

# Bryans Road- Indian Head Sub- Area Plan

Approved October 23, 2001



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Cover Pictures: Top to bottom. Portion of Town Center Core Plan. View of Virginia from Mount Aventine (MD Department of Natural Resources, Resource Planning Program). Bryans Road-Indian Head Sub-Area Location.

**COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND**

**RESOLUTION NO. 2001-89**

WHEREAS, prescribed by the 1997 Charles County Comprehensive Plan the Bryans Road-Indian Head Sub-Area Plan was created to guide future land use and development within the portion of the County designated as the Bryans Road-Indian Head Sub-Area; and

WHEREAS, an eighteen member Bryans Road-Indian Head Sub-Area Workgroup was appointed by the Charles County Commissioners in order to foster community development in Bryans Road; and

WHEREAS, two public workshops were held on October 30<sup>th</sup> of 1999 and April 12<sup>th</sup> of 2000 to solicit public input in the development of the Bryans Road-Indian Head Sub-Area Plan; and

WHEREAS, the Bryans Road-Indian Head Sub-Area Workgroup forwarded a draft plan to the Charles County Planning Commission; and

WHEREAS, a public hearing was held on January 22<sup>nd</sup> of 2001 by the Charles County Planning Commission in order to receive public comment on the Bryans Road-Indian Head Sub-Area Plan; and

WHEREAS, subsequent work sessions were held by the Charles County Planning Commission on April 23<sup>rd</sup>, May 7<sup>th</sup>, and June 4<sup>th</sup> of 2001 to review public comments on the Bryans Road-Indian Head Sub-Area Plan; and

WHEREAS, the Charles County Planning Commission forwarded it's approved Bryans Road-Indian Head Sub-Area Plan to the County Commissioners, recommending it's adoption as an amendment to the Charles County Comprehensive Plan; and

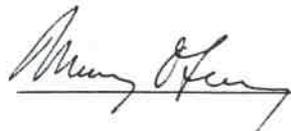
WHEREAS, a public hearing was held on August 27<sup>th</sup> of 2001 before the County Commissioners of Charles County in order to receive public input on the Bryans Road-Indian Head Sub-Area Plan; and

WHEREAS, a subsequent work session was held by the Charles County Commissioners on October 23<sup>rd</sup> of 2001 to review public comments on the Bryans Road-Indian Head Sub-Area Plan; and

WHEREAS, the Bryans Road-Indian Head Sub-Area Plan is consistent with the 1997 Charles County Comprehensive Plan; the Economic, Growth, Resource Protection and Planning Act of 1992; and the Smart Growth Areas Act of 1997 by fostering development in the Town Center and guiding future development activities in a coherent manner; and

NOW, THEREFORE, BE IT RESOLVED, this 3rd day of Dec., 2001, by the County Commissioners of Charles County that the document consisting of text, maps, and charts, entitled "Bryans Road-Indian Head Sub-Area Plan" and dated October 23<sup>rd</sup> of 2001, is hereby adopted as an amendment and update to the 1997 Comprehensive Plan of Charles County in accordance with Article 66B of the Annotated Code of Maryland.

COUNTY COMMISSIONERS OF  
CHARLES COUNTY, MARYLAND



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Murray D. Levy, President

Robert J. Fuller

Robert J. Fuller

James M. Jarboe

James M. Jarboe

Wm. Daniel Mayer

Wm. Daniel Mayer

Allan R. Smith

Allan R. Smith

Shirley M. Gore  
ATTEST: Shirley M. Gore, Clerk

## Executive Summary

This Bryans Road-Indian Head Sub-Area Plan (the Plan) has been developed to guide future land use and development in the Bryans Road-Indian Head Sub-Area (the Sub-Area) of Charles County, Maryland. The Plan addresses land use and development, transportation, environment, open space, and public facilities such as water and sewer, parks, and schools. The Plan also establishes a “vision” for the area; an overall image of what the Bryans Road-Indian Head communities want to be and how they should look in the future. The planning horizon for the Plan is 20 years, but the vision elements address a 20 to 50 year horizon.

The Sub-Area covers approximately 17.5 square miles, a little under four percent of Charles County’s land area. As of 2000, the Sub-Area was home to approximately 10,800 people, nearly nine percent of the County’s population. Important economic assets in the Sub-Area include the Naval Surface Warfare Center, Indian Head Division, one of the largest employers in the County, the County’s only airport, and the Bryans Road and Indian Head business areas. The Sub-Area contains valuable environmental assets including portions of the Mattawoman Creek Natural Environment Area, and a 2,175-acre, mostly forested tract purchased by the State in 1998.

The Sub-Area is part of Charles County’s “Development District” which has been designated as the County’s principal center of population, services, and employment. The incorporated Town of Indian Head borders the Sub-Area. The Town participated in the development of the Plan, but is responsible for planning within its boundaries.

Charles County’s 1997 Comprehensive Plan designated approximately 2,000 acres centered on the MD 210/MD 227 as the Bryans Road “Town Center” where higher density residential development and associated commercial and services uses would be encouraged. The Bryans Road Town Center today is home to approximately 5,400 people, half the Sub-Area’s population. The Sub-Area’s population is projected to increase by around 1,300 people, or 13 percent, by 2020. Jobs are projected to increase from 2,800 today to 3,100 by 2020. After accounting for approximately 220,000 to 350,000 square feet of existing commercial and business space, the sales potential of Bryans Road’s market area translates into demand for about 70,000 to 90,000 square feet of additional retail space by 2020.

Overall, existing traffic volumes in the Sub-Area are light to moderate and the existing road network handles existing traffic adequately. The heaviest volumes are on MD 210 east of Bryans Road. The Cross County Connector is a planned four-lane county road that, when complete, will connect Bryans Road with Waldorf.

Since the Sub-Area is located within the Development District, it is ultimately intended to be fully served by public water and sewer. Currently, however, service is limited to portions of the Bryans Road Town Center and the Town of Indian Head.

The Plan divides the Sub-Area into eight land use categories. With some minor adjustments, the Bryans Road Town Center Boundary as shown in the 1997 Comprehensive Plan is retained. Within this boundary, higher-density residential development is encouraged, and this area would become a focus for locating public uses and for investing in public amenities. Within the Town Center Boundary, around the MD 210/MD 227 intersection, is a 175-acre Town Center Core Mixed Use Area, which is to have a mixed retail/residential emphasis north of MD 210 and an employment/residential emphasis south of MD 210. Low to Medium Density Residential Areas comprise approximately 30 percent of the Sub-Area. Employment Areas comprise an approximately 950 acre area including and surrounding Maryland Airport. Commercial Areas recognize existing retail, office, entertainment, and service-type commercial uses in scattered locations outside the

Bryans Road Town Center. Open Space Areas are extensive including Chapman's Landing, Mattawoman Natural Environment Area, and county parkland.

The Plan includes a detailed vision plan for the Bryans Road Town Center Core Mixed Use Area. Actual development will very likely differ from that portrayed in the Plan, but this does not matter, provided the development that does occur is consistent with the Plan's key elements and design principles. Through public/private partnerships, land use regulations, and the site design, development and architectural review process, the County can guide proposals for development to ensure that they follow these elements and principles.

The Town Center Core features a community open space (town common), enclosed with existing and new development. The common would be situated at the intersection of MD 227 and Matthews Road. Development would front onto it providing a comfortable environment for citizens to shop, eat and meet one another. The common would create a new traffic pattern in the center of Bryans Road. This pattern could function in a similar fashion to a traffic circle, or roundabout. The common would slow traffic on Route 227 to a comfortable, safe speed within this two-block section of Town Center Core. New development would line the streets, such as Matthews Road, that lead to the common. The Cross County Connector, currently planned to terminate at MD 210, would be extended north across MD 210 to connect to Matthews Road.

The area around the Cross County Connector is recommended for a concentration of office and other employment uses, taking advantage of the excellent location at the intersection with MD 210. Retail sales, personal services, and general merchandise sales would be permitted only as a supporting component for employment uses. The Town Center Mixed Use Core boundary extends only a few hundred feet east of the Cross County Connector, so as to focus the Town Center Core area west of the Cross County Connector. To improve traffic flow and the image and appearance of Bryans Road from MD 210, the Plan includes an access management plan and recommends streetscape enhancements along MD 210 in the Town Center Core.

The Sub-Area is still coming to terms with the impact of the State's 1998 purchase of Chapman's Landing on future economic development. The Plan's economic development strategy is to protect existing assets especially the Naval Surface Warfare Center; support the Town of Indian Head's strategic plans; take advantage of ecotourism, recreational and heritage tourism opportunities; and create the conditions for future office and employment development by creating an attractive town center in Bryans Road, and setting aside abundant land for employment development.

Proposed new roads in the Plan are: a potential road between the Pomonkey employment area and the Cross County Connector; extension of Camp Hedges Place to Marshall Hall Road allowing Marshall Hall Road traffic to bypass the Town Center Core; and several new roads in the Town Center Core designed to create small development blocks and a pedestrian and bicycle-friendly environment. The Plan also includes a conceptual hiker-biker trail system and recommends sidewalks and bicycle facilities throughout the Town Center.

The Plan notes the need for stormwater management retrofits in the Town Center Core area, and recommends that an ongoing Mattawoman Watershed Study make management recommendations for the large Pomonkey employment area.

The Sub-Area Plan is not expected to have a significant impact on public facilities including water, sewer, schools, public safety, fire and emergency services, or library. The County has identified the need for a regional park in the area. The Plan recommends it be located either in Indian Head or the Bryans Road Town Center. The Plan makes recommendations for future uses at Chapman's Landing, to be forwarded to a committee that has been established to study the issue.

Plan implementation will require collaboration among a broad range of parties. Key next steps include zoning, subdivision, and site development regulations to implement key recommendations.

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## Chapter □ Planning Conte□t for the Su□□Area Plan

### □ntroduction

This Bryans Road-Indian Head Sub-Area Plan (the Plan) has been developed to guide future land use and development in the Bryans Road-Indian Head area of Charles County, Maryland. The Plan addresses land use and development, transportation, environment, open space, and public facilities such as water and sewer, parks, and schools. The Plan also establishes a “vision” for the area; an overall image of what the Bryans Road-Indian Head communities want to be and how they should look in the future.

Located on the Potomac River, 25 miles from Washington D.C., the Bryans Road-Indian Head Sub-Area covers approximately 17.5 square miles, a little under four percent of Charles County’s land area of 458 square miles (Figures 1 and 2). As of 2000, the Sub-Area was home to approximately 10,800 people, nearly nine percent of the County’s population. The Naval Surface Warfare Center, Indian Head Division, one of the largest employers in the County with over 3,800 jobs, is located adjacent to the Sub-Area. Important economic assets located in the Sub-Area include the County’s only airport, and the Bryans Road and Indian Head business areas that serve much of western Charles County. The Bryans Road-Indian Head Sub-Area contains valuable environmental features including portions of the Mattawoman Creek Natural Environment Area and Chapmans Landing<sup>1</sup>, a 2,175-acre, mostly forested tract purchased by the State of Maryland in 1998.

### The Su□□Area Within Charles County

The Bryans Road-Indian Head Sub-Area is part of Charles County’s “Development District”. Located in the north and northwest part of the County, and covering approximately 83 square miles, the Development District has been designated by the County as its principal center of population, services, and employment. The Development District is planned to accommodate 75 percent of the county’s future population growth.

In 1997 the County adopted a Comprehensive Plan that addresses land use, growth management, and development for the whole county. The Comprehensive Plan noted that detailed plans were needed for parts of the county experiencing rapid growth or facing special issues. These detailed “Sub-Area Plans” would offer an opportunity to examine issues and explore opportunities in greater detail than was possible in the Comprehensive Plan. The Comprehensive Plan divided the Development District into three sub-areas: Waldorf, Central, and Bryans Road-Indian Head.

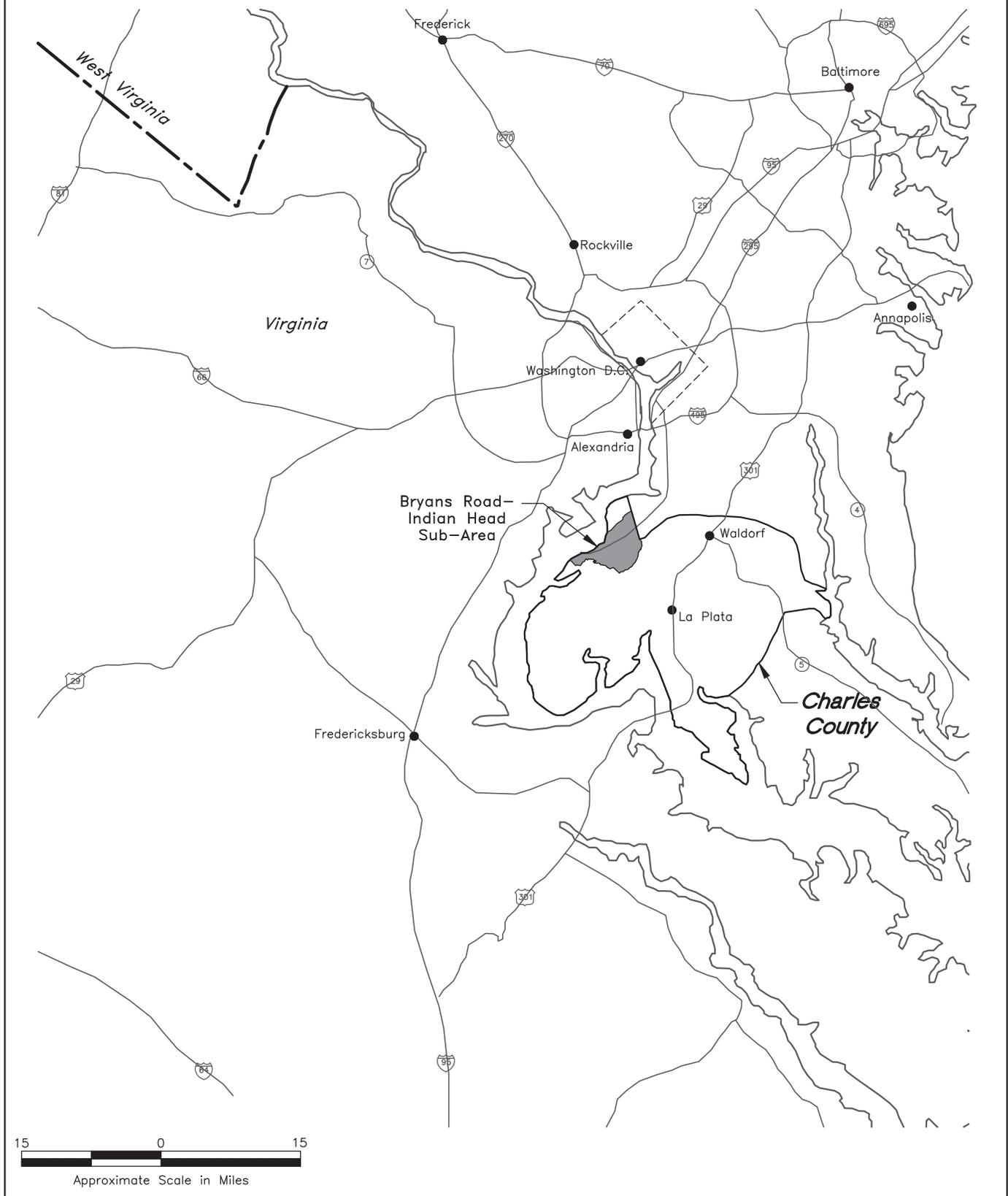
The Sub-Area Plan is prepared within the context of Charles County’s growth management program which includes the Comprehensive Plan, Water and Sewerage Master Plan, Land Preservation and Recreation Plan, and Zoning and Subdivision Regulations.

