The 2026 AICUZ update continues to include these APZs.

Based on the level of activity on all four runway directions at WOLF, no additional APZs are warranted beyond the existing safety zones, which provide adequate protection for current and reasonably foreseeable operations.





**Figure 5-3 2026 AICUZ Clear Zones and APZs, WOLF**

## 5.2.3 Comparison of APZs

### 5.2.3.1 Comparison of 2009 APZs for NAS Patuxent River

**Figure 5-4** illustrates the recommended 2026 CZ and APZ configuration. This configuration retains existing APZs from the 2009 AICUZ, displays the formerly non-depicted APZs over the water off the departure ends of runways 14 and 06, and includes new APZs off the departure end of runway 32. These are the colored zones and are labeled “2026 Accident Potential Zones.” Overlaid with cross-hatching are the existing CZ/APZs, showing the comparison between the existing zones and the recommended zones going forward from this AICUZ update. Overall, there has been an increase in total acres under the AICUZ APZs, primarily within APZ II (**Tables 5-1, 5-2, and 5-3**).

**Table 5-1 Area Within the 2026 AICUZ APZs, NAS Patuxent River (acres)**

| Safety Zone | On-Installation | Off-Installation, but on DoD Property | Off-Installation |           | Total |
|-------------|-----------------|---------------------------------------|------------------|-----------|-------|
|             |                 |                                       | Over Water       | Over Land |       |
| Clear Zone  | 456             | 0                                     | 196              | 0         | 652   |
| APZ I       | 721             | 0                                     | 846              | 17        | 1,584 |
| APZ II      | 731             | 114                                   | 1,592            | 1,188     | 3,624 |
| Total       | 1,908           | 114                                   | 2,634            | 1,205     | 5,861 |

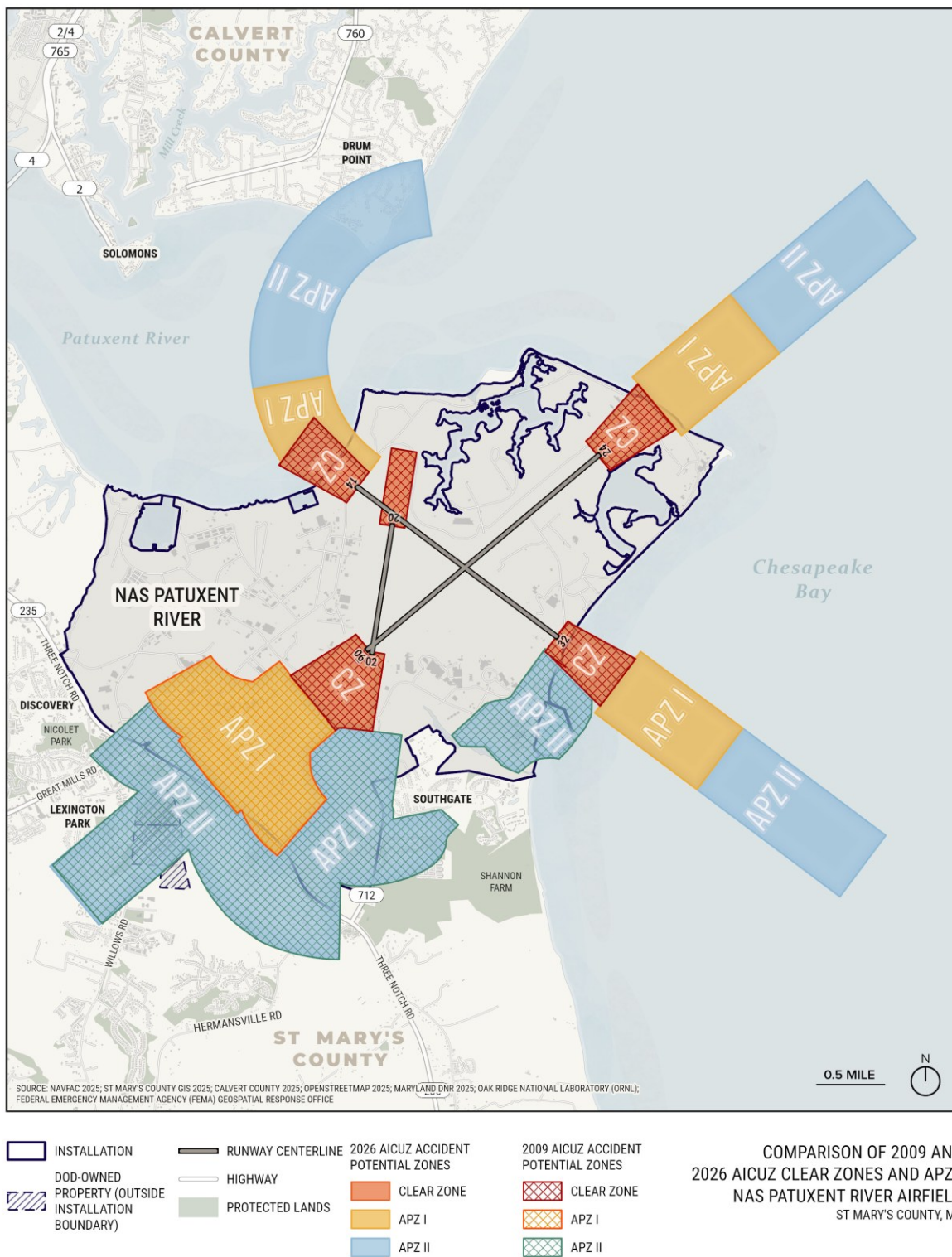
**Table 5-2 Area Within the 2026 AICUZ APZs, WOLF (acres)**

| Safety Zone | On-Installation | Off-Installation, but on DoD Property | Off-Installation |           | Total |
|-------------|-----------------|---------------------------------------|------------------|-----------|-------|
|             |                 |                                       | Over Water       | Over Land |       |
| CZ          | 70              | 24                                    | 127              | 55        | 275   |
| APZ I       | 0               | 0                                     | 0                | 0         | 0     |
| APZ II      | 17              | 4                                     | 627              | 552       | 1,199 |
| Total       | 87              | 28                                    | 753              | 607       | 7,335 |

**Table 5-3 Acreage Comparison of 2009 and 2026 AICUZ CZs and APZs, NAS Patuxent River, non-Navy owned Land <sup>1</sup>**

| Safety Zone | 2009 AICUZ APZs | 2026 AICUZ APZs |
|-------------|-----------------|-----------------|
| CZ          | 0               | 0               |
| APZ I       | 23              | 17              |
| APZ II      | 1,002           | 1,188           |
| Total       | 1,025           | 1,205           |

<sup>1</sup> Does not include on-installation acreage or areas over water.



**Figure 5-4 Comparison of 2009 and 2026 AICUZ CZs and APZs, NAS Patuxent River**

### 5.2.3.2 Comparison to 2017 APZs for WOLF

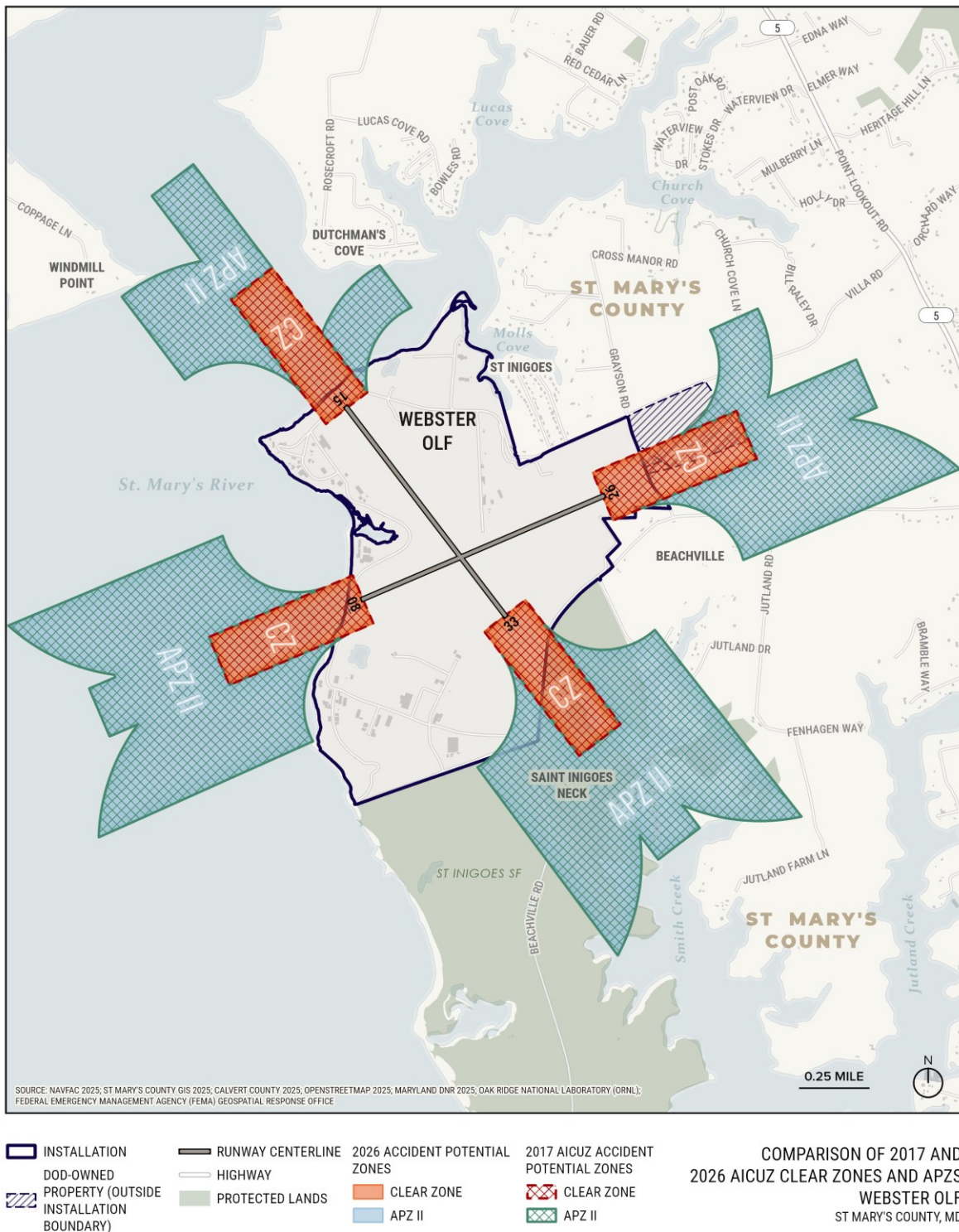
**Figure 5-5** illustrates the recommended CZ and APZ configuration for WOLF, to include the existing APZs. These existing zones are the colored zones and are labeled “2017 Accident Potential Zones.” Overlaid with cross-hatching are the existing CZ/APZs, showing the comparison between the existing zones and the recommended zones going forward from this AICUZ update. The data shows the 2017 CZ/APZs are adequate for WOLF; therefore, no new zones are currently needed.

Despite there being no change in the size or shape of the CZ and APZs at WOLF, since the previous AICUZ effort, the Navy has acquired ownership of certain parcels adjacent to WOLF. Therefore, the decrease of approximately 42 acres of off-installation property is attributed to this real estate transaction (**Table 5-4**).

**Table 5-4 Acreage Comparison of 2017 and 2026 AICUZ CZs and APZs, WOLF, non-Navy owned Land <sup>1</sup>**

| Safety Zone                                                                | 2017 AICUZ Addendum APZs | 2026 AICUZ APZs |
|----------------------------------------------------------------------------|--------------------------|-----------------|
| CZ                                                                         | 81                       | 55              |
| APZ I                                                                      | 0                        | 0               |
| APZ II                                                                     | 568                      | 552             |
| Total                                                                      | 649                      | 607             |
| <sup>1</sup> Does not include on-installation acreage or areas over water. |                          |                 |





**Figure 5-5 Comparison of 2017 and 2026 AICUZ CZs and APZs, WOLF**

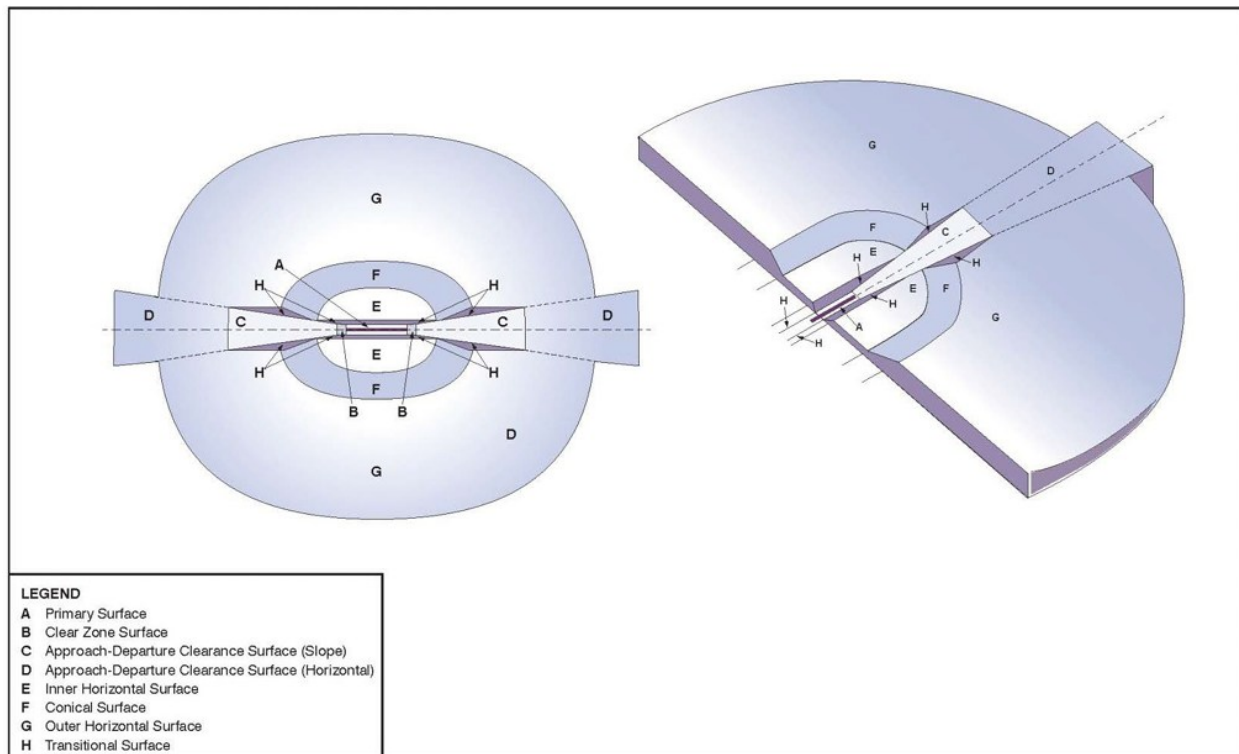


## 5.3 Flight Hazards

Flight safety refers to important safety steps taken and/or measures implemented to ensure both pilot safety during aircraft operations and the safety of those on the ground in the community who live and work in the vicinity of an air station. This section discusses such flight safety issues as Bird/Animal Strike Hazard issues, and measures to avoid other potential pilot interferences such as electromagnetic interference, smoke, dust, steam, and lighting.

### 5.3.1 Obstructions

Imaginary planes and transition surfaces define the required airspace that must remain free of obstructions to ensure safe flight approaches, departures, and patterns. Obstructions may include natural terrain and man-made features such as buildings, towers, poles, and other vertical obstructions to airspace navigation. Brief descriptions of the imaginary surfaces for Class B runways are provided in **Table 5-5** and are labeled in **Figure 5-6**. **Figures 5-7** and **5-8** show the composite imaginary and transitional surfaces at NAS Patuxent River and WOLF, respectively.

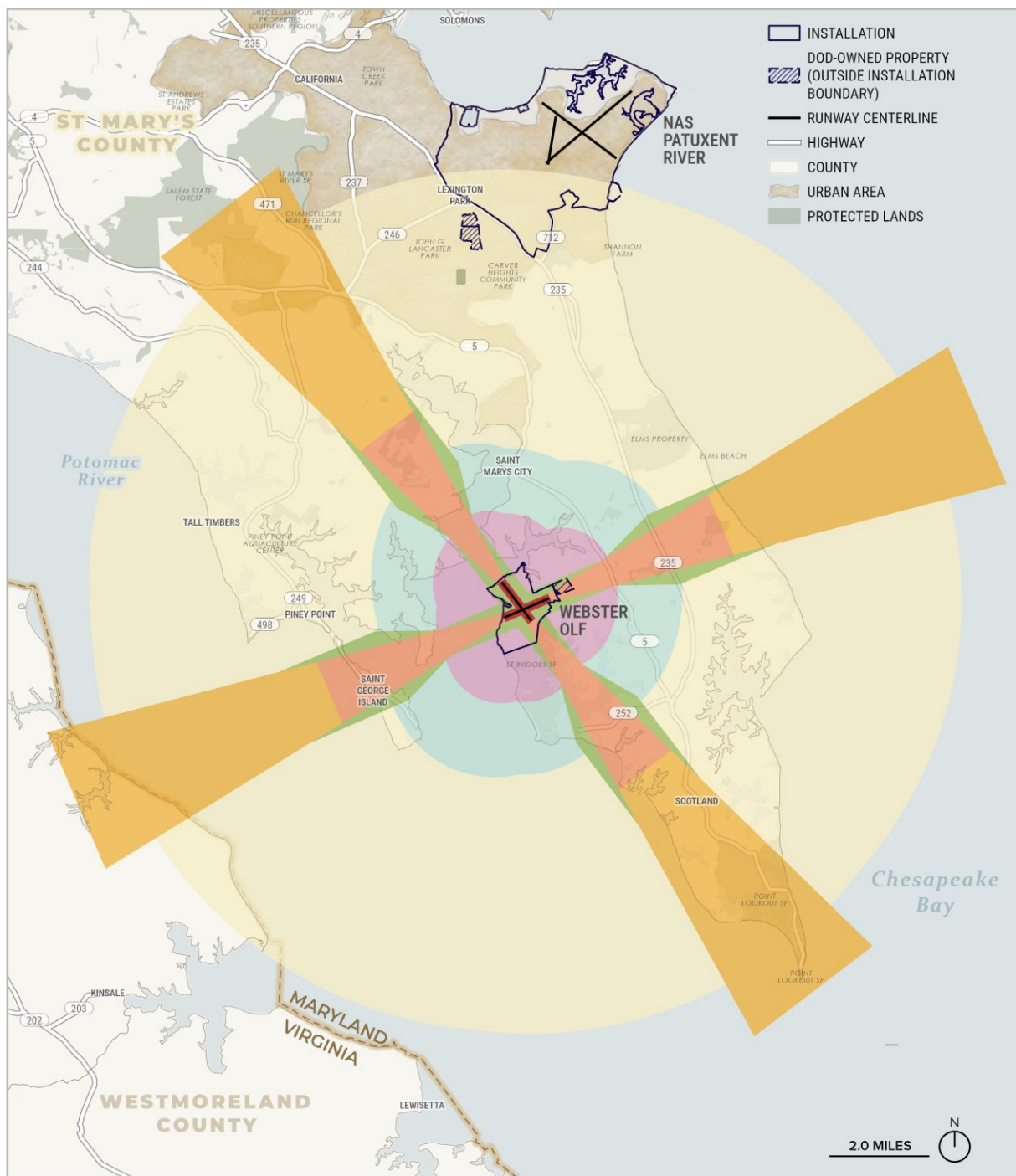


**Figure 5-6** Imaginary Surfaces and Transition Planes for Class B Fixed-Wing Runways

**Table 5-5 Descriptions of Imaginary Surfaces for Class B Runways**

| Planes and Surfaces                                                                     | Geographical Dimensions                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Class B</b>                                                                          |                                                                                                                                                                                                                                                                                                              |
| Primary Surface                                                                         | The Primary Surface is a surface on the ground or water centered lengthwise on the runway and extending 200 feet beyond each end of the runway. The width is 1,000 feet or 1,500 feet per runway, Class A or B, respectively. The Primary Surface is normally highly protected and free of all obstructions. |
| Clear Zone                                                                              | The Clear Zone is located immediately adjacent to the end of the runway and extends 3,000 feet outward along the runway centerline for both Class A and B runways.                                                                                                                                           |
| Approach-Departure Clearance Surfaces                                                   | Approach-Departure Clearance Surfaces extend from the primary surfaces at a 40 to 1 and 50 to 1 inclined plane for Class A or B runway respectively. When the surface reaches an elevation of 500 feet the surface becomes a horizontal plane for both Class A and B runways.                                |
| Horizontal Clearance Surfaces                                                           | Horizontal Clearance Surfaces include one at 150 feet above airfield elevation extending to 7,500 feet from the runway and another at 500 feet above airfield elevation extending from 14,500 feet to 44,500 feet from the runway end for both Class A and B runways.                                        |
| Conical                                                                                 | Conical and other Transitional Surfaces connect the Horizontal Surfaces to the Approach/Departure Clearance Surfaces and the Primary Surfaces.                                                                                                                                                               |
| <b>Source: U.S. Department of Transportation – Federal Aviation Administration 2006</b> |                                                                                                                                                                                                                                                                                                              |





#### IMAGINARY SURFACE TYPE

A: PRIMARY SURFACE

C: APPROACH-DEPARTURE  
CLEARANCE (SLOPE)

D: APPROACH DEPARTURE  
CLEARANCE (HORIZONTAL)

E: INNER HORIZONTAL  
SURFACE

F: CONICAL SURFACE

G: OUTER HORIZONTAL  
SURFACE

H: TRANSITIONAL SURFACE

IMAGINARY SURFACES  
WEBSTER OLF  
ST MARY'S COUNTY, MD

SOURCE: NAVFAC 2025; ST MARY'S COUNTY GIS 2025; CALVERT COUNTY 2025; OPENSTREETMAP 2025; MARYLAND DNR 2025;

**Figure 5-8 Imaginary Surfaces Map, WOLF**

### **5.3.2 Bird/Animal Aircraft Strike Hazard**

Wildlife represents a significant hazard to flight operations. Birds, in particular, are drawn to the open, grassy areas and warm pavement of the airfield. Although most bird and animal strikes do not result in crashes, they cause structural and mechanical damage to aircraft. Most collisions occur when the aircraft is at an elevation of less than 1,000 feet. Due to the speed of the aircraft, collisions with wildlife can happen with considerable force.

To reduce Bird/Animal Strike Hazard, the FAA and the military recommend that land uses that attract birds be located at least 10,000 feet (1.9 miles) from the airfield. These land uses include:

- Waste disposal operations;
- Wastewater treatment facilities;
- Landfills;
- Golf courses;
- Wetlands;
- Dredge disposal sites;
- Seafood processing plants; and
- Stormwater ponds.

Design modifications can reduce the attractiveness of these types of land uses to birds and other wildlife.

### **5.3.3 Electromagnetic Interference**

New generations of military aircraft are highly dependent on complex electronic systems for navigation and critical flight and mission-related functions. Consequently, care should be taken in siting activities that create electromagnetic interference (EMI). EMI is defined by the American National Standards Institute as any electromagnetic disturbance that interrupts, obstructs, or otherwise degrades or limits the effective performance of electronics/electrical equipment. It can be induced intentionally, as in forms of electronic warfare, or unintentionally because of spurious emissions and responses, such as high-tension line leakage. Additionally, EMI may be caused by atmospheric phenomena such as lightning and precipitation static and by non-telecommunication equipment, such as vehicles and industry machinery.

#### **5.3.3.1 Energy Development**

An additional concern about EMI that requires close examination in the future is the potential for future alternative energy exploration by private industry in the Inner Range and off the coasts of Maryland, Delaware, and Virginia in the Atlantic Warning Area; this potential development could impact NAS Patuxent River's ability to maintain and expand



air and weapons testing levels. The presence of wind farms or oil exploration development could present several obstacles to testing, ranging from physical profile to radar interruption.

NAS Patuxent River has requested that St. Mary's County provide the Navy with the opportunity to be informed and to provide comments on any proposed wind turbine systems to evaluate their compatibility with the Navy's Naval Communication and Tracking Systems.

St. Mary's County regulates utility-scale wind energy systems as conditional uses in limited zoning districts and allows small wind systems only as accessory uses subject to height limits, setbacks, FAA requirements, and coordination with NAS Patuxent River to ensure non-interference with military operations (Saint Mary's 2022). Calvert County similarly regulates wind energy facilities as commercial power-generating uses and explicitly discourages wind energy systems greater than one megawatt anywhere in the County due to the presence and operational requirements of NAS Patuxent River (Calvert County 2022).

Solar Photovoltaic (PV) sites could also negatively impact testing conducted in or around NAS Patuxent River and WOLF due to possible impacts from glint/glare, solar PV retained heat, and/or electromagnetic interference (EMI) with specialized test equipment in addition to Operational Security (OPSEC) concerns. In many instances, the impact and severity may require further study.

#### **5.3.4 Lighting**

Bright lights, either direct or reflected, in the airfield vicinity can impair a pilot's vision, especially at night. A sudden flash from a bright light causes a spot or "halo" to remain at the center of the visual field for a few seconds or more, rendering a person virtually blind to all other visual input. This is particularly dangerous at night when the flash can diminish the eye's adaptation to darkness. Partial recovery of this adaptation is usually achieved in minutes, but full adaptation typically requires 40 to 45 minutes. Therefore, it is important that bright lights are not placed within the vicinity of the airfield.

#### **5.3.5 Smoke, Steam, and Dust**

Industrial or agricultural sources of smoke, dust, and steam in the airfield vicinity could obstruct the pilot's vision during takeoff, landing, or other periods of low-altitude flight.

#### **5.3.6 Drones/Unmanned Aircraft Systems**

The use of UAS (commonly referred to as drones) near military airfields poses a serious flight safety hazard due to the potential for midair collision between military aircraft and small-to medium-sized drones. The FAA maintains specific guidance about where UAS can be flown. UAS operations are not permitted within certain zones surrounding military bases. Additional restrictions are in place around airports and security-sensitive areas. Title 14

Code of Federal Regulations § 99.7, Special Security Instructions, prohibits all UAS flights within the airspace defined under Notice to Airmen Flight Data Center 7/7282 which describes all the area within the U.S. where UAS flights are prohibited. The FAA also maintains a couple of websites specifically for UAS users.<sup>1</sup>

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<sup>1</sup> DroneZone (<https://faadronezone-access.faa.ov/#/>) allows registration of personal/commercial drones, as well as information on regulations for drone flight. A mobile app), and a desktop version of the app, called B4UFLY ([https://www.faa.gov/uas/getting\\_started/b4ufly](https://www.faa.gov/uas/getting_started/b4ufly)), allows interactive mapping to determine if an area is safe for UAS operations.

## 6 LAND USE COMPATIBILITY ANALYSIS

This chapter presents the land use compatibility analysis for the AICUZ footprint for NAS Patuxent River and WOLF. It is intended for use by the Navy, government entities at the city, county, and state level, surrounding communities, and other stakeholders to identify existing or planned land use, zoning, or development compatibility concerns.

### 6.1 AICUZ Footprint

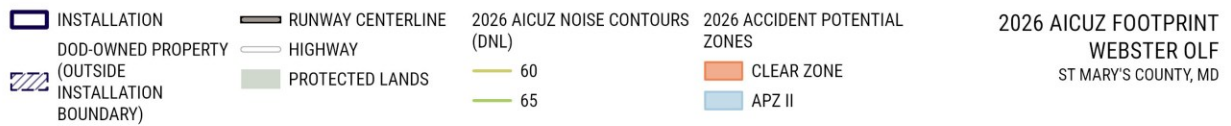
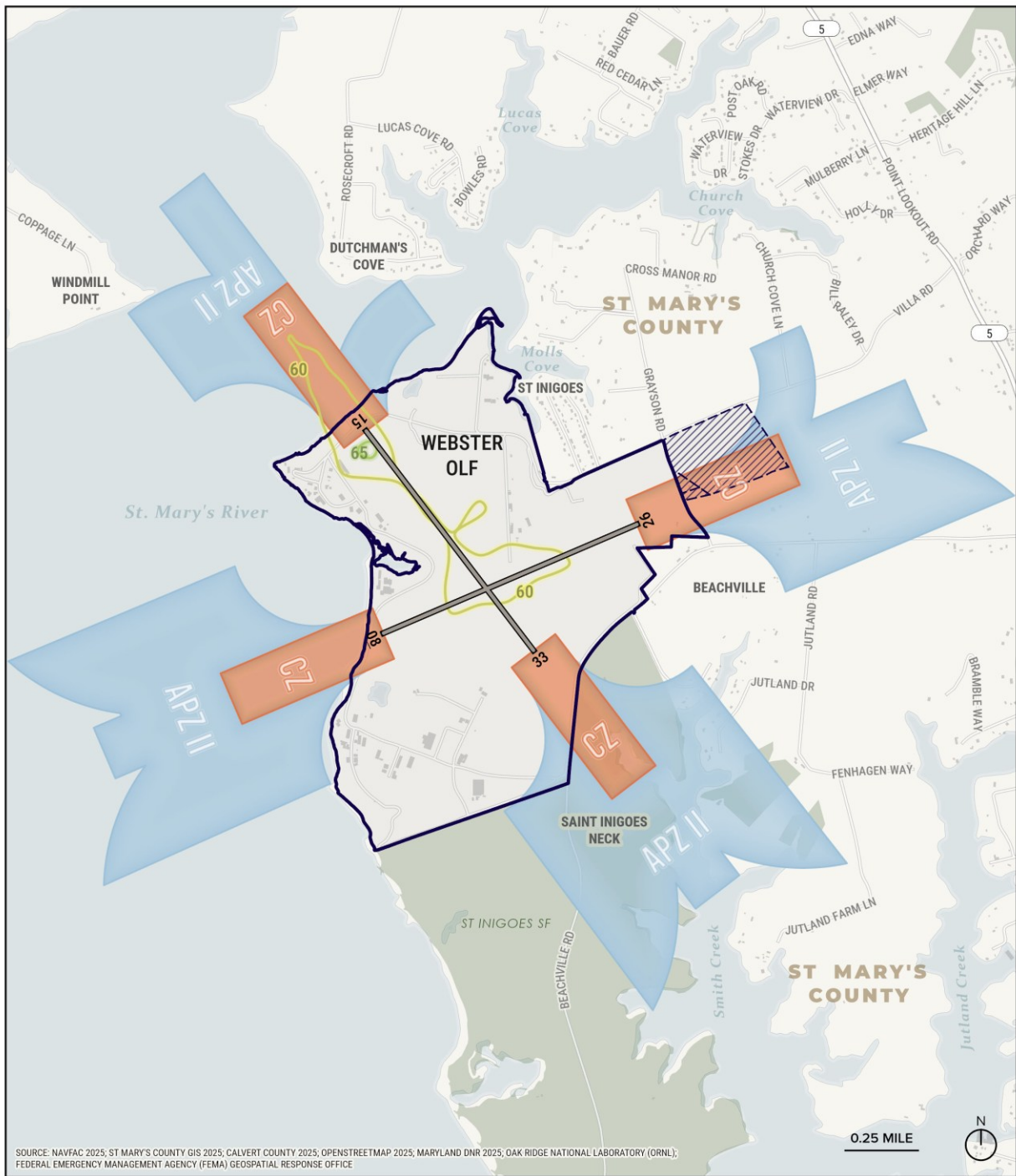
The AICUZ footprint for NAS Patuxent River and WOLF reflects noise exposure contours and safety zones based on projected aircraft operations discussed earlier in **Chapter 3, Aircraft Operations**. The Navy recommends local jurisdictions consider these contours and safety zones in comprehensive planning, zoning, and development review processes to support compatible development near the installation. NAS Patuxent River AICUZ footprint, which is largely over water, includes more than 3,000 acres of off-installation land in St. Mary's County, Maryland, and approximately 400 acres in Calvert County, Maryland (**Figure 6-1**). The WOLF AICUZ footprint covers more than 600 acres of land in St. Mary's County (**Figure 6-2**).

### 6.2 Land Use Compatibility Guidelines and Classifications

Certain land uses are incompatible within safety zones and higher noise exposure areas, while other land uses may be compatible or compatible with restrictions. The Navy has developed land use recommendations for APZs and noise zones to foster land use compatibility. These recommendations, found in OPNAVINST 11010.36D, serve as guidelines for the compatibility of land uses around military installations within APZs and noise zones. The guidelines recommend that noise-sensitive land uses (e.g., houses, churches, schools) be placed outside high noise zones (areas with noise at or exceeding 65 dB DNL or greater), and that people-intensive uses (e.g., apartments, theaters, churches, shopping centers, sports arenas) should not be placed in APZs. The Navy uses the Standard Land Use Coding Manual (SLUCM) classifications to categorize land uses for developing compatibility assessments and resulting recommendations. The SLUCM reflects generic land use categories which are used by OPNAVINST 11010.36D to illustrate a basic and high-level understanding of land use compatibility across common land use types. **Table 6-1** generalizes the SLUCM land use categories and provides recommendations based on OPNAVINST 11010.36D's compatibility guidance (**Appendix A**).



**Figure 6-1 2026 AICUZ Footprint, NAS Patuxent River**



**Figure 6-2 2026 AICUZ Footprint, WOLF**



**Table 6-1 Generalized Land Use Compatibility**

| Generalized Land Use Category                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Noise Contour (dB DNL) |                  |                  |                  |                  |                  | Safety Zone      |                  |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <65                    | 65-69            | 70-74            | 75-79            | 80-85            | 85+              | Clear Zone       | APZ I            | APZ II           |
| Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Yes                    | No <sup>1</sup>  | No <sup>1</sup>  | No               | No               | No               | No               | No               | Yes <sup>2</sup> |
| Rural Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes                    | No <sup>1</sup>  | No <sup>1</sup>  | No               | No               | No               | No               | No               | Yes <sup>2</sup> |
| Multi-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes                    | No               | No               | No               | No               | No               | No               | No               | No <sup>2</sup>  |
| Mobile Homes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Yes                    | No               | No               | No               | No               | No               | No               | No               | No               |
| Commercial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes                    | Yes              | Yes <sup>3</sup> | Yes <sup>3</sup> | No               | No               | No               | Yes <sup>3</sup> | Yes <sup>3</sup> |
| Industrial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes                    | Yes              | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | No               | No               | Yes <sup>3</sup> | Yes <sup>3</sup> |
| Public/Institutional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes                    | Yes              | Yes <sup>3</sup> | Yes <sup>3</sup> | No               | No               | No               | No               | Yes <sup>3</sup> |
| Agricultural/Rural                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes                    | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> |
| Transportation/<br>Communication/Utilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes                    | Yes              | Yes <sup>3</sup> | Yes <sup>3</sup> | Yes <sup>3</sup> | No               | No               | Yes <sup>3</sup> | Yes <sup>3</sup> |
| Undeveloped Land                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes                    | Yes              | Yes              | Yes              | Yes              | Yes              | Yes              | Yes              | Yes              |
| Parks/Exempted Areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes                    | Yes              | Yes              | No <sup>4</sup>  | No               | No               | No               | Yes <sup>3</sup> | Yes <sup>3</sup> |
| <p>Key:</p> <p> <span style="background-color: #d9ead3; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Compatible           <span style="background-color: #fff2cc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle; margin-left: 10px;"></span> Compatible with Restrictions           <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle; margin-left: 10px;"></span> Incompatible         </p> <p>Notes:</p> <ol style="list-style-type: none"> <li>1. Residential land use between 65 and 70 dB DNL is discouraged. Residential uses above 70 dB DNL should be prohibited unless there is an absence of viable options within the community. Noise attenuation should be incorporated into the housing.</li> <li>2. Residential land use in APZ II is considered compatible unless densities exceed two dwelling units per acre. When a parcel is partially located within APZ II, cluster development is encouraged so that the residential structures are placed outside of APZ II maintaining open space within the APZs to the maximum extent possible. Rural single-family residential lots are generally assumed to be 1.5 acres and larger.</li> <li>3. Compatible with restrictions.</li> <li>4. Generally incompatible, unless sound level reduction measures to 30 dB can be incorporated.</li> <li>5. A complete list of uses and compatibility recommendations can be found in OPNAVINST 11010.36D (<b>Appendix A</b>).</li> </ol> |                        |                  |                  |                  |                  |                  |                  |                  |                  |

## 6.3 Planning Authorities, Policies, Regulations, and Programs

Successful AICUZ land use compatibility implementation is dependent on the Navy, state, and local governments as well as non-profit organizations and the private sector. This section discusses federal, state, and local regulatory authorities' policies and programs which affect compatible land use.

### **6.3.1 Federal**

#### **6.3.1.1 Federal Programs**

Opportunity Zones are a federal economic development incentive intended to encourage investment and job creation in designated distressed areas. Under the Tax Cuts and Jobs Act (2017), investors can defer tax on capital gains if those gains are invested in a Qualified Opportunity Fund. December 2026 is the last month to invest in an opportunity zone with deferrals on investments lasting through 2028 (Internal Revenue Service 2026). Portions of two Opportunity Zones occur within the NAS Patuxent River AICUZ footprint, which may influence interest in commercial and industrial development. Maryland provides information and related economic development resources that support investments in Opportunity Zones.

### **6.3.2 State**

#### **6.3.2.1 State Legislation**

Various sections of the Annotated Code of Maryland and state legislation support and encourage compatibility with military installations in Maryland. Specific legislation concerning noise disclosure, community planning, economic growth, and development which affect NAS Patuxent River and WOLF encroachment management are listed below.

- Real Property Code, §14-117 (k)(2), states a contract for sale of a residential property must contain a statement notifying the buyer that the property is near a military installation which may conduct flight operations, munitions, testing, or other operations resulting in high noise levels.
- Land Use Code, Title 3 requires local jurisdictions to produce a Comprehensive Plan which is updated every 10 years. The Comprehensive Plan must include specific elements as detailed in §3-101 to 114.
- State Procurement and Finance §5-611 builds on the Land Use Code requirement for an Areas of Critical State Concern element by requiring the State Development Plan to identify all areas of critical State concern. The Department of Planning identifies areas of critical State concern through the significance to planning and development, connection to local comprehensive and master plans, implementation which requires state-local government coordination and collaboration, and ongoing collaboration with state agencies associated with area designations, programs, or interagency planning efforts (Maryland Department of Planning 2019).
- Priority Funding Areas (PFA) Act or Smart Growth Act (1997) established areas of existing communities and allowed for places designated by local governments where state investment to support future growth is encouraged. Projects supporting infrastructure and economic development in a PFA receive state funding priority over other projects (Maryland Department of Planning 2025). Two areas within the AICUZ

footprint are designated as PFAs: Lexington Park, St. Mary's County and Solomons Town Center, Calvert County.