The incorporated Town of Indian Head is integral to the Sub-Area and participated fully in the development of the Sub-Area Plan. Because the Town has planning authority within the town boundaries, the Plan makes no specific recommendations for land in the Town and the Plan has no legal authority within the Town. Nevertheless, efforts were made to ensure that the Sub-Area Plan’s recommendations were compatible with and supportive of the Town of Indian Head.

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<sup>1</sup> This property is also referred to as Chapman’s Forest. The property will receive an “official” name at the conclusion of a state planning process anticipated in 2001. Pending that decision, this Plan refers to the property as Chapman’s Landing.

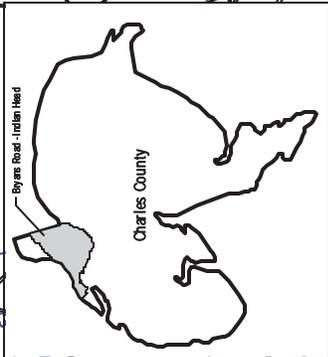
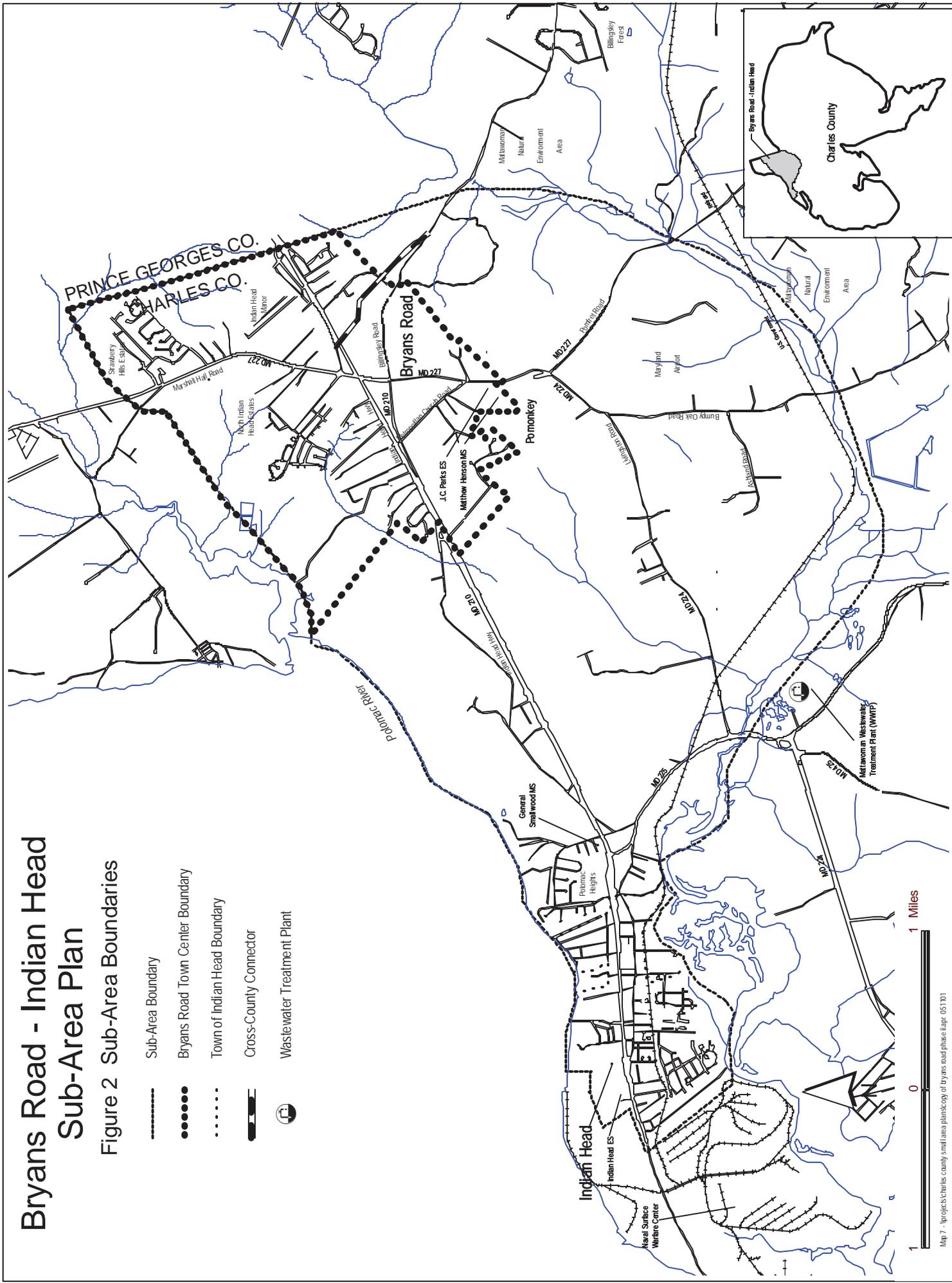
**Figure 1**  
**Bryans Road-Indian Head Sub-Area Location**  
**Charles County, Maryland**



# Bryans Road - Indian Head Sub-Area Plan

Figure 2 Sub-Area Boundaries

-  Sub-Area Boundary
-  Bryans Road Town Center Boundary
-  Town of Indian Head Boundary
-  Cross-County Connector
-  Wastewater Treatment Plant



Map 7 - Project's Charles County small area plan copy of Bryans Road phase 8 Apr. 051101

## Surrounding Areas

The Bryans Road-Indian Head Sub-Area anchors the western side of Charles County's Development District. East of the Bryans Road-Indian Head Sub-Area lies the central portion of the Development District, which is planned for mostly residential development.

South of the Sub-Area is the Deferred Development District, an area ultimately envisioned for development on public water and sewer, but where higher density development is not planned to occur until there is economic need or lack of developable land elsewhere in the Development District.

North of the Sub-Area within Charles County is the Marshall Hall area. This area is outside the county's planned water and sewer service area and is designated Rural Conservation in the Comprehensive Plan.

Northeast of the Sub-Area are the Accokeek and Moyaone/West Accokeek areas of Prince George's County. In Prince George's County's Subregion V Planning Area Master Plan, Accokeek is envisioned as a "Corridor Suburban Village" with approximately 5,100 dwelling units and 6,000 jobs at full development. The MD 210/MD 228 corridor is envisioned as a major mixed-use area, and it has seen considerable retail development in recent years. The Moyaone/West Accokeek area is envisioned as a low density "Rural Living Area".

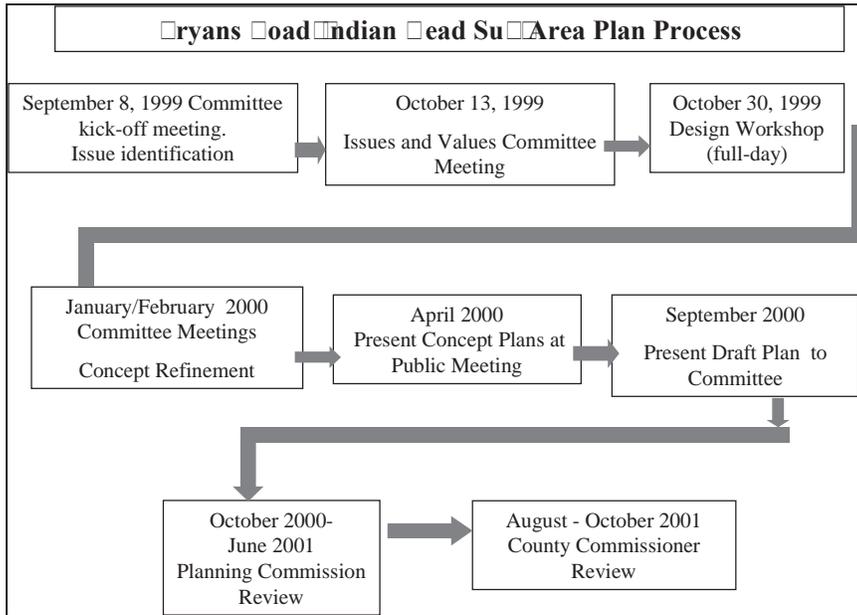
## The Planning Process

The Sub-Area Plan was developed over an approximately ten month process (Figure 3). The County Commissioners appointed a Citizens' Work Group to represent interest groups and affected parties, and assist in developing the plan. The County's Department of Planning and Growth Management, with the assistance of a team of consultants, prepared the plan. Two public workshops were held on October 30, 1999 and April 12, 2000. The Citizens' Work Group forwarded the plan to the Planning Commission on September 13, 2000.

The Planning Commission held a public hearing on the Plan on January 22, 2001 holding open the record until February 5, 2001. The Planning Commission reviewed and discussed public testimony at two work sessions on April 23 and May 7, 2001, and forwarded the Plan to the County Commissioners on June 18, 2001. The County Commissioners held a public hearing on August 27, 2001 and, following a work session, approved the Plan on October 23, 2001.



**Figure 3 Sub-Area Plan Planning Process**



**Issues**

The Sub-Area Plan is “issue driven”, in the sense that it focuses most attention on the issues participants in the planning process identified as being important. The Citizens’ Work Group and participants at the October 30, 1999 workshop ranked these issues in order of importance. The top ranked issues were as follows (see Table 1 for the full results and description of the exercises):

	First Exercise All Issues Ranked		Second Exercise Top Five Issues Selected	
Issue Rank	Issue #		Issue #	
<b>Top</b>	1	Traffic	1	Traffic
<b>Second</b>	23	Ensuring the interests of the US Naval Surface Warfare Center (NSWC) are protected.	4	Environment. Need to protect Mattawoman Creek and associated natural resources.
<b>Third</b>	5	Avoiding creation of a commercial strip along MD 210	6	Schools. Need for additional school capacity; overcrowding at elementary and high school.
<b>Fourth</b>	17	Long term protection for the area’s water supply.	17	Long term protection for the area’s water supply.
<b>Fifth</b>	16	Improving residential and commercial development design standards, including density considerations.	3	Bryans Road Town Center. Need to create a livable, and well designed town center in a good location.

Only two issues, traffic and water supply, were in the top five for both exercises. Also, many of the other issues were not ranked significantly lower than the top five. The results suggest a wide diversity of opinion within the Sub-Area regarding issues of concern.

Table 1 Issue Ranking Results from October 30, 1999 Bryans Road-Indian Head Sub-Area Plan Work Group Meeting (39 participants)

Issue	Score all issues scored	Average Score	Rank	Score Top issues	Rank
1 Traffic Access management on MD 210, public transportation, heavy traffic on rural roads such as Bumpy Oak Rd, Billingsley Road, improve pedestrian circulation.	163	4.2	1	74	1
4 In Ironment Need to protect Mattawoman Creek and associated natural resources.	141	3.6	6	50	2
6 Schools Need for additional school capacity; overcrowding at elementary and high school.	133	3.4	11	44	3
17 A nifer protection. Need long term protection for the area's water supply.	144	3.7	4	40	4
3 ryans oad Town Center. Need to create a livable, well located and designed town center. Identify improvements, services, facilities needed to help Bryans Road succeed as a Town Center.	132	3.4	13	39	5
9 uality of life ser ces Need for recreation facilities, restaurants, attractive places to go (movie theater), identify opportunities to provide waterfront access for recreation.	141	3.6	6	38	6
15 ack of pu lic water and sewer Limits economic development potential. Need extensions and a regional system.	139	3.6	9	36	7
22 aryland Airport Industrial Park. Identify how to best tie these areas into overall development of the area.	141	3.6	6	30	8
5 Need to avoid creating commercial strip along the highway.	147	3.8	3	25	9
18 mployment Center Need for an employment center, allowing people to work in the area.	121	3.1	18	24	10
24 hapters anding. Role in sub-area. Need to make recommendations on future use	133	3.4	11	24	10
23 S al Surface Warfare Center Ensure the base's interests are protected.	149	3.8	2	22	12
8 Appearance image of the area particularly along MD 210.	138	3.5	10	18	13
21 Cross County Connector intersection How should this area develop?	128	3.3	15	17	14
13 elationship etween ryans oad and ndian ead. What is the effect of Town Center designation? Potential for joint marketing, need for improved business relations between Indian Head and Bryan's Road.	117	3.0	20	16	15
16 evelopment esign Identify need for improved residential and commercial development design standards, including density considerations.	143	3.7	5	16	15
20 ryans oad Commercial Core. How should it develop/redevelop in the future? How should residential development be integrated in and around this area.	130	3.3	14	16	15
10 ourism Need to improve facilities/services for tourists, make better use of waterfront.	127	3.3	16	14	18
2 Pu lic Safety Provision of adequate fire, sheriff, and emergency management services (EMS)	126	3.2	17	12	19
19 Alternati e transportation options. Need to take advantage of opportunities such as River Jet Service to D.C.	116	3.0	22	8	20
14 ousing and ser ces for seniors. Need for senior housing, services for seniors, and consideration for seniors' needs in development design e.g. walkability.	118	3.0	19	7	21
11 rime such as from increased development in and around the airport.	117	3.0	20	1	23
12 Citc ildings. Need for such buildings/uses such as an arts center, cultural activities	106	2.7	23	1	23
7 andicapped access. Need to provide better access to public and commercial facilities	99	2.5	24	0	24
(1) Respondents ranked importance of each issue on a scale of 1 to 5. 5=very important, 1=not important					
(2) Respondents picked top 5 issues. Top issue scored as 5, next as 4, next as 3 etc.					

## Chapter 4 Description of the Sub-Area

### Land Use and Development

The Bryans Road Indian Head Sub-Area comprises approximately 11,200 acres. Included in the Sub-Area is the incorporated town of Indian Head, which covers approximately 704 acres. The balance of the Sub-Area lies in the unincorporated part of Charles County. With a current (2000) population of approximately 10,800 people, overall population density is low; less than one person per acre. Most existing development is in three parts of the sub-area: the Bryans Road Town Center, in and near the Town of Indian Head, and south of Pomonkey (Figure 4).

### Bryans Road

Bryans Road takes its name from a prominent 19<sup>th</sup> century resident of the area, Oliver Norris Bryan who spent most of his adult life living on and farming the 228-acre Locust Grove Farm near Marshall Hall. Centered at the intersection of MD 210 (Indian Head Highway) and MD 227 (Livingston Road south of MD 210, Marshall Hall Road north of MD 210), Bryans Road first became an activity center after World War II, following construction of MD 210. See Appendix B for a brief history of Bryans Road.

The first modern plan for the area was the Northwest Charles County Comprehensive Plan (1981, but never formally adopted). Recognizing existing zoning categories, it identified general goals and objectives, divided the area into four communities, and identified locations for industrial sites, multi-family uses, and two waterfront planned communities.

Charles County's 1990 Comprehensive Plan designated Bryans Road as one of several "Town Centers" within the Development District, where higher density residential development and associated commercial and service uses would be encouraged. The Town Center designated in the Comprehensive Plan covered approximately 2,000 acres centered on the MD 210/MD 227 intersection. Around the main intersection itself, the Plan designated a Commercial and Business District of approximately 250 acres. The Comprehensive Plan's designations were the basis for the comprehensive rezoning in 1992 that created a Central Business (CB) district around the MD 210/MD 227 intersection, surrounded by medium and high density residential districts (RM and RH). The 1997 County Comprehensive Plan reaffirmed the Town Center designation, but raised questions about how the Town Center was developing, to be addressed in a sub-area plan of the entire Bryans Road-Indian Head area. Another comprehensive rezoning became effective on January 1, 2001. It created a low density Rural Conservation Deferred Development District RC(D) that applies to large areas in the central and western parts of the Sub-Area. Current zoning in the Sub-Area is shown on Figure 5, and Appendix A contains summary descriptions of Charles County's Zoning Districts.

The Bryans Road Town Center today is home to approximately 5,400 people, half the Sub-Area's population. It includes some older communities, mostly created in the 1950s and 1960s, such as Indian Head Manor, Laurel Acres and North Indian Head Estates, as well as more recent subdivisions such as, Strawberry Hills, Southampton, and Brawners Estates. Most of the housing stock comprises single-family detached units, although the Southampton development includes townhouse sections

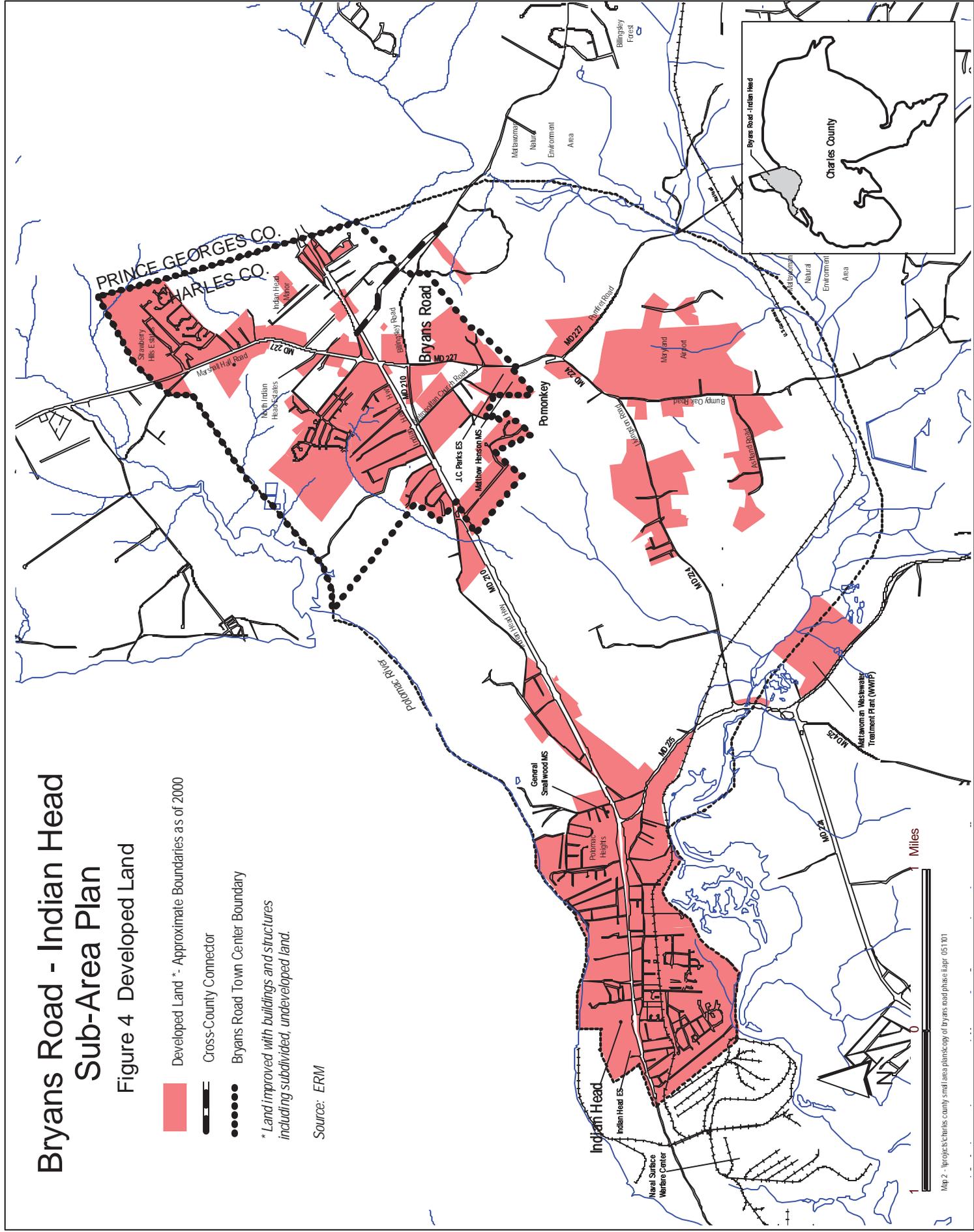
# Bryans Road - Indian Head Sub-Area Plan

## Figure 4 Developed Land

- Developed Land \*; Approximate Boundaries as of 2000
- Cross-County Connector
- Bryans Road Town Center Boundary

\* Land improved with buildings and structures including subdivided, undeveloped land.

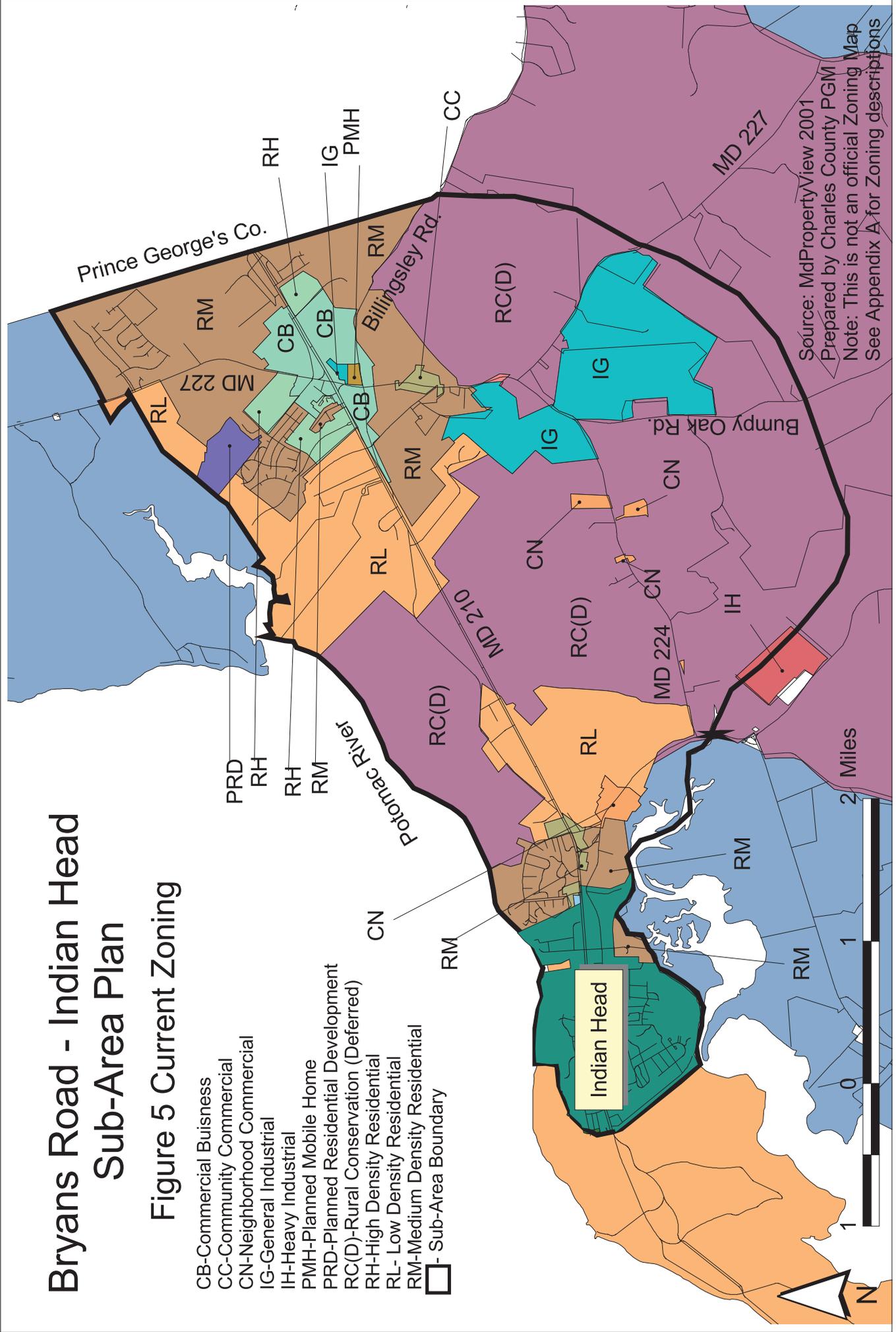
Source: ERM



# Bryans Road - Indian Head Sub-Area Plan

## Figure 5 Current Zoning

- CB-Commercial Business
- CC-Community Commercial
- CN-Neighborhood Commercial
- IG-General Industrial
- IH-Heavy Industrial
- PMH-Planned Mobile Home
- PRD-Planned Residential Development
- RC(D)-Rural Conservation (Deferred)
- RH-High Density Residential
- RL-Low Density Residential
- RM-Medium Density Residential
- ▭ - Sub-Area Boundary



Source: MdPropertyView 2001  
 Prepared by Charles County PGM  
 Note: This is not an official Zoning Map  
 See Appendix A for Zoning descriptions

The Business District is mostly developed on the north side of MD 210<sup>2</sup>. There is one shopping center, the Bryans Road Shopping Center, at the northwest quadrant of MD 210/MD 227. It contains a Safeway grocery store, CVS drugstore, other smaller stores (liquor, dry cleaners, etc.), and a small movie theater. A freestanding Food Lion grocery store is located at the north east corner of Marshall Hall Road and Matthews Road. Other businesses line MD 210 between Bucknell Road and Camp Hedges Place. These include four gas stations, two banks, two fast-food restaurants, and a variety of other stores and businesses (e.g. post office, antique store, auto parts store, Burchoil (oil supply)). On the south east corner of the MD 210/MD 227 intersection, behind a Texaco gas station, is an approximately 20-acre tract of industrially zoned land containing the Bryans Road Building Supply business.

Although much of the Town Center area is developed, there are undeveloped residential and commercial parcels. Most of the land with additional residential development potential lies north of MD 210. Undeveloped commercial parcels lie mostly south of MD 210, east of Livingston Road. There are also opportunities for “infill” development that, in the commercial area in particular, offer the potential to create a more urban development character.