- Chesapeake Bay Critical Area Act (1984) regulates the impact of development and activity on Chesapeake Bay and its tributaries. Jurisdictions within the boundaries must adopt a Critical Area Management Program to encourage sensitive development. St. Mary's County established a Critical Areas overlay zoning district (see **Section 6.4.1.2**) to reduce development intensity adjacent to the Chesapeake Bay and its tidal tributaries, including Patuxent River.
- The Rural Legacy Program (1997) was created to discourage urban sprawl and protect large areas of Maryland's cultural and natural resources. Program funding is used to protect land by providing for easements and fee simple acquisition. The Mattapany Rural Legacy Area in southern St. Mary's County covers close to 17,000 acres and protects farmland, wetlands, wildlife, and forests. It serves as a buffer for WOLF and NAS Patuxent River.

### **6.3.2.2 State Plans and Programs**

In 2019, Maryland published the Statewide Joint Land Use Study Response Implementation Plan. Although not legally binding, it provides a framework for improving compatibility between military installations and surrounding communities, balancing military operations with community growth and vitality. It used information from existing Joint Land Use Studies, renamed Compatible Use Study (CUS), in Maryland and extrapolated responses around the remaining installations. As part of the public participation section, community responses to establishing statewide or regional standardizations for compatibility were compiled on a wide range of subjects including topics such as:

- Land use buffer areas, planning notification areas, or focus areas
- Airfield and noise safety
- Vertical obstructions

Recommendations included legislation to assist with communication between communities and bases, development of statewide compatibility tools and creating standardized policies and guidelines for use by regional and local governments.

The Resilient Maryland Defense Communities Project began in late 2024 through a grant from the DoD Office of Local Defense Community Cooperation. It is an initiative that builds on previous projects and is intended to assess resilience risks in local communities surrounding installations; identify dependencies, vulnerabilities and resource gaps; and develop recommendations. NAS Patuxent River in coordination with St. Mary's County is involved in the project (Maryland Department of Commerce 2025).

### **6.3.2.3 State Lands**

In 2009, the Maryland Department of Natural Resources acquired St. Inigoes State Forest. It is a 938-acre property located on the peninsula south of WOLF, shown as protected on **Figure 6-2**, and one of the oldest Jesuit establishments in the United States. Forest management plan maps from 2010 display several areas of managed forest and agricultural fields along with six residences located within the boundaries of the property (Maryland Department of Natural Resources Forest Service 2026).

## **6.3.3 Regional**

### **6.3.3.1 Tri-County Council for Southern Maryland**

The Tri-County Council is a multi-county, regional planning, transportation, and economic development organization that serves as a forum for addressing regionwide issues that affect Southern Maryland. It is composed of St. Mary's, Calvert, and Charles Counties. The Council's regional planning section is responsible for collaboration and coordination between local and state officials. The Tri-County Council is the management entity for the NAS Patuxent River Joint Land Use Study. The study was a collaborative planning effort completed in January 2015 between NAS Patuxent River and surrounding Maryland communities. It resulted in a set of 79 recommended strategies that address compatibility concerns throughout the study's area of concern.

### **6.3.3.2 Southern Maryland Navy Alliance (SMNA)**

The SMNA is a private organization that promotes the importance of NAS Patuxent River and WOLF by working with local governments, state officials and the installation. It assists with advocating for infrastructure needs, workforce development, and compatibility. In recent years, SMNA efforts have included

- Initiating a workforce development program to strengthen recruitment and retention; and
- Encouraging collaboration between the Navy and the community.

## **6.3.4 Local**

NAS Patuxent River and WOLF are located within St. Mary's County, Maryland, with a small portion of the NAS Patuxent River AICUZ footprint extending into Calvert County (**Figures 6-1 and 6-2**).

### **6.3.4.1 St. Mary's County**

St. Mary's County Department of Land Use and Growth Management is split into four divisions which are responsible for planning activities from long range planning to area plans to capital improvement plans; subdivision and site plan review; inspection and compliance; and processing and issuing building and environmental permits. The

Department is responsible for creating and enforcing zoning surrounding NAS Patuxent River and WOLF including the AICUZ overlay district. Proposed development applications are checked for compliance with the Comprehensive Plan and with the zoning ordinance. The application goes before the Planning Commission for approval. If approved, a site plan must be submitted and go through the approval process. Based on recommendations in the previous AICUZ Study (2009), St. Mary's County adopted the NAS Patuxent River CZs, APZs and noise contours into the Comprehensive Zoning Ordinance (**Section 6.4.1.2**). WOLF CZs and APZs have not been adopted by St. Mary's County.

#### **6.3.4.2 Calvert County**

The Calvert County Department of Planning and Zoning is responsible for long range planning, reviewing development proposals, and administering the zoning and building codes. The Department provides guidance on growth and development to the Board of County Commissioners. As a result of the Joint Land Use Study completed by the Tri-County Council in January 2015, Calvert County has incorporated NAS Patuxent River into the review process for power generating facilities such as wind towers. Calvert County's Comprehensive Plan was last amended in 2025 and contains a commitment to support NAS Patuxent River by continuing to incorporate Joint Land Use Study recommendations in the land use policies, review process, and regulations to prevent and mitigate encroachment (Calvert County 2025). An unincorporated PFA, Solomons Town Center, is within the 2026 AICUZ footprint. The Town Center has a current master plan and recently updated zoning ordinance specific to the area (**Section 6.4.2.2** and **Section 6.4.2.3**).

#### **6.3.4.3 County Lands**

In 2014, the Commissioners of St. Mary's County acquired Shannon Farm through a partnership between the U.S. Navy and the Maryland Department of Natural Resources. Shannon Farm is a 385-acre undeveloped site located south of NAS Patuxent River along the Chesapeake Bay. The master plan published in January 2023 shows trails and boardwalks between the entrance near the intersection of Forest Park Road and Three Notch Road (State Route 235) and the beach. Facilities planned near the beach include picnic shelters, restrooms, beach access points, a living shoreline and breakwater. The remainder of the park will remain undeveloped with a focus on meeting the goals of the Critical Area Program (**Section 6.3.2.1**). Shannon Farm is partially under the 65-70 dB DNL noise zone with a small portion under APZ II which will remain undeveloped (AMT 2023).

### **6.4 Land Use and Proposed Development**

An examination of existing and future land use under the APZs and noise zones for compatibility near NAS Patuxent River and WOLF is essential to prevent encroachment and protect the public's health, safety, and welfare. The land use compatibility analysis presented in this section is based on the Navy's land use compatibility guidelines



(**Appendix A**). Land use patterns and zoning in the vicinity of NAS Patuxent River and WOLF are presented by County below.

#### **6.4.1 St. Mary's County**

St. Mary's County, Maryland, is a peninsula surrounded by the Chesapeake Bay, Patuxent River, Potomac River, and Wicomico River. According to the decennial censuses, St. Mary's County's population increased from 86,211 in 2000 to 113,777 in 2020, an increase of approximately 32 percent (U.S. Census Bureau 2000; U.S. Census Bureau 2020) and is expected to increase by another 34 percent between 2020 and 2050 (Maryland Department of Planning 2025), continuing a long-term trend. Growth is primarily concentrated in St. Mary's County's development districts or PFAs, including the Lexington Park Development District south of NAS Patuxent River (see **Section 6.4.1.3.1** for more details). St. Mary's County contains NAS Patuxent River and WOLF as well as the majority of the AICUZ footprints for both sites. The following sections discuss land use and zoning for St. Mary's County. Compatibility concerns are examined in **Section 6.5**.

##### **6.4.1.1 Existing Land Use**

Existing land uses within the NAS Patuxent River AICUZ footprint are outlined in **Table 6-2** and illustrated in **Figure 6-3**. Residential is the most prevalent land use under the noise contours comprising approximately 830 acres according to data provided by St. Mary's County and the State of Maryland. Existing uses under the APZs from most to least prevalent are single-family residential, commercial, parks/exempted areas, rights-of-way (ROW) and utilities, industrial, multi-family residential, and agriculture. Vacant land accounts for 11 percent of the APZs. Recent development proposals include residential subdivisions just outside of APZ II within the 60-70 dB DNL noise zone south of NAS Patuxent River.

Military properties outside of the installation fenceline make up a small portion of the existing land use. The property is 137 acres, encompassing a housing development and John G. Lancaster Park which is under a long-term lease to St. Mary's County. These uses are located within the 65-75 dB DNL noise contour, with 83 percent of the property also within APZ II.

**Table 6-2 St. Mary's County Existing Land Use within the 2026 AICUZ Footprint, NAS Patuxent River**

| Generalized Existing Land Use  | Noise Exposure Contours (acres) <sup>1</sup> |       |       | Safety Zone (acres) <sup>2</sup> |        |
|--------------------------------|----------------------------------------------|-------|-------|----------------------------------|--------|
|                                | <65                                          | 65-69 | 70-74 | APZ I                            | APZ II |
| Agriculture/Rural              | 601                                          | 86    | N/A   | N/A                              | 2      |
| Single-Family Residential      | 443                                          | 225   | 11    | N/A                              | 279    |
| Multi-Family Residential       | 65                                           | 79    | 5     | N/A                              | 43     |
| Commercial                     | 306                                          | 69    | 8     | 2                                | 218    |
| Public Use/Institutional       | 145                                          | 41    | <1    | <1                               | 35     |
| Industrial                     | 0                                            | 44    | 25    | N/A                              | 47     |
| Vacant                         | 107                                          | 179   | 21    | N/A                              | 123    |
| Military Property <sup>3</sup> | 27                                           | 80    | 27    | N/A                              | 114    |
| Other (ROW and Utilities)      | 123                                          | 62    | 5     | 5                                | 93     |
| Parks/Exempted Areas           | 368                                          | 270   | 47    | 10                               | 172    |

Key:  
 Compatible     
 Compatible with Restrictions     
 Incompatible

Notes:  
1. Noise contours 75-85+ are contained on the installation; and therefore, are not shown on this table.  
2. NAS Patuxent River CZs are contained on the installation and have been omitted from the table.  
3. Military Property represents parcels which have been acquired by the DoD outside of the installation fenceline and have been included as part of the existing land use.

Agriculture, residential lots often over two acres and public lands such as St. Inigoes State Forest surround WOLF (**Figure 6-4**). Approximately 550 acres of agriculture and parks/exempted areas are within the CZ and APZ II. **Table 6-3** breaks down existing land uses surrounding WOLF by safety zone. Noise contours remain within the installation boundary.

**Table 6-3 Existing Land Use Within the 2026 AICUZ Footprint, WOLF**

| Generalized Existing Land Use                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Safety Zone (acres) |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | CZ                  | APZ II |
| Agriculture/Rural                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 20                  | 305    |
| Rural Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3                   | 32     |
| Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <1                  | 17     |
| Vacant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                 | <1     |
| Military Property <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 24                  | 4      |
| Other (ROW and Utilities)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <1                  | 6      |
| Parks/Exempted Areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 32                  | 193    |
| Key:<br> Compatible  Compatible with Restrictions  Incompatible<br>Notes:<br>1. Several parcels outside the fenceline, but within the CZ and APZ II, have been acquired by the DoD. These parcels are vacant or leased for compatible agriculture uses. |                     |        |



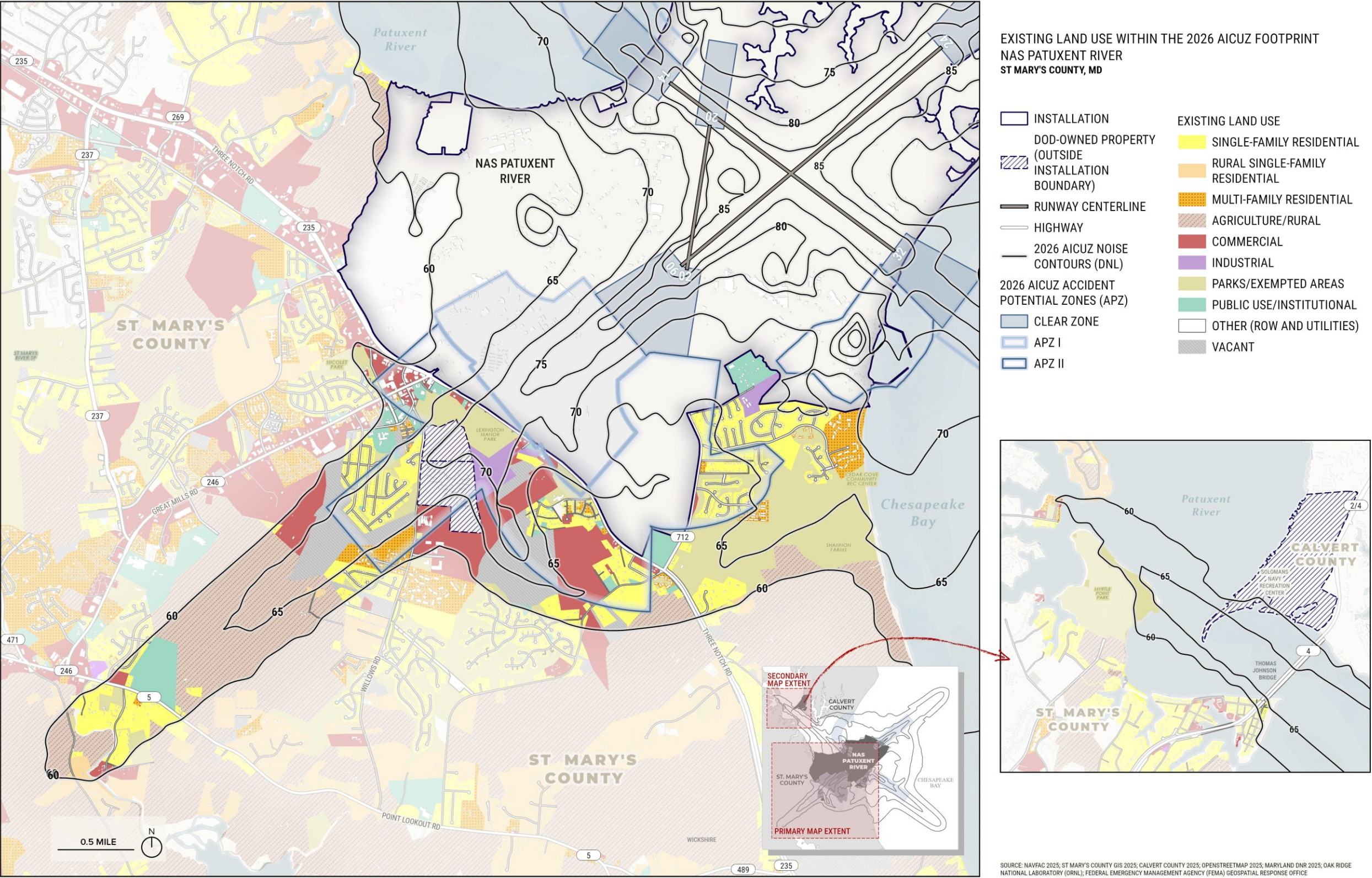


Figure 6-3 St. Mary's County Existing Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River



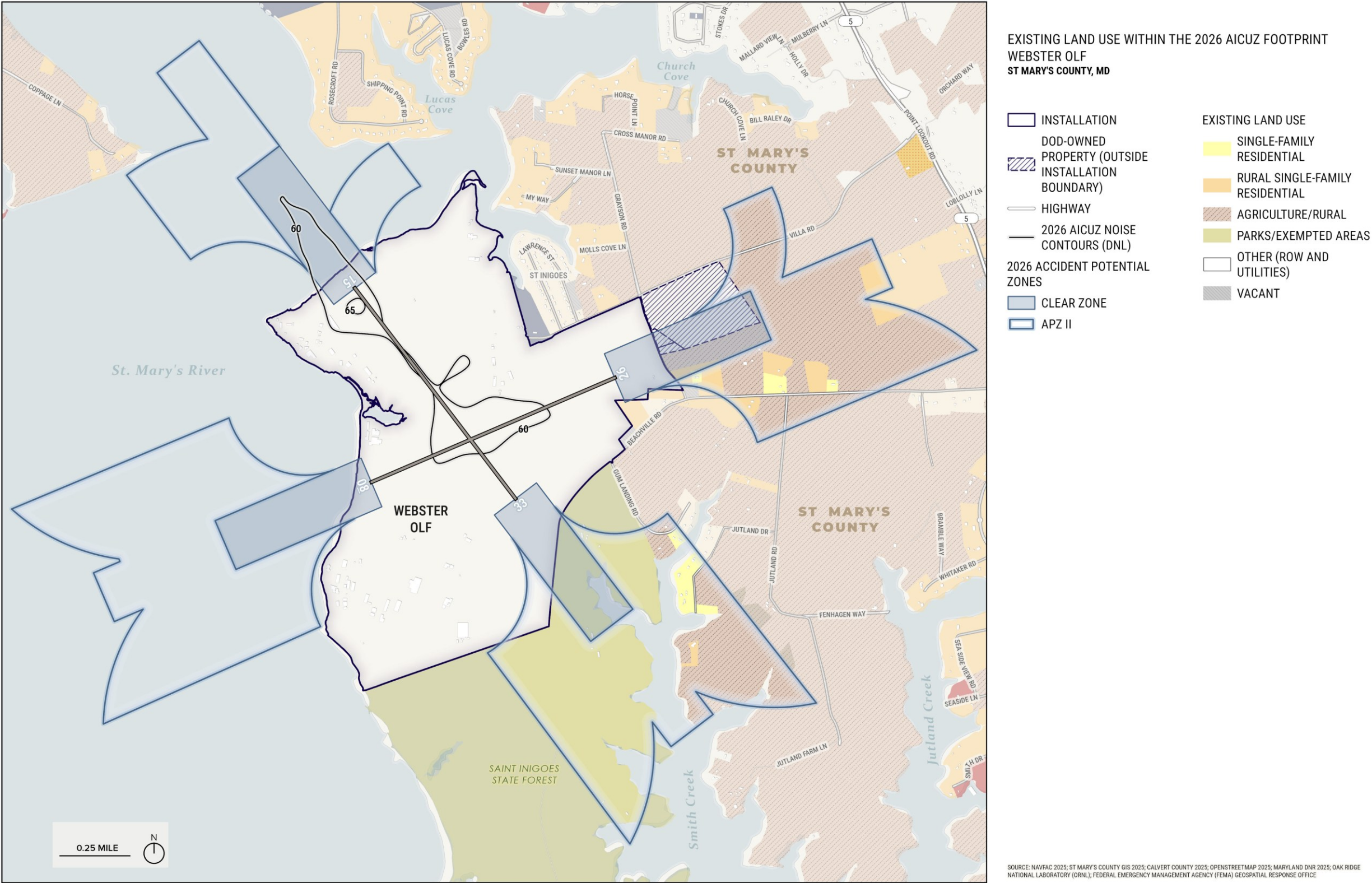


Figure 6-4 St. Mary's County Existing Land Use Within the 2026 AICUZ Footprint, WOLF



### 6.4.1.2 Zoning

“Zoning” is the term used for a system of regulations used by local governments to control physical development. The zoning ordinance is the principal tool for implementing a Comprehensive Plan. While the Comprehensive Plan provides broad policy direction on land use, the zoning ordinance provides the specific rules under which land can be developed and used. This includes standards for building setbacks, height restrictions, lot coverage, and design requirements. Zoning ordinances provide the regulatory framework to direct development and influence how the various uses interact with each other to prevent conflicts and incompatibility. Establishing and/or enforcing zoning ordinances is the desired method to address AICUZ guidelines and compatibility at the airfield.

St. Mary’s County last amended the zoning ordinance in 2022. As shown on **Figures 6-5** and **6-6**, portions of 12 zoning districts and two overlay zoning districts are within the NAS Patuxent River and WOLF AICUZ footprints. Several of St. Mary’s County’s zoning districts are modified to allow denser development if a transfer of development rights (TDR<sup>2</sup>) is purchased. The following is a summary of the zoning districts from the St. Mary’s County Zoning Ordinance and the acres found within the footprints (see also **Table 6-4**). Zoning compatibility is discussed in **Section 6.5.1.3**.

- Industrial (I) is intended to provide and protect sites for industrial and office uses. It accounts for approximately 94 acres of the AICUZ footprint, 51 of which is under APZ II.
- Limited Commercial Industrial (LCI) allows for low occupancy commercial and industrial uses within and adjacent to the AICUZ overlay district. It covers approximately 73 acres of the updated AICUZ footprint, 61 of which is under APZ II.
- High Intensity Mixed-Use District (MXH) is intended to create areas with an urban character with mixes of residential and non-residential uses. Residential uses are supported at 7 dwelling units (du) per acre with up to 30 du/acre possible using a TDR or via providing affordable housing. Approximately nine acres of MXH are located under noise contour 60-65 dB DNL.

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<sup>2</sup> Transfer of Development Rights or TDR is a regulation that allows development rights from one parcel (sending area) to be transferred to another parcel (receiving area). For example, an owner of a parcel of land in a rural preservation district capable of being developed with five (5) dwelling units may choose to enter into an agreement to limit development to one (1) dwelling unit and sell the right to develop the remainder of the parcel’s four (4) units. These units may be transferred to increase density on a parcel in another district where allowed.

**Table 6-4 St. Mary's County Existing Zoning Within the 2026 AICUZ Footprint, NAS Patuxent River**

| Zoning                                   | Noise Exposure Contours (acres) <sup>1</sup> |       |       | Safety Zone (acres) <sup>2</sup> |                     |
|------------------------------------------|----------------------------------------------|-------|-------|----------------------------------|---------------------|
|                                          | <65                                          | 65-69 | 70-74 | APZ I <sup>3</sup>               | APZ II <sup>3</sup> |
| Industrial                               | 25                                           | 44    | 25    | N/A                              | 51                  |
| Limited Commercial Industrial            | 69                                           | 4     | N/A   | N/A                              | 61                  |
| High Intensity Mixed-Use District        | 9                                            | N/A   | N/A   | N/A                              | N/A                 |
| Medium Intensity Mixed Use               | 38                                           | <1    | N/A   | N/A                              | 1                   |
| Office and Business Park                 | 195                                          | 110   | 23    | 12                               | 249                 |
| Rural Commercial Limited District        | <1                                           | N/A   | N/A   | N/A                              | N/A                 |
| Residential High Density <sup>4</sup>    | 163                                          | 66    | N/A   | N/A                              | 31                  |
| Residential, Medium Density <sup>4</sup> | 273                                          | 415   | 16    | N/A                              | 219                 |
| Residential, Low Density                 | 377                                          | 60    | 6     | N/A                              | 127                 |
| Residential, Low Density Transitional    | 31                                           | N/A   | N/A   | N/A                              | N/A                 |
| Residential Neighborhood Conservation    | 57                                           | 63    | N/A   | N/A                              | 72                  |
| Rural Preservation                       | <1                                           | N/A   | N/A   | N/A                              | 122                 |

Key:

Compatible      Compatible with Restrictions      Incompatible

Notes:

- Noise contours 75-85+ are contained on the installation; and therefore, are not shown on this table.
- NAS Patuxent River CZs are contained on the installation and have been omitted from the table.
- The AICUZ overlay zoning district follows the 2009 AICUZ footprint but covers the majority the updated footprint. The stricter conditions applied by the AICUZ overlay will make the 12 acres of OBP and one acre of MXM compatible with APZ I and II.
- If the parcel is partially within APZ II, development within this zoning district should be clustered to the portion outside of the APZ.



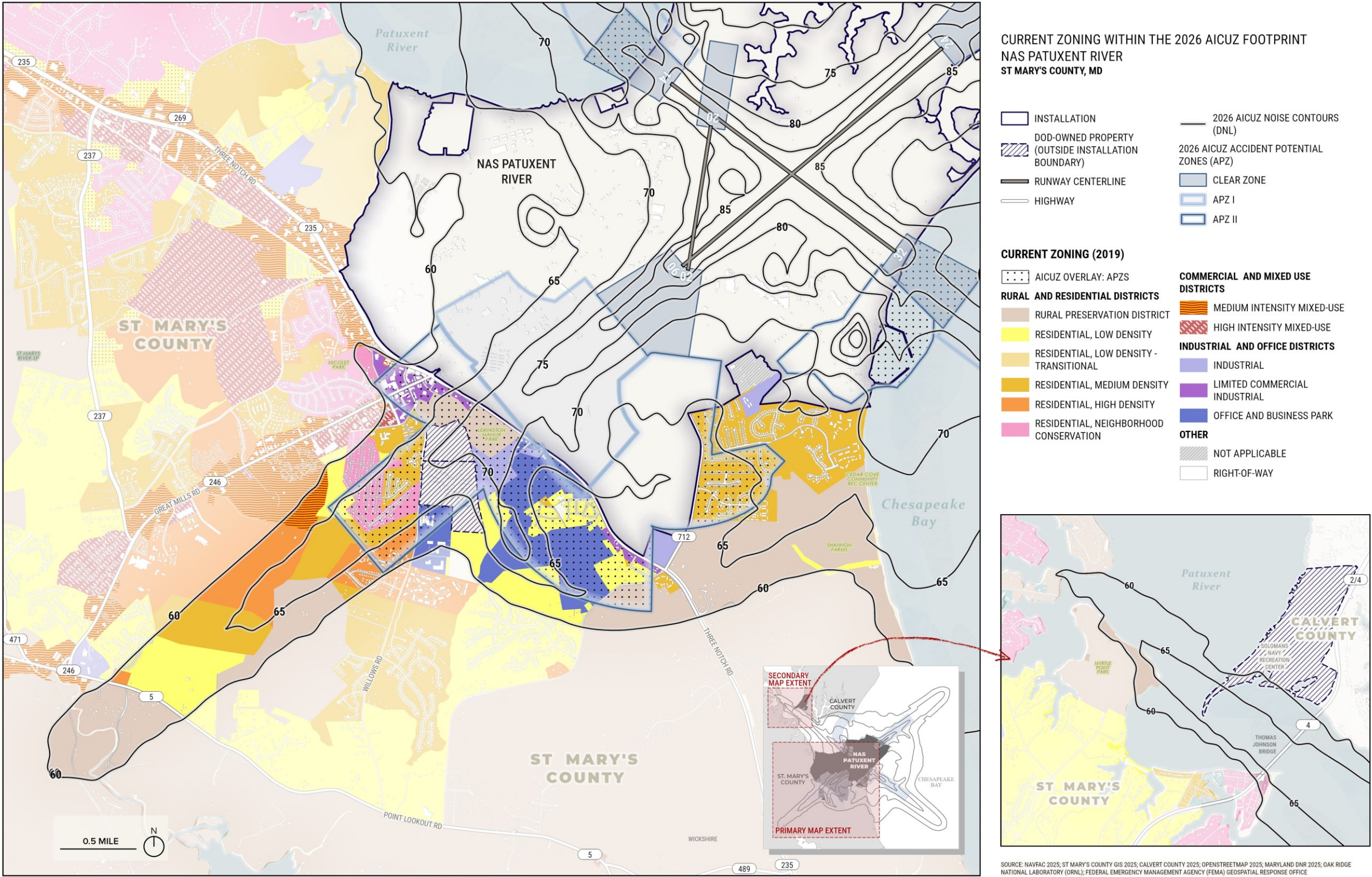


Figure 6-5 St. Mary's County Existing Zoning Within the 2026 AICUZ Footprint, NAS Patuxent River



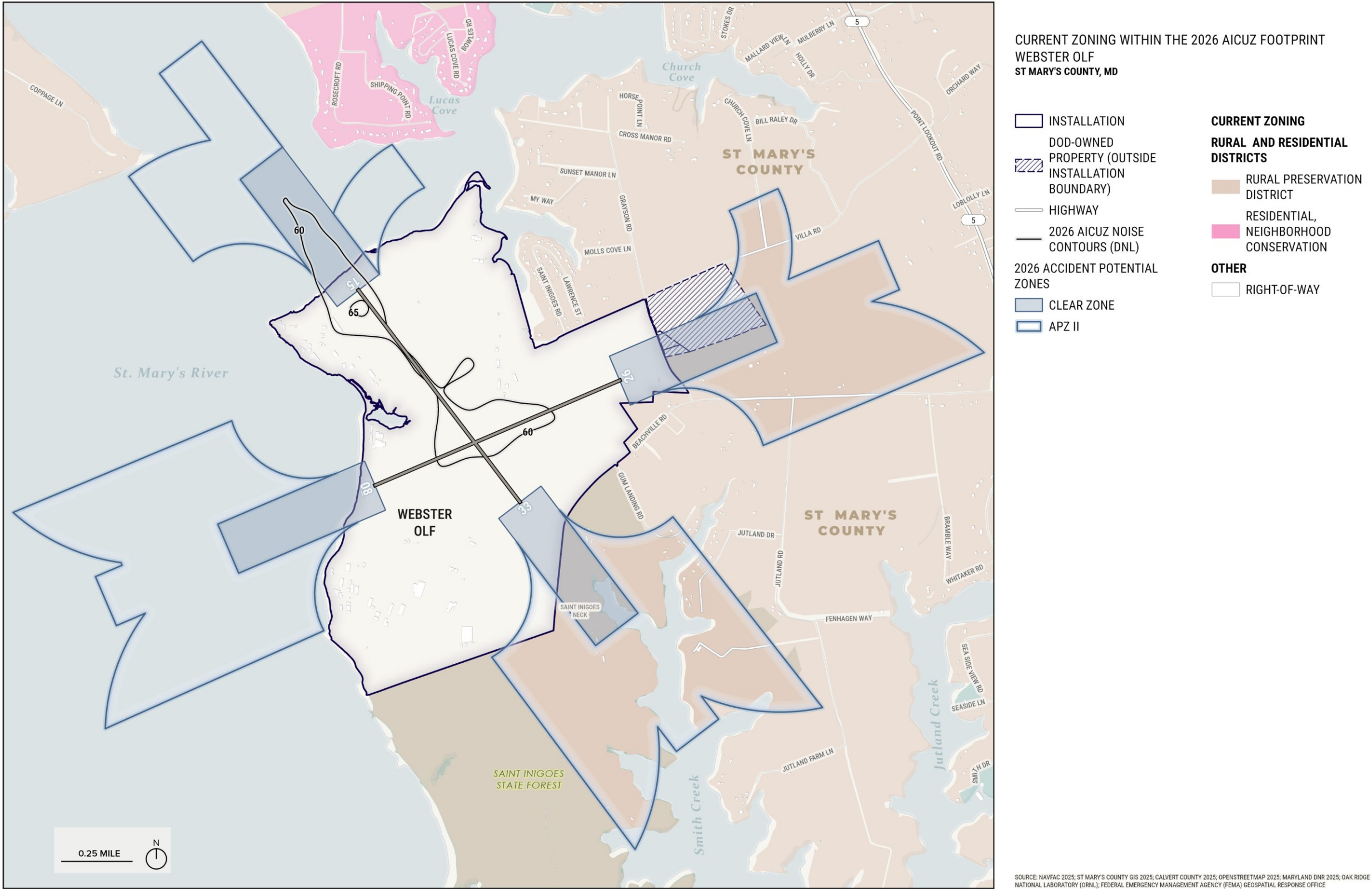


Figure 6-6 St. Mary's County Existing Zoning Within the 2026 AICUZ Footprint, WOLF

- Medium Intensity Mixed Use (MXM) is intended to create areas of large-scale and clustered commercial and residential uses adjacent to principal transportation corridors. Mixed use developments or residential and/or non-residential uses are possible with residential uses being permitted up to 5 du/acre. Densities of up to 25 du/acre are permissible using a TDR or with the provision of affordable housing. Approximately 38 acres of MXM are in the 60-65 dB DNL noise contours. One acre of MXM is under APZ II where it is considered incompatible unless clustered development outside of the safety zone is feasible.
- Office and Business Park District (OBP) allows for offices, research and development facilities, and limited industrial along with other supporting commercial uses. Approximately 328 acres of OBP are under noise contours 60-75 dB DNL while 261 acres are under the APZs.
- Rural Commercial Limited District (RCL) accommodates small commercial shops serving local markets and are scattered along highways or clustered at intersections.
- Residential, High Density allows (RH) for high-density residential of 10 du to 20 du/acre. To achieve densities greater than 10 du/acre, a TDR must be used or housing must be provided. RH zoning is in noise contours 60-70 dB DNL and under APZ II around NAS Patuxent River.
- Residential, Medium Density (RM) allows residential development between 1 du to 10 du/ acre. To achieve a density of greater than 5 du/acre, a TDR must be purchased or affordable housing provided.
- Residential, Low Density (RL) allows for residential at one (1) to five (5) du per acre. To achieve a density of over 1 du/acre, a TDR or affordable housing must be provided.
- Residential, Low Density-Transitional (RL-T) allows development of low-density residential transitioning from a Critical Area overlay to non-Critical Area. Dwelling units may be constructed at a density of up to 3 du/acre except within the Critical Area where it is limited to 2 du/acre.
- Residential Neighborhood Conservation (RNC) is meant to preserve the character of established neighborhoods while providing for infill development consistent with the neighborhood's character. When RNC zoning is within a growth area, lots may be subdivided to a density of 1 du/acre or 2 du/acre using a TDR.
- Rural Preservation (RPD) is meant to encourage agriculture, forestry, mineral extraction, and aquaculture as well as protect productive land. Low-density residential development is allowed but must meet performance standards to maintain rural character. Approximately 122 acres of this zoning district is around



NAS Patuxent River. RPD is the only zoning district surrounding WOLF and under the WOLF AICUZ footprint covering approximately 597 acres (**Table 6-5**).

**Table 6-5 Existing Zoning Within the 2026 AICUZ Footprint, WOLF**

| Existing Zoning <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Safety Zone (acres) |        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CZ                  | APZ II |
| RPD <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 54                  | 543    |
| Key:<br> Compatible  Compatible with Restrictions  Incompatible<br>Notes:<br>1. The AICUZ overlay zone is not present around WOLF.<br>2. Mattapany Rural Legacy Area covers the entirety of the zoning district in the footprint. |                     |        |

Overlay zoning districts apply an additional set of criteria, typically more restrictive, on top of the regulations of the underlying zoning district. St. Mary's County regulations provide for two overlays which impact the areas around NAS Patuxent River—the Critical Area overlay and the AICUZ overlay. Summaries of these zones are included below. **Table 6.4** depicts acreage of zoning by noise contour and safety zone for NAS Patuxent River.

The current St. Mary's County AICUZ overlay is based on the NAS Patuxent River 2009 AICUZ Study. Under the AICUZ overlay, three subdistricts are designated: CZ, APZ I, and APZ II. A compatibility table is included in the ordinance, broken out by subdistrict to indicate appropriate land use. Noise contours are shown on the zoning map with permitted and not permitted land use classifications specified based on noise level. Noise attenuation is recommended for permitted land uses. The updated footprint had no change to APZ I and II (see **Section 5.2.3**) within St. Mary's County. Restrictions applied by the overlay include:

- Limits to density and uses which encourage public assembly.
- Limits placed on residential development in APZ II after October 2007 unless the residences fall into specific categories including vacant lots in a recorded subdivision may be constructed and existing homes may be renovated or replaced.
- For properties partially within APZ II, residential development rights may be clustered to the portion of the property outside of APZ II.

The full overlay description is contained in **Appendix B** along with the recommended land use from OPNAVINST 11010.36D Appendix C (see **Appendix A**).

The Critical Area overlay zone is based on the Chesapeake Bay Critical Area Protection Program and defined by the State of Maryland as being land within 1,000 feet of Maryland's tidal waters, wetlands, and tributaries of the Chesapeake Bay (see **Section 6.3.2.1** for more information). Three overlay zones are designated within the 1,000-foot buffer and overlap with the NAS Patuxent River and WOLF AICUZ footprints: Intensely Developed Area (IDA), Limited Development Area (LDA), and Resource Conservation Area (RCA). Within St. Mary's County most of the critical area overlay zones surrounding NAS Patuxent River and WOLF are designated RCA with small areas of LDA. The RCA overlay zones are locations

with natural environments or agriculture and aquaculture activities. Lot coverage limitations apply to developments in this area. For parcels within the AICUZ overlay zone, this applies an additional criterion to the base zoning and AICUZ providing an additional measure of encroachment protection.

#### **6.4.1.3 Future Land Use**

The St. Mary's County Department of Land Use and Growth Management is currently updating the County Comprehensive Plan to a 2050-time horizon. Until the plan is adopted, the St. Mary's County Comprehensive Plan adopted in 2010 provides the guiding framework for future land use in the County. As part of the Comprehensive Plan, a 2030 Concept Plan was developed which lays out future land use within the County. Future land use has been generalized for this AICUZ Study as presented in **Figure 6-7. Table 6-6** contains future land use acres by noise contour and safety zone based on the 2030 Concept Plan. Residential, multi-family and single-family, accounts for approximately 35 percent of all future land use under APZ II.

##### **6.4.1.3.1 Designated Growth Areas**

Lexington Park Development District is a PFA covering NAS Patuxent River and the area south of the installation within the noise contours and APZs. The Lexington Park Development District Master Plan establishes several subareas to help guide growth including a downtown focus area partially under APZ II (St. Mary's County 2016). While limited commercial development is permissible under APZ II, the central business district is planned approximately 300 feet from the edge of the APZ outside of the noise zones.

**Table 6-6 St. Mary's County Future Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River**

| Generalized Future Land Use                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Noise Exposure Contours (acres) <sup>1</sup> |       |       | Safety Zone (acres) <sup>2</sup> |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------|-------|----------------------------------|-----------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <65                                          | 65-69 | 70-74 | APZ I                            | APZ II          |
| Agriculture/Rural                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 419                                          | N/A   | N/A   | N/A                              | 31 <sup>4</sup> |
| Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 454                                          | 198   | 18    | N/A                              | 194             |
| Multi-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 366                                          | 360   | 5     | N/A                              | 203             |
| Commercial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 270                                          | 108   | 23    | 3                                | 283             |
| Public Use/Institutional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 22                                           | <1    | N/A   | N/A                              | 12              |
| Industrial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <1                                           | 74    | 25    | N/A                              | 47              |
| Military Property <sup>3</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 27                                           | 80    | 27    | N/A                              | 114             |
| Other (ROW and Utilities)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 97                                           | 51    | 4     | 5                                | 81              |
| Parks/Exempted Areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 543                                          | 258   | 47    | 9                                | 162             |
| Key:<br><span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid black; margin-right: 5px;"></span> Compatible <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffffcc; border: 1px solid black; margin-right: 5px;"></span> Compatible with Restrictions <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> Incompatible<br>Notes:<br>1. Noise contours 75 to 85+ are contained on the installation; and therefore, are not shown on this table.<br>2. NAS Patuxent River CZs are contained on the installation and have been omitted from the table.<br>3. Military Property represents parcels which have been acquired by the DoD outside of the installation fenceline.<br>4. Largely compatible; however, uses that create a Bird/aircraft strike hazard are restricted. |                                              |       |       |                                  |                 |



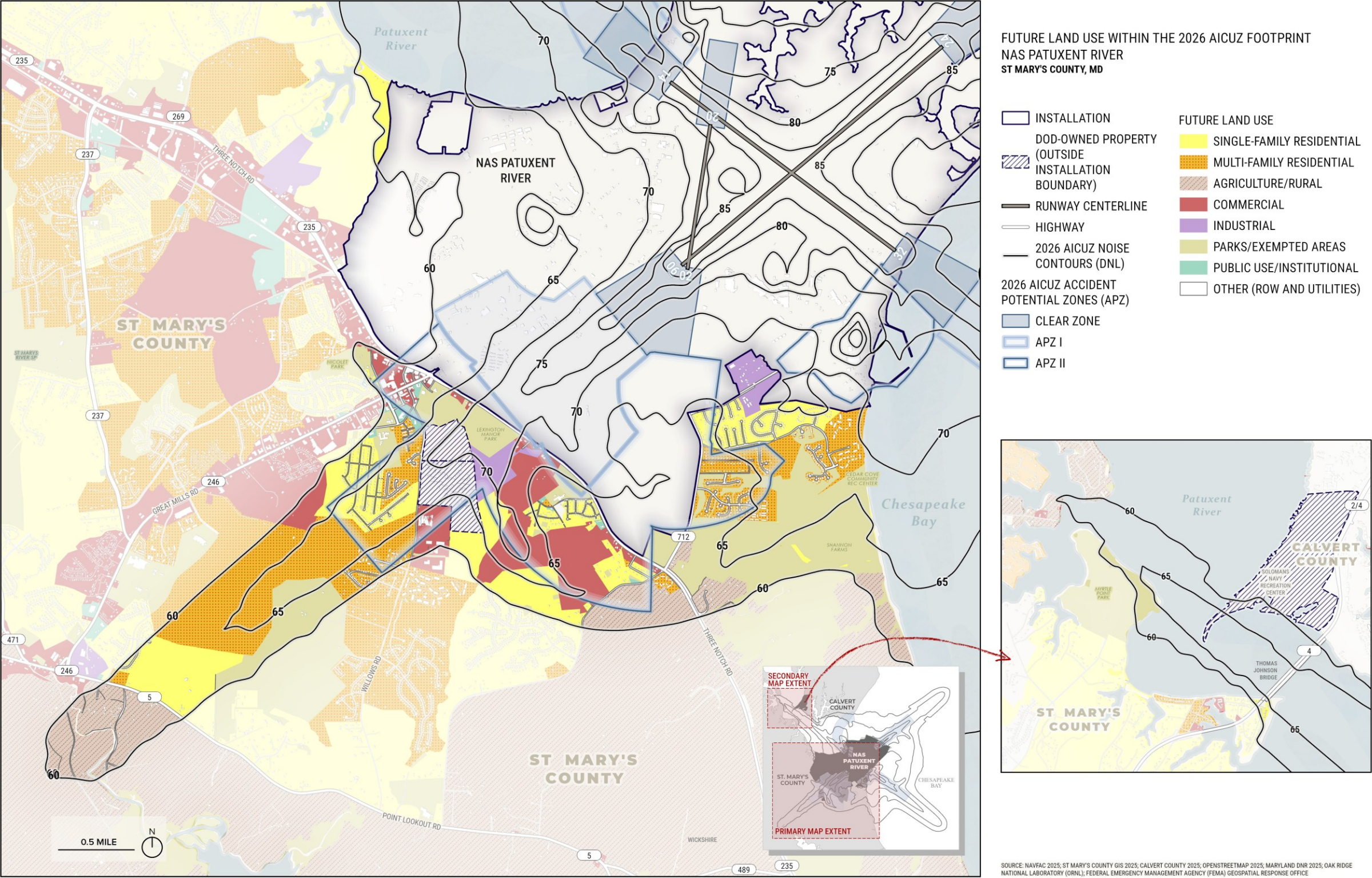


Figure 6-7 St. Mary's County Future Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River



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#### 6.4.1.3.2 Future Land Use Surrounding WOLF

Future land uses surrounding WOLF are predominantly parks and agriculture, accounting for 83 percent of non-military parcels (**Table 6-7**). St. Mary's Comprehensive Plan delegates the area for rural preservation, depicted in **Figure 6-8**, focusing on limiting sprawl and preserving agriculture, forestry, fisheries, and the natural environment. It is a TDR sending area, which reduces development potential.

**Table 6-7 St. Mary's County Future Land Use Within the 2026 AICUZ Footprint, WOLF**

| Generalized Future Land Use                                                                                                                                                                                                                                                                                                      | Safety Zone (acres) |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------|
|                                                                                                                                                                                                                                                                                                                                  | CZ                  | APZ II           |
| Agriculture/Rural                                                                                                                                                                                                                                                                                                                | 22                  | 352 <sup>1</sup> |
| Military Property <sup>2</sup>                                                                                                                                                                                                                                                                                                   | 24                  | 4                |
| Other (ROW and Utilities)                                                                                                                                                                                                                                                                                                        | 1                   | 8                |
| Park/Exempted Land                                                                                                                                                                                                                                                                                                               | 32                  | 193 <sup>3</sup> |
| Key:<br> Compatible  Compatible with Restrictions  Incompatible               |                     |                  |
| Notes:<br>1. Largely compatible; however, uses that create a Bird/aircraft strike hazard are restricted.<br>2. Several parcels outside the fenceline, but within the Clear Zone and APZ II, have been acquired by the DoD.<br>3. Largely compatible; however, uses encourage public assembly such as playgrounds are restricted. |                     |                  |

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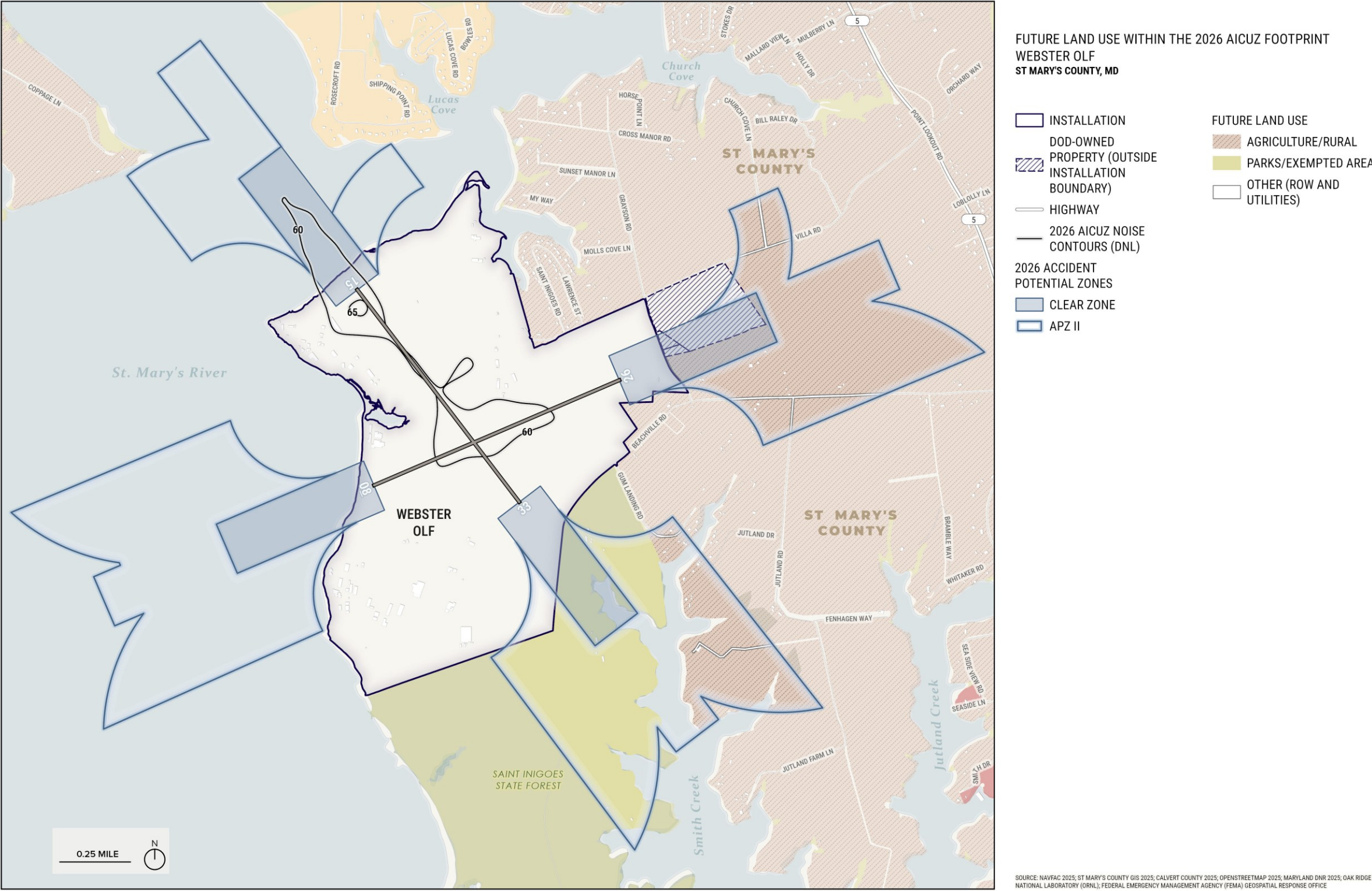


Figure 6-8 St. Mary’s County Future Land Use Within the 2026 AICUZ Footprint, WOLF

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## 6.4.2 Calvert County

Calvert County, Maryland, is a peninsula with the Chesapeake Bay to the east and Patuxent River to the west and south. In 2000, the County's population was 74,563 increasing by 24 percent to 92,783 in 2020 (U.S. Census Bureau 2000; U.S. Census Bureau 2020). By 2050, the population of Calvert County is expected to increase 9 percent (Maryland Department of Planning 2025). A small portion of Solomons Town Center, a growth area, is under the NAS Patuxent River AICUZ footprint. See **Section 6.4.2.3.1, Designated Growth Areas** for more information. The following sections discuss land use and zoning for Calvert County. Compatibility concerns are examined in **Section 6.5**.

### 6.4.2.1 Existing Land Use

Existing land uses within the NAS Patuxent River AICUZ footprint are described in **Table 6-8** and illustrated in **Figure 6-9**. Single-family residential is the most prevalent land use in the footprint comprising 224 acres under noise contours 60-70 dB DNL according to data provided by Calvert County and the State of Maryland. Existing land uses over 20 acres under APZ II, from most to least prevalent, are single-family residential, ROWs, and commercial.

**Table 6-8 Calvert County Existing Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River**

| Generalized Existing Land Use  | Noise Exposure Contours (acres) <sup>1</sup> |       | Safety Zone (acres) <sup>1</sup> |
|--------------------------------|----------------------------------------------|-------|----------------------------------|
|                                | <65                                          | 65-70 | APZ II                           |
| Agriculture/Rural              | <1                                           | N/A   | N/A                              |
| Single-Family Residential      | 200                                          | 24    | 104                              |
| Multi-Family Residential       | 1                                            | N/A   | N/A                              |
| Commercial                     | 10                                           | N/A   | N/A                              |
| Public Use/Institutional       | 6                                            | <1    | 2                                |
| Vacant                         | 25                                           | 3     | 6                                |
| Military Property <sup>2</sup> | 13                                           | 5     | N/A                              |
| Other (ROW and Utilities)      | 43                                           | 3     | 23                               |
| Parks/Exempted Areas           | 9                                            | 15    | 22                               |

Key:

Compatible      Compatible with Restrictions      Incompatible

Notes:

- Only noise zones 60-70 DNL and APZ II extend into Calvert County. The remainder are contained over water or within St. Mary's County and have been omitted from the table.
- Solomons Navy Recreation Center is partially under the noise zones.



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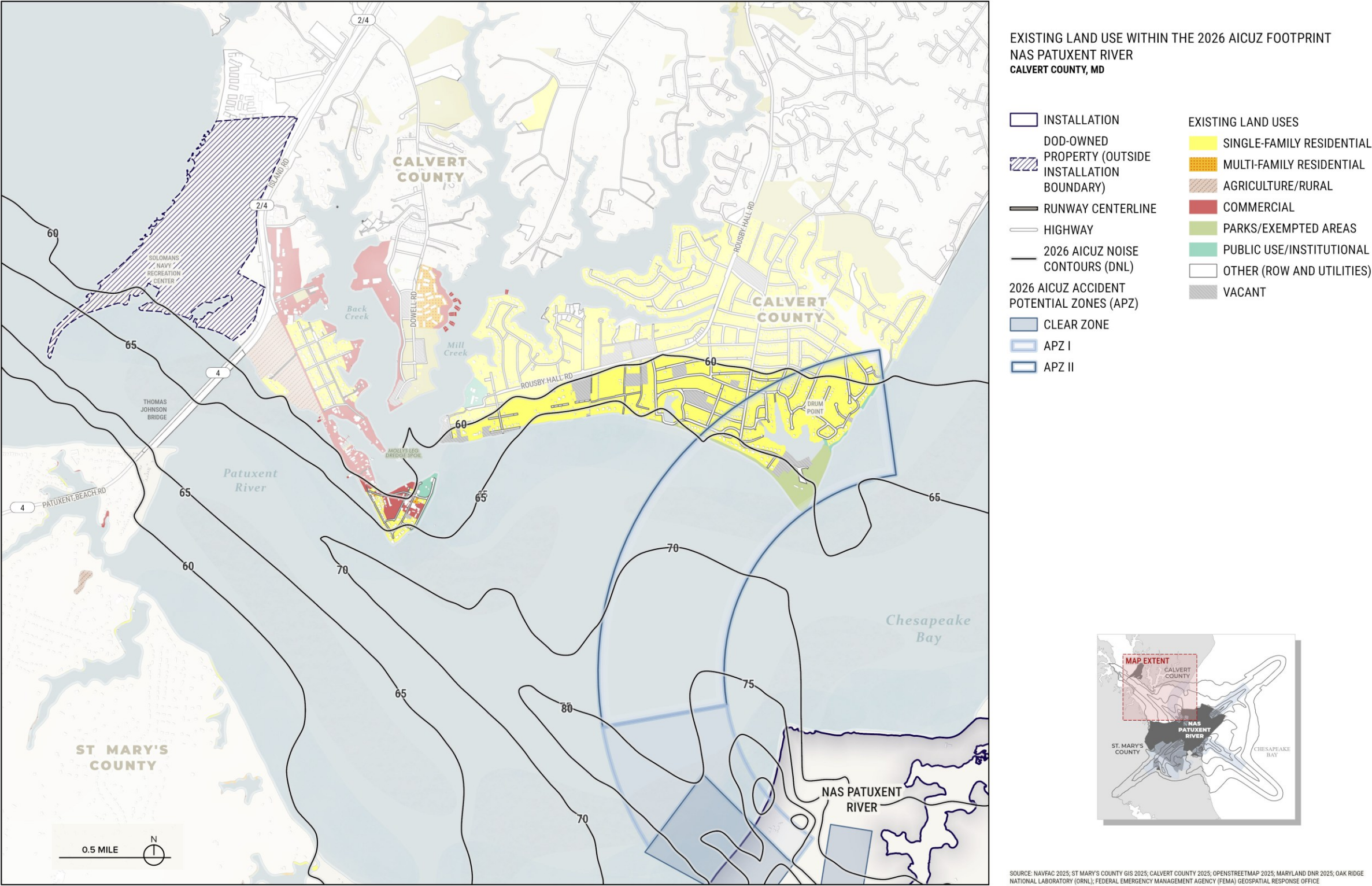


Figure 6-9 Calvert County Existing Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River

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### 6.4.2.2 Zoning

Calvert County's zoning ordinance and map, last amended in February 2025, shows two zoning districts (see **Table 6-9**) within the NAS Patuxent River AICUZ footprint as well as one overlay district (**Figure 6-10**). The Town Center is a mixture of several sub-districts specific to the zoning ordinance for Solomons Town Center (unincorporated). The following is a summary of the zoning districts. Zoning compatibility is discussed in **Section 6.5.1.3**.

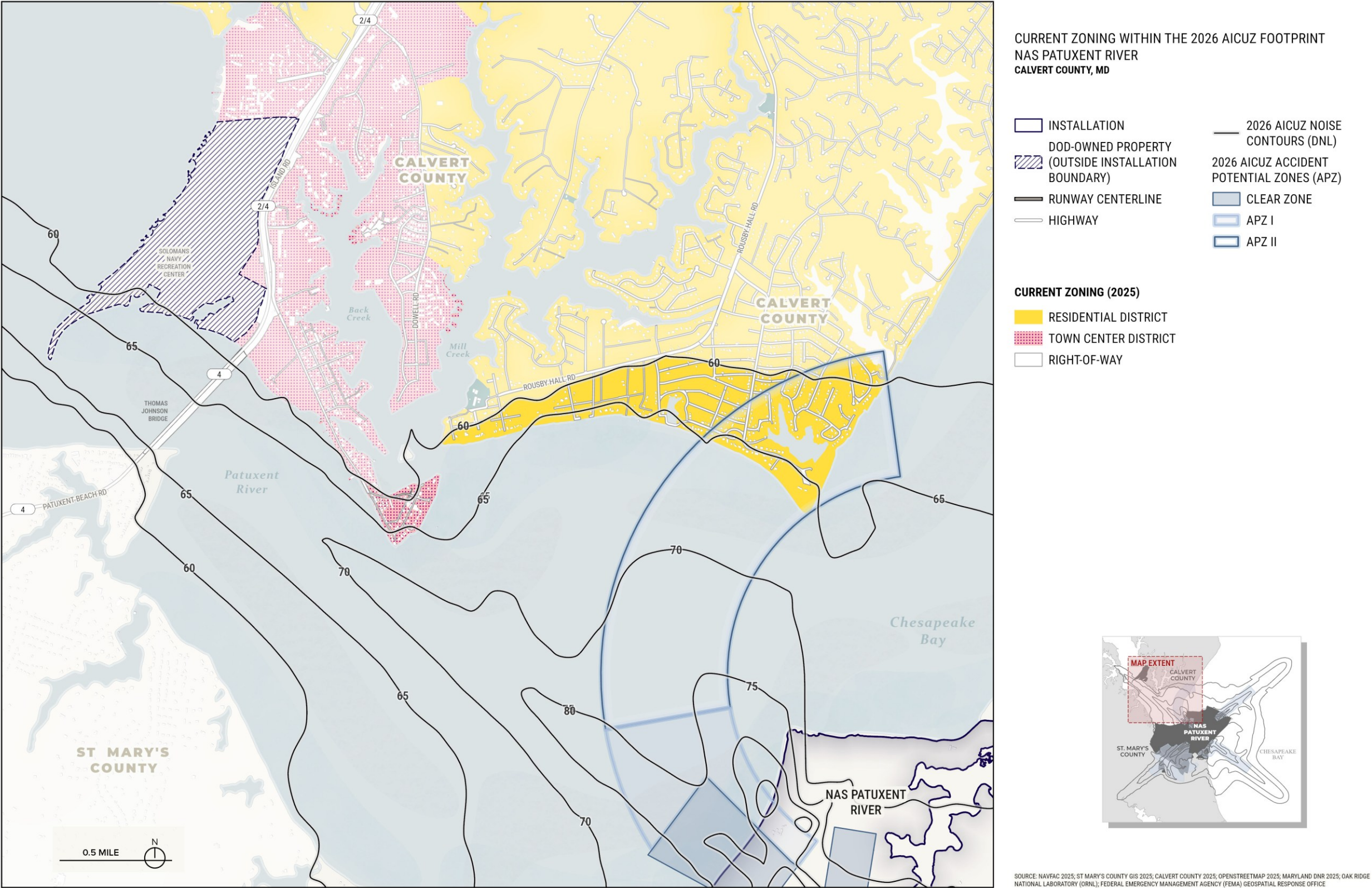
- Residential District (RD) accommodates residential development. It allows for increased density of residential adjacent to town centers at a rate of one du/acre through purchase of a TDR. Approximately 136 acres are under APZ II and 269 acres are under noise zones 60-70 dB DNL. RD in noise zones exceeding 65 dB (39 acres) is considered incompatible.
- The Town Center zoning district establishes several subareas which promote growth and development within the Solomons PFA. The Town Center zoning district occupies 45 acres under noise zones 60 and 70 dB DNL.
  - Residential subareas are form-based codes and include B1 and C6. Small-scale commercial, such as neighborhood stores, are permitted in C6 with larger commercial development allowed along main roads.
  - Subarea C7 allows for existing marinas and related businesses.
  - Zoning areas B4, B3, and B2 promote mixed commercial/residential and institutional/commercial development.
  - Subarea C1 is a form-based code emphasizing a village center style of mixed development focusing on city corridors and walls as opposed to strictly land use.

The Critical Area overlay zone is driven by the Chesapeake Bay Critical Area Protection Program and defined by the State of Maryland as being land within 1,000 feet of Maryland's tidal waters, wetlands, and tributaries of the Chesapeake Bay (see **Section 6.3.2.1** for more information). Three overlay subzones are designated within the 1,000-foot buffer overlapping with the NAS Patuxent River footprint: IDA, LDA, and RCA.

The majority of Calvert County's acreage under the AICUZ footprint is overlaid by IDA and LDA. Within IDA, the focus of the overlay is to increase density while managing water quality and stormwater runoff. State regulations specify pollutant loading rules and treatments. In addition to a focus on water quality and stormwater management, LDA areas incorporate controls to maintain and increase natural habitats such as limiting impervious surfaces and lot coverage. **Figure 6-11** is a snapshot of the final approved critical area designations for Calvert County.

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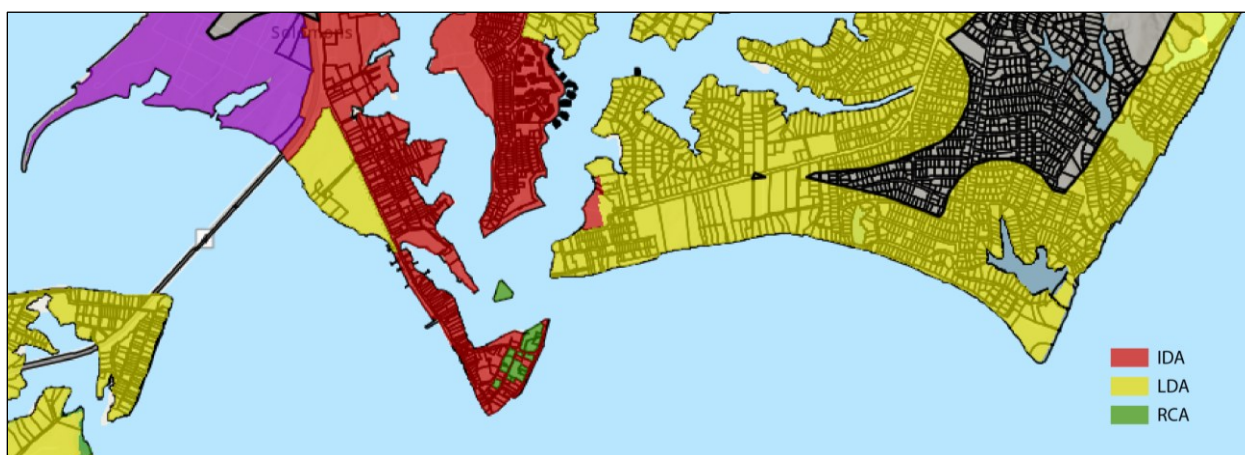
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**Table 6-9 Calvert County Zoning Within the 2026 AICUZ Footprint, NAS Patuxent River**

| Zoning               | Noise Exposure Contours (acres) <sup>1</sup> |       | Safety Zone (acres) <sup>1</sup> |
|----------------------|----------------------------------------------|-------|----------------------------------|
|                      | <65                                          | 65-70 | APZ II                           |
| Residential District | 230                                          | 39    | 136                              |
| Town Center          | 37                                           | 8     | N/A                              |

Key:  
 Compatible     
 Compatible with Restrictions     
 Incompatible

Notes:  
1. Only noise zones 60-70 DNL and APZ II extend into Calvert County. The remainder are contained over water or within St. Mary's County and have been omitted from the table.



Source: Critical Area Boundary Map Viewer, Maryland Department of Natural Resources, 2026.

**Figure 6-11 Critical Area Designations within Calvert County**

#### 6.4.2.3 Future Land Use

The Calvert County Department of Planning and Zoning last amended Calvert 2040: Calvert County Comprehensive Plan in February 2025. The amendment coincided with updates to the zoning ordinance. The future land use plan focuses on maintaining the County's rural character by enacting measures to reduce subdivision sprawl in rural preservation areas and encourage increasing densities adjacent to designated growth areas. Residential areas within one mile of a Town Center (shown as Commercial in **Figure 6-12** and on **Table 6-10**), as well as the Town Center itself, are designated for growth. For the purposes of this AICUZ Study the future land use presented in **Figure 6-12** has been generalized. Distinctions within Solomons Town Center are discussed below but have not been included on the map.

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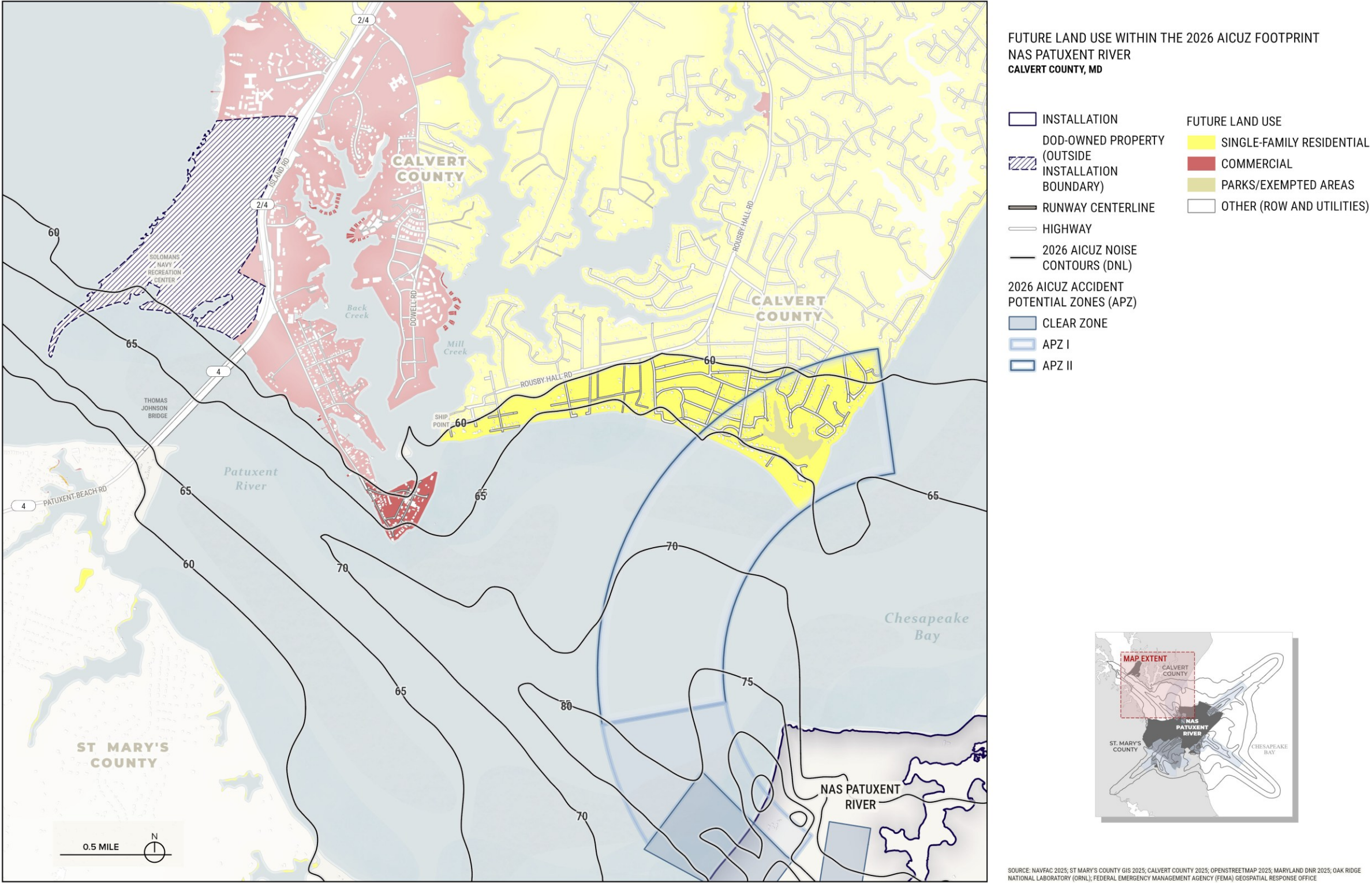


Figure 6-12 Calvert County Future Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River



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### 6.4.2.3.1 Designated Growth Areas

The core of Solomons Town Center is under noise zones 60-70 dB DNL. The Solomons Town Center Master Plan (amended February 2025) focuses on maintaining the historic character of the natural marina and industries while growing tourism, businesses, and housing. Planning areas A, B, and C are under the AICUZ footprint.

- Planning Area A is the NAS Patuxent River Solomons Annex and is federally owned.
- Planning Area B is largely developed as a mix of residential, commercial, and institutional uses. Part of the area is owned by the University of Maryland.
- Planning Area C focuses on developing a compact walkable area as a destination for residents and visitors and is mixed residential, commercial and institutional.

**Table 6-10 Calvert County Future Land Use Within the 2026 AICUZ Footprint, NAS Patuxent River**

| Generalized Future Land Use                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Noise Exposure Contours (acres) <sup>1</sup> |       | Safety Zone (acres) <sup>1</sup> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------|----------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <65                                          | 65-70 | APZ II                           |
| Single-Family Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 229                                          | 39    | 139                              |
| Commercial <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 24                                           | 3     | N/A                              |
| Military Property <sup>3</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 13                                           | 5     | N/A                              |
| Other (ROW and Utilities)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 49                                           | 11    | 21                               |
| Parks/Exempted Areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 15                                           | N/A   | 15                               |
| Key:<br> Compatible  Compatible with Restrictions  Incompatible<br>Notes:<br>1. Only noise zones 60-70 DNL and APZ II extend into Calvert County. The remainder are contained over water or within St. Mary's County and have been omitted from the table.<br>2. Solomons Town Center acreage is displayed as commercial but may have a mix of uses including institutional and residential. Residential is incompatible when noise exposures exceed 65 dB.<br>3. Solomons Navy Recreation Center is partially under the noise zones. |                                              |       |                                  |

## 6.5 Compatibility Concerns

Identifying and minimizing potential incompatible land uses within the AICUZ footprint are the objectives of this AICUZ Study. It is essential to NAS Patuxent River's mission that incompatible land uses are identified and minimized, where possible, to promote compatible land uses within the AICUZ footprint. In determining land use compatibility within the AICUZ footprint, the Navy examined existing and future land use patterns near the airfield. The Navy provides land use categories and associated land use compatibility designations for noise zones and APZs in OPNAVINST 11010.36D Appendix C (see **Appendix A**).

General compatibility concerns associated with zoning, existing land use, future land use and development trends are discussed in the sections below. Recommendations are

presented in **Chapter 7, AICUZ Recommendations**, and addresses specific land use compatibility concerns.

### **6.5.1 Compatibility Concerns Surrounding NAS Patuxent River**

#### **6.5.1.1 Existing Land Use**

Between St. Mary's County and Calvert County, approximately 344 acres of residential subdivisions are in noise areas exceeding 65 dB. Incorporating noise attenuation into the existing residences is recommended as renovations occur (**Section 7.2.1**). Of note, Solomons Town Center (marked as Commercial in **Figure 6-12**) contains a mix of residences, commercial, and University of Maryland properties. While generally this use is considered compatible with restrictions, any existing residential use is incompatible without adequate noise level reduction measures. APZ II, in St. Mary's County, contains 43 acres of multi-family residential which is incompatible due to the concentration of people and homes within the APZ.

#### **6.5.1.2 Proposed Development**

South of NAS Patuxent River is a redevelopment and growth area. Based on St. Mary's County's history interactive viewer, Lexington Park Development District has experienced rapid growth over the past 30 years, especially in the Southgate neighborhood along Chesapeake Bay within the 65 dB-75 dB DNL. Recent proposed developments include residential subdivisions in noise zones 65-75 dB DNL adjacent to APZ II, and redevelopment between FDR Boulevard and the intersection of State Route 235/Great Mills Road adjacent to APZ II.

- Residential developments proposed in areas exceeding 65 dB DNL are incompatible with the AICUZ footprint. Houses are discouraged within high noise areas unless there are no other suitable locations. Measures to achieve adequate noise reduction levels based on the noise zone location are recommended.
- Commercial businesses such as movie theaters, home improvement stores, and shopping centers which encourage public assembly are incompatible with APZ II. Development pressure within the Lexington Park Development District, along Great Mills Road and State Route 235, is expected to continue for the foreseeable future.

#### **6.5.1.3 Zoning**

Zoning districts within St. Mary's County are primarily compatible with the AICUZ footprint. The AICUZ overlay implemented by the county zoning ordinance applies noise level reduction measures to development within the noise contours and a list of land use categories allowable in the safety zones with density reductions as necessary; however, the AICUZ overlay does not match current OPNAVINST 11010.36D Appendix C (**Appendix A**) guidance. In particular, several industrial, commercial, outdoor recreation, and water areas permitted under the safety zones are inconsistent with the April 2022

update. Clustering of uses outside of the APZs is encouraged through the zoning ordinance.

Calvert County zones for a mixed-use Town Center area and residential single-family under noise zones 60-70 dB DNL. Without noise attenuation standards in the zoning or building code, these districts account for 39 acres of incompatible zoning and 8 acres of zoning that may be compatible with restrictions. The RD zoning district (136 acres) is considered compatible with APZ II due to maximum density specifications.

#### **6.5.1.4 Future Land Use**

Future land use surrounding NAS Patuxent River is compatible or compatible with restrictions based on local comprehensive plans. Approximately 13 percent of all future land uses are incompatible with the APZs and 16 percent are incompatible with the noise zones. In St. Mary's County, several future land use areas which allow for high densities are located within APZ II where the maximum density recommendation is 2 du/acre. The remainder of the future land use located within the safety zones is compatible with restrictions dependent on the specific type of development proposed. Incompatible uses in the noise zones comprise single-family residential and multi-family residential in St. Mary's County south of NAS Patuxent River and along Drum Point north of the installation. **Figures 6-13** and **6-14** illustrate the noise and APZ future land use compatibility concerns, respectively, surrounding NAS Patuxent River.

**Figure 6-15** depicts the combined compatibility concerns surrounding NAS Patuxent River. To create the combined map, the more restrictive compatibility category was chosen. For example, if a parcel is compatible with noise but incompatible with APZ I then it is shown as incompatible on the combined map. Several areas of general compatibility concern are shown.

1. Drum Point APZ II and noise zone 65-70 dB DNL contain incompatible residential future land use.
2. Lexington Park Development District is experiencing rapid development which is encouraged into the future through the PFA program, areas of critical State concern designations, and local comprehensive and master plans. High densities and places of public assembly including uses such as schools and movie theaters are incompatible with APZs.
3. Residential future land use in high noise zones or exceeding 2 du/acre under the APZs is incompatible.