### **Indian Head**

The Town of Indian Head was incorporated in 1920. The origin of the name Indian Head is not definitively known but most likely is a corruption of the term "Indian Headlands", as the entire lower end of the peninsula was occupied by Native Americans and was once an Indian Reservation. The Town developed following the establishment in 1890 of the Naval Proving Ground for the testing of guns, munitions, and armor plate for Navy ships. In 1998 the Town's estimated population was 3,806, according to the U.S. Bureau of the Census. Development east of the Town includes Potomac Heights, a 484-unit private community of former military, single family and duplex homes. Other residential areas lie south of MD 225 (Hawthorne Road) and along MD 210.

Indian Head has a small commercial district comprising around 50 businesses. Outside the Town, along MD 210 and MD 225, are some small, scattered business and commercial areas including some that house defense contractors supporting the Naval Surface Warfare Center.

The Naval Surface Warfare Center occupies the peninsula west of the Town of Indian Head (i.e. outside the Sub-Area). The Center took its current name in 1994. Its mission is to provide primary technical capability in energetics for all warfare centers. Out of 3,800 employees, approximately 1,100 people live at the Center.

### **Pomonkey Area**

Around 800 people live in scattered areas south of the Bryans Road Town Center. At the intersection of MD 224 and MD 227 (Livingston Road and Pomfret Road) is the small community of Pomonkey. Established as the Village of Bumpy Oak, in the 19<sup>th</sup> century it was a commercial and social focal point because of its location on important travel routes. It was renamed Pomonkey when it was designated a postal stop. South of Pomonkey is the approximately 380 acre, privately-owned, Maryland Airport. East and northeast of Maryland Airport are large, mostly forested tracts with a few scattered residences. An approximately 800 acre area including and surrounding Maryland Airport is zoned for industrial and business park use (Figure 5). Located over one mile south of MD 210, most of this land is undeveloped.

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2 MD 210 between Washington D.C. and Indian Head is essentially a north-south highway. The section through the Sub-Area, however, runs east-west. In this Plan we refer to MD 210 as running east-west, and reference adjoining land as lying north or south of MD 210.

## Other parts of the Sub-Area

Between Bryans Road and Indian Head is Chapman's Landing. This 2,175-acre tract is mostly forested and was purchased by the State in 1998 to protect it from development. The property straddles MD 210 and extends from the Potomac River almost to Mattawoman Creek. In the 1990s a major mixed-use development had been proposed for the property that would have included 4,600 housing units and 2 million square feet of commercial space.

Mattawoman Creek forms the Sub-Area's southern boundary. The State of Maryland owns much of the land along Mattawoman Creek, as part of the Mattawoman Natural Environment Area. Most of the privately owned land along the Mattawoman Creek is undeveloped.

## Historic Sites

There are approximately 25 historic sites in the Sub-Area that are listed on the Maryland Inventory of Historic Sites (Figure 6 and Appendix B). Nearly all are privately owned. Mount Aventine (CH 75), owned by the State, is the only site in the Sub-Area listed on the National Register of Historic Places. Several other sites just outside the Sub-Area boundary are listed on the National Register, including several sites within the Naval Surface Warfare Center.



*Mount Aventine on Chapmans Landing is entered on the National Register of Historic Places.*

## Population

The 2000 population of the Sub-Area is approximately 10,800. The population has grown by around 1,700 people or 18 percent since 1990, most of it in the Bryans Road Town Center (Table 2). The area surrounding the Sub-Area<sup>3</sup> contains almost 12,000 people. Population projections for the Sub-Area are for a slower rate of growth through 2020 compared to between 1990 and 2000. The Sub-Area's population is projected to increase by around 1,300 people, or 13 percent, by 2020. The surrounding area

is projected to grow much faster increasing to almost 20,000 by 2020.

## Employment and Market

As of 2000 there were approximately 2,800 jobs in the Bryans Road Sub-Area (Table 2). The predominant employer in the area is the Naval Surface Warfare Center, located just outside the Sub-Area with over 3,800 jobs. Many Naval Surface Warfare Center suppliers, contractors and other dependent businesses are located off-base within the Sub-Area. Most other local employment is in the retail and service areas of Bryans Road and Indian Head.

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<sup>3</sup> The surrounding area is defined as extending from Poor House Road in the south, to Marshall Corner Road and Bensville Road in the east, and to Piscataway, in Prince George's County, in the north.





*Entrance to the Naval Surface Warfare Center, Indian Head Division. As the largest employer in the Sub-Area, and one of the largest in Charles County, the Center is vital to the local economy.*

Bryans Road and Indian Head have a different business mix. In Bryans Road the mix is around 55 percent highway commercial orientation (gas stations, fast food, grocery stores), 35 percent business and professional services, and 10 percent in other scattered businesses and stores. In Indian Head the mix is 20 percent Naval Surface Warfare Center contractors, 20 percent shoppers goods, 17 percent auto-related, 16 percent business and professional services and 27 percent eating and drinking, personal services and convenience.

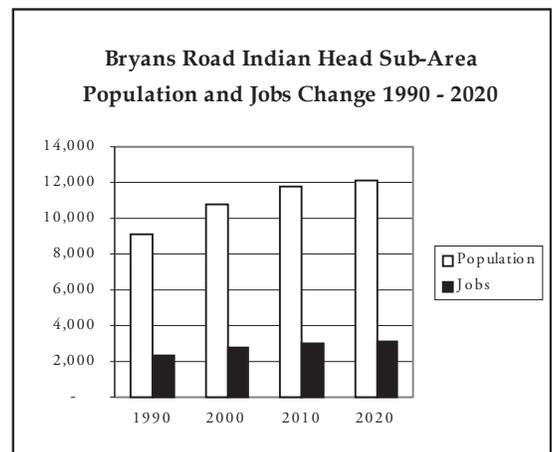
**Table 2 Bryans Road-Indian Head Sub-Area Projections Summary for Population (POP), Dwelling Units (DUs), and Jobs**

	1990	2000	2010	2020	1990	2000	2010	2020	1990	2000	2010	2020
	DUs	POP	DUs	POP	DUs	POP	DUs	POP	DUs	POP	DUs	POP
Bryans Road /Indian Head Sub-Area	3,462	9,106	2,356	4,062	10,786	2,753	4,253	11,764	2,977	4,389	12,103	3,102
Surrounding Area <sup>1</sup>	3,211	9,518	5,337	4,397	11,933	5,903	6,026	15,785	6,442	7,706	19,567	7,031
<b>Total Bryans Road Area</b>												

	1990	2000	2010	2020	1990	2000	2010	2020
	DUs	POP	DUs	POP	DUs	POP	DUs	POP
Bryans Road /Indian Head Sub-Area	327	9,131	13	349	15			
Surrounding Area <sup>1</sup>	3,308	7,634	69	1,129	21			
<b>Total Bryans Road Area</b>								

<sup>1</sup>See Footnote previous page

Sources: Charles County TAZ projections Dec 28, 1998; Revisions for Bryans Road March 2000; Prince George's County Planning Area Projections Rounds 5.2 and 6.1.



## □ **arket Potential**

The area from which people come to use the goods and services of a business center is known as that center's "trade area". In considering the Sub-Area's future retail market potential, the Bryans Road-Indian Head trade area was defined to include the area around the proposed Cross County Connector, a four-lane highway that will connect MD 210 with Waldorf, generally following the current alignment of Billingsley Road. The Cross County Connector will make Bryans Road more easily accessible from the central part of the Development District, and will increase its trade area.

Based on household income and typical expenditures for retail goods and services, expenditure potentials in the trade area will reach an estimated \$1.3 billion by 2020, of which \$431 million will be spent on retail goods and services. In addition to this trade area potential, the Sub-Area receives economic inflow from pass-through travelers, commuters, tourists and households outside the trade area. This inflow is estimated at 10 to 16 percent of the trade area potential.

Only part of this expenditure potential can be captured by the Sub-Area, because residents of the trade area will purchase goods and services at other competitive locations such as Waldorf. The Sub-Area is estimated to be able to capture between \$72 and \$104 million in retail sales by 2020.

After accounting for approximately 220,000 to 350,000 square feet of competitive existing commercial and business space, the sales potentials translate into demand for about 70,000 to 90,000 square feet of additional retail space by 2020.

## □ **n □ironment**

The Sub-Area lies wholly within the Lower Potomac Tributary Basin to the Chesapeake Bay<sup>4</sup>. Most of the area north of MD 210 drains north, directly to the Potomac River. The remainder of the Sub-Area drains to the Mattawoman Creek, which forms the Sub-Area's southern boundary.

Elevations in the Sub-Area range from sea level at the Potomac shoreline to above 180 feet around Bryans Road. The topography of the area is generally rolling, but there are some extensive areas of steep slopes especially along Mattawoman Creek south of Maryland Airport, along the two main streams that cross Chapman's Landing, on the south sides of Pomonkey Creek and along the south side of the Potomac River to Potomac Heights.

Most of the undeveloped land in the Sub-Area (approximately 70 percent of the Sub-Area) is wooded. The largest contiguous wooded area is Chapman's Landing, but there is also extensive woodland along Mattawoman Creek, much of it part of the Mattawoman Natural Environment Area. The forest on Chapman's Landing has been identified as old-growth Shell-Marl Ravine Forest, which because of a unique combination of soils, topography, and location near the Potomac River has given rise to a rare and diverse flora and fauna<sup>5</sup>

Wetlands are mostly associated with the streams that cross the Sub-Area. Mattwomman Creek is a slow moving stream with a very extensive tidal and non-tidal wetland system along its riparian zone. There are some isolated non-tidal wetlands, including an approximately 17-acre wetland east of the Food Lion in the Bryans Road Town Center.

The dominant soils in the Sub-Area are the Beltsville Series. These are moderately deep and moderately well drained, but have severe limitations for septic drain fields. The dominant soils in the Bryans Road Town Center, especially north of MD 210 are the Leonardtown Series, which are

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<sup>4</sup> Maryland is divided into ten tributary basins containing 138 large watersheds.

<sup>5</sup> Ancient Trees of Old Growth Forest at Chapman's Landing, MD by Rod Simmons, MD Native Plant Society.

shallow or moderately deep and poorly drained. A large area covering most of the Sub-Area north of MD 210 but also extending south of MD 210 west of Chapman's Landing has potentially unstable soils with a high shrink-swell potential. There have been cases of cracked foundations in some subdivisions in this area.

All the land approximately 1,000 feet inland from the Potomac River and along Mattawoman Creek inland as far as the Mattawoman Wastewater Treatment Plant is in the Chesapeake Bay Critical Area, and subject to the County's and the Town of Indian Head's Critical Area Programs.

Mattawoman Creek is an important ecological resource, valued for its wetlands, floodplains and adjacent forests. Its estuary provides valuable habitat and important recreational opportunities (especially fishing and boating) to the region. There is federal, state, and local interest in the health of Mattawoman Creek and its watershed. In 1998, Maryland completed a Clean Water Action Plan that examined watershed health statewide based on different indicators. Mattawoman Creek was one of only 12 watersheds statewide that were placed in both the "pristine or sensitive category" and in the "in need of restoration" category. The Mattawoman Creek is also on the Maryland Department of the Environment's list of waters for Total Maximum Daily Load<sup>6</sup> assessment. The issues identified in the watershed are nutrient, bacteria and sediment loadings from non-point sources, much of which occur upstream of Bryans Road. In a 1997 Reconnaissance Study, the US Army Corps of Engineers identified the Mattawoman watershed as a valuable component of the Lower Potomac River estuary watershed and a high priority for watershed management measures.

The Bryans Road-Indian Head Sub-Area is home to a number of threatened and endangered plant and animal species. The State and County have identified a number of special habitat areas including Mattawoman Creek Marshes in the state-designated Mattawoman Wildland around the estuary of Mattawoman Creek, and Pomonkey School Stream just north of Pomonkey. The Maryland Department of Natural Resources Wildlife and Heritage Division has documented 14 rare species at Chapman's Landing.

## Transportation

### Roads

The main roads serving the Sub-Area are state roads, although some through traffic also uses county-owned Bumpy Oak Road. Average Daily Traffic in 1999 on state roads is shown on Figure 7. The heaviest traffic volumes are on MD 210 east of Bryans Road. Overall, existing traffic volumes in the Sub-Area are light to moderate and the existing road network handles existing traffic adequately. There are, however, some problems:

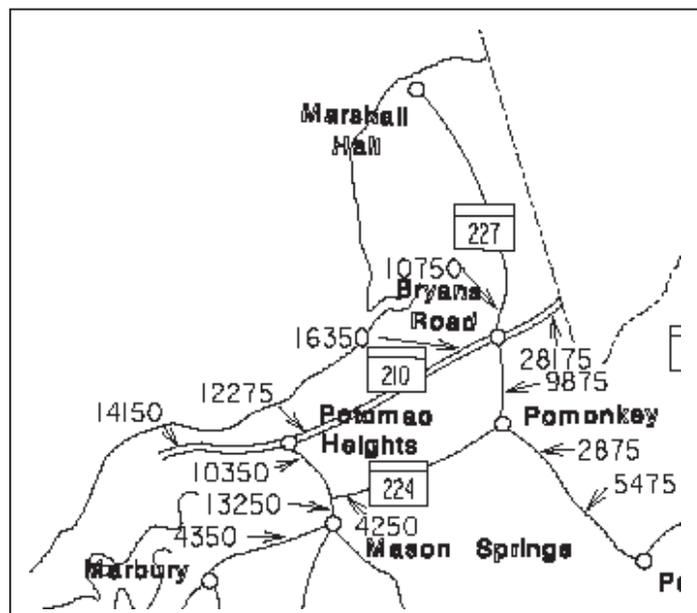


Figure 7 Average Daily Traffic on State Roads, 1999  
(Source: MD State Highway Administration)

<sup>6</sup> The list is the Section 303(d) list that is required under the federal Clean Water Act. A Total Maximum Daily Load (TMDL) establishes the maximum allowable pollutant loading for a waterbody to meet Water Quality Standards and allocates that load among pollution contributors.