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Figure 6-13 Noise Compatibility Concerns, NAS Patuxent River



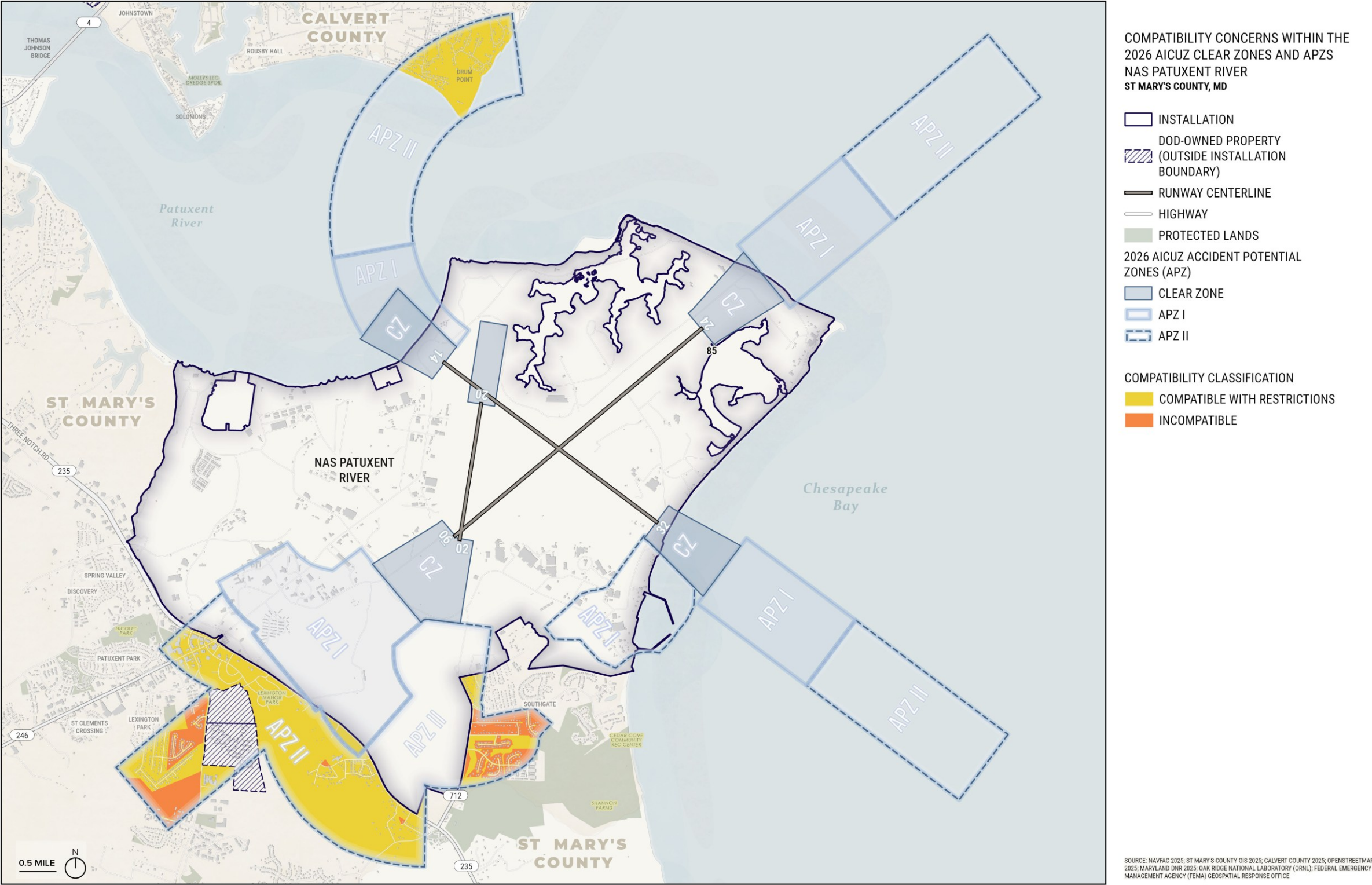


Figure 6-14 APZ Compatibility Concerns, NAS Patuxent River



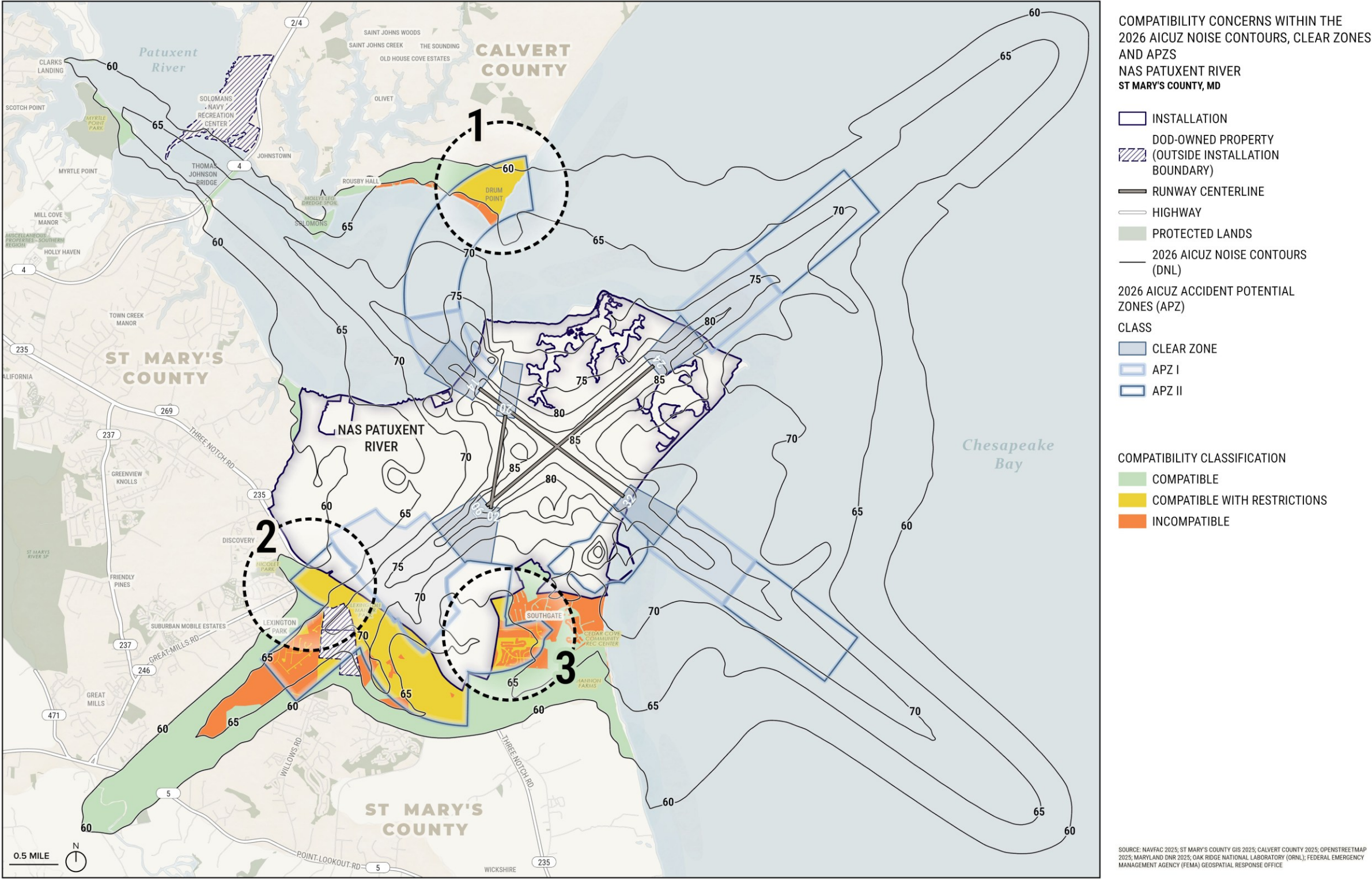


Figure 6-15 Combined Compatibility Concerns, NAS Patuxent River

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## 6.5.2 Compatibility Concerns Surrounding WOLF

### 6.5.2.1 Existing Land Use

Incompatible land under the CZ accounts for approximately 35 acres of parks and residential properties around WOLF. Structures are generally discouraged in the CZ based on OPNAVINST 11010.36D due to the higher risk of accidents; however, a review of available aerial imagery shows several barns in the State Forest. The remainder of the park land consists of managed forests, fields, and hiking trails.

Approximately 11 residences are under southeast APZ II including one within the State Forest. Nine of the residences are part of a subdivision built at approximately 2 du/acre. While the current development density complies with OPNAVINST 11010.36D, further densification is discouraged. Northeastern APZ II contains four residences; however, the houses are generally located on lots greater than one acre and are considered compatible.

### 6.5.2.2 Proposed Development

Proposed development around WOLF is not anticipated to be a concern due to the designation of rural preservation and Mattapany Rural Legacy Area surrounding the outlying field (see Rural Legacy Program in **Section 6.3.2.1**). Any development in the CZ is considered incompatible.

### 6.5.2.3 Zoning

Zoning around WOLF is primarily compatible with the AICUZ footprint. Residential development within RPD designated as a Rural Legacy Area is limited to maximum of 0.2 du/acre which is less than the maximum density recommended in OPNAVINST 11010.36D Appendix C (**Appendix A**) for residential in APZ II.

### 6.5.2.4 Future Land Use

Future land use surrounding WOLF is anticipated to be largely compatible with restrictions based on the St. Mary's County Comprehensive Plan, which encourages preservation of farmlands and natural resources. However, parks and specific agricultural activities that create vertical obstructions or pose a Bird/Animal Aircraft Strike Hazard are incompatible with the CZ. The CZ should remain in an undeveloped state. **Figure 6-16** summarizes compatibility concerns surrounding WOLF.



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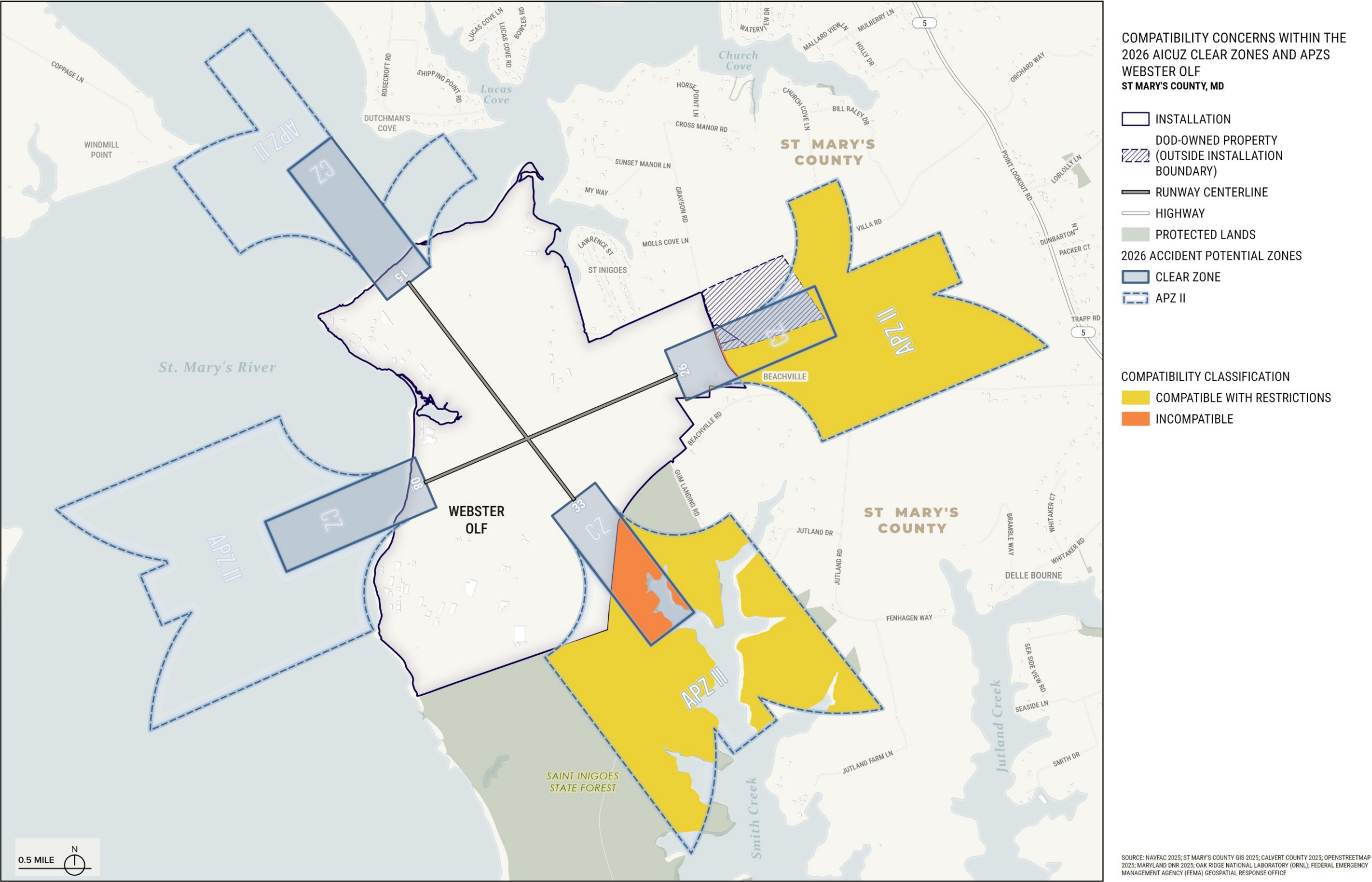


Figure 6-16 Noise and APZ Compatibility Concerns, WOLF

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## 7 AICUZ RECOMMENDATIONS

The successful implementation of the AICUZ Study relies on coordinated actions by the Navy, federal, state, and local governments, community organizations, and other stakeholders. This chapter presents recommended actions intended to promote compatible land use, reduce encroachment risk, and support the long-term operational viability of NAS Patuxent River and WOLF.

Maryland has a long history of working successfully with the Navy to encourage compatibility. St. Mary's County was one of the first jurisdictions in Maryland to adopt an AICUZ overlay, which was a result of the 1979 AICUZ Study. **Section 6.4** details population growth, development patterns, trends, and growth centers in St. Mary's and Calvert Counties.

Expanding existing or adopting new zoning overlay districts to further protect NAS Patuxent River and public health and safety is warranted due to the rapid growth and redevelopment occurring in the installation's vicinity. This is also consistent with recommendations to local government from the 2009 AICUZ Study. Possible components of an overlay zoning district include

- height restrictions;
- large solar energy systems;
- noise exposure and intensity, land use under high noise areas, CZs, and APZs; and,
- TDRs and graduating densities.

An analysis of several installations with zoning overlays are available in the *NAS Patuxent River Land Use Impact Study (2016)*. In addition to the examples listed in the impact study, Prince George's County, Maryland, may be a model usable by St.

Prince George's County regulates development across 38 square miles around Joint Base Andrews.

Mary's and Calvert Counties. In 2016, Prince George's County established a Military Installation Overlay Zone which regulates height, noise intensity, and land use within Joint Base Andrews' AICUZ footprint and imaginary surfaces. Recommendations in **Sections 7.1** and **7.2** advise using the Class D airspace<sup>3</sup> as a basis for a Military Airfield Compatibility Review Area overlay to enhance the safety of the community.

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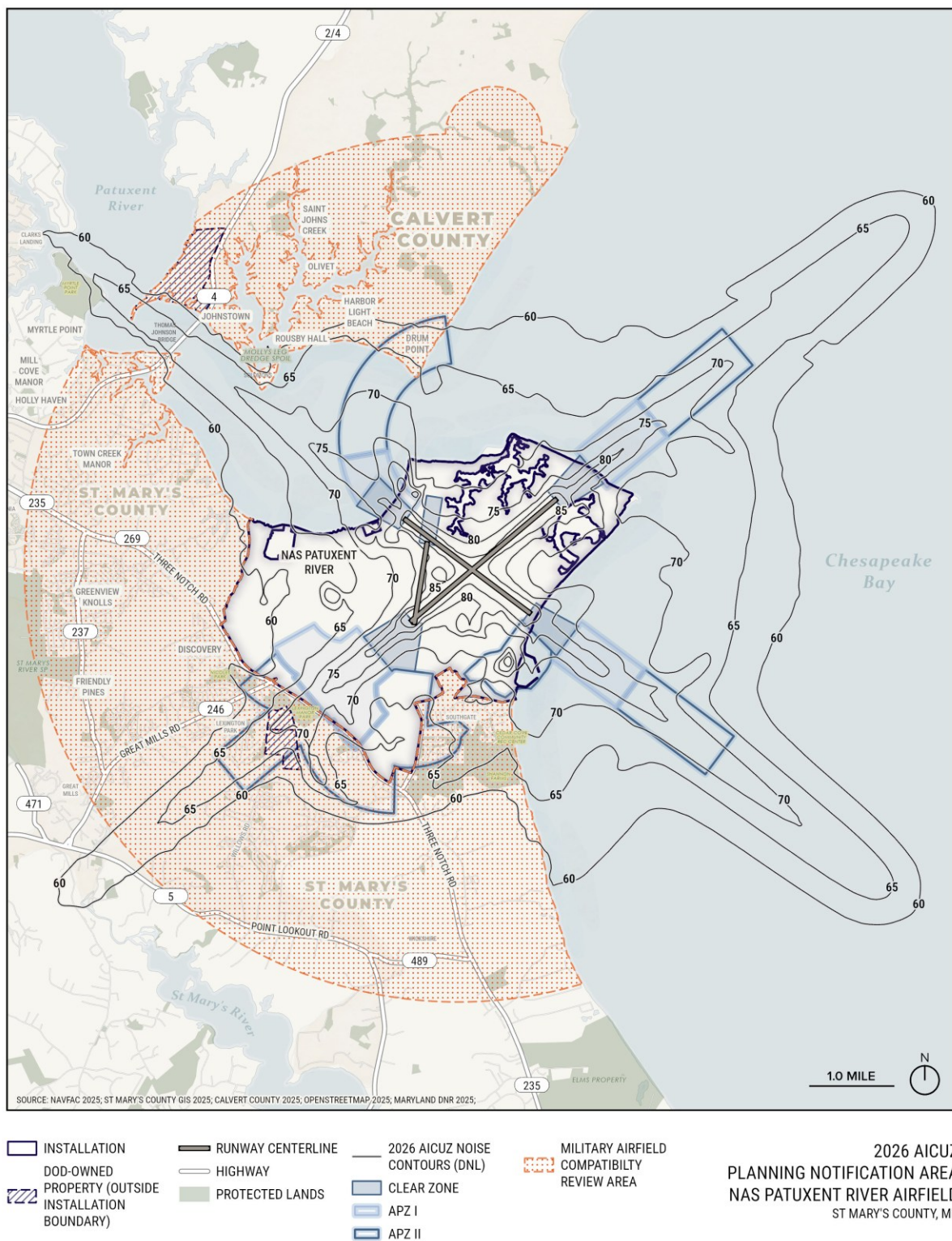
<sup>3</sup> Class D airspace is the area controlled by the air traffic control tower to ensure organized flow and safe operations.

## 7.1 Navy Action Recommendations

The Navy has a responsibility to communicate and collaborate with local government officials regarding land use planning, zoning, and development activities that may impact installation operations. Continued cooperation between NAS Patuxent River, WOLF, and neighboring communities is essential to the success of the AICUZ Program. Compatibility determinations and recommended implementation strategies are informed by Navy AICUZ guidance and consistency principles (NAVFAC 2021). The following are both broad-based and site-specific recommendations for the Navy to consider.

- 1) Continue public participation efforts and outreach to the local community leveraging community partners to communicate the importance of the installation mission and changes to the AICUZ footprint.
- 2) Continue to coordinate with St. Mary's County through the Memorandum of Understanding between NAS Patuxent River and the St. Mary's Board of County Commissioners to prevent and mitigate encroachment from future development.
- 3) Support land acquisition efforts or the purchase of conservation easements on an as-needed basis to resolve incompatible land uses, reduce encroachment risk, and protect public health and safety.
- 4) Encourage St. Mary's and Calvert Counties' to adopt a new or expanded Military Airfield Compatibility Review Area consistent with the Class D airspace to enhance the safety of the community (**Figure 7-1**).
- 5) Coordinate with St. Mary's and Calvert Counties to incorporate the Military Airfield Compatibility Planning Area and AICUZ footprint into Comprehensive Plan updates under applicable elements.
- 6) Engage with Tri-County Council, St. Mary's and Calvert Counties, and community partners to update the NAS Patuxent River CUS. Due to changes in the footprint based on this AICUZ Study as well as rapid population growth in St. Mary's County, the CUS should be revised on a regular basis to ensure it provides relevant strategies to address current compatibility concerns.





**Figure 7-1 Military Airfield Compatibility Review Area, NAS Patuxent River**

## 7.2 Local Government Action Recommendations

State and local governments have the authority to implement regulations, programs, and policies to ensure land use activity is compatible with the aircraft noise exposure and safety zones. St. Mary's County and Calvert County, Maryland, are the primary jurisdictions responsible for implementing land use controls in areas encumbered by the AICUZ footprint.

### 7.2.1 St. Mary's County

- 1) Incorporate the updated AICUZ footprint into the publicly accessible interactive zoning and planning maps for use by the public, businesses, organizations and local government.
- 2) Update the AICUZ overlay zoning district and official zoning map to align with the current AICUZ footprint, including areas surrounding WOLF.
- 3) Amend the AICUZ overlay zoning district as needed to reflect current OPNAVINST 11010.36 D Appendix C (**Appendix A**) guidance on noise exposure and attenuation.
- 4) Incorporate changes to the AICUZ footprint in the Comprehensive Plan.
- 5) Establish a Military Airfield Compatibility Review Area overlay zoning district outside of the AICUZ footprint (see **Figure 7-1**) to ensure broader coordination across areas which are affected by military operations. Promote a gradual transition of land uses from the APZs to areas outside of the 65 dB DNL noise exposure contour to protect the health, safety, and welfare of the public by considering:
  - Height restrictions
  - Land use compatibility, especially for residential and commercial uses
  - TDRs to encourage density in appropriate areas
- 6) Amend the subdivision regulations to add a representative from NAS Patuxent River to the Technical Evaluation Committee for Preliminary Plans, Minor and Major Subdivisions within the Military Airfield Compatibility Review Area and AICUZ footprint (**Figure 7-1**).
  - a) Continue to include an analysis of the AICUZ footprint around NAS Patuxent River in staff reports concerning development proposals.
  - b) Continue coordination of projects around WOLF within the AICUZ footprint.
- 7) Continue to coordinate with NAS Patuxent River with meetings occurring at least semi-annually in accordance with the Memorandum of Understanding.
- 8) Review building code provisions to ensure that major renovations in areas exceeding 65 dB DNL, which are subject to permit review by the building official, incorporate noise level reduction measures.

- 9) Collaborate with NAS Patuxent River, Tri-County Council, Calvert County, and community partners to update the CUS. Due to changes in the APZs based on this AICUZ Study as well as the rapid population growth in St. Mary's County, the CUS should be revised on a regular basis to ensure it provides relevant strategies to address current compatibility concerns.

### 7.2.2 Calvert County

- 1) Establish a formal coordination process to support communication between NAS Patuxent River and Calvert County regarding encroachment mitigation and prevention.
- 2) Adopt an AICUZ overlay zoning district that includes noise level reduction measures and emphasizes compatible development within the APZs and noise exposure contours consistent with guidance found in OPNAVINST 11010.36D Appendix C (**Appendix A**).
- 3) Adopt a Military Airfield Compatibility Review Area overlay zoning district outside of the AICUZ footprint (see **Figure 7-1**) to ensure broader coordination across areas which are affected by military operations. Promote a gradual transition of land uses from the APZs to areas outside of the 65 dB DNL noise exposure contour to protect the health, safety and welfare of the public by considering:
  - Height restrictions
  - Land use compatibility, especially for residential and commercial uses
- 4) Incorporate the AICUZ footprint into publicly accessible interactive zoning and planning maps for use by the public, businesses, organizations and local government.
- 5) Incorporate the AICUZ footprint and compatible use in the Comprehensive Plan.
- 6) Include NAS Patuxent River as a reviewer for proposed development projects within the AICUZ footprint and Military Airfield Compatibility Review Area (see **Figure 7-1**).
- 7) Review the building code provisions to ensure that major renovations in areas exceeding 65 dB DNL, which are subject to permit review include noise attenuation measures in areas exposed to noise levels exceeding 65 dB DNL.
- 8) Collaborate with NAS Patuxent River, Tri-County Council, St. Mary's County, and community partners to update the CUS. Due to changes in the APZs based on this AICUZ Study as well as the rapid population growth in Calvert County, the CUS should be revised on a regular basis to ensure it provides relevant strategies to address current compatibility concerns.

## 7.3 Community Recommendations

Community organizations, property owners, and developers play an important role in supporting compatible land use near NAS Patuxent River and WOLF. Recommended actions include:

- 1) Continue real estate disclosure of aircraft noise exposure and military operations for properties located within the updated AICUZ footprint.

- 2) Include disclosure of aircraft noise and military operations in rental agreements for properties located within the updated AICUZ footprint.
- 3) Engage with local planning processes and public meetings related to development proposals near the installation.
- 4) Support land conservation, agricultural preservation, and open-space initiatives that promote compatibility with military operations.

## 7.4 Summary of Land Use Tools and Recommendations for Areas of Compatibility Concerns

The goal of the Navy AICUZ Program can most effectively be accomplished by the active participation of all interested parties. Federal, state, regional, and local governments, businesses, real estate professionals, and citizens, along with the Navy all play key roles in successfully implementing the AICUZ Study.

The Navy has the responsibility to communicate and collaborate with local governments on land use planning, zoning, and compatibility concerns that can affect its mission. NAS Patuxent River is responsible for informing and educating the community about the AICUZ Program; however, local governments should continue to actively inform and request input from NAS Patuxent River regarding land use decisions that could impact the readiness of the installation. Local governments have the authority to implement regulations and programs to control development and direct growth to ensure land use activity is compatible with installation operations and should provide land use control in areas encumbered by the AICUZ footprint by incorporating the information into their planning policies.

**Table 7-1** provides a list of areas of compatibility concern related to NAS Patuxent River and WOLF as well as land use tools and recommendations that are available for stakeholders to implement. The table highlights examples of compatibility concerns and provides a suite of cumulative tools and recommendations that can be used to address these areas of concern. **Appendix C** provides additional information on tools and resources.

Minimizing current compatibility concerns and alleviating future concerns involves active participation from several stakeholders, often implementing one or more of the recommendations that address an area of concern. Managing compatibility is an ongoing process that requires monitoring, maintenance, and targeted planning.

Table 7-1 Summary of Concerns and Recommendations

| Area of Compatibility Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Land Use Recommendations <sup>1</sup>                                                                                                                                                                                                                         | Potential Tools <sup>1</sup>                                                                                                | Lead Stakeholder                                     | AICUZ Section           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------|
| <p>Existing communities are exposed to high aircraft noise:</p> <ul style="list-style-type: none"><li>Approximately 344 acres of residential, including high-density residential such as apartments, are in areas exceeding 65 dB DNL.</li><li>Approximately 34 acres of commercial, public or institutional, and industrial are in areas exceeding 70 dB DNL.</li><li>Lancaster Park is a DoD property leased for public use with outdoor playing fields in areas exceeding 70 dB DNL.</li></ul> | Continue public participation efforts and outreach to the local community leveraging community partners to communicate the importance of the installation mission and changes to the AICUZ footprint.                                                         | <p>Communication &amp; Outreach<br/>Overlay Zoning<br/>Building Code<br/>Real Estate Disclosure<br/>Land Banking</p>        | Federal/Navy                                         | Section 7.1             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Coordinate with St. Mary's and Calvert Counties to incorporate the Military Airfield Compatibility Review Area and AICUZ footprint into Comprehensive Plan updates under applicable elements.                                                                 |                                                                                                                             | Federal/Navy                                         | Section 7.1             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Amend the AICUZ overlay zoning district as needed to reflect current OPNAVINST 11010.36 D Appendix C ( <b>Appendix A</b> ) guidance on noise exposure and attenuation.                                                                                        |                                                                                                                             | St. Mary's County                                    | Section 7.2.1           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Establish a formal coordination process to support communication between NAS Patuxent River and Calvert County regarding encroachment mitigation and prevention.                                                                                              |                                                                                                                             | Calvert County                                       | Section 7.2.2           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Adopt an AICUZ overlay zoning district that includes noise level reduction measures and emphasizes compatible development within the APZs and noise exposure contours consistent with guidance found in OPNAVINST 11010.36D Appendix C ( <b>Appendix A</b> ). |                                                                                                                             | Calvert County                                       | Section 7.2.2           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Review building code provisions to ensure that major renovations in areas exceeding 65 dB DNL, which are subject to permit review by the building official, incorporate noise level reduction measures.                                                       |                                                                                                                             | St. Mary's and Calvert Counties                      | Section 7.2.1 and 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Continue real estate disclosure of aircraft noise exposure and military operations for properties located within the updated AICUZ footprint.                                                                                                                 |                                                                                                                             | Board of Realtors                                    | Section 7.3             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Include disclosure of aircraft noise and military operations in rental agreements for properties located within the updated AICUZ footprint.                                                                                                                  |                                                                                                                             | Board of Realtors<br>Private Businesses<br>Landlords | Section 7.3             |
| <p>Existing residential in APZ II:</p> <ul style="list-style-type: none"><li>Multi-family accounts for roughly 43 acres of land within APZ II in St. Mary's County.</li><li>Single-family homes account for approximately 279 acres of land in St. Mary's County and 104 acres in Calvert County.</li></ul>                                                                                                                                                                                       | Support land acquisition efforts or the purchase of conservation easements on an as-needed basis to resolve incompatible land uses, reduce encroachment risk, and protect public health and safety.                                                           | <p>Federal &amp; State Conservation Easements<sup>2</sup><br/>Land Banking<br/>Building Code<br/>Real Estate Disclosure</p> | Federal/Navy                                         | Section 7.1             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Review building code provisions to ensure that major renovations in areas exceeding 65 dB DNL, which are subject to permit review by the building official, incorporate noise level reduction measures.                                                       |                                                                                                                             | St. Mary's and Calvert Counties                      | Section 7.2.1 and 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Update or incorporate the AICUZ footprint into publicly accessible interactive zoning and planning maps for use by the public, businesses, organizations and local government.                                                                                |                                                                                                                             | St. Mary's and Calvert Counties                      | Section 7.2.1 and 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Continue real estate disclosure of aircraft noise exposure and military operations for properties located within the updated AICUZ footprint.                                                                                                                 |                                                                                                                             | Board of Realtors                                    | Section 7.3             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Include disclosure of aircraft noise and military operations in rental agreements for properties located within the updated AICUZ footprint.                                                                                                                  |                                                                                                                             | Board of Realtors<br>Private Businesses<br>Landlords | Section 7.3             |



| Area of Compatibility Concern                                                                                                                                                                                                                                                                                                                                                                                           | Land Use Recommendations <sup>1</sup>                                                                                                                                                                                                                   | Potential Tools <sup>1</sup>                                                                                                                                             | Lead Stakeholder                                                            | AICUZ Section              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Support land conservation, agricultural preservation, and open-space initiatives that promote compatibility with military operations.                                                                                                                   |                                                                                                                                                                          | Federal/ Navy<br>Maryland<br>Local Government<br>Landowners                 | Section 7.3                |
| Increasing density under and adjacent to APZ II and noise zones in proximity to NAS Patuxent River: <ul style="list-style-type: none"><li>Lexington Park Development District is a high growth area partly under the APZs and noise zones.</li></ul>                                                                                                                                                                    | Continue public participation efforts and outreach to the local community leveraging community partners to communicate the importance of the installation mission and changes to the AICUZ footprint.                                                   | Communication & Outreach<br>Future Land Use Plans and Studies<br><br>Overlay Zoning<br>TDR<br>Federal & State Conservation Easements <sup>2</sup><br>Land Banking        | Federal/Navy                                                                | Section 7.1                |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Continue to coordinate with St. Mary's County through the Memorandum of Understanding between NAS Patuxent River and the St. Mary's Board of County Commissioners to prevent and mitigate encroachment from future development.                         |                                                                                                                                                                          | Federal/Navy                                                                | Section 7.1                |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Define and implement a Military Airfield Compatibility Review Area in the zoning ordinance and subdivision regulations that is consistent with the Class D airspace to enhance the safety of the community.                                             |                                                                                                                                                                          | St. Mary's and Calvert Counties                                             | Section 7.1, 7.2.1 & 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Amend the subdivision regulations to add a representative from NAS Patuxent River to the Technical Evaluation Committee for Preliminary Plans, Minor and Major Subdivisions within the Military Airfield Compatibility Review Area and AICUZ footprint. |                                                                                                                                                                          | St. Mary's County                                                           | Section 7.2.1              |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Incorporate changes to the AICUZ footprint in the Comprehensive Plan.                                                                                                                                                                                   |                                                                                                                                                                          | St. Mary's County                                                           | Section 7.2.1              |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Amend the AICUZ overlay zoning district as needed to reflect current OPNAVINST 11010.36 D Appendix C ( <b>Appendix A</b> ) guidance on noise exposure and attenuation.                                                                                  |                                                                                                                                                                          | St. Mary's County                                                           | Section 7.2.1              |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Collaborate with local government and community partners to update the CUS.                                                                                                                                                                             |                                                                                                                                                                          | NAS Patuxent River<br>Tri-County Council<br>St. Mary's and Calvert Counties | Section 7.1, 7.2.1 & 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Support land conservation, agricultural preservation, and open-space initiatives that promote compatibility with military operations.                                                                                                                   |                                                                                                                                                                          | Federal/ Navy<br>Maryland<br>Local Government<br>Landowners                 | Section 7.1 & 7.3          |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Engage with local planning processes and public meetings related to development proposals near the installation.                                                                                                                                        |                                                                                                                                                                          | Local organizations & Businesses<br>Residents                               | Section 7.3                |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Continue to coordinate with St. Mary's County through the Memorandum of Understanding between NAS Patuxent River and the St. Mary's Board of County Commissioners to prevent and mitigate encroachment from future development.                         |                                                                                                                                                                          | Federal/Navy                                                                |                            |
| Zoning within the APZ and noise zones is inconsistent with guidance from OPNAVINST 11010.36D Appendix C ( <b>Appendix A</b> ): <ul style="list-style-type: none"><li>Zoning allowing for industrial and commercial under APZ I and II are compatible with restrictions.</li><li>Residential zoning is generally incompatible with exceptions in noise areas above 65 dB DNL and incompatible above 75 dB DNL.</li></ul> | Establish a formal coordination process to support communication between NAS Patuxent River and Calvert County regarding encroachment mitigation and prevention.                                                                                        | Communication & Outreach<br>Overlay Zoning<br>Future Land Use Plans<br>Communication & Outreach<br>Federal & State Conservation Easements <sup>2</sup><br>Overlay Zoning | Federal/Navy<br>Calvert County                                              | Section 7.2.2              |
|                                                                                                                                                                                                                                                                                                                                                                                                                         | Incorporate the updated AICUZ footprint into the publicly accessible interactive zoning and planning maps for use by the public, businesses, organizations and local government.                                                                        |                                                                                                                                                                          | St. Mary's and Calvert Counties                                             | Section 7.2.1 & 7.2.2      |

| Area of Compatibility Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Land Use Recommendations <sup>1</sup>                                                                                                                                                                                           | Potential Tools <sup>1</sup>                                                                      | Lead Stakeholder                  | AICUZ Section         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------|
| <ul style="list-style-type: none"><li>Residential zoning is incompatible with APZ I and incompatible with APZ II if densities exceed 2du/acre.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Update the AICUZ overlay zoning district and official zoning map to align with the current AICUZ footprint, including areas surrounding WOLF.                                                                                   |                                                                                                   | St. Mary’s County                 | Section 7.2.1         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Adopt or amend the AICUZ overlay zoning district as needed to reflect current OPNAVINST 11010.36 D Appendix C ( <b>Appendix A</b> ) guidance on noise exposure and attenuation.                                                 |                                                                                                   | St. Mary’s and Calvert Counties   | Section 7.2.1 & 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Incorporate changes to the AICUZ footprint and compatible use in the Comprehensive Plan.                                                                                                                                        |                                                                                                   | St. Mary’s and Calvert Counties   | Section 7.2.1 & 7.2.2 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Continue public participation efforts and outreach to the local community leveraging community partners to communicate the importance of the installation mission and changes to the AICUZ footprint. <sup>3</sup>              |                                                                                                   | Federal/Navy                      | Section 7.1           |
| Land use within the WOLF CZ is incompatible or compatible with restrictions: <ul style="list-style-type: none"><li>Existing structures, including residences, are incompatible with CZs in the interest of pilot and public safety.</li><li>Future agriculture and park use should be passive fields or graze lots with no access to the public.</li></ul>                                                                                                                                                                                                                                                     | Continue to coordinate with St. Mary’s County through the Memorandum of Understanding between NAS Patuxent River and the St. Mary’s Board of County Commissioners to prevent and mitigate encroachment from future development. | Communication & Outreach<br>Federal & State Conservation Easements <sup>2</sup><br>Overlay Zoning | Federal/Navy<br>St. Mary’s County | Section 7.1 & 7.2.1   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Support land acquisition efforts or the purchase of conservation easements on an as-needed basis to resolve incompatible land uses, reduce encroachment risk, and protect public health and safety.                             |                                                                                                   | Federal/Navy                      | Section 7.1           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Update the AICUZ overlay zoning district and official zoning map to align with the current AICUZ footprint, including areas surrounding WOLF. Ensure continued coordination of development projects around WOLF                 |                                                                                                   | St. Mary’s County                 | Section 7.2.1         |
| Notes:<br>1. <b>Appendix C</b> expands on a select list of tools and provides a description of the program broken out by federal, state, and local jurisdictions.<br>2. Conservation Easements include, but are not limited to, programs such as Readiness and Environmental Protection Integration, Maryland Agricultural Land Preservation Foundation and easements through U.S. Department of Agriculture (USDA) Natural Resources Conservation Service programs.<br>3. Coordination should include the Maryland Department of Natural Resources due to the presence of St. Inigoes State Forest in the CZ. |                                                                                                                                                                                                                                 |                                                                                                   |                                   |                       |

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**APPENDIX A**  
**OPNAVINST 11010.36D APPENDIX C: LAND USE**  
**COMPATIBILITY RECOMMENDATIONS IN NOISE**  
**CONTOURS AND APZS**

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## APPENDIX C – LAND USE COMPATIBILITY RECOMMENDATIONS IN NOISE CONTOURS AND APZS

### 1. Recommended Land Use Compatibility in Noise Contours.

a. Table 1 provides compatibility recommendations based on yearly DNL or CNEL on and around installations. The primary land use objective is to discourage noise-sensitive land uses in areas of higher noise exposure.

b. The table is organized based on Standard Land Use Coding Manual (SLUCM) categories; however, it varies from SLUCM as the coding system does not differentiate based on noise-sensitivity. Some uses warrant additional evaluation due to potential for annoyance and activity interference. General notes and specific footnotes at the bottom of the table provide additional information and considerations for compatibility determinations.

c. These recommendations are intended to support compatible land use planning both on and off base; they do not constitute a Federal determination that any use of land is acceptable or unacceptable under local zoning.