- The MD 210/MD 227 intersection carries heavy traffic volumes. In addition to being the main intersection for the Bryans Road business district, through traffic from the east and south wishing to get onto MD 210 lacks alternative routes and has to go through this busy intersection.
- MD 227, MD 224, and Bumpy Oak Road are two-lane facilities. Bumpy Oak Road floods on occasion, and is weight-restricted. According to the Maryland Department of Transportation (Comments on draft Plan January 19, 2001), MD 227 and MD 224 can handle considerably more traffic than currently exists.
- In the Bryans Road business district, much local traffic is forced onto MD 210 and MD 227 for short trips because alternative road connections between properties are lacking.
- There are very few sidewalks in Bryans Road, and little pedestrian or bicycle activity.

The following table shows traffic trends and 2020 forecasts for selected Sub-Area road segments.

**Table 3 Traffic Volumes for Selected Roads**

Roadway Segment	Average Daily Traffic			Percent Change
	1999	2000	2020	
MD 210 - County line to MD 227 (Livingston Road)	14,000	28,175	33,000	17
MD 210 – West of MD 227	12,400	16,350	19,000	16
MD 227 - from 224 (Bumpy Oak Road) to 210	8,400	9,875	14,000	41
MD 227 - from 225 (Hawthorne Rd) to 227 (Livingston Rd)	3,500	4,250	5,800	36
MD 225 (Hawthorne Rd) - from 224 (Chicamuxen Rd) to MD 210	7,000	10,350	13,000	26

Source: State Highway Administration, 1999. Based on MD 210 study from MD 228 to Capital Beltway adjusted for state's purchase of Chapmans Landing and assuming completion of Cross County Connector.



*View from MD 227 north of MD 210 towards the Bryans Road Shopping Center. The many curb cuts along this road section makes accessing businesses confusing and increases the potential for accidents.*

## Other Transportation Modes

Charles County's VanGO provides bus service to Bryans Road and Indian Head six days a week via Billingsley Road.

Maryland Airport is a privately owned public use, general aviation facility. Road access is from MD 224 (Livingston Road). The primary runway is currently limited to aircraft weighing less than 12,500 pounds. Airport users are primarily (70 percent) Charles County residents. The number of aircraft based at the airport fluctuates between 60 and 90. Under a new airport master plan, the airport would be upgraded to include new taxiways, navigational aids, a new 4,250 square foot terminal, and support facilities.

Pedestrian and bicycle activity in the Sub-Area is low. Indian Head has a more extensive sidewalk system than Bryans Road where there are few pedestrian connections between uses. There are no sidewalks on MD 210 or on MD 227 from MD 210 south to the J.C. Parks and Mathew Henson school sites.

A U.S. Government railroad runs from White Plains to the Naval Surface Warfare Center at Indian Head. It parallels Mattawoman Creek through a portion of the Sub-Area. The Navy uses the tracks to transport materials to the NSWC, and has leased the tracks to an operator who runs excursion and dinner trains along this line to Indian Head.

A private operator is planning a commuter boat service along the Potomac River to Washington D.C. Service may begin from the Virginia side before the Maryland side. A suitable docking site has not yet been identified in Indian Head.

## Planned Transportation Improvements

The County Comprehensive Plan identifies three needed road projects in the Sub-Area:

- **Cross County Connector**— This four-lane county road, when complete, will connect MD 210 with Waldorf, generally following the current alignment of Billingsley Road. The segment of the Cross County Connector between US 301 and MD 5 in Waldorf is already open. The county is currently in the engineering design phase of this project west of Waldorf. The current proposed alignment within the Sub-Area would follow Billingsley Road to a point approximately one mile east of the existing intersection with MD 227. From here it would continue as a new road in a northwesterly direction to intersect with MD 210 near the Maryland Bank and Trust Company property, approximately one quarter mile east of the MD 210/MD 227 (see Figure 2).
- **Increase the capacity of MD 210 north of MD 227**— The Comprehensive Plan identifies this as a short-range project (i.e., completion by 2005). See discussion of this project in Chapter 3 of this Sub-Area Plan.
- **Increase the capacity of MD 210 from Chicamuellen Road to MD 227**— The Comprehensive Plan identifies this as a long-range project (i.e., completion beyond 2015).

In addition to these three projects, the Comprehensive Plan notes a study that was in progress in 1997 exploring the need and potential for access management along MD 210, in particular to preserve capacity for Naval Surface Warfare Center traffic in view of the then-proposed Chapmans Landing development. See discussion of MD 210 and access management in Chapter 3 of this Sub-Area Plan.

## Public Facilities

### Sewer and Water

Since the Sub-Area is located within Charles County's Development District, it is ultimately intended to be fully served by public water and sewer.

Charles County's major interceptor sewer follows Mattawoman Creek to the Mattawoman wastewater treatment plant located on MD 225. The Bryans Road interceptor serves parts of the Bryans Road Town Center, mostly north of MD 210. It connects to the Mattawoman Interceptor near Indian Head (see Figure 8). The Town of Indian Head operates its own sewage system and treatment plant. The Potomac Heights subdivision recently connected to the Mattawoman Interceptor. The County is currently exploring options for extending sewer service to industrial land in Pomomkey.

The Bryans Road-Indian Head Sub-Area relies on groundwater to meet all its water supply needs. All the water supply systems in the Sub-Area are located along the MD 210 corridor, with the exception of one small system on MD 224. Charles County supplies public water to portions of the Bryans Road Town Center area and the Montrose Farms community. The Town of Indian Head provides water within its corporate limits. A few other areas are served by private water systems: Potomac Heights, Laurel Acres and Montrose, Ford Heights (on Livingston Road), and Indian Head Manor. Outside of these systems, residents and commercial uses rely on private wells.

### Public Schools

The Sub-Area is served by two elementary and two middle schools. J.C. Parks Elementary and Mathew Henson Middle share a 40-acre site on MD 227. Indian Head Elementary is located on an eight-acre site in Indian Head. General Smallwood Middle is located on a 16-acre site on MD 210 just outside Indian Head. Both middle schools feed Lackey High School, located on MD 224 near Mason Springs, just south of the Sub-Area.

#### *School Capacities and Enrollments*

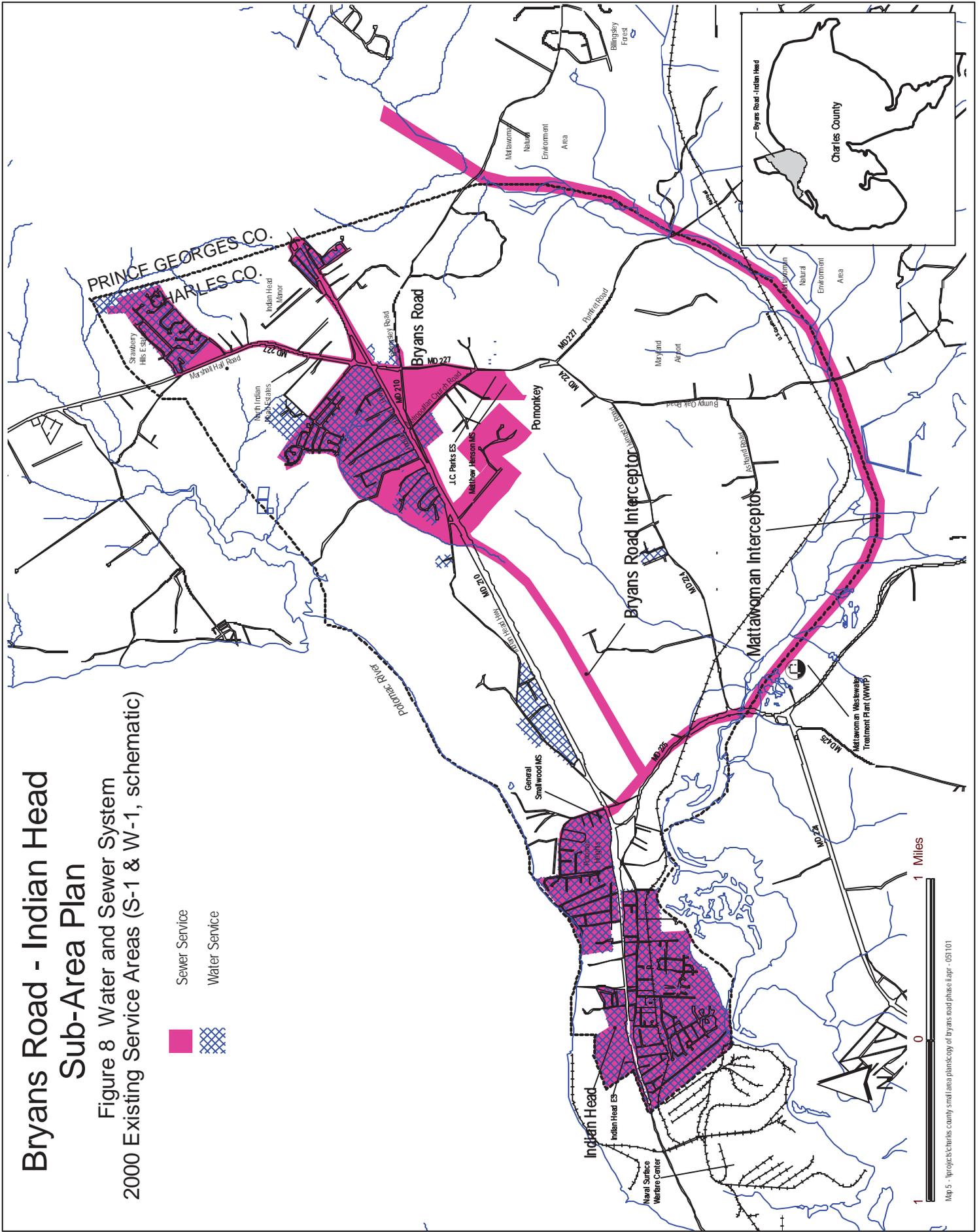
Elementary. The Charles County Board of Education's enrollment projections (April 2000) show enrollments that greatly exceed capacities at both J. C. Parks and Indian Head Elementary Schools by the year 2009. Although there are no new elementary schools in the County's current five-year Capital Improvements Program (CIP), the Board of Education is aware that this issue will have to be addressed in the near future if growth continues at the rate it is projected. Additional capacity could be provided in one or more ways, including redistricting, adding on to an existing school, or constructing a new elementary school.

Middle. Growth projections for middle school enrollments indicate that there will also be a shortage of middle school seats in the Bryans Road area by the year 2009. Although General Smallwood's enrollment is projected to be 30 seats under its rated capacity of 697 students in 2009, enrollment at Matthew Henson is expected to exceed its state rated capacity by 151 students. It is anticipated that additional capacity will be provided to the county's middle school population when a new comprehensive high school opens in 2005. This additional temporary capacity, along with possible redistricting, will serve the temporary increase in the county's middle school enrollments.

High. Lackey High School, currently under renovation and expansion, will open in September 2001 with an increased state-rated capacity of 1,472 students. This is a 223 seat expansion from its current state rated capacity of 1,249 students. Enrollment at Lackey is projected to increase by 352 students between September 30, 2000 and September 30, 2009, according to the Charles County

# Bryans Road - Indian Head Sub-Area Plan

Figure 8 Water and Sewer System  
2000 Existing Service Areas (S-1 & W-1, schematic)



Public Schools Educational Facilities Master Plan for Fiscal Year 2001. This will bring the enrollment of the school very close to its expanded capacity of 1,472 students.

The Charles County Public Schools owns a 25-acre site in the Strawberry Hills subdivision. This site is in the area north of MD 210 with potentially unstable soils.

### **Public Safety, Fire and Emergency Services**

The District 2 station of the Charles County Sheriff's Department is located in Indian Head. Fire stations and rescue squads are located in Bryans Road (Company 11), Potomac Heights (Company 7), and Indian Head (Company 9). The Naval Surface Warfare Center also has a fire company. The County and the NSWC have a mutual aid agreement.

### **Library**

The 10,000 square foot Potomac Branch of the Charles County Public Library opened in 1996 in Ruth B. Swann Park and serves the Sub-Area and other parts of western Charles County. It has a community meeting room.



*The Potomac Branch Library, located in Ruth B. Swann Park, opened in 1996.*

### **Recreation and Open Space**

The Sub-Area has almost 300 acres of recreation land, and over 4,000 acres of state-owned open space, equivalent to over 35 percent of the Sub-Area (Table 4). Not all the land classified as recreation land is usable for active recreation such as ballfields. Charles County's 1999 Land Preservation and Recreation Plan notes great need for additional recreation land in the county's Development District as a whole, especially Waldorf. Taken alone, Election District 7, which includes Bryans Road and Indian Head, has a high amount of open space/recreation land (26 acres per 1,000 population) compared to the rest of Charles County. However, most of this is open space, and game-quality ball-fields are lacking.

Major recreation facilities close to the Sub-Area include Piscataway National Park, General Smallwood State Park, and Myrtle Grove Wildlife Management Area.

The Maryland Greenways Atlas (1996) identifies a potential Potomac River Greenway along the entire Potomac River shoreline in Charles County, including through the Sub-Area.

### **Constraints to Development**

The State's purchase of Chapman's Landing limits potential new development in the Sub-Area to Bryans Road, the Pomonkey/Maryland Airport area, and some small undeveloped areas near Indian Head. The need to protect the floodplains and wetlands along Mattawoman Creek constrains development in the few areas near the Creek that are not part of the Mattawoman Natural Environment Area.

Steep slopes along the stream valleys are a constraint to future development, especially south of Pomonkey and Maryland Airport. This area is not currently served by public water or sewer, and the generally poorly drained soils are a constraint to significant residential development on septic systems. Wetlands constrain development in some areas including the Bryans Road business area.