Table 1. Land Use Compatibility Recommendations In Noise Contours

| LAND USE NAME & SLUCM CATEGORY                                                                           | A-WEIGHTED DNL/CNEL LEVELS |                |                |                |                |        |
|----------------------------------------------------------------------------------------------------------|----------------------------|----------------|----------------|----------------|----------------|--------|
|                                                                                                          | <65 DB                     | 65-70 DB       | 70-75 DB       | 75-80 DB       | 80-85 DB       | 85+ DB |
| <b>RESIDENTIAL USE GROUP (SLUCM CATEGORY 10)</b>                                                         |                            |                |                |                |                |        |
| Residential uses, inclusive of all residential units i.e. any type of single or multiple dwelling units. | Y                          | N <sup>1</sup> | N <sup>1</sup> | N              | N              | N      |
| Mobile home parks or courts                                                                              | Y                          | N              | N              | N              | N              | N      |
| Transient lodgings                                                                                       | Y                          | N <sup>1</sup> | N <sup>1</sup> | N <sup>1</sup> | N              | N      |
| <b>MANUFACTURING USE GROUP (SLUCM CATEGORIES 20 &amp; 30)</b>                                            |                            |                |                |                |                |        |
| Manufacturing and industrial uses                                                                        | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | N      |
| Precision manufacturing                                                                                  | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N      |
| <b>TRANSPORTATION, COMMUNICATION AND UTILITIES USE GROUP (SLUCM CATEGORY 40)</b>                         |                            |                |                |                |                |        |
| Rail, motor vehicle, aircraft, marine and other transportation and communication systems and utilities   | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | N      |
| Highway and street right-of-way, automobile parking                                                      | Y                          | Y              | Y              | Y              | Y              | N      |
| Telephone, cellular and radio communication                                                              | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N      |

| LAND USE NAME & SLUCM CATEGORY                                                                                                                 | A-WEIGHTED DNL/CNEL LEVELS |                |                |                |                |                |
|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|
|                                                                                                                                                | <65 DB                     | 65-70 DB       | 70-75 DB       | 75-80 DB       | 80-85 DB       | 85+ DB         |
| <b>TRADE (SLUCM CATEGORY 50)</b>                                                                                                               |                            |                |                |                |                |                |
| Wholesale trade                                                                                                                                | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | N              |
| Building materials, hardware and farm equipment sales                                                                                          | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | N              |
| Mass retailing, super stores, strip malls, shopping centers, discount clubs, home improvement stores, etc.; eating and drinking establishments | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              |
| <b>SERVICES (SLUCM CATEGORY 60)</b>                                                                                                            |                            |                |                |                |                |                |
| Finance, insurance and real estate, personal, professional and miscellaneous services; religious activities                                    | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              |
| Cemeteries                                                                                                                                     | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | Y <sup>5</sup> |
| Warehousing/storage & repair services                                                                                                          | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | Y <sup>4</sup> | N              |
| Hospitals/medical, child care & development services, educational facilities                                                                   | Y                          | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              | N              |
| Nursing homes                                                                                                                                  | Y                          | N <sup>1</sup> | N <sup>1</sup> | N              | N              | N              |
| Governmental                                                                                                                                   | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              |
| <b>CULTURAL, ENTERTAINMENT AND RECREATIONAL (SLUCM CATEGORY 70)</b>                                                                            |                            |                |                |                |                |                |
| Cultural activities, auditoriums & concert halls                                                                                               | Y                          | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              | N              |
| Nature exhibits                                                                                                                                | Y                          | Y              | N              | N              | N              | N              |
| Public assembly                                                                                                                                | Y                          | Y              | N              | N              | N              | N              |
| Outdoor music shells, amphitheaters                                                                                                            | Y                          | N              | N              | N              | N              | N              |
| Outdoor sports arenas, spectator sports                                                                                                        | Y                          | Y <sup>6</sup> | Y <sup>6</sup> | N              | N              | N              |
| Amusements                                                                                                                                     | Y                          | Y              | Y              | N              | N              | N              |
| Outdoor recreational activities                                                                                                                | Y                          | Y              | Y <sup>2</sup> | Y <sup>3</sup> | N              | N              |
| Resorts, camps, parks & other c/e/r activities                                                                                                 | Y                          | Y              | Y <sup>2</sup> | N              | N              | N              |
| <b>RESOURCE PRODUCTION AND EXTRACTION (SLUCM CATEGORY 80)</b>                                                                                  |                            |                |                |                |                |                |
| Agriculture and forestry                                                                                                                       | Y                          | Y <sup>7</sup> | Y <sup>8</sup> | Y <sup>9</sup> | Y <sup>9</sup> | Y <sup>9</sup> |
| Livestock farming, animal breeding                                                                                                             | Y                          | Y <sup>7</sup> | Y <sup>8</sup> | N              | N              | N              |
| Fishing, mining and other resource production or extraction                                                                                    | Y                          | Y              | Y              | Y              | Y              | Y              |

KEY TO TABLE 1

Y (Yes) – Land use and related structures compatible without restrictions.

N (No) – Land use and related structures are not compatible and should be prohibited.

Yx – Yes with restrictions. The land use and related structures generally are compatible. However, see note(s) indicated by the superscript.

Nx – No with exceptions. The land use and related structures are generally incompatible. However, see note(s) indicated by the superscript.

GENERAL NOTES FOR ALL USES:

a. Compatibility designations in Table 1 generally refer to the principal use of the site. If other uses with greater sensitivity to noise are proposed, a determination of compatibility should be based on that use which is most adversely affected by noise and its contribution to the successful use of the property.

b. Where a proposed development falls within two DNL and CNEL noise zones, the land use recommendations of the higher noise should be used. For example, if a proposed development is exposed to 70 dB DNL and CNEL, land use recommendations for the 70-75 DNL and CNEL noise zones should be applied.

c. When appropriate, noise level reduction (NLR) may be necessary to achieve compatibility. NLR (outdoor to indoor) is achieved through the incorporation of sound attenuation into the design and construction of a structure. Measures to achieve an indoor noise reduction do not necessarily solve noise issues outside the structure and additional evaluation may be warranted. Building location, site planning, design and use of berms and barriers can help mitigate outdoor noise exposure, particularly from aircraft ground maintenance run-ups. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.

d. Land uses below 65db DNL are generally compatible. However, localities, when evaluating the application of these guidelines, should consider possible annoyance tied to land uses that involve predominately outdoor activities or where quiet is a basis for the use.

e. Land use that involves outdoor activities in areas above 80db DNL are not recommended.

FOOTNOTES SPECIFIC TO CERTAIN USES:

1. Residential.



a. Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-70 and strongly discouraged above DNL 70. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to local approvals. These evaluations should clearly demonstrate that the community's need for additional residential property could not be met if development were prohibited in these zones and that the expense of additional noise attenuation will not undermine affordable housing goals.

b. Where the community determines that these uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 decibels (dB) in DNL 65-70 and 30 dB in DNL 70-75 should be incorporated into building codes and be considered in individual approvals; for transient housing, an NLR of at least 35 dB should be incorporated in DNL 75-80.

c. Normal permanent construction can be expected to provide an NLR of 20 dB, thus the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.

2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. Buildings where public is received, are not recommended.

6. Land use is compatible provided special sound reinforcement systems are installed.

7. Where residences are permitted, measures to achieve outdoor to indoor NLR of at least 25 dB should be incorporated into the design.

8. Where residences are permitted, measures to achieve outdoor to indoor NLR of at least 30 dB should be incorporated into the design.

9. Residences are not compatible.

2. Recommended Land Use Compatibility in APZs.

a. Table 2 provides compatibility recommendations based on historic aircraft mishap locations on or near air installations. The primary land use objective is to discourage people intensive land uses in areas of high accident potential.

b. While the table uses Standard Land Use Coding Manual categories for organization, it varies from SLUCM as the coding system does not differentiate based on population density. Some uses warrant additional evaluation due to the variation of densities of people, intensity of use or other characteristics that could impact safety of flight. Floor area ratio (FAR) recommendations are included within the table to guide suggested maximum density for non-residential uses. General notes and specific footnotes at the bottom of the table provide additional information and compatibility considerations.

c. These recommendations are intended to support compatible land use planning both on and off base; they do not constitute a Federal determination that any use of land is acceptable or unacceptable under local zoning.

Table 2. Land Use Compatibility Recommendations In APZS

| LAND USE NAME and SLUCM Category                                                                                                                                                                            | CLEAR ZONE | APZ-I | APZ-II           | MAXIMUM DENSITY                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|------------------|----------------------------------------------|
| <b>RESIDENTIAL USE GROUP (SLUCM CATEGORY 10)</b>                                                                                                                                                            |            |       |                  |                                              |
| Residential uses, inclusive of all residential units i.e. any type of single or multiple dwelling units                                                                                                     | N          | N     | Y <sup>1,2</sup> | Maximum density of 2 dwelling units per acre |
| Mobile home parks or courts                                                                                                                                                                                 | N          | N     | N                |                                              |
| Transient lodgings                                                                                                                                                                                          | N          | N     | N                |                                              |
| <b>MANUFACTURING USE GROUP (SLUCM CATEGORIES 20 &amp; 30)</b>                                                                                                                                               |            |       |                  |                                              |
| Food and kindred products; Textile mill products; manufacturing; Stone, clay, glass, primary metal and fabricated metal products; manufacturing                                                             | N          | N     | Y                | Max FAR 0.56 in APZ II                       |
| Fabric products; leather and similar materials; chemicals and allied products; petroleum refining and related industries; Rubber and miscellaneous plastic products; manufacturing; Precision manufacturing | N          | N     | N                |                                              |
| Lumber and wood products; manufacturing furniture and fixtures;                                                                                                                                             | N          | Y     | Y                | Maximum FAR of 0.28 in APZ I & 0.56          |

| LAND USE NAME and SLUCM Category                                                                                                                                           | CLEAR ZONE     | APZ-I          | APZ-II | MAXIMUM DENSITY                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|--------|--------------------------------------------------|
| paper and allied products; printing, publishing and allied industries<br>Miscellaneous manufacturing                                                                       |                |                |        | in APZ II                                        |
| <b>TRANSPORTATION, COMMUNICATION AND UTILITIES USE GROUP (SLUCM CATEGORY 40)</b>                                                                                           |                |                |        |                                                  |
| Rail, motor vehicle, aircraft, marine etc. transportation, Highway and street right-of-way, automobile parking and utilities, Telephone, cellular and radio communication  | N <sup>3</sup> | Y <sup>4</sup> | Y      | Maximum FAR of 0.28 in APZ I & 0.56 in APZ II    |
| Solid waste disposal, (landfills, incinerators, etc.)                                                                                                                      | N              | N              | N      |                                                  |
| <b>TRADE (SLUCM CATEGORY 50)</b>                                                                                                                                           |                |                |        |                                                  |
| Wholesale trade                                                                                                                                                            | N              | Y              | Y      | Maximum FAR of 0.28 in APZ I & .56 in APZ II     |
| Retail trade – building materials                                                                                                                                          | N              | Y              | Y      | Maximum FAR of 0.20 in APZ-I and 0.40 in APZ-II; |
| Retail trade – hardware, paint and farm equipment stores                                                                                                                   | N              | Y              | Y      | Maximum FAR of 0.12 in APZ I and 0.24 in APZ II  |
| Retail trade – including neighborhood centric shops                                                                                                                        | N              | N              | Y      | Maximum FAR of 0.16 in APZ II                    |
| Mass retailing, super stores, strip malls, shopping centers <sup>5</sup> , discount clubs, home improvement stores, etc.; Eating and drinking establishments <sup>12</sup> | N              | N              | N      |                                                  |
| Retail trade – prepared and unprepared food such as groceries, bakeries, confectionaries, meat markets and fast food restaurants with drive-through service <sup>12</sup>  | N              | N              | Y      | Maximum FAR of 0.24 in APZ II                    |
| Retail trade – automotive, marine craft, aircraft and accessories                                                                                                          | N              | Y              | Y      | Maximum FAR of 0.14 in APZ I & 0.28 in APZ II    |
| Retail trade – apparel and accessories, furniture, home, furnishings and                                                                                                   | N              | N              | Y      | Maximum FAR of 0.28 in APZ II                    |

| LAND USE NAME and SLUCM Category                                                                                                                                                                                         | CLEAR ZONE     | APZ-I          | APZ-II          | MAXIMUM DENSITY                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|-----------------|----------------------------------------------|
| equipment                                                                                                                                                                                                                |                |                |                 |                                              |
| Other retail trade                                                                                                                                                                                                       | N              | N              | Y               | Maximum FAR of 0.16 in APZ II                |
| <b>SERVICES (SLUCM CATEGORY 60)</b>                                                                                                                                                                                      |                |                |                 |                                              |
| Finance, insurance, real estate, personal, professional and miscellaneous services (office uses only) services                                                                                                           | N              | N              | Y               | Maximum FAR of 0.22 in APZ II                |
| Cemeteries                                                                                                                                                                                                               | N              | Y <sup>6</sup> | Y <sup>6</sup>  |                                              |
| Warehousing and storage services                                                                                                                                                                                         | N              | Y              | Y               | Maximum FAR of 1.0 in APZ I; 2.0 in APZ II   |
| Repair Services and contract construction                                                                                                                                                                                | N              | Y              | Y               | Maximum FAR of 0.11 APZ I; 0.22 in APZ II    |
| Hospitals, nursing homes and other medical facilities; Educational services, Childcare services, child development centers and nurseries                                                                                 | N              | N              | N               |                                              |
| Government Services                                                                                                                                                                                                      | N              | N              | Y               | Maximum FAR of 0.24 in APZ II                |
| <b>CULTURAL, ENTERTAINMENT AND RECREATIONAL (SLUCM CATEGORY 70)</b>                                                                                                                                                      |                |                |                 |                                              |
| Nature exhibits                                                                                                                                                                                                          | N              | Y <sup>7</sup> | Y <sup>7</sup>  |                                              |
| Cultural activities, auditoriums, concert halls, places of worship; Outdoor music shells, museums, outdoor displays, amphitheaters, sports arenas, spectator sports, resorts and group camps or other places of assembly | N              | N              | N               |                                              |
| Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.                                                                                                                                          | N              | N              | Y <sup>11</sup> | 50 people per acre                           |
| Recreational activities (including golf courses, riding stables, water recreation), parks                                                                                                                                | N              | Y <sup>7</sup> | Y <sup>7</sup>  | Maximum FAR of 0.11 in APZ I; 0.22 in APZ II |
| Other cultural, entertainment and recreation                                                                                                                                                                             | N              | Y <sup>6</sup> | Y <sup>6</sup>  |                                              |
| <b>RESOURCE PRODUCTION AND EXTRACTION (SLUCM CATEGORY 80)</b>                                                                                                                                                            |                |                |                 |                                              |
| Agriculture and Livestock farming, including grazing and feedlots                                                                                                                                                        | Y <sup>8</sup> | Y <sup>8</sup> | Y <sup>8</sup>  |                                              |

| LAND USE NAME and SLUCM Category        | CLEAR ZONE      | APZ-I | APZ-II | MAXIMUM DENSITY                              |
|-----------------------------------------|-----------------|-------|--------|----------------------------------------------|
| Agriculture related activities          | N               | Y     | Y      | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II |
| Forestry activities <sup>9</sup>        | N               | Y     | Y      | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II |
| Fishing activities                      | N <sup>10</sup> | Y     | Y      | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II |
| Mining activities                       | N               | Y     | Y      | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II |
| Other resource production or extraction | N               | Y     | Y      | Maximum FAR of 0.28 in APZ I; 0.56 in APZ II |
| <b>OTHER (SLUCM CATEGORY 90)</b>        |                 |       |        |                                              |
| Undeveloped land                        | Y               | Y     | Y      |                                              |
| Water areas                             | N               | N     | N      |                                              |

#### KEY TO TABLE 2

Y (Yes) – Land use and related structures compatible without restrictions.

N (No) – Land use and related structures are not compatible and should be prohibited.

Y<sup>X</sup> – Yes with restrictions. The land use and related structures generally are compatible. However, see note(s) indicated by the superscript.

N<sup>X</sup> – No with exceptions. The land use and related structures are generally incompatible. However, see note(s) indicated by the superscript.

#### GENERAL NOTES FOR ALL USES:

a. The suggested maximum occupancy for commercial, service or industrial buildings or structures in APZ I is 25 people per acre and 50 people per acre in APZ II. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I and maximum assemblies of 50 people an acre in APZ II.



b. Recommended FARs are calculated using standard parking generation rates from Institute of Transportation Engineers trip and parking generation guidance for various land uses, vehicle occupancy rates and desired density in APZ I and II. For APZ I, the formula is  $FAR = 25 \text{ people per acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ . The formula for APZ II is  $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ .

c. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings or above ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. For pilot and public safety, the Clear Zone is subject to the most severe restrictions.

d. Safety of flight should be considered when evaluating development that includes explosive potential; generates smoke, steam, ash or dust; and steam, creates electronic interference; lighting or glare; or tall structures.

e. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should be analyzed for compatibility on a case-by-case basis that considers both the proposal and potentially affected mission.

f. Water features and other activities that may present bird/wildlife aircraft strike hazards or activities that produce dust or light emissions that could affect pilot vision are generally not compatible and should be evaluated on a case-by-case basis.

g. Evaluation of potential land management actions occurring on public and private lands, such as prescribed burns, should identify the hazard (i.e. visual impairment) to aircraft flight safety and to de-conflict operations occurring at the base (i.e. scheduled exercises and training requirements).

h. This compatibility table identifies places of worship and Tribal ceremonies as a cultural gathering. However, religious institutions provide a wide variety of services and in these instances refer to the applicable category.

FOOTNOTES SPECIFIC TO CERTAIN LAND USES:

1. The suggested maximum density for detached single-family housing is two dwelling units per acre to encourage retention of farming and open space.

2. Where a parcel is partially located in an APZ II, clustered development is encouraged on the portion outside the APZ while maximizing open space within the APZ.

3. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.
4. Above ground passenger terminals and above ground power transmission or distribution lines are not recommended. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns or regional power for unincorporated areas.
5. A shopping center is an integrated group of commercial establishments that is a planned, developed, owned or managed as a unit. Shopping center types include strip, neighborhood, community, regional and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store or several department stores, respectively. The maximum recommended FAR should be applied to the gross leasable area of the shopping center.
6. Land uses in the APZs should be passive open space; ancillary places of public assembly are not recommended.
7. Low occupancy facilities are compatible with these uses, however playgrounds and marinas are not recommended.
8. Activities that attract concentrations of birds creating a hazard to aircraft operations are not compatible.
9. Lumber and timber products removed due to establishment, expansion or maintenance of Clear Zone lands owned in fee will be disposed of per applicable DoD guidance.
10. Controlled hunting and fishing may occur for the purpose of wildlife management.
11. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.
12. "Eating and drinking establishments" are distinguished from retail trade or fast food based on the predominant purpose of the restaurant to provide food and beverage to persons seated on premises. This includes cafes, tea rooms and outdoor cafes that involve low customer turnover and greater numbers of people dining on-site. Restaurants with drive-through service that offer quick, "fast-food" service, often accomplished by a limited menu of already prepared items and that have typically high customer turnover and lower numbers of customers dining on-site fall within the retail trade or fast food category.

**APPENDIX B**  
**ST. MARY'S COUNTY COMPREHENSIVE ZONING**  
**ORDINANCE, ARTICLE 4, CHAPTER 43: AIR**  
**INSTALLATION COMPATIBLE USE ZONES (AICUZ)**  
**AND AIRPORT ENVIRONS (AE) OVERLAY**

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**CHAPTER 43 AIR INSTALLATIONS COMPATIBLE USE ZONE (AICUZ) AND AIRPORT ENVIRONS (AE) OVERLAY**

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Sections:

- 43.1 Applicability and Zoning Map Designator.
- 43.2 Noise Level Contours.
- 43.3 Land Use and Development Regulations Generally.
- 43.4 Site Development Standards.
- 43.5 Airport Easements, Restrictions, and Covenants.

**43.1. Applicability and Zoning Map Designator.**

1. **Applicability.** All existing, new, or improved public airports, airfields, or heliports shall be located within an AICUZ or AE Overlay Zone.

- a. An AICUZ Overlay applies to certain lands immediately surrounding the Patuxent River Naval Air Station and has been delineated on the Official Zoning Maps in accordance with all state and federal aviation requirements.
- b. An AE Overlay applies to certain lands surrounding the St. Mary's County Regional Airport and as been delineated on the Official Zoning Maps in accordance with the County's airport master plan.
- c. If a portion of a lot, parcel, or tract lies within one of the AICUZ or AE subdistrict(s), the restrictions upon uses and structures apply only to that portion of the lot, parcel, or tract located within the AICUZ or AE subdistrict(s).

2. Zoning Map Sub-Districts and Purpose.

a. Within the AICUZ the following sub-districts shall be designated on the Official Zoning Maps:

- (1) Clear Zone (CZ). Within the CZ, aircraft can be expected to operate at an altitude close to ground level, and therefore this area is the area of greatest aircraft accident potential and threat to human life and real property improvements.
- (2) Accident Potential Zone 1 (APZ 1). This is the glide zone, and area in which aircraft are transitioning to commit to touchdown or takeoff with high power settings in a descending or climbing attitude. It is an area of high concentration of air traffic and noise and represents the second greatest accident and risk potential.
- (3) Accident Potential Zone 2 (APZ 2). This is the rendezvous dispersion zone, the area over which aircraft are normally in a vulnerable flight attitude with variable power settings on landing and high power settings on takeoff and represents the least potential for aircraft accidents and risks within the AICUZ.

b. Within the AE overlay the following sub-districts are designated on the Official Zoning Maps but note that the vertical aspects of the sub-districts are described herein:

- (1) *Approach Surface (AS).* The inner edge of this surface coincides with the width of the primary surface and is 500 feet wide. The approach surface expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface, centered on the extended runway centerline. This surface extends upward at a slope of 34 feet horizontally for each foot vertically (34:1) beginning at the end of and at the same elevation as the primary surface.



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- (2) *Conical Surface (CS)*. This surface commences at the periphery of the horizontal surface at a slope of twenty to one (20:1) and extends outward a horizontal distance of 4,000 feet.
- (3) *Heliport Imaginary Surfaces*. Heliport imaginary surfaces consist of the HPS, the HAS and the HTS. The heliport primary surface (HPS) underlies a surface that coincides with the size and shape of the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation. The heliport approach surface (HAS) begins at each end of the Heliport Primary Surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8:1 for civil and 10:1 for military heliports. Heliport transitional surfaces (HTS) extend outward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of 2 feet horizontal to 1 foot vertical for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.
- (4) *Horizontal Surface (HS)*. This is as a horizontal plane one hundred and fifty (150) feet above the established airport elevation, this surface is defined by arcs of ten thousand (10,000) feet radii from the center of each end of the Primary Surface of the runway, connected by tangent lines. The Horizontal Surface does not include the Approach and Transitional Surfaces.
- (5) *Primary Surface (PS)*. This sub-district is a ground surface, 500 feet in width, centered lengthwise on the runway and ending 200 feet beyond the end of the runway.
- (6) *Transitional Surface (TS)*. This sub-district is established as a surface extending outward at 90-degree angles to the runway centerline extended at a slope of seven feet horizontally for each one foot vertically (7:1) from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. In addition to the Site Development Standards contained herein, there are established height limits sloping upward and outward seven feet horizontally for each foot vertically (7:1) beginning at the sides of the same elevation as the approach surfaces, and extending to where they intersect the conical surface.
- (7) *Runway Protection Zone (RPZ)*. This sub-district is a trapezoid shaped area located off the end of each runway (part of Area 1). The RPZ expands outward uniformly to a width of 700 feet at a horizontal distance of 1,000 feet from the primary surface, centered on the extended runway centerline. This is an area where aircraft are operating at a low altitude during approach or takeoff.

#### 43.2. Noise Level Contours.

Noise from concentrated numbers of low-flying aircraft is expected to produce discomfort, annoyance or a potentially unhealthy environment. Noise level contour lines based on anticipated day-night average sound level (Ldn) in decibels (db) may be shown on the Official Zoning Maps, and additional sound deadening may be required, as shown on Figure 43.2.A, in new construction or renovation to assure adequate construction requirements for sound level reduction to produce an acceptable interior environment. New development may be prohibited where indicated in Figure 43.2.A.

**FIGURE 43.2.A MINIMUM SOUND LEVEL REDUCTION REQUIREMENTS FOR STRUCTURES\***

| ACTIVITIES AND/OR LAND USES                                                                                                                                  | Ldn 75+(SLR 35dB)                                           | Ldn 70-75 (SLR 30 dB) | Ldn 65-70 (SLR 25 dB) |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------|-----------------------|
| Residential (1)                                                                                                                                              | Not Allowed                                                 | Not Allowed           | Permitted with SLR 25 |
| Residential (2), Educational and Institutional (3)                                                                                                           | Not Allowed                                                 | Permitted with SLR 30 | Permitted with SLR 25 |
| Auditoriums, Concert Halls                                                                                                                                   | Not Allowed                                                 | Not Allowed           | Permitted with SLR 35 |
| Outdoor Amphitheaters, Music Shells                                                                                                                          | Not Allowed                                                 | Not Allowed           | Not Allowed           |
| Offices: Personal, Business and Professional Services; Commercial Retail, Movie, Theaters, Restaurants(4)                                                    | Permitted with SLR 30 except movie theaters and restaurants | Permitted with SLR 25 | Permitted             |
| Transient Lodging – Hotels, Motels                                                                                                                           | Not Allowed                                                 | Permitted with SLR 30 | Permitted with SLR 25 |
| Sports Arenas, Outdoor Spectator Sports                                                                                                                      | Not Allowed                                                 | Permitted with SLR 30 | Permitted             |
| Playgrounds, Neighborhood Park                                                                                                                               | Not Allowed                                                 | Not Allowed           | Permitted             |
| Golf Courses, Driving Ranges, Water Recreation, Cemeteries (5)                                                                                               | Permitted                                                   | Permitted             | Permitted             |
| Commercial – Wholesale and Selected Retail, Industrial/Manufacturing, Transportation, Communications and Utilities (6)                                       | Permitted                                                   | Permitted             | Permitted             |
| Animal-related Services (7)                                                                                                                                  | Not Allowed                                                 | Permitted             | Permitted             |
| Agricultural (8)                                                                                                                                             | Permitted                                                   | Permitted             | Permitted             |
| * This table only relates to Sound Level Reduction for uses otherwise permitted.<br>** See accompanying notes for expanded list of activities and land uses. |                                                             |                       |                       |

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**NOTES FROM TABLE**

- (1) Urban Renewal Administration, Housing and Home Finance Agency, and Bureau of Public Roads, Standard Land Use Coding Manual: A Standard System for Identifying and Coding Land Use Activities. U.S. Department of commerce, 1965.
- (2) Triplex, Fourplex, apartment houses, multi-family dwellings, rooming houses, boarding houses, or nursing homes, sorority and fraternity houses, dormitories, boarding schools, convalescent homes.
- (3) School classrooms, libraries, churches, and hospitals.
- (4) Professional and financial offices, banks, savings and loan association, mortgage bankers, insurance offices, real estate office, architects, engineers, attorneys-at-law, decorators, medical and dental clinics and labs, funeral homes and mortuaries, retail stores, clothing stores, department stores, food and dairy markets, cafes, restaurants (enclosed and drive-in), cafeterias, barber shops, beauty shops, new and used car sales, country clubs.
- (5) Swimming pools, shooting ranges, miniature golf courses.
- (6) Automobile salvage and wrecking yards, industrial metal and waste salvage yards, manufacturing facilities, gasoline service stations, ambulance services, automobile repair garages, public storage garages, taxi dispatch offices, automobile washing stations, lumber yards, warehousing, motor freight terminals, railway passenger and freight stations, airport services.
- (7) Animal grooming services, dog kennels, veterinarians and veterinarian hospitals.
- (8) Farms, orchards, nurseries, greenhouses.

**43.3. Land Use and Development Regulations Generally.**

The restrictions upon use of land and structures listed in Figures 43.3.A and 43.3.B, apply to lands within the AICUZ and the AE overlay respectively, and are in addition to any other applicable regulations. Where the requirements conflict, the more stringent requirement shall apply.

1. **Permitted Uses.** Uses identified in the AICUZ or AE districts that are shown in Figure 43.3.A and 43.3.B are subject to the following:
  - a. *Clearly Compatible (A):* Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference and no substantial loss of life and property.
  - b. *Normally Compatible (B):* Exposure to accident potential is great enough to be of some concern, but density of people and structures, when properly planned and approved, will allow the accident potential environment to be acceptable. Site plan approval is required.
  - c. *Normally Incompatible (C):* The exposure to accident potential is significantly more severe so that more restrictive density and land use restrictions are necessary for safety of life and property.
  - d. *Clearly Incompatible (-):* The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of the land use activity or development is not permitted. Uses not specified in Figures 43.3.A and 43.3.B shall be deemed clearly incompatible.
  - e. Improvements and land uses that obstruct or interfere with the safe operation of aircraft or cause a congregation of persons shall not be permitted in the Clear Zone (CZ).
2. **AE Land Use Compatibility Guidelines.** It is always best to take actions that will prevent incompatible land use, as opposed to taking action to correct such activities after the fact. The first step in implementing compatible land use for an airport is to adopt guidelines as part of a comprehensive plan and the airport's land use plan and map. Areas recommended for control as

part of the Land Use Compatibility Guidelines in the AE District are defined in the following sections. Figure 43.3.B identifies land uses which are generally compatible or incompatible within airport safety zones and Part 77 surfaces. There are specific types of development that are usually compatible within airport safety zones. In general, these include agriculture, commercial, and industrial uses. Other types of development, such as noise sensitive activities and places of public assembly are typically considered to be incompatible within airport safety zones. The Land Use Compatibility Guidelines are divided into the following four areas, which are graphically shown in Figure 44.3.C.

a. *Area 1*, as identified on the Official Zoning Maps, consists of the land beneath the Primary Surface for each runway at the airport and the land beneath the Runway Protection Zone (RPZ) which is further described in Section 43.1.2. The dimensions of this zone vary based on the length and width of the runway and the existing or planned approach. The following are permitted uses in Area 1, subject to the height requirements established by FAR Part 77:

- (1) Runway and taxiway systems (widening, extending etc.).
- (2) Frangible navigational aids (localizer, approach lighting etc.).

b. *Area 2*, as identified on the Official Zoning Maps, consists of the land beneath the Approach Surface, as defined in Section 43.1.2 for each runway and extended 3,000 feet from the edge of the Primary Surface, as defined in Section 43.1.2, except for land within Area 1. Area 2 expands outward uniformly from the Primary Surface to a width of 1,400 feet and includes sufficient area for installation of an approach and runway indicator lighting systems. The following are permitted uses in Area 2 and are subject to the height requirement established in FAR Part 77.

- (1) Agriculture.
- (2) Passive Recreation (non-spectator).
- (3) Cemeteries.
- (4) Automobile Parking.
- (5) Transportation Uses such as Roads, Railway and Street Rights-of-Way.
- (6) Utilities (above and below ground).

c. *Area 3*, as identified on the Official Zoning Maps, consists of the land beneath the Transitional Surface and the land beneath the Approach Surface, as defined in Section 43.1.2 and located within 700 feet of the runway or runway centerline extended. The following are permitted uses in Area 3, subject to the height requirements established in FAR Part 77:

- (1) Agriculture, Forestry.
- (2) Recreation (non-spectator)
- (3) Resource extraction – Mining, General Manufacturing.
- (4) Transportation Uses such as Roads, Railway and Street Right-of-Way.
- (5) Automobile Parking.
- (6) Utilities.
- (7) Wholesale and Retail Trade such as building materials, hardware, and general merchandise.
- (8) Services, excluding hospitals, nursing homes, educational, other medical facilities, and other noise sensitive uses.

(9) Airport and aircraft related services and fixed base operations (Tee-hangars, etc.).

It is important to note that these land use recommendations for the approach and transitional surfaces are not based specifically on any established FAA criteria.

- d. *Area 4*, as identified on the Official Zoning Maps, consists of the land beneath the AE sub-districts not contained within Areas 1, 2 or 3, and is bound by the outer limit of the Conical Surface. All land uses are permitted in Area 4, subject to the height requirements established in FAR Part 77.



**FIGURE 43.3.A: LAND USE COMPATIBILITY IN AIRCRAFT ACCIDENT POTENTIAL ZONES**

| LAND USE CATEGORY                                    |  | COMPATIBILITY <sup>1</sup> |                |                |
|------------------------------------------------------|--|----------------------------|----------------|----------------|
| RESIDENTIAL                                          |  | CLEAR ZONE                 | APZ-1          | APZ-2          |
| Single-family                                        |  | D                          | D              | C <sup>2</sup> |
| 2 – 4 family                                         |  | D                          | D              | D              |
| Multi-family dwellings                               |  | D                          | D              | D              |
| Group quarters                                       |  | D                          | D              | D              |
| Residential hotels, transient lodging (motels, etc.) |  | D                          | D              | D              |
| Mobile home parks or courts                          |  | D                          | D              | D              |
| Other residential                                    |  | D                          | D              | C <sup>2</sup> |
| INDUSTRIAL/MANUFACTURING                             |  |                            |                |                |
| Food and kindred products                            |  | D                          | C              | B              |
| Textile mill products                                |  | D                          | C              | B              |
| Apparel                                              |  | D                          | D              | C              |
| Lumber and wood products                             |  | D                          | B              | A              |
| Furniture and fixtures                               |  | D                          | B              | A              |
| Paper and allied products                            |  | D                          | B              | A              |
| Printing, publishing                                 |  | D                          | B              | A              |
| Chemicals and allied products                        |  | D                          | D              | C              |
| Petroleum refining and related industries            |  | D                          | D              | D              |
| Rubber and misc. plastic products                    |  | D                          | C              | C              |
| Stone, clay, and glass products                      |  | D                          | B              | A              |
| Primary metal products                               |  | D                          | B              | A              |
| Fabricated metal products                            |  | D                          | B              | A              |
| Professional, scientific and controlling instruction |  | D                          | B              | C              |
| Miscellaneous manufacturing                          |  | D                          | D              | B              |
| TRANSPORTATION, COMMUNICATIONS AND UTILITIES         |  |                            |                |                |
| Railroad, rapid rail transit (on-grade)              |  | C <sup>5</sup>             | A <sup>4</sup> | A              |
| Highway and street right-of-way                      |  | C <sup>5</sup>             | A              | A              |
| Automobile parking (long-term)                       |  | C <sup>5</sup>             | B              | A              |
| Communication                                        |  | C <sup>5</sup>             | A <sup>4</sup> | A              |
| Utilities                                            |  | C <sup>5</sup>             | A <sup>4</sup> | A              |
| Other transportation, communication, and utilities   |  | C <sup>5</sup>             | A <sup>4</sup> | A              |
| COMMERCIAL AND RETAIL TRADE                          |  |                            |                |                |
| Wholesale trade                                      |  | D                          | B              | A              |
| Building material-retail                             |  | D                          | B              | A              |
| General merchandise-retail                           |  | D                          | C              | B              |
| Food-retail                                          |  | D                          | C              | B              |
| Automotive, marine, aviation-retail                  |  | D                          | B              | A              |
| Apparel and accessories-retail                       |  | D                          | C              | B              |
| Furniture, home furnishing-retail                    |  | D                          | C              | B              |
| Eating and drinking establishments                   |  | D                          | D              | C              |
| Other retail trade                                   |  | D                          | C              | A              |

**FIGURE 43.3.A: LAND USE COMPATIBILITY IN AIRCRAFT ACCIDENT POTENTIAL ZONES**

| <b>LAND USE CATEGORY</b>                             |  | <b>COMPATIBILITY<sup>1</sup></b> |                |                |
|------------------------------------------------------|--|----------------------------------|----------------|----------------|
| <b>PERSONAL AND BUSINESS SERVICES<sup>6</sup></b>    |  | <b>CLEAR ZONE</b>                | <b>APZ-1</b>   | <b>APZ-2</b>   |
| Finance, insurance and real estate                   |  | D                                | D              | B              |
| Personal services                                    |  | D                                | D              | B              |
| Repair services                                      |  | D                                | B              | A              |
| Business services                                    |  | D                                | D              | B              |
| Professional services                                |  | D                                | C              | B              |
| Contract construction services                       |  | D                                | B              | A              |
| Indoor recreation services                           |  | D                                | D              | B              |
| Other services                                       |  | D                                | C              | B              |
| <b>PUBLIC AND QUASI-PUBLIC SERVICES</b>              |  |                                  |                |                |
| Government services                                  |  | D                                | B              | B <sup>5</sup> |
| Educational services                                 |  | D                                | D              | D              |
| Cultural activities                                  |  | D                                | D              | C              |
| Medical and other health services                    |  | D                                | D              | D              |
| Cemeteries                                           |  | D                                | B <sup>7</sup> | A <sup>7</sup> |
| Non-profit organization, including churches          |  | D                                | D              | C              |
| Other public and quasi-public services               |  | D                                | D              | B              |
| <b>OUTDOOR RECREATION</b>                            |  |                                  |                |                |
| Playgrounds, neighborhood parks                      |  | D                                | D              | B              |
| Community and regional parks                         |  | D                                | B <sup>8</sup> | A <sup>8</sup> |
| Nature exhibits                                      |  | D                                | B              | A              |
| Spectator sports, including arenas                   |  | D                                | D              | D              |
| Golf courses, riding stables                         |  | D                                | A              | A              |
| Water-based recreational areas                       |  | D                                | B              | A              |
| Resort and group camps                               |  | D                                | D              | D              |
| Entertainment assembly                               |  | D                                | B              | D              |
| Other outdoor recreation                             |  | D                                | B <sup>8</sup> | B              |
| <b>RESOURCE PRODUCTION, EXTRACTION AND OPEN LAND</b> |  |                                  |                |                |
| Agriculture (except livestock)                       |  | B                                | A              | A              |
| Livestock farming, animal breeding                   |  | D                                | A              | A              |
| Forestry activities                                  |  | D <sup>5</sup>                   | A              | A              |
| Fishing activities and related services              |  | D                                | A              | A              |
| Mining activities                                    |  | D                                | B <sup>3</sup> | A              |
| Permanent open space                                 |  | B                                | A              | A              |
| Water areas                                          |  | B                                | A              | A              |

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**KEY TO FIGURE 43.3.A**

|                                 |                                                                                                                                                                                                    |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A: CLEARLY COMPATIBLE</b>    | Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference and no substantial loss of life and property.          |
| <b>B: NORMALLY COMPATIBLE</b>   | Exposure to accident potential is great enough to be of some concern, but density of people and structures, when property planned, will allow the accident potential environment to be acceptable. |
| <b>C: NORMALLY INCOMPATIBLE</b> | The exposure to noise or accident potential is significantly more severe so that unusual density restrictions are necessary for safety of life and property.                                       |
| <b>D: CLEARLY INCOMPATIBLE</b>  | The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of land use activities is not advisable.                                 |

**FOOTNOTES TO FIGURE 43.3.A**

1. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures.
2. Residences are not allowed in the APZ-2 Zone after October 2, 2007 unless in conformance with paragraphs "a", "b", "c" and "d" below:
  - a. Residences existing as of October 2, 2007 are not considered non-conforming and may be altered or replaced in conformance with the existing development standards and paragraph "d" below.
  - b. Vacant recorded lots within a residential subdivision may be used for residential purposes in accordance with existing development standards and paragraph "d" below.
  - c. All pending residential subdivisions filed with the County prior to April 10, 2007 may proceed through the development process.
  - d. Residential construction after October 2, 2007 will comply with existing development standards and applicable sound reduction measures found in Figure 43.2.A.
  - e. Where properties are partially within the APZ-2 Overlay, and within a base zone in which residences are permitted, residential density may be transferred from the portion within the Overlay to the portion outside of the Overlay at a density of two (2) dwellings units per acre.
3. Factors to be considered: Labor intensity, structural coverage, explosive characteristics, and air pollution.
4. No passenger terminals and no major above-ground transmission lines in clear zones.
5. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Concentrated rings with large classes not recommended.

**FIGURE 43.3.B: COMPATIBLE LAND USE RECOMMENDATIONS WITHIN THE AE SUB-DISTRICTS**

| LAND USE CATEGORY                                                                                                                 | COMPATIBILITY <sup>1</sup> |        |        |
|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------|--------|
|                                                                                                                                   | AREA 1/2*                  | AREA 3 | AREA 4 |
| <b>RESIDENTIAL</b>                                                                                                                |                            |        |        |
| Residential-other than mobile home parks, transient lodgings                                                                      | D/D                        | B      | B      |
| Mobile home parks / mobile homes                                                                                                  | D/D                        | B      | B      |
| Transient lodgings, hotels, motels                                                                                                | D/D                        | B      | B      |
| <b>PUBLIC USE AND TRANSPORTATION</b>                                                                                              |                            |        |        |
| Places of public assembly (nursing homes, schools, hospitals, churches, auditoriums)                                              | D/D                        | B      | B      |
| Government Buildings                                                                                                              | D/D                        | B      | B      |
| Transportation (parking, highways, bus and rail terminals, aviation terminals)                                                    | D/B                        | B      | A      |
| <b>COMMERCIAL AND RETAIL TRADE</b>                                                                                                |                            |        |        |
| Offices-business and professional                                                                                                 | D/D                        | B      | B      |
| Wholesale/Retail-materials, food, hardware and farm equipment                                                                     | D/D                        | B      | B      |
| Retail trade-general, animal-related services (grooming etc)                                                                      | D/D                        | B      | B      |
| Utilities                                                                                                                         | D/D                        | B      | A      |
| Communications (telephone, exchange stations, relay towers, transmission stations)                                                | D/D                        | C      | A      |
| <b>INDUSTRIAL AND MANUFACTURING</b>                                                                                               |                            |        |        |
| Manufacturing - general                                                                                                           | D/D                        | B      | B      |
| Agricultural (except livestock)                                                                                                   | D/B                        | B      | A      |
| Livestock farming and breeding                                                                                                    | D/B                        | B      | A      |
| Resource extraction (mining)                                                                                                      | D/D                        | D      | A      |
| Forestry                                                                                                                          | D/D                        | B      | A      |
| <b>RECREATIONAL</b>                                                                                                               |                            |        |        |
| Outdoor sports arenas                                                                                                             | D/D                        | D      | B      |
| Nature exhibits, zoos                                                                                                             | D/D                        | D      | B      |
| Amusement parks, resorts, camps                                                                                                   | D/D                        | D      | B      |
| <b>Source: Pennsylvania Land Use Compatibility Guidelines, Exhibit 9</b>                                                          |                            |        |        |
| <b>Land Use Recommendations do not reflect an FAA standard or guideline; areas are based on FAR Part 77 and FAA Safety Zones.</b> |                            |        |        |

\* A conditional use approval is required in order to be located within or below designated AREA 2, subject to Land Use Compatibility Guidelines contained herein.

1  
2

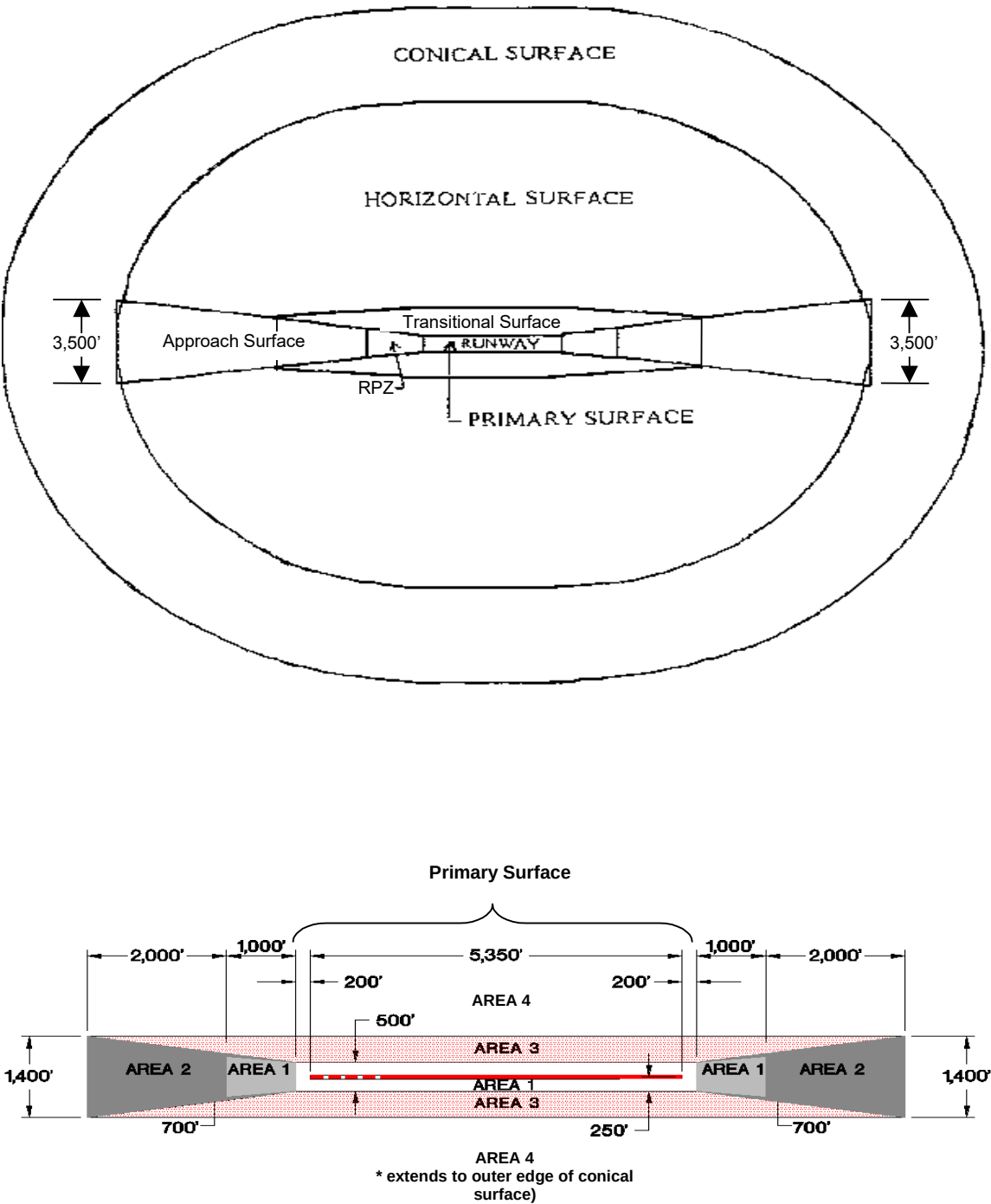
**KEY TO FIGURE 43.3.B**

|                                 |                                                                                                                                                                                                    |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A: CLEARLY COMPATIBLE</b>    | Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference and no substantial loss of life and property.          |
| <b>B: NORMALLY COMPATIBLE</b>   | Exposure to accident potential is great enough to be of some concern, but density of people and structures, when property planned, will allow the accident potential environment to be acceptable. |
| <b>C: NORMALLY INCOMPATIBLE</b> | The exposure to accident potential is significantly more severe so that unusual density restrictions are necessary for safety of life and property.                                                |
| <b>D: CLEARLY INCOMPATIBLE</b>  | The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of land use activities is not advisable.                                 |

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4  
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FIGURE 43.3.C AE SUB-DISTRICTS AND LAND USE COMPATIBILITY GUIDELINES



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**43.4. Site Development Standards.**

1. **General Requirements.** Within the AICUZ and AE, an application for subdivision or site plan approval, conditional use approval, or variance, except for agricultural uses, shall be subject to Site Plan Review pursuant to Chapter 60 of this Ordinance, and, shall not be approved except upon receipt of evidence of filing of a "Notice of Proposed Construction or Alteration" with the Federal Aviation Administration (FAA). Where required by 14 CFR Part 77, as amended, development applications are required to document site elevations in relation to the AE Overlay Subdistrict surfaces (43.1.2.b) and the AICUZ subdistricts (43.1.2.a). An area located in more than one of the AE Overlay Subdistrict surfaces is considered to be only in the surface with the more restrictive height limitation. Documentation of site elevations shall consist of a topographic map of the site showing contours for every five feet of elevation change to illustrate the elevation above mean sea level; the location and height of any proposed buildings or structures, as well as natural features that impinge upon the AE Overlay Subdistrict surfaces; and the elevation of the aviation facility affecting the applicant's property.
  - a. **Conditional Use Application.** Within the AE surface restrictions described at Section 43.3, any application for subdivision or site plan approval within or below AREA 2, shall be subject to Conditional Use application in accordance with Chapter 25 of this Ordinance.
  - b. **Review by Airport Manager.** Any application for subdivision approval, site plan approval, conditional use approval, or variance within the AE overlay shall be referred to the director of the department responsible for the Airport Master Plan for comment on the potential impact of the proposal on aviation and/or airport operations or proposed expansions prior to the issuance of any approval or building permit within the AE overlay.
2. **Construction or Alteration Requiring Notice.** Zoning approval for development required to file a "Notice of Proposed Construction or Alteration" with the Federal Aviation Administration, (FAA) as set forth below, shall be conditioned upon evidence of filing of a Notice of Proposed Construction or Alteration with the FAA. A Notice of Proposed Construction or Alteration shall be completed by the applicant and submitted to the director of the department responsible for the Airport Master Plan and to the FAA for review and approvals for:
  - a. Any construction exceeding 100 feet in height above ground level at the site;
  - b. Any construction greater in height than an AE Overlay Subdistrict surface extending outward and upward at one of the following slopes:
    - (1) 100 feet horizontal to 1 foot vertical for horizontal distance of 10,000 feet from the nearest runway (end or side) of an airport with at least one runway more than 3,200 feet in length, excluding heliports.
    - (2) 50 feet horizontal to 1 foot vertical for a horizontal distance of 10,000 feet from the nearest runway (end or side) of an airport with at least one runway no more than 3,200 feet in length, excluding heliports;
    - (3) 23 feet horizontal to 1 foot vertical for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and take off area of each heliport.

**OR**

  - c. Any transportation routes/structure (bridges, railways, highway, waterways) for which the height of the tallest vehicle anticipated to traverse the route/structure will exceed the height of an AE Overlay Subdistrict surface extending outward and upward as set forth at Section 43.4.2.b (1)-(3) above.
3. **Performance Standards.** The following performance standards shall apply to all uses within the AICUZ or the AE overlay districts:

- 
- a. No proposed development or land use shall create electrical or electronic interference with communications among aviators and/or ground control personnel.
  - b. No proposed development or land use shall make it difficult for aviators to distinguish between airport lights and other lights or cause glare in the eyes of aviators using the airport or airport facilities.
  - c. No proposed development or land use may emit smoke, fly ash, dust, steam, vapor, gases or other forms of air emissions that would impair visibility in the vicinity of the airport; otherwise interfere with the safe operation of aircraft; or endanger the landing, take-off, or maneuvering of aircraft at the airport or in the vicinity of the airport.

**43.5. Airport Easements, Restrictions, and Covenants.**

The following notes shall be included on all record plats of lands wholly or partly within the AE Overlay District and subdivided after the adoption of this provision:

1. Within the area of the tract hereby created, no structure, erection, object, growth of trees, or vegetation within the boundaries of the tract herein describes, nor any other objects placed within said tract, shall penetrate the AE Overlay Subdistrict surfaces of an airport or heliport. Owner, his/her/their/its heirs, successors and assigns shall be responsible for maintaining and pruning trees and vegetation so this height restriction is not exceeded.
2. The land-owner expressly reserves for the use and benefit of itself and the public a right of flight for the passage of aircraft in the airspace above the lands identified herein, together with the right to cause above such tract all such noise, fumes, dust, vibration and fuel particles as may be inherent in the operation of aircraft using said airspace using said airspace for landing and taking off from the St. Mary's County Regional Airport and other regulated public landing strips.

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### ORDINANCE

TO AMEND CHAPTER 285 OF THE CODE OF ST. MARY'S COUNTY, MARYLAND, BY AMENDING CHAPTER 30, TABLE 30.3.A. BASE AND ZONING DISTRICTS; AMENDING CHAPTER 31, PURPOSES OF ZONING DISTRICTS; REPEALING AND REPLACING SCHEDULE 32.1, DEVELOPMENT STANDARDS; REPEALING AND REPLACING SCHEDULE 32.2, MODIFICATIONS TO DEVELOPMENT STANDARDS; AMENDING SCHEDULE 50.4 USE CLASSIFICATIONS, USE TYPES, AND LOCATION WITHIN ZONING DISTRICTS; AMENDING SECTION 51.3, SPECIFIC REGULATIONS AND STANDARDS, USE TYPE NUMBERS 30, EDUCATION FACILITY, SCHOOL; 38, RELIGIOUS ASSEMBLY; 49, CORPORATE CAMPUS; 57, MAINTENANCE AND REPAIR SERVICE, MAJOR; 58, MAINTENANCE AND REPAIR SERVICE, MINOR; 63, OFFICE; 64 PERSONAL IMPROVEMENT SERVICE; 65, PERSONAL OR BUSINESS SERVICE; 75, RETAIL SALES OR SERVICE, VEHICLES; 81, WHOLESALING AND DISTRIBUTION CENTER; 100, BOATYARD; AND 106, MARINE TERMINAL; AMENDING SCHEDULE 75.8.1 AFFORESTATION REQUIREMENTS AND SCHEDULE 75.8.2 FOREST CONSERVATION THRESHOLDS; AND AMENDING SECTIONS 43.3, FIGURE 43.3B COMPATIBLE LAND USE RECOMMENDATIONS WITHIN THE AIRPORT ENVIRONS (AE) SUBDISTRICTS; 43.4, SITE DEVELOPMENT STANDARDS; AND 51.3.90, SPECIFIC REGULATIONS AND STANDARDS, USE TYPE NUMBER 90, COMMUNICATION TOWER, PUBLIC SAFETY OR OTHER NON-COMMERCIAL OF THE ST. MARY'S COUNTY COMPREHENSIVE ZONING ORDINANCE REGARDING THE AIRPORT ENVIRONS (AE) OVERLAY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to §4-101 through §4-104 of the *Land Use Article* of the *Annotated Code of Maryland*, the Commissioners of St. Mary's County are authorized to establish zoning districts and prescribe and amend regulations applicable in such districts; and

WHEREAS, the St. Mary's County Planning Commission conducted a public hearing on June 24, 2019, and adopted Resolution 2019 – 04 recommending this Ordinance be adopted by the Commissioners of St. Mary's County to amend the Comprehensive Zoning Ordinance of St. Mary's County; and

WHEREAS, a notice of a public hearing was advertised on August 9, 2019, and August 16, 2019, in *The Enterprise*, a newspaper of general circulation in St. Mary's County, and a public hearing was held on August 27, 2019, to receive public comment and consider these amendments to the Comprehensive Zoning Ordinance of St. Mary's County; and

WHEREAS, the Commissioners of St. Mary's County find that it is in the best interest of the health, safety and welfare of the citizens of St. Mary's County to amend chapter 285 of the code of St. Mary's County, Maryland, by amending chapter 30, table 30.3.a. base and zoning districts; amending



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chapter 31, purposes of zoning districts; repealing and replacing schedule 32.1, development standards; repealing and replacing schedule 32.2, modifications to development standards; amending schedule 50.4 use classifications, use types, and location within zoning districts; amending section 51.3, specific regulations and standards, use type numbers 30, education facility, school; 38, religious assembly; 49, corporate campus; 57, maintenance and repair service, major; 58, maintenance and repair service, minor; 63, office; 64, personal improvement service; 65, personal or business service; 75, retail sales or service, vehicles; 81, wholesaling and distribution center; 100, boatyard; and 106, marine terminal; amending schedule 75.8.1 afforestation requirements and schedule 75.8.2 forest conservation thresholds; and amending sections 43.3, figure 43.3b compatible land use recommendations within the airport environs (AE) subdistricts; 43.4, site development standards; and 51.3.90, specific regulations and standards, use type number 90, communication tower, public safety or other non-commercial of the St. Mary's County Comprehensive Zoning Ordinance regarding the airport environs (AE) overlay,

**NOW, THEREFORE, BE IT ORDAINED** by the Commissioners of St. Mary's County, pursuant to §4-101 through §4-104 of the *Land Use Article* of the *Annotated Code of Maryland*, that:

**SECTION I.** Chapter 30, Table 30.3A: Base and Zoning Districts is hereby amended to read as follows:

Table 30.3A: Base and Zoning Districts

| Base Districts                     | Zoning Districts                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rural and Residential Districts    | Section: 31.1 Rural Preservation District (RPD)<br>Section: 31.2 Rural Service Center (RSC)<br>Section: 31.3 Rural Commercial Limited (RCL)<br>Section: 31.4 Residential, Low Density (RL)<br>Section: 31.5 Residential, Low Density – Transitional (RL-T)<br>Section: 31.6 Residential, Medium Density (RM)<br>Section: 31.7 Residential, High Density (RH)<br>Section: 31.8 Residential, Neighborhood Conservation (RNC) |
| Commercial and Mixed Use Districts | Section: 31.9 Residential Mixed Use (RMX)<br>Section: 31.10 Village Center Mixed use (VMX)<br>Section: 31.11 Town Center Mixed use (TMX)<br>Section: 31.12 Corridor Mixed Use (CMX)<br>Section: 31.13 Low-Intensity Mixed-Use (MXL)<br>Section: 31.14 Medium Intensity Mixed-Use (MXM)<br>Section: 31.15 High Intensity Mixed-Use (MXH)                                                                                    |
| Industrial and Office Districts    | Section: 31.16 Limited Commercial Industrial (LCI)<br>Section: 31.17 Industrial (I)                                                                                                                                                                                                                                                                                                                                        |



**Subject:** Land Use - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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|                             |                                               |
|-----------------------------|-----------------------------------------------|
|                             | Section: 31.18 Office and Business Park (OBP) |
| Commercial Marine Districts | Section: 31.19 Commercial Marine (CM)         |

**SECTION II:** Chapter 31, Purposes of Zoning Districts is hereby amended as follows:

#### CHAPTER 31 ZONING DISTRICTS

Sections:

- 31.1 Rural Preservation District (RPD).
- 31.2 Rural Service Center District (RSC).
- 31.3 Rural Commercial Limited District (RCL).
- 31.4 Residential, Low-Density District (RL).
- 31.5 Residential, Low-Density – Transitional District (RL-T).
- 31.6 Residential, Medium Density District (RM).
- 31.7 Residential, High-Density District (RH).
- 31.8 Residential Neighborhood Conservation District (RNC).
- 31.9 Residential Mixed Use District (RMX).
- 31.10 Village Center Mixed Use District (VMX).
- 31.11 Town Center Mixed Use District (TMX).
- 31.12 Corridor Mixed Use District (CMX).
- 31.13 Low Intensity Mixed-Use District (MXL).
- 31.14 Medium Intensity Mixed-Use District (MXM).
- 31.15 High Intensity Mixed-Use District (MXH).
- 31.16 Limited Commercial Industrial District (LCI).
- 31.17 Industrial District (I).

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**Subject:** Land Use - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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31.18 Office and Business Park District (OBP).

31.19 Commercial Marine District (CM).

31.1 Purpose of the Rural Preservation District (RPD).

The regulations of Rural Preservation Districts are intended to foster agricultural, forestry, mineral resource extraction, and aquacultural uses and protect the land base necessary to support these activities. Low-density residential development in this type of district is permitted subject to performance standards that maintain the rural character of the district in recognition of the fact that a full range of public facilities is not provided or planned. The farmer has the right to farm without being restricted by neighboring residential areas. Restricted hours of operation for farm equipment, restricted odor-producing fertilizers, or mandatory noise reductions may not be imposed on farmers in an RPD zoning district. The general intent of the district is to encourage farming without undue burden on the landowner. In accordance with these intentions, the following provisions for the protection of agricultural uses will apply:

- (1) Any farm use of land is permitted.
- (2) Operation, at any time, of machinery used in farm production or the primary processing of agricultural products is permitted.
- (3) Normal agricultural activities and operations in accordance with good husbandry practices, which do not cause bodily injury or directly endanger human health, are permitted and preferred activities, including activities that may produce normal agriculture related noise and odors.
- (4) The sale of farm products produced on the farm where the sales are made is permitted.

31.2 Purpose of the Rural Service Center (RSC).

The regulations for the Rural Service Center district provide for crossroads commercial, retail, and business development at designated locations within the County that have traditionally provided very localized services to support agricultural activity and serve rural residents. The RSC designation provides sites for infill development at commercial nodes in the rural areas, consistent with the Comprehensive Plan. Mapped locations are at crossroads in Avenue, Budds Creek, Dameron, Helen, Oraville, Park Hall, and St. James.

31.3 Purpose of the Rural Commercial Limited District (RCL).



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The regulations for the Rural Commercial Limited District accommodate existing, small-scale commercial uses serving localized markets in the County that are scattered along the highways and, in some cases, clustered at intersections. Where such existing uses are compatible in scale with the character of the rural area, and are devoted to a local market, their continued operation and opportunity for reasonable expansion is consistent with the policies of the Comprehensive Plan. RCL districts provide for the continuation and limited expansion of such uses.

#### 31.4. Purpose of the Residential, Low-Density District (RL).

The range of density of residential development in the Residential, Low-Density zoning district is between 1 and 5 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 1 dwelling unit per acre. The uses allowed in the RL zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.5 Purpose of the Residential, Low-Density – Transitional District (RL – T).

The range of density of residential development in the Residential, Low-Density – Transitional zoning district is between 1 and 3 dwellings per acre, except in the Critical Area where the maximum density is 2 dwelling units per acre. The residential density outside the Critical Area can be increased by 1 dwelling unit per acre by providing affordable housing. The uses allowed in the RL – T zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.6. Purpose of the Residential, Medium Density District (RM).

The range of density of residential development in the Residential, Medium Density zoning district zone is between 1 and 10 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density of more than 5 dwelling units per acre. The uses allowed in the RM zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.7. Purpose of the Residential, High-Density District (RH).

The range of density of residential development in the Residential, High-Density zoning district is between 10 and 20 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 10 dwelling units per acre. The uses allowed in the RH zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.8. Purpose of the Residential Neighborhood Conservation District (RNC).



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The uses allowed in the development regulations applicable to the Residential Neighborhood Conservation zoning district are intended to preserve the character of established neighborhoods while providing opportunities for infill development that is consistent with this prevailing character. When all other standards have been met, RNC lots of record in growth areas designated in the Comprehensive Plan may be resubdivided to the base density of the RNC of 1 dwelling unit per acre. Transferable development rights are required to achieve a residential density of two dwelling units per acre in a growth area. The uses allowed in the RNC zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.9 Purpose of the Residential Mixed Use District (RMX).

The regulations for the Residential Mixed Use District provide opportunities for residential, office, personal, and business development and services subject to standards that will ensure land use compatibility with adjacent residential areas. The range of density of residential development in the Residential Mixed Use zoning district zone is between 1 and 10 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density of more than 5 dwelling units per acre. The uses allowed in the RMX zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.10 Purpose of the Village Center Mixed Use District (VMX).

The regulations for the Village Center Mixed Use District provide opportunities for residential development and compatible commercial development at locations and at a scale designated by the Comprehensive Plan as village centers. This district is not intended to create an urban character. The range of density of residential development in the VMX zoning district is between 1 and 5 dwelling per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 1 dwelling unit per acre. The uses allowed in the VMX zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.11 Purpose of the Town Center Mixed Use District (TMX).

The regulations for the Town Center Mixed Use District provide opportunities for residential and commercial development within town centers, consistent with the Comprehensive Plan. Standards are intended to create an urban character and make the core area safe, pedestrian friendly, and visually attractive. The range of density of residential development in the TMX zoning district is between 1 and 5 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 1 dwelling unit per acre. The uses allowed in the TMX zoning district are identified in Schedule 50.4 Use Classifications.



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#### 31.12. Purpose of the Corridor Mixed Use District (CMX).

The Corridor Mixed Use District provides sites for a broad range of uses within transportation corridors in growth areas, consistent with the Comprehensive Plan. Standards are intended to accommodate auto oriented uses but also create a viable, visually attractive environment. The range of density of residential development in the CMX zoning district zone is between 1 and 15 dwellings per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 1 dwelling unit per acre. The uses allowed in the CMX zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.13. Purpose of the Low Intensity Mixed-Use District (MXL).

The uses allowed in and development regulations for development in the Low Intensity Mixed-Use zoning district are intended to allow residential, office uses, integrated work spaces, personal and business services, minor product development and evaluation companies, audio visual, information technology, and electronic surveillance security and monitoring companies that are compatible with adjoining residential uses. Mixed-use non-residential developments and mixed-use developments of residential and non-residential uses are possible. The range of residential density is between 1 and 20 dwelling units per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 5 dwelling units per acre. The uses allowed in the MXL zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.14. Purpose of the Medium Intensity Mixed-Use District (MXM).

The uses allowed in and development regulations for development in the Medium Intensity Mixed-Use zoning district are intended to create large-scale and clustered commercial and residential uses adjacent to existing or planned principal transportation corridors. Mixed-use non-residential developments and mixed-use developments of residential and non-residential uses are possible. The range of residential density is between 1 and 25 dwelling units per acre. Transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 5 dwelling units per acre. The uses allowed in the MXM zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.15. Purpose of the High Intensity Mixed-Use District (MXH).

The uses allowed and development regulations applicable to the High-Intensity Mixed-Use zoning district are intended to create areas of urban character. The design of buildings, landscaping, and public spaces will form a visually attractive and functional urban environment for people to live, work, eat,



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shop, enjoy recreation, and congregate. Mixed-use non-residential developments and mixed-use developments of residential and non-residential uses are possible. The range of residential density is between 7 and 30 dwelling units per acre. The use of transferable development rights (TDRs) or providing units of affordable housing is required to achieve residential density greater than 7 dwelling units per acre. The uses allowed in the MXH zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.16. Purpose of the Limited Commercial Industrial District (LCI).

The Limited Commercial Industrial zoning district is intended for low-occupancy commercial and industrial uses appropriate for location within the AICUZ. The LCI zoning district provides property owners a range of economically viable uses that are appropriate for locations within or adjacent to the AICUZ. The uses allowed in the LCI zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.17. Purpose of the Industrial District (I).

The Industrial zoning district allows industrial use, office uses, and integrated work spaces, minor product development and evaluation companies, audio visual, information technology, and electronic surveillance security and monitoring companies. The uses allowed in the I zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.18 Purpose of the Office Business Park Zoning District (OBP).

The Office Business Park zoning district provides sites for offices, integrated work spaces, research and development facilities, minor product development and evaluation companies, audio visual, information technology, and electronic surveillance security and monitoring companies, limited industrial facilities, and supporting commercial uses. No residential uses are permitted in this zoning district. The uses allowed in the OBP zoning district are identified in Schedule 50.4 Use Classifications.

#### 31.19. Purpose of the Commercial Marine District (CM).

The Commercial Marine zoning district allows marine sales and services, including marinas, dry storage for vessels and boats, boat-yards and vessel-yards, vessel and boat and equipment sales and rentals, marine-related retail sales, yacht clubs, visitor accommodations, food and beverage sales and eating and drinking establishments. The uses allowed in the CM zoning district are identified in Schedule 50.4 Use Classifications.

Requested by: Department of Land Use and Growth Management

Ordinance No. 2019 - 32

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**SECTION III:** Schedule 32.1, Development Standards is hereby repealed and replaced with Attachment 1:

## SECTION III

## Schedule 32.1 Development Standards

|                                                                                  | RPD                          | RSC            | RCL            | RNC                     | RL-T                    | RL            | RM                 | RH                  | RMX           | VMX           | TMX           | CMX            | MXL                | MXM                | MXH                | LCI  | I    | OBP  | CM             |
|----------------------------------------------------------------------------------|------------------------------|----------------|----------------|-------------------------|-------------------------|---------------|--------------------|---------------------|---------------|---------------|---------------|----------------|--------------------|--------------------|--------------------|------|------|------|----------------|
| <b>Residential Density</b>                                                       |                              |                |                |                         |                         |               |                    |                     |               |               |               |                |                    |                    |                    |      |      |      |                |
| Base Density Units per Acre                                                      | 1 du / 5 acres<br>Note 1 & 2 | None<br>Note 4 | None<br>Note 4 | 1 du / 1 acre           | 1 du / 1 acre<br>Note 5 | 1 du / 1 acre | 1 to 5 du / 1 acre | 1 to 10 du / 1 acre | 1 du / 1 acre | 1 du / 1 acre | 1 du / 1 acre | 1 du / 1 acre  | 1 to 5 du / 1 acre | 1 to 5 du / 1 acre | 1 to 7 du / 1 acre | None | None | None | None<br>Note 4 |
| Maximum Density Units per Acre<br>See Table 32.2 for methods to increase density | 1 du / 3 acres<br>Note 3     | None           | None           | 2 du / 1 acre<br>Note 6 | 3 du / 1 acre<br>Note 5 | 5 du / 1 acre | 10 du / 1 acre     | 20 du / 1 acre      | 5 du / 1 acre | 5 du / 1 acre | 5 du / 1 acre | 15 du / 1 acre | 20 du / 1 acre     | 25 du / 1 acre     | 30 du / 1 acre     | None | None | None | None           |
| Increase over base density for providing affordable housing units                | None                         | None           | None           | None                    | 1                       | 1             | 1                  | 1                   | 1             | 1             | 1             | 1              | 1                  | 1                  | 1                  | None | None | None | None           |
| <b>Development Intensity: Floor Area Ratio per Acre</b>                          |                              |                |                |                         |                         |               |                    |                     |               |               |               |                |                    |                    |                    |      |      |      |                |
| Base Floor Area Ratio                                                            | 0.05                         | 0.10           | 0.25           | 0.10                    | 0.10                    | 0.10          | 0.10               | 0.30                | 0.20          | 0.20          | 0.30          | 0.40           | 0.50               | 0.60               | 0.70               | 0.30 | 0.40 | 0.40 | 0.20           |
| Maximum Floor Area Ratio See Table 32.2 for methods to increase FAR              | 0.15                         | 0.30           | 0.30           | 0.15                    | 0.20                    | 0.20          | 0.25               | 0.30                | 0.35          | 0.45          | 0.60          | 0.50           | 0.65               | 0.75               | 0.85               | 0.45 | 0.60 | 0.50 | 0.30           |
| <b>Minimum Lot Dimensions</b>                                                    |                              |                |                |                         |                         |               |                    |                     |               |               |               |                |                    |                    |                    |      |      |      |                |
| Minimum Lot Area                                                                 | None                         | None           | None           | None                    | None                    | None          | None               | None                | None          | None          | None          | None           | None               | None               | None               | None | None | None | 1 acre         |
| Width in feet                                                                    | 150                          | None           | None           | 75                      | 75                      | 75            | None               | None                | None          | 80            | 80            | None           | None               | None               | None               | None | 100  | 100  | None           |
| Depth in feet                                                                    | 160                          | None           | None           | 100                     | 100                     | 100           | 60                 | 60                  | None          | 100           | 100           | None           | None               | None               | None               | None | 200  | 200  | None           |
| Frontage in feet                                                                 | 75                           | None           | None           | 50                      | 50                      | 50            | None               | None                | None          | 50            | 50            | None           | None               | None               | None               | None | None | None | None           |

Minimum lot dimensions may vary from these standards within cluster development: See Section 32.3.3



Attachment 1

SECTION III

| Principal Structure Setbacks<br>Notes 7, 8                                                                                                                               | 25                                 | 25            | 25            | 25            | 25            | 25            | 25            | 25   | 25            | 25            | 25            | 20                | 5                  | 20                | 25                | 25   | 25                | 25   | 25   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|------|---------------|---------------|---------------|-------------------|--------------------|-------------------|-------------------|------|-------------------|------|------|
| Minor Collector or Lesser                                                                                                                                                | 25                                 | 25            | 25            | 25            | 25            | 25            | 25            | 25   | 25            | 25            | 25            | 20                | 5                  | 20                | 25                | 25   | 25                | 25   | 25   |
| Major Collector                                                                                                                                                          | 35                                 | 35            | 35            | 35            | 35            | 35            | 35            | 35   | 35            | 35            | 35            | 30                | 10                 | 30                | 35                | 35   | 35                | 35   | 35   |
| Arterial                                                                                                                                                                 | 50                                 | 50            | 50            | 50            | 50            | 50            | 50            | 50   | 50            | 50            | 50            | 50                | 50 / 10<br>Note 10 | 50                | 50                | 50   | 50                | 50   | 50   |
| Side<br>Note 11                                                                                                                                                          | 15                                 | 15            | 15            | 10            | 10            | 10            | 15            | 15   | 15            | 15            | 10            | 10                | 10                 | 10                | 20                | 10   | 25                | 20   | 25   |
| Rear<br>Note 11                                                                                                                                                          | 20                                 | 20            | 20            | 20            | 20            | 20            | 25            | 25   | 25            | 25            | 20            | 20                | 20                 | 20                | 30                | 20   | 25                | 25   | 25   |
| Minimum separation between detached principal structures on a site                                                                                                       |                                    |               |               |               |               |               |               |      |               |               |               |                   |                    |                   |                   |      |                   |      |      |
| Zero side setbacks are allowed when (1) fire rated walls are provided and (2) site access design provides an unobstructed route for emergency vehicles to the rear yard. |                                    |               |               |               |               |               |               |      |               |               |               |                   |                    |                   |                   |      |                   |      |      |
| Other Requirements                                                                                                                                                       | 5,000                              | 10,000        | 15,000        | 5,000         | 20,000        | 20,000        | 20,000        | None | 20,000        | 15,000        | 30,000        | 50,000            | 40,000             | 50,000            | 50,000            | None | 50,000            | None | None |
| Maximum footprint of a Commercial Structure on a site by right in square feet                                                                                            | 5,000                              | 10,000        | 15,000        | 5,000         | 20,000        | 20,000        | 20,000        | None | 20,000        | 15,000        | 30,000        | 50,000            | 40,000             | 50,000            | 50,000            | None | 50,000            | None | None |
| Maximum footprint of a Commercial structure on a site with purchase of TDRs                                                                                              | 7,000<br>Note 13 for Auction House | 12,000        | 25,000        | 7,000         | 24,000        | 24,000        | 24,000        | None | 26,000        | 25,000        | 50,000        | 60,000<br>Note 14 | 60,000<br>Note 14  | 60,000<br>Note 14 | 60,000<br>Note 14 | None | 60,000<br>Note 14 | None | None |
| Added square feet per TDR                                                                                                                                                | 2000                               | 2000          | 2000          | 2000          | 2000          | 2000          | 2000          | 2000 | 2000          | 2000          | 2000          | 2000              | 2000               | 2000              | 2000              | 2000 | 2000              | 2000 | None |
| Maximum Height<br>Notes 15, 16, 17, 18                                                                                                                                   | 40<br>Note 19                      | 40<br>Note 19 | 40<br>Note 19 | 40<br>Note 19 | 40<br>Note 19 | 40<br>Note 19 | 40<br>Note 19 | 75   | 40<br>Note 19 | 40<br>Note 19 | 40<br>Note 19 | 100               | 100                | 100               | 100               | 100  | 100               | 100  | 60   |

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# Attachment 1

## SECTION III

|                                                                                                                  |      |      |      |      |      |     |     |      |     |     |      |      |      |      |      |      |      |
|------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|-----|-----|------|-----|-----|------|------|------|------|------|------|------|
| Minimum Landscaping percent of site area                                                                         | None | 15%  | 15%  | 20%  | None | 15% | 15% | 20%  | 20% | 20% | 10%  | 20%  | 20%  | 20%  | 20%  | 20%  | 20%  |
| Minimum Open Space<br>Note 20                                                                                    |      |      |      |      |      |     |     |      |     |     |      |      |      |      |      |      |      |
| Useable Open Space for Public, Semi-public, or Commercial Use classifications as percent of development envelope | 5%   | None | None | None | 5%   | 5%  | 5%  | 5%   | 2%  | 2%  | 5%   | 10%  | 5%   | 2%   | 5%   | None | None |
| Useable Open Space in square feet per residential unit in developments with 25 or more                           | 2000 | None | None | None | 2000 | 200 | 200 | 2000 | 200 | 200 | 200  | 200  | 200  | 200  | 200  | None | None |
| Undeveloped Open Space                                                                                           | 50%  | None | None | 50%  | 50%  | 50% | 50% | 50%  | 20% | 15% | None | None | None | None | None | None | None |

### Notes

1. TDR(s) required after initial residential lot or dwelling per Section 26.4.5.
2. Five acres are necessary for the first lot or dwelling. Ten acres are required for any lot or dwelling after the first lot or dwelling, Section 26.4.5.
3. For RPD properties located in a Rural Legacy Area: Land zoned RPD which is designated as a Rural Legacy Area by the Maryland Rural Legacy Board shall not be developed to a density greater than one (1) dwelling unit per five (5) acres of gross area Section 26.2.2 b.
4. One single-family dwelling is permitted per site.
5. Density in the RL-T in the Critical Area shall not exceed 1 dwelling per 2 acres.
6. The increase in density of one dwelling unit per acre with the purchase of TDRs is only available in growth areas: development districts, village centers, and town centers.
7. Lots fronting on roads identified as existing or future Arterial Roads in the 2020 Transportation Plan in the Comprehensive Plan shall meet the 50 foot setback.
8. Permitted obstructions in required yards are described in Section 61.7, Yards Requirement



### SECTION III

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9. In the RNC District, setback averaging, as defined in Chapter 91 Rules for Measurement, may be used to determine front yard requirements.
10. On Great Mills Road (Route 246), from Route 235 to Saratoga Street the minimum front yard setback is 10 feet and the maximum shall be 25 feet.
11. Modification of Side or Rear Setback requirements defined in Section 61.7.4. Minimum Accessory structure setback shall be 5 feet from a side or rear lot line.
12. In CMX, 50 feet shall be added to a rear and/or side yard setback where the abutting property is an RL or RNC zone, and the required buffer yard shall be twice the depth and planted with a "C" buffer.
13. Auction houses may be increased to 20,000 square feet with TDRs in the RPD.
14. A building in the Lexington Park Development District and Leonardtown Development District may increase its footprint above 60,000 square feet with additional TDRs. An additional 1,000 square feet of building footprint area may be added for each additional TDR.
15. The height of all structures will be reviewed for compliance with Chapter 43 AICUZ and AE height limitations.
16. Structures with a building height over 45 feet must have a sprinkler system.
17. The height of communication towers is regulated by the provisions of Chapter 51 and is exempt from the height limitations of Section 32.1.
18. Existing buildings constructed as of May 8, 2007, are not considered to be a non-conforming building height.
19. Principal structures may be erected to a maximum height of 50 feet when the side and rear yards are increased 1 foot for each foot of height in excess of the height restrictions for the zone.
20. Minimum undeveloped open space may be reduced in these zones per Section 32.3.4: Alternative Open Space Standards in the RL, RM, RH, and RMX Zones.