**Table 4 Publicly Owned Recreation and Open Space Land in the Bryans Road-Indian Head Sub-Area**

<b>Parcs</b>	<b>Acres</b>
Strawberry Hills Park (Neighborhood Park)	8
Ruth B. Swann Park (Regional/Urban Park)	202
<i>Town of Indian Head</i>	
Village Green (Community Park)	20
Diffenbauch Court (Community Park)	12
Mattingley Park (Neighborhood Park)	5
Woodland Village (Neighborhood Park)	5
Meekins Park (Mini-park)	1
Charlie Wright Recreation Complex (Undeveloped Land)	10
<b>Schools</b>	
JC Parks Elementary/Mathew Henson Middle	16*
General Smallwood Middle	4*
Indian Head Elementary	3*
<b>Total Recreation Land</b>	<b>244</b>
<b>Open Space</b>	
Chapmans Landing	2,175
Mattawoman Natural Environmental Area	2,474**
<b>Total Open Space</b>	<b>4,649</b>

\*Useable Open Space \*\*Partially outside the sub-area.  
 Source: Charles County Land Preservation and Recreation Plan, 1999.



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## Chapter 1 The Plan

This Chapter describes the plan for the Bryans Road-Indian Head Sub-Area. The Plan reflects the vision for the Sub-Area that emerged from the planning process, especially the two public workshops and the work of the Citizens' Work Group.

The planning horizon for the Sub-Area Plan is 20 years. However, the vision elements of the plan go beyond 2020, to a 20 to 50 year horizon.

### Vision for the Bryans Road-Indian Head Sub-Area

The Bryans Road-Indian Head Sub-Area is a vital component of Charles County's Development District. With its abundant open spaces, focus on small-town atmosphere, community-oriented development, employment opportunities, and well-designed housing in rural settings, Bryans Road-Indian Head is an attractive community and destination just 30 minutes from the nation's capital. The vision for Bryans Road-Indian Head incorporates the following goals:

#### Development Character

- Development is focused on the Sub-Area's two centers, Indian Head and Bryans Road.
- Outside the towns, the open, green, rural feel of the area is maintained.
- Well-designed, quality housing attracts people in a broad range of income brackets who help support the local economy.
- The Bryans Road Town Center Core becomes an attractive retail destination, and a focus for the community.
- Strip commercial development, especially along MD 210, is precluded.
- Recreation opportunities are increased and are readily accessible to residents.
- Schools, the transportation network, utilities, and other public facilities are adequate and support and enhance the Sub-Area's development.

#### Economic Development

- Bryans Road and Indian Head support and complement each other rather than compete.
- Land is set aside to allow job creation to benefit residents.
- Economic assets such as the Naval Surface Warfare Center and Maryland Airport are protected and supported.

#### Environment

- The area's sensitive resources, especially its rivers, forests, floodplains, and wetlands, are key elements in setting the character for the Sub-Area.
- Public access to open spaces is increased, especially to the Potomac River and Mattawoman Creek, providing health, educational, economic, and recreational benefits.

## Land Use

The land use plan divides the Sub-Area into eight land use categories (see Figure 9, Conceptual Land Use Plan). The Land Use Plan map is not a duplicate of a zoning map. Rather, it presents a *generalized* pattern of desired land uses reflecting the Sub-Area Plan's goals. After the Sub-Area Plan is adopted, the Land Use Plan Map will be the basis for zoning map changes needed to implement the plan. Key components of the land use plan are described in this section.

**Bryans Road Town Center Boundary** This boundary surrounds the Bryans Road Town Center. Under this Sub-Area Plan, within the Town Center boundary, higher-density residential development would be permitted and encouraged, and this area would become a focus for locating public uses and for investing in public amenities such as parks, sidewalks, and street lights. The boundary incorporates some minor adjustments to the boundary shown on the 1997 Comprehensive Plan Land Use Concept Plan.

**Bryans Road Town Center Core Mixed-Use Area** This area covers approximately 175 acres around the MD 210/MD 227 intersection. This area is currently zoned CB (See Figure 5<sup>5</sup>). It is envisioned as a mixed-use area with a *retail* emphasis north of MD 210 and an *employment-residential* emphasis south of MD 210. A detailed concept plan has been prepared for this area and is described in the next Section.

The design emphasis for the Town Center Core Mixed-Use Area is on creating attractive places and streets; creating a more interconnected road network; and providing convenient, safe access for pedestrians and bicyclists from surrounding neighborhoods. Buildings would be designed and scaled to be compatible with development in the area.

**Medium-Density Residential Areas** This land use category is limited to within the Bryans Road Town Center, outside the Town Center Core. These areas are currently zoned RM (Medium Density Residential) or RH (High Density Residential) (see Figure 5). Gross densities<sup>6</sup> in these areas are currently typically between three and six dwelling units per acre. Under this Sub-Area plan, some new residential development, especially near the Town Center Core, would be up to 15 dwelling units per acre, incorporating a mix of housing types and uses, and traditional neighborhood design principles. These would include, for example, a mix of housing types in close proximity; grid or grid-like street pattern; narrow road sections; alleys; homes with shallow setbacks; and fencing or low walls to form a consistent street edge. Community parks and open spaces would be encouraged, as well as provisions for pedestrians and bicyclists. Non-residential land uses could be permitted (e.g. by special



*Entrance to the Southampton Subdivision, east of the Town Center Core in a Medium-High Density Residential area.*

<sup>5</sup> See Appendix for a summary of Charles County's zoning categories.

<sup>6</sup> Gross density is calculated using the entire area of a tract including any environmentally sensitive areas or required open space.

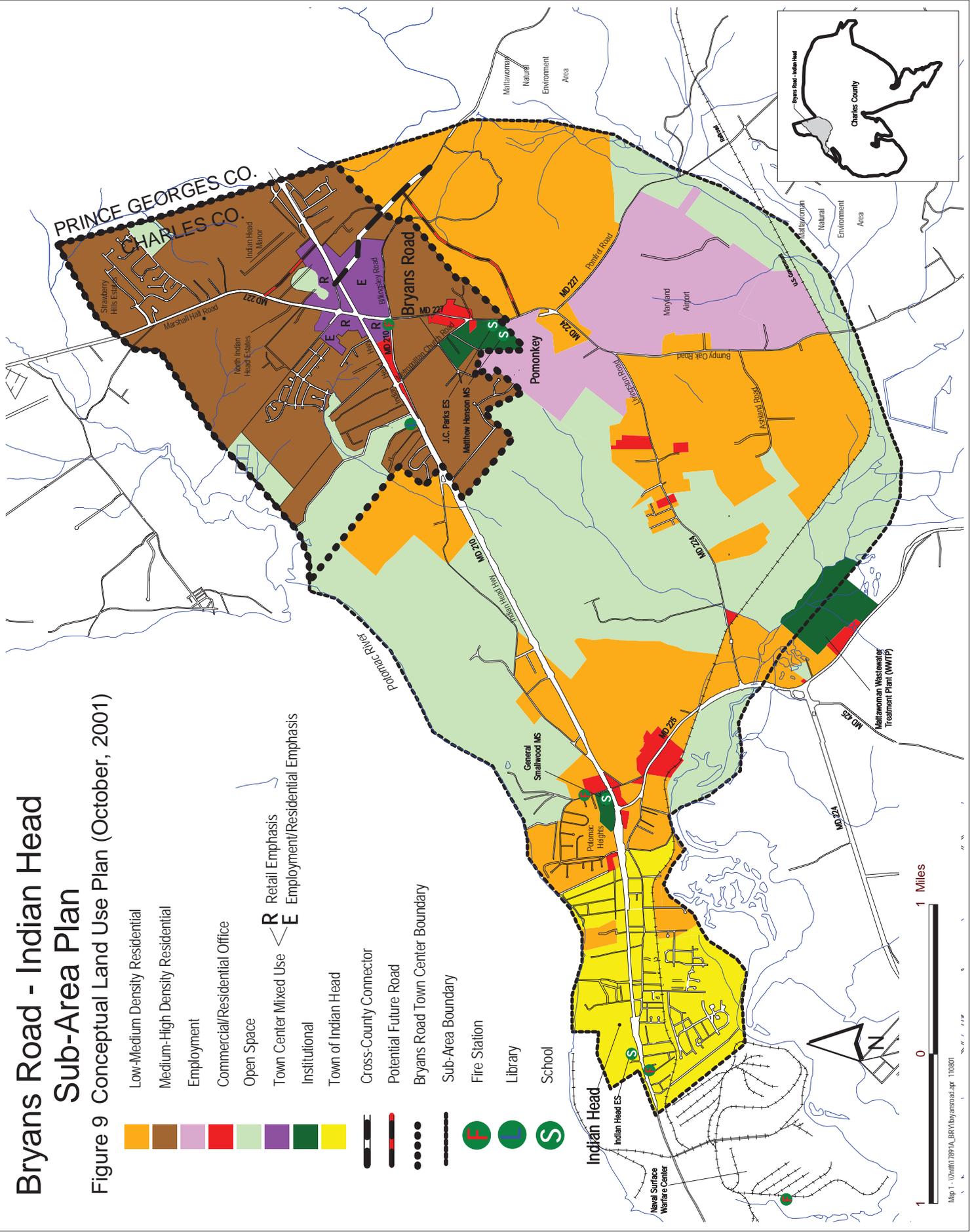
# Bryans Road - Indian Head Sub-Area Plan

Figure 9 Conceptual Land Use Plan (October, 2001)

-  Low-Medium Density Residential
-  Medium-High Density Residential
-  Employment
-  Commercial/Residential Office
-  Open Space
-  Town Center Mixed Use
-  Institutional
-  Town of Indian Head
-  Cross-County Connector
-  Potential Future Road
-  Bryans Road Town Center Boundary
-  Sub-Area Boundary

-  Fire Station
-  Library
-  School

-  Retail Emphasis
-  Employment/Residential Emphasis



exception) where compatible with residential character. Special attention would be paid to protecting areas with steep slopes.

**Low-Medium Density Residential Areas** There are four of these areas that comprise approximately 30 percent of the Sub-Area: i) South of the Bryans Road Town Center, east of MD 227; ii) West of Pomonkey and Maryland Airport; iii) west of Ruth B. Swann Park (mostly developed: Montrose Farms), and iv) east of Indian Head. These areas are currently zoned RL (Low Density Residential), RM (Medium Density Residential), or RC(D) Rural Conservation Deferred Development.

The land use character of these areas would be mostly residential, with gross densities between approximately one dwelling unit per acre to three dwelling units per acre. Higher densities are possible, especially in areas bordering Indian Head, parts of which may, at some future time, choose to be annexed into Indian Head. Currently, few of the Low-Medium Density Residential Areas are served by public water or sewer, although ultimately service may be extended to all these areas. Extensions of water or sewer service in these areas will typically be developer-funded. Non-residential land uses may be permitted (e.g. by special exception) where they are compatible with residential character. The design emphasis in these areas would be on retaining the open, green, rural feel. Cluster subdivision design and low-impact development practices will be encouraged in these areas, as well as well-designed, quality housing.

During the final drafts of this Plan and the Planning Commission's review, much testimony was received regarding the need for higher density development in the Low-Medium Density Residential Areas to support the amount and type of business and economic development depicted in the Plan. Of the four Low-Medium Density Residential areas, the area close to Indian Head is the most suited for higher density, given its location close to the Town. This area would be suitable for rezoning as a Planned Residential Development (PRD) or, perhaps, as a Mixed Use (MX) floating zone, provided a project (Master Plan) for all or part of this area was proposed that was consistent with the vision for the Sub-Area, especially with respect to high quality housing, and met the required criteria for rezoning in the Zoning Ordinance.

**Employment Areas** These areas are limited to an approximately 950-acre area including and surrounding Maryland Airport. Most of this area is currently undeveloped. The market for this land is expected to be for light industrial uses such as single story flex-type industrial buildings, storage, and warehousing<sup>7</sup>. Road access to this area is currently via MD 227 or MD 224. Improved road access would be needed to serve major employment uses, and this Sub-Area Plan suggests a potential new road from Pomonkey to the Cross County Connector (discussed in more detail below, under Transportation).

**Commercial and Residential Office Areas** These areas recognize the existing retail, office, entertainment, and service-type commercial uses in scattered locations that primarily serve local residents. Most of these areas are currently in CC or CN zoning districts. The largest concentration of these areas is outside the Town of Indian Head. An approximately 15-acre area south of MD 210 just west of the Town Center Core is recommended for Residential Office use. This area is currently zoned CB but is mostly in residential or residential office use. Other than within the Town Center Core, no new or expanded commercial areas or changes in the types of permitted commercial uses are proposed in this Plan.

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<sup>7</sup> See Industrial Land Livingston Road/Maryland Airport Highest and Best Use Analysis, Prepared for the Charles County Economic Development Commission, 1999, by Lippman Frizzell & Mitchell LLC.

**Open Space Areas** These areas include Chapman’s Landing, Mattawoman Natural Environment Area, county parkland (Ruth B. Swann, Strawberry Hills), and other areas, such as identified wetlands that are expected to remain as open space. The Plan’s management emphasis in these areas would be on natural resource conservation incorporating some public access and recreational uses. Some areas would have ballfields and other recreation uses. The Plan includes a Conceptual Hiker-Biker Trail System that connects these open space areas with key destinations in the Sub-Area (see below under Transportation).

**Institutional Areas** The Conceptual Land Use plan recognizes institutional uses such as public schools, public facilities, and the Mattawoman Wastewater Treatment Plant.

**Indian Head** No discrete land use categories are set forth, because the Town has planning authority within its boundary.

### **Indian Center Core**

The plan for the Town Center Core presents a vision for how this area should develop, based on the community input into the Sub-Area Plan. The vision is presented in three components:

- A Town Center Core Development Plan (Figure 10).
- A rendering illustrating the desired character of development around a proposed new civic space north of MD 210, (Figure 11) and
- The written description in this section of the Plan. The description is in three parts: area north of MD 210, area south of MD 210, and MD 210 itself.

Market factors and the decisions of private property owners will dictate the location, timing, amount, and type of development, which will very likely result in different development than that portrayed in the Plan. This does not matter, however, provided the development that does occur is consistent with the Plan’s key elements and design principles. Through public/private partnerships, land use regulations, and the site design, development, and architectural review process, the County can guide proposals for development to ensure that they follow these elements and principles. The result will be development that is consistent with the Plan’s overall vision and intent. The Plan also shows more business and employment development than the market analysis indicates the area will be able to support in the near future. Again, the Town Center Core Plan is an *illustrative* plan used to depict the type, pattern, and character of development that is desired in Bryans Road over the long term, that is beyond the 20 year planning horizon of this Sub-Area Plan.

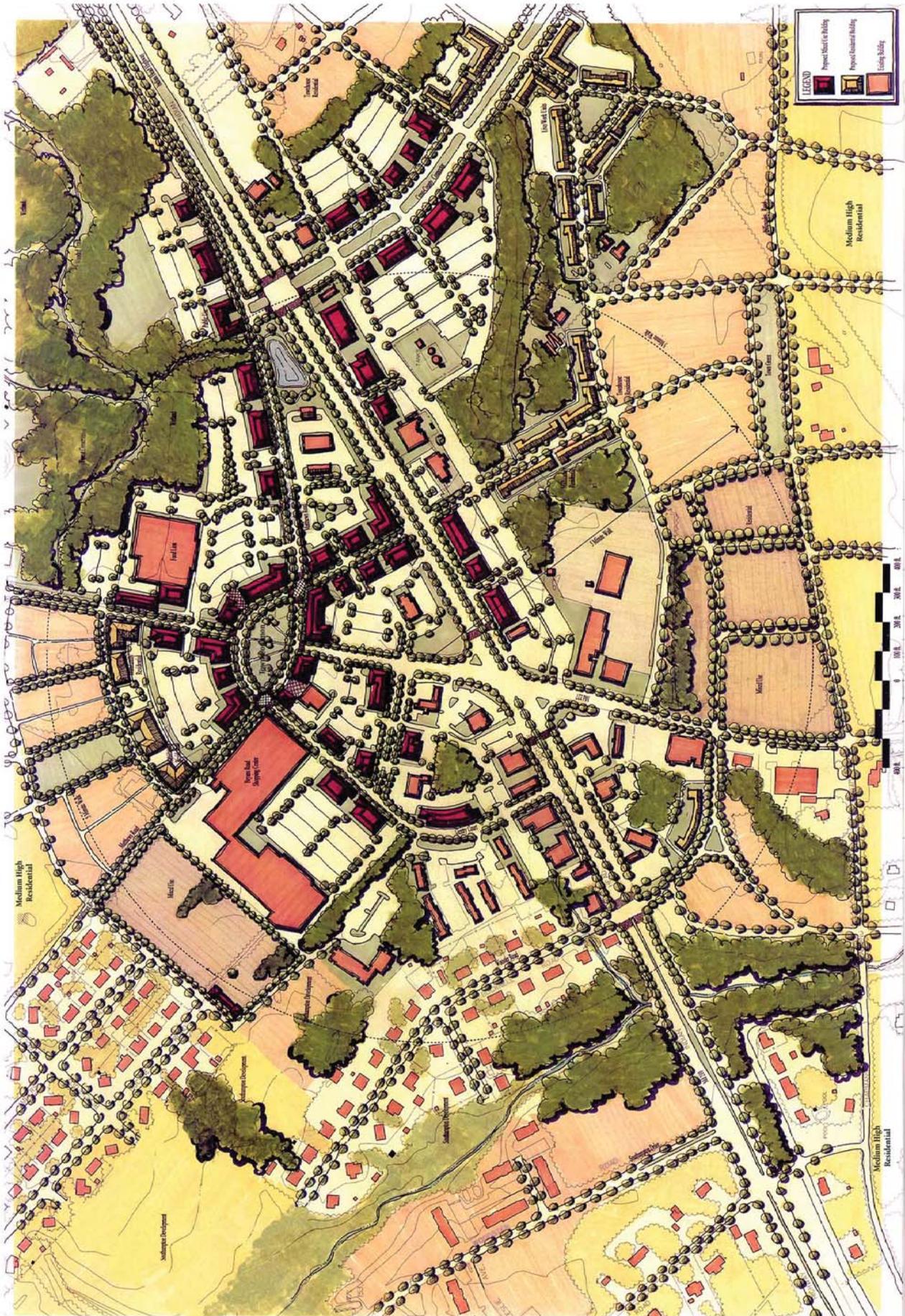
### **Area North of MD 210**

#### *Character, Land Use*

The portion of the Town Center Core north of MD 210 is approximately 65 acres. The consensus of participants at the public workshops was that this area, which currently provides most of the community’s local retail needs, should be the “center” of Bryans Road. Participants felt it important to build on and improve the existing center rather than to relocate it or develop a new one in another currently undeveloped area.

Land uses north of MD 210 would be mixed: primarily retail, but incorporating service, public, employment, or even residential uses. Since the Town Center Core serves a large market area, higher intensity commercial uses (such as general and shoppers merchandise stores) would be permitted here compared to other commercial areas in the Sub-Area, to increase the retail offerings and to create an attractive destination and business area.

Figure 10 Town Center Core Plan



**Figure 11** *Illustrative View of Proposed Bryans Road Town Center*



*Rendering illustrating improvements and the desired character of development at and around the proposed town common at the current intersection of Matthews Road and MD 227. This view is from Matthews Road looking west towards MD 227.*



*View along Matthews Road towards MD 227 (the Food Lion is to the right). The Plan proposes a semi-circular traffic circle at this intersection to improve traffic circulation and serve as a community public space.*

Characteristic of a true community “center,” the plan for the Town Center Core features a community open space (town common), enclosed with existing and new development. The common is situated at the intersection of MD 227 and Matthews Road. Development would front onto it providing a comfortable environment for citizens to shop, eat, and congregate. Sized at one acre the common could easily accommodate landscaping, furniture (e.g. gazebo, benches), a monument perhaps, and would permit community gatherings such as bake sales or small markets<sup>8</sup>.

Additional development would be encouraged to infill the current development to create a continuous built “edge”. This edge would enclose the common and create an attractive

destination with a comfortable and safe streetscape: wide sidewalks and street trees, benches for resting, and clearly defined crosswalks between the blocks. The buildings enclosing the common are envisioned as two to three stories, with retail uses on the first floor, and office and/or residential uses above. On-street parking should be permitted at least on the street side, but preferably also on the side with the common. Pedestrians would be able to cross safely to the common at well-defined corner locations. In implementing this part of the Town Center Core Plan, care needs to be taken to minimize impacts on parking for existing businesses. The redevelopment will require some existing parking lot reconfiguration and use of shared and on-street parking (see Figure 12 Town Common Street Section).

The common would create a new traffic pattern within the center of Bryans Road. This pattern could function in a similar fashion to a traffic circle, or roundabout, where traffic moves in a counter-clockwise direction (one-way to the right). The common would slow traffic on Route 227 to a comfortable, safe speed within this two-block section of Town Center Core. This traffic pattern would require some signaling and other instructional signage, but would result in a safe, attractive environment for both pedestrians and drivers.

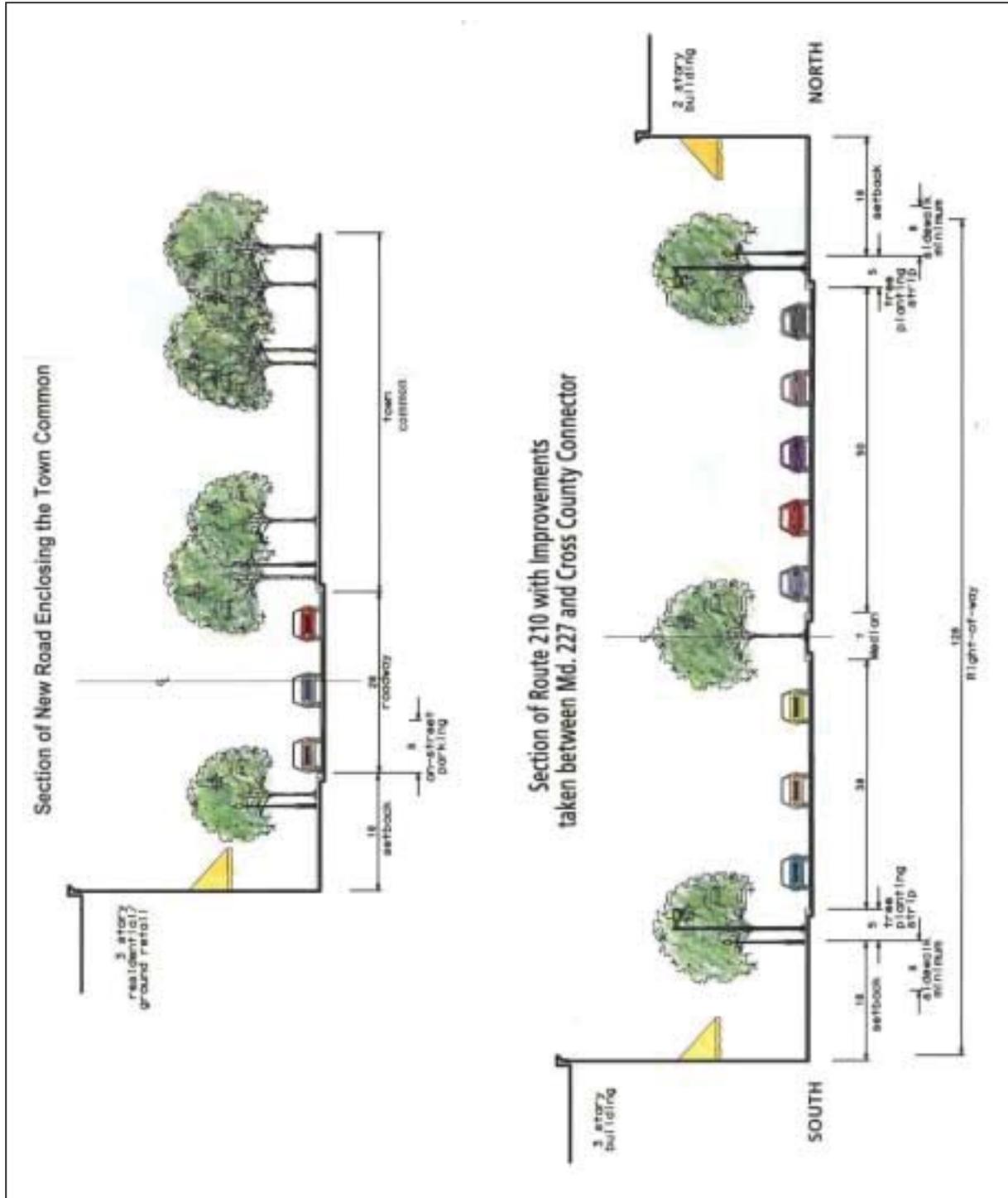
New development would line the streets, such as Matthews Road, that lead to the common. Shallow building setback requirements (e.g. zero to six feet at the front, zero to the side) would encourage infill development, permitting buildings to be located close to the street with most parking in the rear. To further encourage infill development, credits for on-street parking and nearby off-site shared parking could be given towards the amount of required on-site parking. At the terminus of the Cross County Connector, north of Matthews Road, there is a prominent site that would be ideal for a civic building, or public or quasi-public use such as a post office or community center.

### *Additional Open Space*

The Town Center Core area north of MD 210 includes portions of a forest conservation easement and wetland east of the Food Lion. A woodland trail could go around this wetland connecting existing and future residential uses east of Camp Hedges Place to the Town Center.

<sup>8</sup> The exact dimensions and configuration of the circle would be determined during design. MD 227 north of MD 210 carries approximately 11,000 vehicles per day and traffic must continue to move efficiently through the area.

Figure 12 Street Sections



A second forest conservation easement is on the west side of MD 227 north of Matthews Road<sup>9</sup>. This easement may need to be adjusted, or perhaps relocated to the east side of MD 227, to allow the proposed development around the common.

It would be desirable to locate a playground or tot lot in the Town Center Core. Possible locations north of MD 210 are north of the Common between Matthews Road and MD 227 or, perhaps, on or north of Matthews Road between the Cross County Connector and the common.

### *Roads and Pedestrian Connections*

As part of the Town Center Core plan, the Cross County Connector, currently planned to terminate at MD 210 at a signalized intersection, would be extended north across MD 210 to connect to Matthews Road. This extension would make the Bryans Road retail area and common accessible from the Cross County Connector via Matthews Road, as well as via the MD 210/MD 227 intersection. Because of the short distance between MD 210 and Matthews Road, it is envisioned that traffic on Matthews Road east and west of the Cross County Connector would have stop signs, and would yield to traffic turning onto Matthews Road either from MD 210 or the Cross County Connector. Matthews Road between the Cross County Connector and Camp Hedges Place is currently a frontage road and will carry light traffic volumes, even if some of the currently vacant sites are developed.

New residential areas northwest of the Town Center Core would be connected to the core by both pedestrian and vehicular connections. Improving pedestrian connections to existing neighborhoods such as Southampton should also be investigated. All streets within the Town Center Core should have sidewalks on both sides of the street.

The proposed Sub-Area Hiker-Biker Trail (see description below under Transportation) would go along MD 227 through the Town Center Core.

### **Area South of MD 210**

#### *Character, Land Use*

The portion of the Town Center Core south of MD 210 is approximately 110 acres. Much of this area is currently undeveloped, and there is also potential to redevelop some existing sites. The area south of MD 210 is envisioned primarily as an employment or mixed employment-residential area, although there could also be some retail or service uses, to serve the employment uses.