000027 JUL 07

**Subject: Land Use** - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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**SECTION IV:** Schedule 32.2, Modifications to Development Standards is hereby repealed and replaced with Attachment 2:

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Attachment 2

SECTION IV

Schedule 32.2 Modifications to Development Standards

|                                                                                                                     | RPD                                                            | RSC           | RCL   | RNC         | RL-T        | RL    | RM    | RH    | RMX   | VMX   | TMX   | CMX             | MXL             | MXM             | MXH             | LCI   | I    | OBP             | CM    |
|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------|-------|-------------|-------------|-------|-------|-------|-------|-------|-------|-----------------|-----------------|-----------------|-----------------|-------|------|-----------------|-------|
| <b>Methods for Achieving Residential Density Increase</b>                                                           |                                                                |               |       |             |             |       |       |       |       |       |       |                 |                 |                 |                 |       |      |                 |       |
| Base Density Increase                                                                                               | Affordable Housing / units per acre                            | None          | None  | None        | 1.00        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00            | 1.00            | 1.00            | 1.00            | None  | None | None            | None  |
|                                                                                                                     | Increase in units per acre with purchase of TDRs               | Notes 1, 2, 3 | None  | 1<br>Note 4 | 2<br>Note 5 | 4     | 5     | 10    | 4     | 4     | 4     | 14              | 19              | 20              | 23              | None  | None | None            | None  |
| <b>Methods for Achieving Floor Area Ratio Increase</b>                                                              |                                                                |               |       |             |             |       |       |       |       |       |       |                 |                 |                 |                 |       |      |                 |       |
| Added square feet with TDRs or percent increase LEED Certification: total square footage may not exceed maximum FAR | Added square feet per TDR                                      | 2,000         | 2,000 | 2,000       | NA          | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000<br>Note 6 | 2,000<br>Note 6 | 2,000<br>Note 6 | 2,000<br>Note 6 | 2,000 | None | 2,000<br>Note 6 | 2,000 |
|                                                                                                                     | FAR increase for LEED Certified Site or Building Design        | None          | None  | None        | None        | None  | 0.05  | 0.05  | 0.02  | 0.05  | 0.05  | 0.05            | 0.05            | 0.05            | 0.05            | 0.05  | 0.05 | 0.05            | None  |
|                                                                                                                     | FAR increase for LEED Silver Certified Site or Building Design | 0.03          | 0.05  | None        | 0.05        | 0.03  | 0.10  | 0.10  | 0.05  | 0.10  | 0.10  | 0.10            | 0.10            | 0.10            | 0.10            | 0.10  | 0.10 | 0.10            | None  |
|                                                                                                                     | FAR increase for LEED Gold Certified Site or Building Design   | 0.05          | 0.10  | None        | 0.10        | 0.10  | 0.15  | 0.15  | 0.20  | 0.15  | 0.15  | 0.15            | 0.15            | 0.15            | 0.15            | 0.15  | 0.15 | 0.15            | None  |

Notes

1. TDR(s) required after initial residential lot or dwelling per Section 26.4.5.

2. Five acres are necessary for the first lot or dwelling. Ten acres are required for any lot or dwelling after the first lot or dwelling. Section 26.4.5.

3. For RPD properties located in a Rural Legacy Area: Land zoned RPD which is designated as a Rural Legacy Area by the Maryland Rural Legacy Board shall not be developed to a density greater than one (1) dwelling unit per five (5) acres of gross area Section 26.2.2.b.

4. The increase in density of one dwelling unit per acre with the purchase of TDRs is only available in growth areas: development districts, village centers, and town centers.

5. Density in the RL – T in the Critical Area shall not exceed 1 dwelling acre per 2 acres.

6. A building in the Lexington Park Development District and Leonardtown Development District may increase its footprint above 60,000 square feet with additional TDRs. An additional 1,000 square feet of building foot print area may be added for each additional TDR.

**Subject:** Land Use - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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**SECTION V:** Schedule 50.4 Use Classifications, Use Types, and Location within Zoning Districts is hereby repealed and replaced with Attachment 3:

SECTION V

Schedule 50.4 Use Classifications

|                         |                                                                                                                                                                                                                                                                            |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P                       | Use is permitted in accordance with Chapter 51 General Standards.                                                                                                                                                                                                          |
| L                       | Use is permitted in accordance with Chapter 51 General and Limited Standards.                                                                                                                                                                                              |
| C                       | Use is permitted in accordance with Chapter 51 General and Conditional Standards.                                                                                                                                                                                          |
| A                       | Use is permitted as accessory to an allowable use: (1.2.4.b: Accessory type uses on vacant lots may be permitted as principal structures subject to the provisions of this ordinance and the zoning district in which the property is located.)                            |
| PD                      | Use is permitted only within a Planned Unit Development subject to the review, conditions, and approval of the Commissioners of St. Mary's County.                                                                                                                         |
| -                       | Use is prohibited within the zone.                                                                                                                                                                                                                                         |
| RCA                     | Use may be allowed in the Resource Conservation Area Overlay in accordance with the provisions of this Ordinance only if use is allowed in the base zoning district.                                                                                                       |
| LDA                     | Use may be allowed in the Limited Development Area Overlay in accordance with the provisions of this Ordinance only if use is allowed in the base zoning district.                                                                                                         |
| IDA                     | Use may be allowed in the Intensely Developed Area Overlay in accordance with the provisions of this Ordinance only if use is allowed in the base zoning district.                                                                                                         |
| X                       | In the Critical Area, new non-maritime industries may be permitted only in the IDA and then only if the facility or activity demonstrates that there will be a net improvement in water quality to the adjacent body of water.                                             |
| AICUZ<br>APZ-1<br>APZ-2 | Non-residential uses allowed in the Air Installation Compatible Use Zone overlay are indicated with the maximum floor area ratio that is allowed for that use. Permitted residential uses are indicated by the Accident Potential Zone designation where they are allowed. |

| Use Type                          | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR |
|-----------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|-----------------------|
| <b>Agriculture Uses</b>           |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                       |
| 1<br>Agricultural Industry, Major | High          | C   | C   | -   | -    | -  | -  | -  | -   | -   | C   | C   | -   | -   | -   | -   | -   | P | -   | -  | LDA IDA               | APZ-2 (0.56)          |
| 2<br>Agriculture Industry, Minor  | High          | P   | P   | -   | -    | -  | -  | -  | -   | -   | P   | P   | -   | -   | -   | -   | -   | P | -   | -  | RCA LDA IDA           | APZ-2 (0.56)          |



Attachment 3

SECTION V

|     | Use Type                         | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|-----|----------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| 3   | Animal Husbandry                 | Low           | P   | P   | -   | P    | P  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.56)                    |
| 4   | Aquaculture                      | Low           | P   | -   | -   | L    | L  | -  | -  | L   | L   | L   | L   | -   | -   | -   | -   | -   | P | -   | P  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.56)                    |
| 5   | Crop Production and Horticulture | Low           | P   | P   | P   | P    | P  | -  | -  | -   | P   | P   | P   | P   | -   | -   | -   | -   | P | P   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 6   | Farmer's Market                  | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.24)                    |
| 7   | Auction House                    | Low           | C   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 8   | Roadside Stand                   | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.24)                    |
| 9   | Silviculture                     | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.01)<br>APZ-2<br>(0.02) |
| 10  | Equestrian Facility, Major       | Low           | C   | -   | -   | C    | C  | -  | -  | -   | -   | C   | C   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 11  | Equestrian Facility, Minor       | Low           | P   | -   | -   | L    | L  | -  | -  | L   | -   | P   | P   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 12A | Distillery                       | High          | P   | P   | -   | P    | -  | -  | -  | -   | -   | P   | P   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.56)                    |
| 12B | Winery                           | High          | P   | P   | -   | -    | -  | -  | -  | -   | -   | P   | P   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IPA     | APZ-2<br>(0.56)                    |

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| Use Type                                 | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR |
|------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|-----------------------|
| 12C Farm Brewery                         | High          | P   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IPA     | APZ-2<br>(0.56)       |
| 13 Agricultural Tourism                  | Low           | A   | A   | A   | A    | A  | -  | -  | -   | A   | A   | A   | A   | -   | -   | -   | -   | A | A   | -  | RCA<br>LDA<br>IDA     | APZ-2<br>(0.22)       |
| <b>Residential Uses</b>                  |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                       |
| 14 Dwelling Unit, Attached               | High          | L   | -   | -   | L    | P  | P  | P  | -   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | -                     |
| 15 Dwelling Unit, Detached               | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | P  | RCA<br>LDA<br>IDA     | APZ-2                 |
| 16 Dwelling Unit, Multi-Family Residence | High          | -   | -   | -   | -    | P  | P  | P  | -   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                     |
| 17 Group Home                            | Low           | L   | A   | A   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | A  | RCA<br>LDA<br>IDA     | APZ-2                 |
| 18 Halfway House                         | Low           | C   | -   | -   | C    | C  | C  | C  | -   | C   | L   | L   | L   | L   | L   | L   | -   | - | -   | -  | LDA<br>IDA            | APZ-2                 |
| 19 Institutional Residence               | High          | A   | -   | -   | L    | L  | L  | P  | -   | -   | P   | P   | -   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                     |
| 20 Mobile Home                           | Low           | P   | -   | -   | L    | L  | L  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-2                 |
| 21 Mobile Home Park or Subdivision       | High          | -   | -   | -   | -    | PD | PD | PD | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | LDA<br>IDA            | -                     |
| 22 Residential Services                  | High          | C   | -   | -   | C    | C  | P  | P  | -   | -   | L   | L   | P   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                     |
| 23 Single-room Occupancy Units           | High          | -   | -   | -   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                     |

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| Use Type                                   | Use Intensity                  | RPD  | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR                     |
|--------------------------------------------|--------------------------------|------|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|-------------------------------------------|
| Public and Semi-Public Use Classifications |                                |      |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                                           |
| 24                                         | Burial Grounds                 | Low  | P   | A   | A    | P  | P  | A  | A   | A   | P   | P   | A   | A   | A   | A   | P   | A | A   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>IDA<br>(0.22) |
| 25                                         | Clubs or Lodges                | High | C   | P   | P    | C  | C  | C  | C   | C   | P   | P   | P   | P   | P   | C   | -   | - | -   | A  | LDA<br>IDA            | APZ-1<br>(0.11)<br>APZ-2<br>IDA<br>(0.22) |
| 26                                         | Cultural Institutions          | Low  | C   | C   | C    | -  | C  | C  | -   | P   | P   | P   | P   | P   | P   | P   | -   | A | A   | A  | LDA<br>IDA            | -                                         |
| 27                                         | Day Care Facility, Medical     | Low  | -   | -   | P    | P  | P  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | P | P   | -  | LDA<br>IDA            | -                                         |
| 28                                         | Day Care Facility, Non-medical | Low  | P   | P   | P    | P  | P  | P  | C   | P   | P   | P   | P   | P   | P   | P   | -   | P | P   | -  | LDA<br>IDA            | -                                         |
| 29                                         | Education Facility, College    | High | C   | -   | C    | C  | C  | C  | -   | C   | P   | P   | P   | P   | P   | P   | -   | L | L   | -  | LDA<br>IDA            | -                                         |
| 30                                         | Education Facility, School     | High | C   | -   | P    | P  | P  | P  | L   | P   | P   | P   | -   | P   | P   | P   | -   | C | P   | -  | LDA<br>IDA            | -                                         |
| 31                                         | Government Facility            | High | C   | P   | C    | C  | C  | C  | L   | P   | P   | P   | P   | P   | P   | P   | -   | P | P   | C  | LDA<br>IDA            | APZ-2<br>(0.24)                           |
| 32                                         | Hospital                       | High | -   | -   | -    | -  | -  | -  | -   | -   | L   | L   | -   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                                         |
| 33                                         | Long-term Care Facility        | High | -   | -   | C    | C  | C  | C  | -   | -   | P   | P   | C   | P   | P   | P   | -   | - | -   | -  | LDA<br>IDA            | -                                         |



0027 04.15

Attachment 3

SECTION V

|                                                                                                                    | Use Type                            | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM  | Critical Area Overlay | AICUZ Overlay and FAR        |
|--------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|-----|-----------------------|------------------------------|
| 34                                                                                                                 | Outpatient Care Center              | High          | -   | L   | L   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | -   | LDA IDA               | -                            |
| 35                                                                                                                 | Public Recreation Facility          | Low           | P   | -   | P   | P    | P  | P  | P  | L   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P   | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 36                                                                                                                 | Public Maintenance Facility         | High          | P   | -   | C   | -    | -  | -  | -  | -   | C   | C   | C   | -   | C   | C   | C   | C   | P | -   | -   | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 37                                                                                                                 | Public Safety Facility              | High          | C   | C   | P   | L    | L  | L  | C  | L   | P   | P   | P   | P   | P   | P   | P   | P   | P | C   | L   | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 38                                                                                                                 | Religious Assembly                  | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | -   | LDA IDA               | APZ-2 (0.24)                 |
| 39                                                                                                                 | Rural Medical Practice              | High          | L   | P   | P   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -   | LDA IDA               | APZ-2 (0.24)                 |
| <b>Commercial Uses</b>                                                                                             |                                     |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |     |                       |                              |
| * NOTE: Any low intensity commercial use that exceeds 20,000 square feet shall be considered a high intensity use. |                                     |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |     |                       |                              |
| 40                                                                                                                 | Adult Entertainment                 | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | C   | -   | -   | C   | - | -   | -   | LDA IDA               | APZ-2 (0.16)                 |
| 41                                                                                                                 | Animal Boarding                     | Low *         | P   | P   | L   | A    | A  | A  | -  | -   | -   | L   | L   | L   | L   | L   | L   | L   | - | -   | -   | LDA IDA               | APZ-2 (0.22)                 |
| 42                                                                                                                 | Animal Hospital                     | Low *         | L   | -   | L   | -    | -  | -  | -  | -   | L   | L   | L   | L   | L   | L   | L   | L   | P | -   | -   | LDA IDA               | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 43                                                                                                                 | Animal Sales and Service            | Low *         | P   | L   | P   | -    | -  | -  | -  | -   | L   | L   | L   | P   | L   | L   | L   | L   | - | -   | -   | LDA IDA               | APZ-2 (0.16)                 |
| 44                                                                                                                 | Campground and Day or Boarding Camp | High          | C   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | C   | C   | C   | -   | - | -   | C/A | LDA IDA               | -                            |

0027 0416

Attachment 3

SECTION V

| Use Type | Use Intensity                                | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|----------|----------------------------------------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| 45       | Commercial Parking Facility                  | C   | A   | A   | A    | A  | A  | -  | -   | L   | L   | L   | P   | P   | P   | P   | P   | P | -   | -  | IDA<br>LDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 46       | Conference Facility                          | C   | P   | -   | C    | C  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | A | A   | A  | IDA<br>IDA            | -                                  |
| 47       | Construction Materials and Equipment Storage | L   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | L   | L | -   | C  | IDA<br>IDA            | APZ-1<br>(1.00)<br>APZ-2<br>(2.00) |
| 48       | Convenience Store                            | -   | L   | L   | -    | -  | -  | -  | -   | -   | P   | P   | P   | P   | P   | P   | P   | - | P   | A  | IDA<br>IDA            | APZ-2<br>(0.16)                    |
| 49       | Corporate Campus                             | PD  | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | P   | P   | -   | -   | - | P   | -  | IDA<br>IDA            | APZ-2<br>(0.22)                    |
| 50       | Fairgrounds and Flea Markets                 | P   | P   | -   | -    | -  | -  | -  | -   | P   | P   | P   | P   | -   | -   | -   | -   | A | A   | A  | IDA<br>IDA            | -                                  |
| 51       | Financial Institution                        | -   | P   | P   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | -  | IDA<br>IDA            | APZ-2<br>(0.22)                    |
| 52       | Funeral and Internment Service               | C   | -   | -   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | - | -   | -  | IDA<br>IDA            | APZ-2<br>(0.22)                    |
| 53       | Golf Course                                  | C   | -   | -   | C    | C  | C  | -  | L   | -   | -   | C   | -   | -   | -   | -   | -   | - | C   | -  | IDA<br>IDA            | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 54       | Laboratory                                   | -   | -   | -   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | -  | IDA<br>IDA            | APZ-2<br>(0.22)                    |
| 55       | Lodging, Bed and Breakfast Inn               | P   | P   | P   | P    | C  | C  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | - | -   | P  | RCA<br>LDA<br>IDA     | -                                  |



0027 000417

Attachment 3

SECTION V

| Use Type                                       | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR        |
|------------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------|
| 56<br>Lodging, Hotel and Motel                 | Low *         | -   | -   | -   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | P | P   | A  | LDA IDA               | -                            |
| 57<br>Maintenance and Repair Service, Major    | High          | L   | C   | C   | -    | -  | -  | -  | -   | L   | L   | L   | L   | L   | L   | L   | L   | P | L   | A  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 58<br>Maintenance and Repair Service, Minor    | Low *         | L   | P   | P   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | P | -   | A  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 59<br>Manufactured Home Sales                  | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | P   | P   | P   | -   | -   | -   | -   | A | -   | -  | LDA IDA               | APZ-2 (0.16)                 |
| 60<br>Fuel Sales                               | Low *         | -   | L   | L   | -    | -  | -  | -  | -   | -   | L   | P   | P   | P   | P   | -   | P   | A | L   | A  | LDA IDA               | APZ-1 (0.14)<br>APZ-2 (0.28) |
| 61<br>Motor Vehicle Maintenance Service, Major | High          | -   | L   | L   | -    | -  | -  | -  | -   | -   | L   | P   | L   | P   | P   | -   | P   | P | -   | A  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 62<br>Motor Vehicle Maintenance Service, Minor | Low *         | -   | L   | L   | -    | -  | -  | -  | -   | -   | L   | P   | P   | P   | P   | -   | P   | P | -   | A  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 63<br>Office                                   | Low *         | -   | P   | L   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | A  | LDA IDA               | APZ-2 (0.22)                 |
| 64<br>Personal Improvement Service             | Low *         | L   | P   | P   | -    | C  | C  | C  | -   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | A  | LDA IDA               | APZ-2 (0.22)                 |
| 65<br>Personal or Business Service             | Low *         | -   | P   | P   | -    | -  | C  | -  | -   | P   | P   | P   | P   | P   | P   | P   | P   | - | P   | -  | LDA IDA               | APZ-2 (0.22)                 |
| 66<br>Personal Storage                         | Low *         | -   | -   | P   | -    | -  | -  | -  | -   | -   | L   | L   | L   | P   | P   | P   | P   | P | P   | -  | LDA IDA               | APZ-1 (1.00)<br>APZ-2 (2.00) |

000027 JUL 18

Attachment 3

SECTION V

|     | Use Type                                       | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I  | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR        |
|-----|------------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|-----------------------|------------------------------|
| 67  | Recreational Facility, Major                   | High          | PD  | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | PD  | P   | P   | P   | -   | PD | -   | -  | LDA IDA               | -                            |
| 68  | Recreational Facility, Motor Sports Facilities | High          | C   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | -  | -   | -  | -                     | -                            |
| 69  | Recreational Facility, Minor Indoor            | Low *         | C   | P   | L   | -    | -  | -  | -  | -   | P   | P   | P   | PD  | P   | P   | P   | P   | PD | -   | -  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 70  | Recreational Facility, Minor Outdoor           | High          | C   | L   | -   | -    | -  | C  | C  | -   | P   | -   | P   | L   | P   | P   | P   | P   | L  | -   | -  | LDA IDA               | APZ-1 (0.11)<br>APZ-2 (0.22) |
| 71  | Rental and Leasing                             | High          | -   | P   | P   | -    | -  | -  | -  | -   | -   | P   | P   | P   | P   | P   | P   | P   | P  | -   | L  | LDA IDA               | APZ-2 (0.22)                 |
| 72  | Research and Development Service               | Low *         | C   | -   | -   | -    | -  | -  | -  | -   | C   | L   | L   | L   | P   | P   | P   | P   | P  | P   | -  | LDA IDA               | APZ-2 (0.22)                 |
| 73  | Restaurant                                     | Low *         | -   | P   | P   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | A  | A   | -  | LDA IDA               | -                            |
| 73a | Micro-Brewery                                  | Low *         | -   | P   | P   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | -  | -   | -  | LDA IDA               | -                            |
| 73b | Pub-Brewery                                    | Low *         | -   | P   | P   | -    | -  | -  | -  | -   | P   | P   | P   | P   | P   | P   | P   | -   | -  | -   | -  | LDA IDA               | -                            |
| 74  | Restaurant, Fast Food                          | High          | -   | L   | C   | -    | -  | -  | -  | -   | -   | L   | L   | P   | P   | P   | P   | -   | -  | -   | -  | LDA IDA               | -                            |
| 75  | Retail Sales or Service, Vehicles              | High          | -   | -   | L   | -    | -  | -  | -  | -   | -   | -   | P   | P   | P   | P   | P   | L   | -  | -   | A  | LDA IDA               | APZ-1 (0.14)<br>APZ-2 (0.28) |
| 76  | Retail Sales, General                          | Low *         | -   | P   | P   | -    | -  | -  | -  | -   | -   | P   | P   | P   | P   | P   | P   | P   | -  | -   | -  | LDA IDA               | APZ-2 (0.16)                 |

Attachment 3

SECTION V

|                | Use Type                            | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR        |
|----------------|-------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------|
| 77             | Retail Sales, Limited               | Low *         | -   | P   | P   | -    | C  | C  | C  | -   | A   | P   | P   | P   | P   | P   | P   | P   | A | A   | A  | LDA IDA               | APZ-2 (0.16)                 |
| 78             | Take-Out Food and Beverage Sales    | Low *         | -   | P   | P   | -    | -  | -  | -  | -   | A   | P   | P   | P   | P   | P   | P   | P   | A | A   | A  | LDA IDA               | APZ-2 (0.14)                 |
| 79             | Tavern                              | High          | -   | P   | P   | -    | -  | -  | -  | -   | -   | P   | P   | P   | P   | P   | P   | -   | - | -   | A  | LDA IDA               | -                            |
| 80             | Warehousing and Storage             | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | P   | P | P   | -  | LDA IDA               | APZ-1 (1.00)<br>APZ-2 (2.00) |
| 81             | Wholesaling and Distribution Center | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | P   | P   | -   | -   | P   | P | -   | -  | LDA IDA               | APZ-1 (0.28)<br>APZ-2 (0.56) |
| Industrial Use |                                     |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                              |
| 82             | Extractive Industry                 | High          | L   | -   | -   | L    | L  | -  | -  | -   | L   | L   | L   | -   | -   | -   | -   | -   | L | -   | -  | RCA LDA IDA           | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 83             | Production Industry, Custom         | Low           | P   | L   | L   | -    | -  | -  | -  | -   | -   | L   | L   | L   | L   | L   | L   | L   | P | -   | -  | IDA                   | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 84             | Production Industry, General        | High          | L   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | L   | L | -   | -  | IDA                   | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 85             | Production Industry, Limited        | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | P   | P   | L   | L   | -   | L   | P | L   | -  | IDA                   | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 86             | Slaughterhouse                      | High          | C   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | C | -   | -  | IDA                   | APZ-2 (0.56)                 |

Attachment 3

SECTION V

|                                                | Use Type                                                   | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I   | OBP | CM | Critical Area Overlay        | AICUZ Overlay and FAR        |
|------------------------------------------------|------------------------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|------------------------------|------------------------------|
| 87                                             | Wrecking and Salvage                                       | High          | PD  | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | P   | -   | -  | IDA                          | APZ-1 (0.28)<br>APZ-2 (0.56) |
| Transportation, Communication, and Utility Use |                                                            |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |     |     |    |                              |                              |
| 88                                             | Airport, Landing Strip and Heliport                        | High          | C   | -   | -   | -    | -  | =  | -  | -   | -   | -   | -   | -   | =   | =   | =   | =   | P/C | C   | -  | LDA IDA                      | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 89                                             | Antennae and Microwave Equipment                           | Low           | L   | L   | L   | L    | L  | L  | L  | L   | L   | L   | L   | L   | L   | L   | L   | L   | L   | L   | L  | RCA LDA IDA                  | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 90                                             | Communication Tower, Public Safety or Other Non-Commercial | High          | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | -  | APZ-1 (0.28)<br>APZ-2 (0.56) |                              |
| 91                                             | Communication Tower, Commercial                            | High          | C   | -   | C   | C    | C  | -  | -  | -   | -   | C   | C   | C   | C   | C   | C   | C   | C   | C   | -  | APZ-1 (0.28)<br>APZ-2 (0.56) |                              |
| 92                                             | Freight Terminal                                           | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | P   | L   | P  | IDA IDA                      | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 93                                             | Passenger Terminal                                         | High          | -   | -   | -   | -    | -  | -  | -  | -   | -   | -   | P   | P   | P   | P   | -   | -   | P   | -   | -  | LDA IDA                      | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 94                                             | Regional Flood and Storm Water Management Facility         | High          | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P  | RCA LDA IDA                  | APZ-1 (0.28)<br>APZ-2 (0.56) |
| 95                                             | Small Wind Energy System                                   | Low           | A   | A   | A   | A    | A  | A  | A  | A   | A   | A   | A   | A   | A   | A   | A   | A   | A   | A   | A  | RCA LDA IDA                  | APZ-1 (0.28)<br>APZ-2 (0.56) |



Attachment 3

SECTION V

|                   | Use Type                                                                       | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MMH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|-------------------|--------------------------------------------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| 96                | Solid Waste Acceptance, Processing, Transfer and/or Resource Recovery Facility | High          | C   | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | L | -   | -  | IDA                   | -                                  |
| 97                | Utility, Major                                                                 | High          | C   | -   | -   | C    | C  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | C | C   | -  | LDA<br>IDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 98                | Utility, Minor                                                                 | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| <b>Marine Use</b> |                                                                                |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                                    |
| 99                | Boatel (multi-level waterfront storage rack building)                          | High          | PD  | -   | -   | PD   | PD | -  | -  | PD  | -   | -   | PD  | -   | -   | -   | -   | -   | - | -   | C  | LDA<br>IDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 100               | Boatyard                                                                       | High          | PD  | -   | -   | PD   | PD | -  | -  | -   | -   | -   | PD  | -   | -   | -   | -   | -   | P | -   | P  | LDA<br>IDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 101               | Charter Fishing Facility                                                       | Low           | C   | -   | C   | -    | -  | -  | -  | C   | -   | -   | C   | -   | -   | -   | -   | -   | - | -   | P  | LDA<br>IDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 102               | Commercial Dock                                                                | Low           | L   | -   | A   | L    | L  | -  | -  | L   | -   | -   | L   | -   | -   | -   | -   | -   | - | -   | L  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 103               | Dock, Ramp and / or Railway, Public                                            | Low           | P   | -   | -   | P    | P  | -  | -  | L   | -   | -   | P   | -   | -   | -   | -   | -   | - | -   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |



Attachment 3

SECTION V

|               | Use Type                                        | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I  | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|---------------|-------------------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|-----------------------|------------------------------------|
| 104           | Marina                                          | High          | PD  | -   | PD  | PD   | PD | -  | -  | PD  | -   | -   | PD  | -   | -   | -   | -   | -   | -  | -   | P  | LDA<br>IDA            | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 105           | Marine Services                                 | High          | A   | -   | A   | A    | A  | -  | -  | A   | -   | -   | A   | -   | -   | -   | -   | -   | -  | -   | P  | LDA<br>IDA            | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 106           | Marine Terminal                                 | High          | PD  | -   | -   | -    | -  | -  | -  | -   | -   | -   | -   | -   | -   | -   | -   | -   | PD | -   | C  | IDA                   | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 107           | Seafood Industry                                | High          | L   | -   | L   | L    | L  | -  | -  | L   | -   | L   | L   | -   | -   | -   | -   | -   | -  | -   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| Accessory Use |                                                 |               |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |    |     |    |                       |                                    |
| 108           | Accessory Apartment                             | Low           | A   | A   | A   | A    | A  | A  | A  | A   | A   | A   | A   | A   | A   | A   | A   | -   | -  | -   | A  | RCA<br>LDA<br>IDA     | APZ-2                              |
| 109           | Automated Teller Machine (ATM)                  | Low           | -   | A   | A   | -    | -  | A  | A  | -   | A   | A   | A   | A   | A   | A   | A   | A   | A  | A   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 110           | Bus Shelter                                     | Low           | A   | A   | A   | A    | A  | P  | P  | A   | A   | A   | A   | A   | P   | P   | P   | P   | A  | A   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 111           | Collection Receptacles for Recyclable Materials | Low           | A   | A   | A   | A    | A  | A  | A  | A   | A   | A   | A   | A   | A   | A   | A   | A   | A  | A   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 112           | Day Care, Family Home                           | Low           | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P  | P   | P  | RCA<br>LDA<br>IDA     | APZ-2                              |
| 113           | Dock, Ramp and / or Railway, Private            | Low           | A   | -   | A   | A    | -  | -  | -  | A   | -   | -   | A   | -   | -   | -   | -   | -   | -  | -   | -  | RCA<br>LDA<br>IDA     | APZ-2                              |

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SECTION V

|     | Use Type                               | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RNX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|-----|----------------------------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| 114 | Dock, Ramp and / or Railway            | Low           | A   | -   | A   | A    | A  | -  | -  | A   | -   | -   | A   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| 115 | Drive-Through Services                 | High          | -   | A   | A   | -    | -  | A  | A  | -   | A   | A   | A   | A   | A   | A   | A   | A   | A | A   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 116 | Home Occupation                        | Low           | A   | A   | -   | A    | A  | A  | A  | A   | A   | A   | A   | A   | A   | A   | A   | -   | - | -   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 117 | Live Entertainment                     | High          | -   | A   | A   | -    | -  | -  | -  | -   | -   | A   | A   | A   | A   | A   | A   | A   | A | A   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 118 | On-Site Workers' Housing               | Low           | A   | -   | -   | A    | A  | -  | -  | -   | -   | A   | A   | A   | A   | A   | A   | A   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-2                              |
| 119 | Accessory General                      | None          | P   | P   | P   | P    | P  | A  | P  | P   | P   | P   | P   | P   | A   | A   | A   | A   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 120 | Outdoor Storage                        | High          | -   | A   | A   | -    | -  | -  | -  | -   | -   | A   | A   | A   | A   | A   | A   | A   | A | A   | A  | LDA<br>IDA            | APZ-1<br>(1.00)<br>APZ-2<br>(2.00) |
| 121 | Recreational Vehicles                  | None          | A   | A   | A   | A    | A  | A  | A  | A   | A   | A   | A   | A   | -   | -   | -   | -   | - | -   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |
| 122 | Swimming Pool, Private, Non-Commercial | Low           | A   | A   | A   | A    | A  | A  | A  | A   | A   | A   | A   | A   | A   | A   | A   | A   | A | A   | A  | RCA<br>LDA<br>IDA     | APZ-1<br>APZ-2                     |
| 123 | Stables                                | Low           | A   | A   | -   | A    | A  | -  | -  | A   | -   | A   | A   | -   | -   | -   | -   | -   | - | -   | -  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.11)<br>APZ-2<br>(0.22) |

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SECTION V

| Use Type      | Use Intensity                           | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RNX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|---------------|-----------------------------------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| 124           | Charter Fishing                         | A   | -   | A   | A    | A  | -  | -  | -   | -   | -   | A   | -   | -   | -   | -   | -   | - | -   | -  | -                     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |
| Temporary Use |                                         |     |     |     |      |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                                    |
| 125           | Construction Trailer / Office           | L   | L   | L   | L    | L  | L  | L  | L   | L   | L   | L   | L   | L   | L   | L   | L   | L | L   | L  | L                     | APZ-1<br>(0.01)<br>APZ-2<br>(0.01) |
| 126           | Sales Office / Model Home               | P   | P   | -   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | - | -   | -  | -                     | APZ-1<br>(0.01)<br>APZ-2<br>(0.01) |
| 127           | Shows and Events, Indoor                | P   | P   | P   | P    | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | P                     | APZ-1<br>(0.01)<br>APZ-2<br>(0.01) |
| 128           | Shows and Events, Outdoor               | L   | L   | L   | L    | L  | L  | L  | L   | L   | L   | L   | L   | L   | L   | L   | L   | L | L   | L  | L                     | APZ-2                              |
| 129           | Temporary Residence During Construction | P   | -   | -   | P    | P  | P  | -  | P   | -   | -   | -   | -   | -   | -   | -   | -   | - | -   | -  | -                     | APZ-2                              |



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**Subject:** Land Use - To amend Chapter 285 of the Code of St. Mary's County, Maryland, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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**SECTION VI:** Section 51.3 Specific Regulations and Standards is amended as follows:

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 38 | <p><i>Religious Assembly.</i></p> <p>a. General Standards:</p> <p>(7) A place of religious assembly lawfully existing in Accident Potential Zone 2 (APZ 2) prior to (the effective date of this ordinance) may enlarge its existing structure provided that this enlargement will not increase the number of seats within the structure, or be used to establish a day care or be used in conjunction with an existing day care, and will not be used for meetings between 8:00 am and 4:30 pm, Monday through Friday. The building and use must comply with Chapter 52, Nonconforming Use, Structures, and Signs.</p> |
| 49 | <p><i>Corporate Campus.</i></p> <p>Large office complex planned, developed and operated to serve a single corporate user in an integrated facility with special attention given to circulation, parking, utility needs, and provision of services and amenities to employees and clients. The office uses allowed on a Corporate Campus include integrated work spaces, personal and business services, minor product development and evaluation services, audio visual services, information technology, and electronic surveillance security and monitoring.</p>                                                     |
| 57 | <p><i>Maintenance and Repair Service, Major.</i></p> <p>Establishments engaged in maintenance and repair of industrial equipment and machinery and any other repair maintenance service that provides outdoor storage and work areas in addition to interior shop space for working on agricultural equipment and implements. Use may include the sale, installation, and service of related equipment and parts. Use excludes maintenance and repair of vehicles, boats, vessels, or ships.</p>                                                                                                                       |
| 58 | <p><i>Maintenance and Repair Service, Minor.</i></p> <p>Repair and incidental sales of supplies for appliances, office machines, home electronic equipment, bicycles, tools, small engines or garden equipment. This classification includes furniture refinishing and repair, but excludes maintenance and repair of vehicles, boats, vessels, or ships, or industrial equipment.</p>                                                                                                                                                                                                                                 |
| 63 | <p><i>Office.</i></p> <p>Offices of firm(s) or organization(s) providing professional, executive, management, or administrative services, such as architectural, data management, engineering, interior design, graphic design, real estate, insurance, investment, law offices, physicians, dentists or chiropractors, including medical/dental laboratories incidental to the medical office use, emergency medical care offices and communications</p>                                                                                                                                                              |

**Subject: Land Use** - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

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|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | facilities located entirely within buildings. An office may include integrated work spaces, personal and business services, minor product development and evaluation services, audio visual services, information technology, and electronic surveillance security and monitoring. This classification excludes financial institutions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 65  | <p><i>Personal or Business Service.</i></p> <p>Establishment providing a range of support activities for services and incidental sales to persons and businesses. This classification includes, but is not limited to, barber and beauty shops, watch and jewelry repair shops, engraving studios; picture framing shops; shops for tailors, shoe repair, dry cleaners, locksmiths, film developing, telegraph and fax services, mail receiving and boxes, delivery services and self-service laundries. Also includes janitorial or building maintenance services, construction services, document delivery, mail receiving and distribution, drafting, blueprinting, typesetting, copying, photographic, or other similar services. The office uses allowed in Personal or Business Service include integrated work spaces, personal and business services, minor product development and evaluation services, audio visual services, information technology, and electronic surveillance security and monitoring.</p> |
| 75  | <p><i>Retail Sales or Service, Vehicles.</i></p> <p>Establishments engaged in the retail sale of new or used vehicles of all types of cars, trucks, recreational vehicles, motorcycles, ATV, bicycles, boats, vessels, watercraft, outboard motors. They may have showrooms or open lots for selling vehicles, may provide repair and maintenance services and may sell related parts, accessories and equipment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 100 | <p><i>Boatyard.</i></p> <p>Facility providing services for construction and repair and overhaul of watercraft. May include accessory retail sale of boats and vessels.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 106 | <p><i>Marine Terminal.</i></p> <p>Commercial or industrial piers or port facility for the loading and offloading of passengers, vehicles, bulk materials, and cargo on boats, vessels, ships, tankers, or barges. Includes shipping terminals, ferry terminals, tanker ports, and barge loading facilities. (Use may be accessory to an Extractive Industry or General production industry.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



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**SECTION VII:** §§ Schedule 75.8.1 Afforestation Requirements and Schedule 75.8.2 Forest Conservation Thresholds are hereby amended to read as follows:

| Land Use Categories                                                   | Zoning Districts                                           | Minimum Afforestation Ratio |
|-----------------------------------------------------------------------|------------------------------------------------------------|-----------------------------|
| Areas zoned for fewer than one dwelling unit per acre or less         | RPD, RSC, RCL                                              | 20% Note 1                  |
| Areas zoned for one dwelling unit per acre or more                    | RNC, RL – T, RL, RM, RH, RMX, VMX, TMX, CMX, MXL, MXM, MXH | 15% Note 2                  |
| Mixed-Use areas, Public / Semi-Public uses, Planned Unit Developments | RMX, VMX, TMX, CMX, MXL, MXM, MXH, PUD                     | 15% Note 2                  |
| Commercial and Industrial Areas                                       | RMX, VMX, TMX, CMX, MXL, MXM, MXH, LCI, I, OBP             | 15% Note 2                  |

Note 1 For a tract having less than 20 percent of net tract area in forest cover prior to cutting or clearing

Note 2 For a tract having less than 15 percent of the net tract area in forest cover prior to cutting or clearing

| Land Use Categories                                                   | Zoning Districts                                           | Minimum Forest Conservation Threshold (Percent of Net Tract Area) |
|-----------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------|
| Areas zoned for fewer than one dwelling unit per acre                 | RPD, RSC, RCL                                              | 50%                                                               |
| Areas zoned for one dwelling unit per acre or more                    | RNC, RL – T, RL, RM, RH, RMX, VMX, TMX, CMX, MXL, MXM, MXH | 20%                                                               |
| Mixed-Use areas, Public / Semi-Public uses, Planned Unit Developments | RMX, VMX, TMX, CMX, MXL, MXM, MXH, PUD                     | 15%                                                               |
| Commercial and Industrial Areas                                       | RMX, VMX, TMX, CMX, MXL, MXM, MXH, LCI, I, OBP             | 15%                                                               |

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**SECTION VIII:** Figure 43.3B Compatible Land Use Recommendations within the AE Subdistricts of Chapter 285 of the *Code of St. Mary's County, Maryland*, is hereby amended to read as follows:

**FIGURE 43.3.B: COMPATIBLE LAND USE RECOMMENDATIONS  
WITHIN THE AE SUBDISTRICTS**

| RESIDENTIAL                                                                             | Subdistrict<br>1         | Subdistrict<br>2 <sup>1</sup>         | Subdistrict<br>3         | Subdistrict<br>4         |
|-----------------------------------------------------------------------------------------|--------------------------|---------------------------------------|--------------------------|--------------------------|
| Residential-other than mobile home parks,<br>transient lodgings                         | D                        | D                                     | B                        | B                        |
| Mobile home parks / mobile homes                                                        | D                        | D                                     | B                        | B                        |
| Transient lodgings, hotels, motels                                                      | D                        | D                                     | B                        | B                        |
| <b>PUBLIC USE AND TRANSPORTATION</b>                                                    | <b>Subdistrict<br/>1</b> | <b>Subdistrict<br/>2 <sup>1</sup></b> | <b>Subdistrict<br/>3</b> | <b>Subdistrict<br/>4</b> |
| Places of public assembly (nursing homes,<br>schools, hospitals, churches, auditoriums) | D                        | D                                     | B                        | B                        |
| Government Buildings                                                                    | D                        | D                                     | B                        | B                        |
| Transportation (parking, highways, bus and rail<br>terminals, aviation terminals)       | D                        | B                                     | B                        | A                        |
| <b>COMMERCIAL AND RETAIL TRADE</b>                                                      |                          |                                       |                          |                          |
| Offices-business and professional                                                       | D                        | D                                     | B                        | B                        |
| Wholesale/Retail-materials, food, hardware and<br>farm equipment                        | D                        | D                                     | B                        | B                        |
| Retail trade-general, animal-related services<br>(grooming etc.)                        | D                        | D                                     | B                        | B                        |
| Utilities                                                                               | D                        | D                                     | B                        | A                        |
| Communications (telephone, exchange stations,<br>relay towers, transmission stations)   | D                        | D                                     | C                        | A                        |
| <b>INDUSTRIAL AND MANUFACTURING</b>                                                     |                          |                                       |                          |                          |
| Manufacturing - general                                                                 | D                        | D                                     | B                        | B                        |
| Agricultural (except livestock)                                                         | D                        | B                                     | B                        | A                        |
| Livestock farming and breeding                                                          | D                        | B                                     | B                        | A                        |
| Resource extraction (mining)                                                            | D                        | D                                     | D                        | A                        |
| Forestry                                                                                | D                        | D                                     | B                        | A                        |



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| RECREATIONAL                                                                                                                  |   |   |   |   |
|-------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| Outdoor sports arenas                                                                                                         | D | D | D | B |
| Nature exhibits, zoos                                                                                                         | D | D | D | B |
| Amusement parks, resorts, camps                                                                                               | D | D | D | B |
| Land Use Recommendations do not reflect an FAA standard or guideline;<br>areas are based on FAR Part 77 and FAA Safety Zones. |   |   |   |   |

Note 1: Any property located in AE Subdistrict 2 may be developed with any non-residential use allowed in the zoning district of the property provided a building permit for that development has been issued within *one year after the effective date* of this ordinance. The development must comply with Subsection 43.4. Site Development Standards and all other requirements of the zoning ordinance. If a property in AE Subdistrict 2 is subdivided development of the subdivided lots is limited to the Normally Compatible Land Uses in Figure 43.3.B.

**KEY TO FIGURE 43.3.B**

|                                 |                                                                                                                                                                                                    |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A: CLEARLY COMPATIBLE</b>    | Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference and no substantial loss of life and property.          |
| <b>B: NORMALLY COMPATIBLE</b>   | Exposure to accident potential is great enough to be of some concern, but density of people and structures, when properly planned, will allow the accident potential environment to be acceptable. |
| <b>C: NORMALLY INCOMPATIBLE</b> | The exposure to accident potential is significantly more severe so that unusual density restrictions are necessary for safety of life and property.                                                |
| <b>D: CLEARLY INCOMPATIBLE</b>  | The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of land use activities is not advisable.                                 |

**SECTION IX.** §43.4. of Chapter 285 of the *Code of St. Mary's County, Maryland*, is hereby amended to read as follows:

**43.4. Site Development Standards.**

- 1. General Requirements.** Within the AICUZ and AE, an application for subdivision or site plan approval, conditional use approval, or variance, except for agricultural uses, shall be subject to Site Plan Review pursuant to Chapter 60 of this Ordinance, and, shall not be approved except upon receipt of evidence of filing of a "Notice of Proposed Construction or Alteration" with the Federal Aviation Administration (FAA). Where required by 14 CFR Part 77, as amended, development applications are required to document site elevations in relation to the AE Overlay Subdistrict surfaces (43.1.2.b) and the AICUZ subdistricts (43.1.2.a). An area located in more than one of the AE Overlay Subdistrict surfaces is considered to be only in the surface with the



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more restrictive height limitation. Documentation of site elevations shall consist of a topographic map of the site showing contours for every five feet of elevation change to illustrate the elevation above mean sea level; the location and height of any proposed buildings or structures, as well as natural features that impinge upon the AE Overlay Subdistrict surfaces; and the elevation of the aviation facility affecting the applicant's property.

a. *Review by Airport Manager.* Any application for subdivision approval, site plan approval, or variance within the AE overlay shall be referred to the director of the Department of Public Works and Transportation for comment on the potential impact of the proposal on aviation or airport operations or proposed expansions to the approved Airport Master Plan prior to the issuance of any approval or building permit within the AE overlay.

2. ***Construction or Alteration Requiring Notice.*** Zoning approval for development ~~required~~ requires the applicant to file a "Notice of Proposed Construction or Alteration" with the Federal Aviation Administration, (FAA) as set forth below. Zoning approval shall be conditioned upon a favorable determination from the FAA. A Notice of Proposed Construction or Alteration shall be filed by the applicant and submitted to the director of the Department of Public Works and Transportation for any project that is subject to COMAR 11.03.05.05, Notice of Construction or Alteration and Federal Aviation Regulation (FAR) Part 77.9 for:

- a. Any construction exceeding 100 feet in height above ground level at the site;
- b. Any construction greater in height than an AE Overlay Subdistrict surface extending outward and upward at one of the following slopes:
  - (1) 100 feet horizontal to 1 foot vertical for a horizontal distance of 20,000 feet from the nearest runway (end or side) of an airport with at least one runway more than 3,200 feet in length, excluding heliports.
  - (2) 50 feet horizontal to 1 foot vertical for a horizontal distance of 20,000 feet from the nearest runway (end or side) of an airport with at least one runway no more than 3,200 feet in length, excluding heliports;
  - (3) 23 feet horizontal to 1 foot vertical for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport.
- c. Any transportation routes/structure (bridges, railways, highway, waterways) for which the height of the tallest vehicle anticipated to traverse the route/structure will exceed the height

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of an AE Overlay Subdistrict surface extending outward and upward as set forth at Section 43.4.2.b (1)-(3) above.

- d. The applicant shall file a Notice of Proposed Construction or Alteration with the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) Division or applicable federal law. The applicant shall forward the FAA determination letter to the St. Mary's County Airport Manager referencing the appropriate development review control number.
  - e. The applicant must notify the Maryland Aviation Administration, Office of Regional Aviation Assistance, with the FAA obstruction evaluation control number for state review.
3. **Performance Standards.** The following performance standards shall apply to all uses within the AICUZ or the AE overlay districts:
- a. No proposed development or land use shall create electrical or electronic interference with communications among aviators and/or ground control personnel.
  - b. No proposed development or land use shall make it difficult for aviators to distinguish 4 between airport lights and other lights or cause glare in the eyes of aviators using the airport or airport facilities.
  - c. No proposed development or land use may emit smoke, fly ash, dust, steam, vapor, gases or other forms of air emissions that would impair visibility in the vicinity of the airport; otherwise interfere with the safe operation of aircraft; or endanger the landing, take-off, or maneuvering of aircraft at the airport or in the vicinity of the airport.

**SECTION X.** §51.3.90 of Chapter 285 of the Code of St. Mary's County, Maryland, is hereby amended to read as follows:

90. **Communication Tower, Public Safety or Other Non-Commercial.**

a. *General Standards:*

- (1) Site plan approval shall be required.
- (2) Purpose. In balancing the interests of County residents, tower contractors, telecommunications providers and telecommunications customers, and for the general health, safety, and welfare of the public, these regulations are intended to:



JUN 09 2019 10:04 32

**Subject:** Land Use - To amend Chapter 285 of the *Code of St. Mary's County, Maryland*, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

Page 38 of 40

- (a) Provide for the appropriate location and development of communication towers by maximizing the use of any new and existing towers, minimizing the need for new towers, encouraging the use of alternative tower structures or tower sites, and minimizing the number of towers in the County. (Note: The term "existing towers" includes towers already constructed and in use, as well as towers submitted to the St. Mary's County Department of Land Use and Growth Management for review and approval.) The Department of Land Use and Growth Management will continuously maintain a list of existing towers, including owner points of contact, and shall make this list available to all new tower applicants; and
  - (b) Avoid potential damage to adjacent properties from tower or antennae failure through engineering and careful siting of tower structures and antennae; and
  - (c) Minimize the adverse visual impacts of communication towers through careful siting, design, screening, and camouflage; and
  - (d) Ensure that proposed siting and development of communication towers is done in a reasonable manner, that is, not to the detriment of the zone in which it is located and not contrary to the intent of the Comprehensive Plan. The preference of the Board of County Commissioner's is for communication towers to be sited on County or other publicly owned property. If this is not technically practical or feasible, then the preference is for siting communication towers on properties zoned for commercial and industrial purposes. If the facility is proposed on property zoned residential or Rural Preservation District, the design and siting shall include measures to preserve the rural and/or residential character of the area; and
  - (e) To encourage private/public partnerships for communications facilities, where appropriate, that promote the communications needs of the County.
- (3) All communication towers, structures and equipment shall meet or exceed current standards and regulations of the FAA and the FCC. Pursuant to Federal Communications Commission Regulations 1.1301-1.1319, as amended from time to time, communication towers shall be subject to the provisions of the National Environmental Policy Act (NEPA).
  - (4) Approval of proposals for tower construction shall be subject to satisfactory completion of an aeronautical study. The resulting FAA aeronautical study shall address the following:

0027 00433

**Subject:** Land Use - To amend Chapter 285 of the Code of St. Mary's County, Maryland, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

Page 39 of 40

- (a) What impact the construction of the tower will have on the Airport's current approach minimums based on a minimum descent altitude and visibility;
- (b) What potential impact on the planned improvements will be realized in accordance with the Airport Master Plan; and
- (c) Assurance that the FAA Flight Procedures Branch has also made a determination of whether there is an incompatibility with the published instrument approach procedures.
  - 1. The applicant shall forward the FAA determination letter to the Airport Manager and the Department of Land Use and Growth Management, referencing the appropriate development review control number.
- (5) The applicant must notify the Maryland Aviation Administration, Office of Regional Aviation Assistance, with the FAA obstruction evaluation control number for state review.
- (6) To the extent permitted by law, no tower or equipment or antennae attached thereto shall cause localized interference with reception of television and radio broadcasts, nor shall any tower or equipment or antennae attached thereto interfere with existing lines of communication used for public safety purposes.
- (7) Minimum site size, setbacks, and buffers shall be identical to those required for commercial communication towers.
- (8) The normal lot setbacks for each district shall apply and may be reduced pursuant to Section 61.7, where applicable.

**SECTION XI:** This Ordinance shall be effective upon the date written below.

Those voting Aye: 5

Those voting Nay: 0

Those Abstaining: 0

Date of Adoption: September 10, 2019

Effective Date: September 24, 2019



000027 FOLIO 34

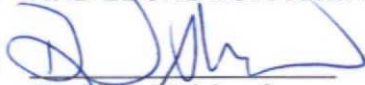
Subject: Land Use - To amend Chapter 285 of the Code of St. Mary's County, Maryland, to incorporate amendments to the text in the St. Mary's County Comprehensive Zoning Ordinance pertaining to the Lexington Park Development District and the Airport Environs (AE) Overlay District.

Page 40 of 40

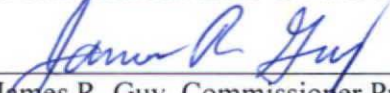
ATTEST:

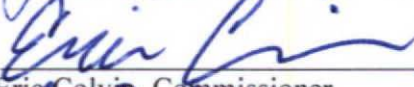
  
Rebecca B. Bridgett  
County Administrator

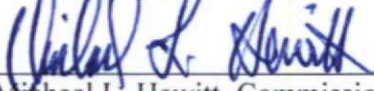
APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

  
David A. Weiskopf  
County Attorney

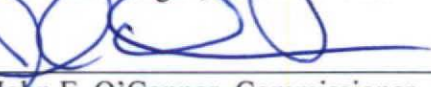
COMMISSIONERS OF ST. MARY'S COUNTY

  
James R. Guy, Commissioner President

  
Eric Colvin, Commissioner

  
Michael L. Hewitt, Commissioner

  
Todd B. Morgan, Commissioner

  
John E. O'Connor, Commissioner

0027 F0001:35

## DOCUMENT VALIDATION

LR - Government  
Instrument 0.00  
Agency Name: SMC CO  
COMMISSIONERS  
Instrument List: Other  
Describe Other:  
ORDINANCE  
Ref: 27/395 MM/CO  
COMM

=====  
Total: 0.00  
09/19/2019 11:04  
CC18-CS  
#12731478 CC0704 - St  
Mary's  
County/CC07.04.02 -  
Register 02

Circuit Court for St. Mary's County  
PO Box 676  
41605 Courthouse Drive  
Leonardtown, MD 20650  
(301) 475-7844

LIBER 0028 FOLIO 206

Subject: An ordinance to amend Use Number 98, Utility, Minor; and create a new use, Use Number 98A, Utility, Minor, Private, as a limited use allowed in all zoning districts, all Critical Area Overlays, and the AICUZ subject to conditions.

Page 1 of 5

**ORDINANCE**

**AN AMENDMENT TO CHAPTER 285 OF THE CODE OF ST. MARY'S COUNTY, MARYLAND, USE NUMBER 98, UTILITY, MINOR, OF THE COMPREHENSIVE ZONING ORDINANCE BY ADDING THE WORD "PUBLIC," AND CREATING A NEW USE NUMBER 98A, UTILITY, MINOR, PRIVATE AS A LIMITED USE IN ALL ZONING DISTRICTS**

**WHEREAS**, pursuant to §4-101 through §4-104 of the *Land Use Article* of the *Annotated Code of Maryland*, the Commissioners of St. Mary's County are authorized to establish zoning districts and prescribe and amend regulations applicable in such districts; and

**WHEREAS**, Use Number 98 Utility, Minor in Schedule 50.4 in the Comprehensive Zoning Ordinance, when publicly owned, is a permitted use in all zoning districts; AICUZ, and Critical Area Overlays; and

**WHEREAS**, the Commissioners of St. Mary's County find that it is in the best interest of the health, safety and welfare of the citizens of St. Mary's County to amend Use Type 98, Utility, Minor, in Schedule 50.4 and to add a new use, Utility, Minor, Private, Use Number 98A in Schedule 50.4, as a limited use in all zoning districts, all Critical Area Overlays, and the AICUZ, subject to §51.3.98A Specific Regulations and Standards in Chapter 285 of the *Code of St. Mary's County, Maryland*, St. Mary's County Comprehensive Zoning Ordinance; and

**WHEREAS**, a notice of a public hearing was advertised on February 14, 2020, and February 21, 2020, in *The Enterprise*, a newspaper of general circulation in St. Mary's County, and a public hearing was held on March 3, 2020, to receive public comment and consider amending Use Number 98, Utility, Minor to Utility, Minor, Public; and adding a new use Use Number 98A Utility, Minor, Private to Chapter 285 of the *Code of St. Mary's County, Maryland*, St. Mary's County Comprehensive Zoning Ordinance;

**NOW, THEREFORE, BE IT ORDAINED** by the Commissioners of St. Mary's County, pursuant to §4-101 through §4-104 of the *Land Use Article* of the *Annotated Code of Maryland*, that:

**SECTION I.** The title of Use Type 98, Utility, Minor, in Schedule 50.4 and the heading of §51.3.98 in the Comprehensive Zoning Ordinance is amended to include the word "Public."



LIBERO0028 FOLIO207

Subject: An ordinance to amend Use Number 98, Utility, Minor; and create a new use, Use Number 98A, Utility, Minor, Private, as a limited use allowed in all zoning districts, all Critical Area Overlays, and the AICUZ subject to conditions.

Page 2 of 5

| Use Type                                       | Use Intensity | RPD | RSC | RCL | RL - T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|------------------------------------------------|---------------|-----|-----|-----|--------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| Transportation, Communication, and Utility Use |               |     |     |     |        |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                                    |
| 98. Utility Minor, <u>Public</u>               | Low           | P   | P   | P   | P      | P  | P  | P  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P | P   | P  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |

§51.3.98 Utility, Minor, Public

**SECTION II.** A new use, Use Number 98A, Utility, Minor, Private, is added to Schedule 50.4 of the Comprehensive Zoning Ordinance:

| Use Type                                       | Use Intensity | RPD | RSC | RCL | RL - T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR              |
|------------------------------------------------|---------------|-----|-----|-----|--------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|------------------------------------|
| Transportation, Communication, and Utility Use |               |     |     |     |        |    |    |    |     |     |     |     |     |     |     |     |     |   |     |    |                       |                                    |
| 98A. Utility Minor, <u>Private</u>             | Low           | L   | L   | L   | L      | L  | L  | L  | L   | L   | L   | L   | L   | L   | L   | L   | L   | L | L   | L  | RCA<br>LDA<br>IDA     | APZ-1<br>(0.28)<br>APZ-2<br>(0.56) |

**SECTION III.** The description of the new Use Number 98A Utility, Minor, Private, is added to §50.4 of the Comprehensive Zoning Ordinance as follows:

98A. Utility, Minor, Private: A privately-owned utility that is necessary to support legally established uses and involves only minor facilities or structures such as a small drainage channel; aqueduct; small sewer or water pump station or substation; an onsite sewage disposal system; above ground distribution or transmission lines including service for telephone or cable television; underground water, sewer, drainage, gas, electricity, telephone, or related utility lines; recycling centers; telephone switching centers; and telegraph or cable television transmitting offices.

LIBER 0028 FOLIO 208

Subject: An ordinance to amend Use Number 98, Utility, Minor; and create a new use, Use Number 98A, Utility, Minor, Private, as a limited use allowed in all zoning districts, all Critical Area Overlays, and the AICUZ subject to conditions.

Page 3 of 5

**SECTION IV.** §51.3. Specific Regulations and Standards is amended by adding a new number, 98A Utility, Minor, Private, and the General and Limited Standards applicable to Use Number 98A, Utility, Minor, Private in the Comprehensive Zoning Ordinance:

98A. Utility, Minor, Private

a) General Standards:

- i. Site plan approval shall be required
- ii. Electric Transmission Lines
  - 1) Route Approval. Written evidence of route approval from the Maryland Public Service Commission shall be furnished with the application for site plan approval.
  - 2) Buffering. Switching yards shall be buffered with not less than an "A" buffer. Understory trees may be substituted for canopy trees in the buffer.

b) Limited Standards

- i. Offsite private utilities cannot be used to provide utility services to an undeveloped parcel or to reestablish an abandoned non-conforming use; and
- ii. Offsite property proposing to install an onsite sewage disposal system must be owned by the eligible property generating the sewage flow (i.e. both properties must be under the same ownership); and
- iii. A private minor utility system, facility, or structure may be installed to remedy a system failure as identified by the Maryland Department of the Environment, the County Environmental Health Department, or the Southern Maryland Electric Cooperative (SMECO) to:
  - 1) Continue or reestablish occupancy of a legally-established conforming non-residential structure, or
  - 2) Continue occupancy of a grandfathered non-conforming non-residential structure.
  - 3) Legal expansion of an existing conforming use, or enlargement or alteration of a grandfathered nonconforming use in accordance with §52.3 Alterations and Enlargements may be served by an offsite private minor utility.

c) Critical Area Standards

- i. Within the Critical Area, the private minor utility use is limited to an onsite sewage disposal system (OSDS).
- ii. The OSDS may be located on a nonadjacent lot.

LIBER 0028 FOLIO 209

Subject: An ordinance to amend Use Number 98, Utility, Minor; and create a new use, Use Number 98A, Utility, Minor, Private, as a limited use allowed in all zoning districts, all Critical Area Overlays, and the AICUZ subject to conditions.

Page 4 of 5

iii. Any alteration or expansion of a nonconforming use must be in accordance with §52.3 Alterations and Enlargements.

iv. In the RCA:

- 1) The OSDS is limited to a grandfathered, non-residential structure in order to remedy a system failure as identified by the Maryland Department of the Environment, or the County Environmental Health Department, or the Southern Maryland Electric Cooperative (SMECO).
- 2) The replacement OSDS may be located in the RCA to serve an LDA or IDA property without growth allocation.

**SECTION V:** Amend §74.3.1, Performance Standards for Protecting the Seasonal High Water Table in the Critical Area by deleting "on-site septic systems" and replacing it with "an onsite sewage disposal system" in the Comprehensive Zoning Ordinance:

1. In order to minimize the impacts of surface land use on the seasonal high water table, development that requires an onsite sewage disposal system in the Chesapeake Bay Critical Area shall be located away from areas susceptible to leaching because of topography and soils and areas where the depth of the seasonal high water table is between zero and three feet.

**SECTION VI:** This Ordinance shall be effective upon the date written below.

Those voting Aye: 4

Those voting Nay: 1

Those Abstaining: 0

Date of Adoption: 5/19/2020

Effective Date: 6/2/2020

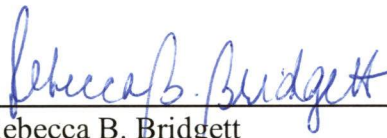


LIBER 0028 FOLIO 210

Subject: An ordinance to amend Use Number 98, Utility, Minor; and create a new use, Use Number 98A, Utility, Minor, Private, as a limited use allowed in all zoning districts, all Critical Area Overlays, and the AICUZ subject to conditions.

Page 5 of 5

ATTEST:

  
Rebecca B. Bridgett  
County Administrator

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

  
David A. Weiskopf  
County Attorney

COMMISSIONERS OF ST. MARY'S COUNTY

  
James R. Guy, Commissioner President

  
Eric Colvin, Commissioner

  
Michael L. Hewitt, Commissioner

  
Todd B. Morgan, Commissioner

  
John E. O'Connor, Commissioner



LIBER 0030 JUL 10 4 22

**Subject:** An ordinance amending Chapter 285 of the Code of St. Mary's County, Maryland, by Amending Comprehensive Zoning Ordinance Schedule 50.4.74 to Allow Use # 74, "Restaurant, Fast Food" in the Limited Commercial Industrial Zoning District (LCI) and Air Installations Compatible Use Zone (AICUZ) Accident Potential Zone 2 Zoning Overlay (APZ-2).

Page 1 of 3

### ORDINANCE

**TO AMEND CHAPTER 285 OF THE CODE OF ST. MARY'S COUNTY, MARYLAND, BY AMENDING COMPREHENSIVE ZONING ORDINANCE SCHEDULE 50.4.74 TO ALLOW USE # 74, "RESTAURANT, FAST FOOD" IN THE LIMITED COMMERCIAL INDUSTRIAL ZONING DISTRICT (LCI) AND AIR INSTALLATIONS COMPATIBLE USE ZONE (AICUZ) ACCIDENT POTENTIAL ZONE 2 ZONING OVERLAY (APZ-2)**

**WHEREAS**, pursuant to § 4-101 through § 4-104 of the Land Use Article of the Annotated Code of Maryland, the Commissioners of St. Mary's County, Maryland, are authorized to establish zoning districts and prescribe regulations applicable in such districts; and

**WHEREAS**, pursuant to Chapter 28 of the Comprehensive Zoning Ordinance, Applicant Lexington Park Shopping Center, LLC has requested a text amendment to the text of the CZO to allow use # 74, Restaurant, Fast Food and furnished all necessary information and fees; and

**WHEREAS**, a notice of a public hearing was advertised on January 12, 2024, and January 19, 2024, in *The Southern Maryland News*, a newspaper of general circulation in St. Mary's County, and a public hearing was held on January 30, 2024, Amending Comprehensive Zoning Ordinance Schedule 50.4.74 to Allow Use # 74, "Restaurant, Fast Food" in the Limited Commercial Industrial Zoning District (LCI) and Air Installations Compatible Use Zone (AICUZ) Accident Potential Zone 2 Zoning Overlay (APZ-2); and

**WHEREAS**, the Commissioners of St. Mary's County, Maryland find that this change shall better align the County's Comprehensive Zoning Ordinance to the United States Department of the Navy's recommendations on the development of land in proximity to air installations such as Naval Air Station Patuxent River, as outlined in the Department of the Navy's OPNAV INSTRUCTION 11010.36D, published April 11, 2022 and superseding any previous similar Department of the Navy recommendations; and

**WHEREAS**, the Commissioners of St. Mary's County, Maryland find that it is in the best interest of the health, safety, and welfare of the residents of St. Mary's County to amend Chapter 285 of the Code of St. Mary's County by amending Comprehensive Zoning Ordinance Schedule 50.4.74 to Allow Use # 74, "Restaurant, Fast Food" in the Limited Commercial Industrial Zoning District (LCI) and Air Installations Compatible Use Zone (AICUZ) Accident Potential Zone 2 Zoning Overlay (APZ-2);

**NOW, THEREFORE, BE IT ORDAINED** by the Commissioners of St. Mary's County, Maryland, pursuant to § 4-101 through § 4-104 of the Land Use Article of the Annotated Code of Maryland, that:

**SECTION I.** Code of St. Mary's County, Maryland, Chapter 285, Schedule 50.4.74 is repealed and reenacted to read as follows:

LIBER 0030 JUL 10 4 23

**Subject:** An ordinance amending Chapter 285 of the Code of St. Mary's County, Maryland, by Amending Comprehensive Zoning Ordinance Schedule 50.4.74 to Allow Use # 74, "Restaurant, Fast Food" in the Limited Commercial Industrial Zoning District (LCI) and Air Installations Compatible Use Zone (AICUZ) Accident Potential Zone 2 Zoning Overlay (APZ-2).

Page 2 of 3

| Use Type              | Use Intensity | RPD | RSC | RCL | RL-T | RL | RM | RH | RNC | RMX | VMX | TMX | CMX | MXH | MXM | MXL | LCI | I | OBP | CM | Critical Area Overlay | AICUZ Overlay and FAR |
|-----------------------|---------------|-----|-----|-----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|-----|----|-----------------------|-----------------------|
| Restaurant, Fast Food | High          | -   | L   | C   | -    | -  |    | -  | -   | -   | L   | L   | P   | P   | P   | P   | P   | - | -   | -  | LDA IDA               | APZ-2 (0.24)          |

**SECTION II.** This Ordinance shall be effective upon the date written below.

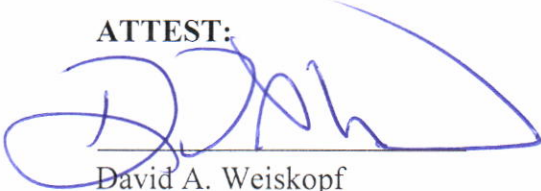
Those voting Aye: 4Those voting Nay: 0Those Abstaining: 1Date of Adoption: February 13, 2024Effective Date: February 27, 2024

LIBER 0030 JUL 14 24

**Subject:** An ordinance amending Chapter 285 of the Code of St. Mary's County, Maryland, by Amending Comprehensive Zoning Ordinance Schedule 50.4.74 to Allow Use # 74, "Restaurant, Fast Food" in the Limited Commercial Industrial Zoning District (LCI) and Air Installations Compatible Use Zone (AICUZ) Accident Potential Zone 2 Zoning Overlay (APZ-2).

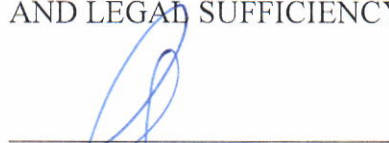
Page 3 of 3

**ATTEST:**



David A. Weiskopf  
County Administrator

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

  
Buffy Giddens  
County Attorney

**COMMISSIONERS OF ST. MARY'S COUNTY**

  
James R. Guy, Commissioner President  
Michael R. Alderson, Jr., Commissioner  
Eric S. Colvin, Commissioner  
Michael L. Hewitt, Commissioner

-Abstain-  
Scott R. Ostrow, Commissioner



## DOCUMENT VALIDATION

LR - Government  
Instrument 0.00  
Agency Name:  
COMMISSIONERS OF ST  
MARYS CO  
Instrument List: Other  
Describe Other:  
ORDINANCE NO 2024-04  
Ref: MH/CSMC/LIBER  
0030/FOLIO 422  
=====

|        |      |
|--------|------|
| Total: | 0.00 |
|--------|------|

02/14/2024 03:02  
CC18-JuH  
#17892933 CC0704 - St  
Mary's  
County/CC07.04.02 -  
Register 02

Circuit Court for St. Mary's County  
PO Box 676  
41605 Courthouse Drive  
Leonardtown, MD 20650  
(301) 475-7844



# APPENDIX C

## TOOLS AND RESOURCES

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## Tools, Programs, and Resources

Military installations such as NAS Patuxent River and WOLF are of significant value to the economies of neighboring communities and to the state of Maryland. To protect the installation and the mission, the federal, state, and local governments have a series of tools and initiatives that can be used to encourage compatible use within the community. A brief overview of federal, state and local tools is included. This list is not intended to be comprehensive or to detail all program requirements.

### 1. Federal

Several federal agencies, including the DoD, Department of the Interior and U.S. Department of Agriculture (USDA), have programs which sponsor and encourage conservation easements. Leveraging the programs will aid retention of existing undeveloped land by improving and conserving habitats and agricultural lands by protecting land from development pressures while encouraging productivity.

| Program or Agency                  | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DoD Installation Readiness Program | The Installation Readiness program helps states and communities work with military installations to address encroachment concerns that could impact military operations and missions. Local governments including states, counties, cities, or other political subdivisions may apply for funding to analyze risk, develop mitigation strategies, and identify resources necessary to achieve them.<br><a href="https://oldcc.gov/our-programs/installation-readiness">https://oldcc.gov/our-programs/installation-readiness</a> |
| REPI                               | The Readiness and Environmental Protection Integration (REPI) program protects military missions and increases resilience by supporting cost-sharing agreements between the military, other federal agencies, and state or local governments to reduce land use conflicts and address environmental restrictions.<br><a href="https://www.repi.mil/">https://www.repi.mil/</a>                                                                                                                                                   |

| Program or Agency                              | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sentinel Landscapes<br>(Title 10 U.S.C. §2693) | <p>A Sentinel Landscape is a place where working lands, conservation and national defense interests' coverage. The Sentinel Landscapes Partnership, which began in 2013, works with willing landowners and land managers to advance sustainable land use practices. The addition of the Sentinel Landscape Partnership in 2024 to Title 10 of the United States Code (U.S.C.) directed Federal agencies to give owners and managers of land within a designated landscape priority consideration for participation in easements, grants, and assistance programs. The Middle Chesapeake Sentinel Landscape covers NAS Patuxent River and WOLF along with over 2 million acres and its partnership includes over 40 organizations and agencies.</p> <p><a href="https://sentinellandscapes.org/landscapes/middle-chesapeake/">https://sentinellandscapes.org/landscapes/middle-chesapeake/</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| USDA-NRCS Programs<br>(multiple)               | <p>The USDA-NRCS has multiple programs and initiatives to promote conservation and preserve agriculture which are contingent on retaining agricultural lands. The local NRCS office can be contacted for additional information on these programs. Programs and initiatives include, but are not limited to, the following: a summary of each program is included.</p> <ul style="list-style-type: none"> <li>• Agricultural Conservation Easement Program (ACEP)- limits nonagricultural uses by protecting cropland and grassland agricultural viability and value through conservation easements.</li> <li>• Environmental Quality Incentives Program (EQIP)- works with producers to develop conservation plans and outline practices to improve habitat. EQIP funding is available through multiple initiatives.</li> <li>• Regional Conservation Partnership Program (RCPP)- public private partnership approach to conservation and agriculture. Projects must be on agricultural lands, private forest lands or associated lands. St. Mary's and Calvert Counties are part of the Chesapeake Bay Watershed which is designated as a Critical Conservation Area for addressing habitat and water quality degradation. It provides an opportunity to partner with stakeholders on a regional level to address conservation goals and agricultural productivity.</li> </ul> <p><a href="https://www.nrcs.usda.gov/programs-initiatives">https://www.nrcs.usda.gov/programs-initiatives</a></p> |



## 2. State

Maryland is home to a diverse set of military installations and has several unique tools available for use by local governments to help protect the installations and encourage economic development in surrounding communities. Utilizing Maryland's compatibility resources paired with local tools and federal programs may expand compatible use in the vicinity of the installation.

| Program or Agency                                                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Community Compatibility Handbook & Compatibility Review Mapping Tool | <p>The Department of Planning maintains a website for Military and Community Compatibility. The website contains a summary of Maryland's installations along with recent planning efforts and compatible use studies. For local governments, there is a list of best practices by resource topic along with state and federal agencies that have programs which support compatible use. Examples of best practices contained on the website include deeds for avigation easements in St. Mary's County and Prince George's County's Military Installation Overlay zoning district.</p> <p>A web mapping tool to review compatibility is a key part of the website for use by local governments and the private sector (Maryland Department of Planning, 2026). Imaginary surfaces for NAS Patuxent River and WOLF along with an installation coordination area are shown on the website. Noise contours and the AICUZ overlay zone are missing from the website.</p> <p><a href="https://militarycompatibility.maryland.gov/Pages/home.aspx">https://militarycompatibility.maryland.gov/Pages/home.aspx</a></p> |
| Maryland Military Installation Council (MMIC)                        | <p>The MMIC works to identify and address public infrastructure needs which support expansions to military installations. It consists of appointed, statutory, and ex-officio members which review state policies supporting military installations while maximizing economic benefits to local communities.</p> <p><a href="https://commerce.maryland.gov/commerce/boards-and-commissions/military-installation-council">https://commerce.maryland.gov/commerce/boards-and-commissions/military-installation-council</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Program or Agency                                 | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Maryland Agriculture Land Preservation Foundation | <p>Easement purchase program. Purchases perpetual easements on contiguous land of 50 acres or more in areas outside of a County's 10-year water and sewer plan with a minimum of 50% productive soils.</p> <p><a href="https://mda.maryland.gov/malpf/Pages/default.aspx">https://mda.maryland.gov/malpf/Pages/default.aspx</a></p>                                                                                                                                                                                                                    |
| Maryland Environmental Trust                      | <p>Perpetual conservation easement program which works with exceptional urban properties that provide public access or for rural properties with significant historic, agricultural, natural, scenic, scientific, open space, or recreational value. Provides a 15-year state and local property tax exemption on the unimproved land. Often co-holds easements with other local land trusts to further conservation efforts.</p> <p><a href="https://dnr.maryland.gov/met/Pages/default.aspx">https://dnr.maryland.gov/met/Pages/default.aspx</a></p> |
| Maryland's Rural Legacy Program                   | <p>Created in 1997 to discourage urban sprawl and protect large areas of Maryland's cultural and natural resources. Program funding is used to protect land by providing for easements and fee simple acquisition.</p> <p><a href="https://dnr.maryland.gov/land/pages/rurallegacy/home.aspx">https://dnr.maryland.gov/land/pages/rurallegacy/home.aspx</a></p>                                                                                                                                                                                        |

### 3. Local

Local governments and organizations have the greatest ability to control and affect development and land use surrounding installations. Below is a list of tools permitted through the Maryland Annotated Code that are available to Maryland jurisdictions and are effective in addressing compatibility concerns.

| Program or Agency      | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Overlay Zoning         | <p>This is a zoning tool used to apply an additional set of regulations to the base zoning. It can be used to ensure compatible land use development, limit height, and control glare. The extent of the overlay is defined by local government. The overlay can limit use within and adjacent to the CZs, APZs, and noise zones.</p>                                                                                                                                                                                                                                                                                                                                     |
| TDR                    | <p>TDR programs reduce development rights in sending areas by increasing development in receiving areas. Successful programs include incentives for landowners in sending areas to sell development rights and demand for bonus densities to increase development in receiving areas where TDRs are the best option to acquire bonus density.</p> <p>St. Mary's County and Calvert County have active TDR programs based around critical area designations, forest and agricultural conservation, and commercial floor area ratios. Expanding the TDR program to include the APZs, CZs, and high noise zones as sending areas can encourage continued compatible use.</p> |
| Land Banking           | <p>Land banking is a method of acquiring, holding and managing parcels of land. It involves purchasing abandoned, vacant, distressed or tax delinquent properties and repurposing such properties for productive use. In Maryland, land banks may acquire properties through tax foreclosure processes, donation or direct purchase. Once acquired, the property can be turned over for development as a use compatible with the AICUZ footprint. St Mary's County and Calvert County do not currently have an established land bank.</p>                                                                                                                                 |
| Real Estate Disclosure | <p>Real estate disclosure is a document or documents added to paperwork for homebuyers informing the buyer of nearby military operations and noise exposure. An example document from the Southern Maryland Association of REALTORS® used for disclosure around NAS Patuxent River is available on Maryland's military compatibility website (<a href="#">here</a>).</p>                                                                                                                                                                                                                                                                                                  |

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