The construction of the Cross County Connector will create valuable, prominent sites near the intersection with MD 210, which lend themselves to high quality uses that will create a positive image and impact for Bryans Road and the Sub-Area as a whole. This area is currently zoned for high intensity commercial use (CB) (see Figure 5). This area was considered as



*View looking south across MD 210 to MD 227. The Bryans Road Building Supply is the site in the upper left. The Plan recommends the area south of MD 210 have a mixed employment and residential focus. The MD 210 MD 227 intersection would be marked and lit to make it safer and more attractive for pedestrians.*

<sup>9</sup> Both these forest conservation easements were recorded for the Food Lion development.

a potential site for a new town center for Bryans Road. However, the consensus among participants in the sub-area planning process was that Bryans Road town center should build on the existing retail center on the north side of MD 210 (see earlier discussion under Area North of MD 210). Further, participants wanted to discourage strip development in the area as a whole. Therefore, the area around the Cross County Connector is recommended for a concentration of office and other employment uses, taking advantage of the excellent location at and near the intersection with MD 210. Retail sales, personal services, and general merchandise sales would be permitted only as a supporting component for employment uses.

As shown on the Town Center Core Plan map, new buildings would be located along MD 210 and the Cross County Connector with shallow setbacks creating a continuous building edge. Where existing buildings are set back further from the street, attractive connections should be made from the sidewalk to the building entrance. Buildings should be designed and scaled to be compatible with development in the area. Building types and uses suitable for this area would include townhouse offices, “live-work” type buildings, where a business owner could live above a retail/service space, and residential uses. Residential above service-retail, interspersed with the office/commercial uses provides homes close to business. Parking areas in this part of the Town Center Core should be shared and interconnected via a network of public and private streets, as shown illustratively on the Town Center Core Plan map.

The Town Center Mixed Use Core boundary extends only a few hundred feet east of the Cross County Connector, so as to focus the Town Center Core area west of the Cross County Connector. This creates a new Medium-High Density residential area east of the Cross County Connector (labeled Townhouse Residential on the Town Center Core Plan map).

The Town Center Core Plan map does not show the full development, or “build-out” of the area south of MD 210. As discussed earlier, this would show development in excess of what is projected to occur during the planning period (i.e through 2020). It is envisioned that development in areas shown without buildings on the Town Center Core Plan map would follow the principles and elements of the development that is shown.

Development on the edges of the area south of MD 210 should transition to surrounding residential areas with appropriately scaled buildings, buffers, or lower intensity uses. On the west side of the Town Center Core, the Plan recommends an area of Residential-Office land use to achieve this transition.

### *Open Space*

Open space is an important element for this part of the Town Center Core. While no formal open spaces are proposed like the common on the north side of MD 210, there is one wetland area west of the Cross County Connector that will likely remain as open space. This area should be treated as an open space amenity for the area, not as the “behind” of a development. Office development should incorporate some outdoor seating areas for employees. Other open space areas may be feasible and one is suggested on the Town Center Core Plan map on Billingsley Road.

### *Roads and Pedestrian Connections*

The Cross County Connector would have a wide (16-20 foot or wider) landscaped median beginning approximately 1,000 feet south of MD 210, creating a boulevard-type appearance. This will help create a formal sense of arrival for traffic approaching Bryans Road from the east. If sufficient right of way is acquired for future widening, the road edge should be set on the outside (allowing the building frontage line to be set close to the pavement) and additional right-of-way placed in the middle. The road could then be widened from the “inside”.

To serve the block between MD 227 and the Cross County Connector, a new collector road would run from MD 210 south to Billingsley Road, roughly parallel to the Cross County Connector, approximately mid-way between MD 227 and the Cross County Connector. This road could be extended south of Billingsley Road into a currently undeveloped residential parcel (Parcel 110)<sup>10</sup>.

Pedestrian and bicycle connections would be encouraged in this area including connections to the Sub-Area Hiker Biker Trail System, pedestrian crossings of MD 210, and connections to surrounding residential areas. Sidewalks should be included on both sides of all streets in this area.

#### □ **D Route 21** □

To improve the image and appearance of Bryans Road from MD 210, streetscape enhancements along MD 210 in the Town Center Core are recommended. These would include street trees, appropriately scaled lighting, and sidewalks (see Figure 12 MD 210 Street Section). Landscaped medians are also desirable, if feasible<sup>11</sup>. An entrance or gateway sign for “Bryans Road Town Center” would also be desirable. The intersection of MD 210 and the Cross County Connector would be a suitable location. Pedestrian crossings are proposed at the two signalized intersections; at MD 227 and at the Cross County Connector. These crossings should be well lit and marked, perhaps with accented paving. Streetscape improvements are not intended to reduce MD 210’s vehicle carrying capacity.

Managing access in the Town Center Core is important so as to avoid creating a commercial strip with multiple driveways and curb cuts (a highly ranked issue of concern, see Chapter 1). Access on the north side of MD 210 is generally well managed. On the north side there are fewer curb cuts compared to the south side. Further, Matthews Road east of MD 227 is a frontage road serving only local traffic. This plan does



incorporate one additional access point on the north side, east of MD 227, but this would be a “right-in, right-out”. The south side of MD 210 is more of a concern. On this side there are more curb cuts, driveways, and undeveloped land. The Town Center Core Plan shows illustratively how access on the south side of MD 210 could be consolidated at a few locations, to preclude strip-type development, and create safer, more attractive conditions. Access consolidation would occur over time as development occurs and the State Highway Administration issues access permits along MD 210.

<sup>10</sup> A small traffic circle at the intersection of this new road and Billingsley Road could be an attractive way to handle traffic, and also complement the proposed circle on the north side of MD 210.

<sup>11</sup> The existing medians are too narrow for landscaping. Slight reductions in lane widths may be feasible without affecting traffic capacity or safety, thereby allowing a wider median that could be landscaped.

## Economic Development

The State's 1998 purchase of Chapman's Landing removing the potential for up to 2 million square feet of associated commercial and business space has significantly affected future economic development in the Sub-Area. The small amount of projected job growth in the area reflects this impact (see Table 2). The Sub-Area is still coming to terms with the impact of that action, and is striving to develop new strategies to attract economic development given the new conditions. Following a 1997 strategic planning effort<sup>12</sup> the Town of Indian Head is positioning itself as an attractive small-town community capitalizing on its waterfront. The Town's strategies include restaurants and, perhaps, a conference/meeting center on the water. Connections to a Potomac River commuter boat service would enhance both these concepts.

Protecting the interests of the Naval Surface Warfare Center is paramount to the Sub-Area's economy. The Sub-Area Plan respects these interests by recommending actions to protect and enhance free traffic flow along MD 210, and to create a more attractive commercial, business and employment environment in the Bryans Road Town Center Core.

The abundant open space in the Sub-Area offers economic development opportunities in the form of ecotourism, and recreational and heritage tourism. Combining open space, recreational and heritage tourism opportunities, tourism "packages" could be developed, unique in that they are so close to Washington D.C. one of the world's most visited cities. These packages could include Bass Master fishing, hiking, biking, boat cruises up the Potomac including Washington D.C. and Mount Vernon, canoeing and kayaking, skydiving perhaps, cultural and heritage sites such as Mount Aventine and Marshall Hall, excursion train, and scenic roads and views. Other opportunities should be explored. There was strong interest, for example, in siting a golf course on Chapman's Landing. Although the Work Group recommended against this suggestion because of the impacts on views from Mt. Aventine (see below under Recreation and Open Space), a golf course, somewhere in the Sub-Area would be a great enhancement to the quality of life and increase the attractiveness of the area to visitors. Land near MD Airport may offer potential in this regard.

The Sub-Area Plan seeks to create the conditions for future office and employment development by creating an attractive town center in Bryans Road, and setting aside abundant land for employment development, both along MD 210 and the Cross County Connector, and in the Pomonkey/Maryland Airport employment area.

Housing is also an economic development issue. The Sub-Area must have a sufficient supply of well-designed, quality housing to attract people in a broad range of income brackets thereby helping support the local economy. The Sub-Area plan creates new housing areas in and around the Town Center Core and envisions well-designed, quality housing in more rural settings in the Low-Medium Density Residential areas.

The Cross County Connector will enlarge the Sub-Area's potential trade area, especially within Charles County's Development District. The market potential assessment (see Chapter 2) suggests fairly limited additional retail space absorption in the Sub-Area over the short term. By pursuing a careful plan of action, however, the Bryans Road-Indian Head area can capitalize on its unique characteristics and setting to create the employment and economic development opportunities residents desire.

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<sup>12</sup> Downtown Indian Head Market Analysis and Audit, Hyett Palma Inc.

## Transportation

As noted in Chapter 2, the Sub-Area's existing road network generally handles current traffic volumes adequately. With the improvements recommended in this Plan, as described below, the network will be adequate to handle the moderate amount of additional development envisioned in this Plan. On a development by development basis, individual projects would continue to be subject to the county's Adequate Public Facilities Ordinance that requires roads (and other facilities such as schools) to be adequate before development can proceed.

### Current Planned Projects

The proposed Cross County Connector is an important project for Charles County, as it will provide a direct, east-west connection through the entire Development District. Within Bryans Road it will provide much needed relief because through traffic will be able to use the Cross County Connector to access MD 210 east of the existing, busy MD 210/MD 227 intersection. The Cross County Connector will also bring economic benefits to the Sub-Area. This plan recommends that funding for design and construction for the portion of the Cross County Connector from MD 210 to the Dutton Bridge (over Mattawoman Creek), including the new bridge, be accelerated.

Increasing the capacity of MD 227 north of MD 224 is a short-range project identified in Charles County's Comprehensive Plan<sup>13</sup>. The need for and scope of this project should be reevaluated in light of the reduced future traffic anticipated in the area as a result of the state's purchase of Chapman's Landing. The need to increase capacity along MD 227 may also be reduced by the Cross County Connector, although geometric and safety improvements may still be needed. In addition, it would be desirable to add sidewalks or a hiker-biker trail to the schools. Development of employment-zoned land in Pomonkey will generate traffic increases. However, routing significant employment through-traffic, especially truck traffic, on MD 227 would be undesirable, because MD 227 goes through the heart of the Town Center and past two schools. Re-evaluation of the capacity of MD 227 should occur after the Cross County Connector is built and traffic patterns have adjusted to the new network.

Increasing the capacity of MD 225 from Chicamuxen Road to MD 210 is a long-range project identified in Charles County's Comprehensive Plan. With the state's purchase of Chapmans Landing, the need for this project may also be less than formerly thought needed, and it should be re-evaluated after 2010.

### Sub-Area Plan Proposed Roads

**Pomonkey to Cross County Connector** The Conceptual Land Use Plan map shows a potential road between Pomonkey and the Cross County Connector. This road would provide a direct connection between the Pomonkey employment area and the Cross County Connector and serve the undeveloped Low-Medium Density Residential Area east of Pomonkey. The road would enable employment traffic to access the employment area without going through the Town Center. This road will be needed only if the Pomonkey area succeeds in attracting significant employment and traffic generating development. The alignment shown is conceptual only. A detailed environmental analysis would be needed before determining the feasibility of this road and fixing an alignment.

**Extension of Campedges Place to Mars Hall Road** This connection, also shown on the Conceptual Land Use Plan map would allow Marshall Hall Road traffic to bypass the Town Center

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<sup>13</sup> The SHA's Highway Needs Inventory (last revised in 1997) identifies the need for a 2-lane reconstruction of MD 227 and MD 225 between MD 210 and US 301.

Core. The road is envisioned as a minor collector that would be developer-built as properties along the route develop.

**o n Center Core Roads** The Town Center Core Plan shows several new roads designed to create small development blocks that are more pedestrian friendly, increase connectivity between uses, and disperse trips around a grid-like network of roads. Some of these roads, such as the Town Common and the extension of the Cross County Connector north of MD 210 are required to implement the plan. The locations of several smaller roads are shown to depict the general locations of roads that will be needed to serve the area. The actual alignments would be determined on a site-by-site basis. These new roads are discussed in more detail in Chapter 4.

#### **Access Management**

Managing access to MD 210 is important for the Sub-Area. Protecting the interests of the US Naval Surface Warfare Center (i.e. maintaining a safe, pleasant, and quick drive route) and avoiding creation of a commercial strip along MD 210 were among the top ranked issues for the Sub-Area Plan (see Chapter 1). The need for access management in the central part of the Sub-Area has diminished with the State's purchase of Chapman's Landing. As described under the plan for the Town Center Core, access to MD 210 in the Bryans Road Town Center Core needs to be managed to avoid creation of a commercial strip.

#### **Transit**

The Washington Metropolitan Area Transit Authority is planning to begin commuter bus service between Indian Head and the Washington D.C. metro rail system in 2001.

The moderate growth expected in the Sub-Area is not expected to generate a large increase in the demand for in-county transit services beyond the County's existing VanGo bus service.

The need for a Park and Ride lot in Bryans Road, perhaps near the Cross County Connector, should be evaluated. Future plans for MD 210 in Prince George's County north of MD 228 include the potential for High Occupancy Vehicle lanes that could create demand for a Park and Ride lot.

#### **Pedestrian-Bicycle Facilities**

Pedestrian-bicycle facilities are generally lacking in the Sub-Area. Increased emphasis should be placed on providing pedestrian connections within the Bryans Road Town Center, especially within the Town Center Core and adjacent areas. The Town Center Core Plan incorporates sidewalks on all streets including MD 210. Some roads (e.g. MD 227 between MD 210 and the schools) should be retrofitted to include sidewalks, bicycle facilities, including the hiker-biker trail. This could be achieved as part of an upgrade, or possibly as a special project.

A conceptual hiker-biker trail system through the Sub-Area is shown on Figure 13. Envisioned primarily as a recreational facility, portions could be used by residents and workers to access area facilities such as schools and the library. The system connects all the major destinations in the Sub-Area. There are two routes through Chapman's Landing. One route would go along the Potomac River shoreline, by Mt. Aventine. The other route would use a SMECO 66 kV power line right-of-way<sup>14</sup> between the US Navy Railroad and Metropolitan Church Road.

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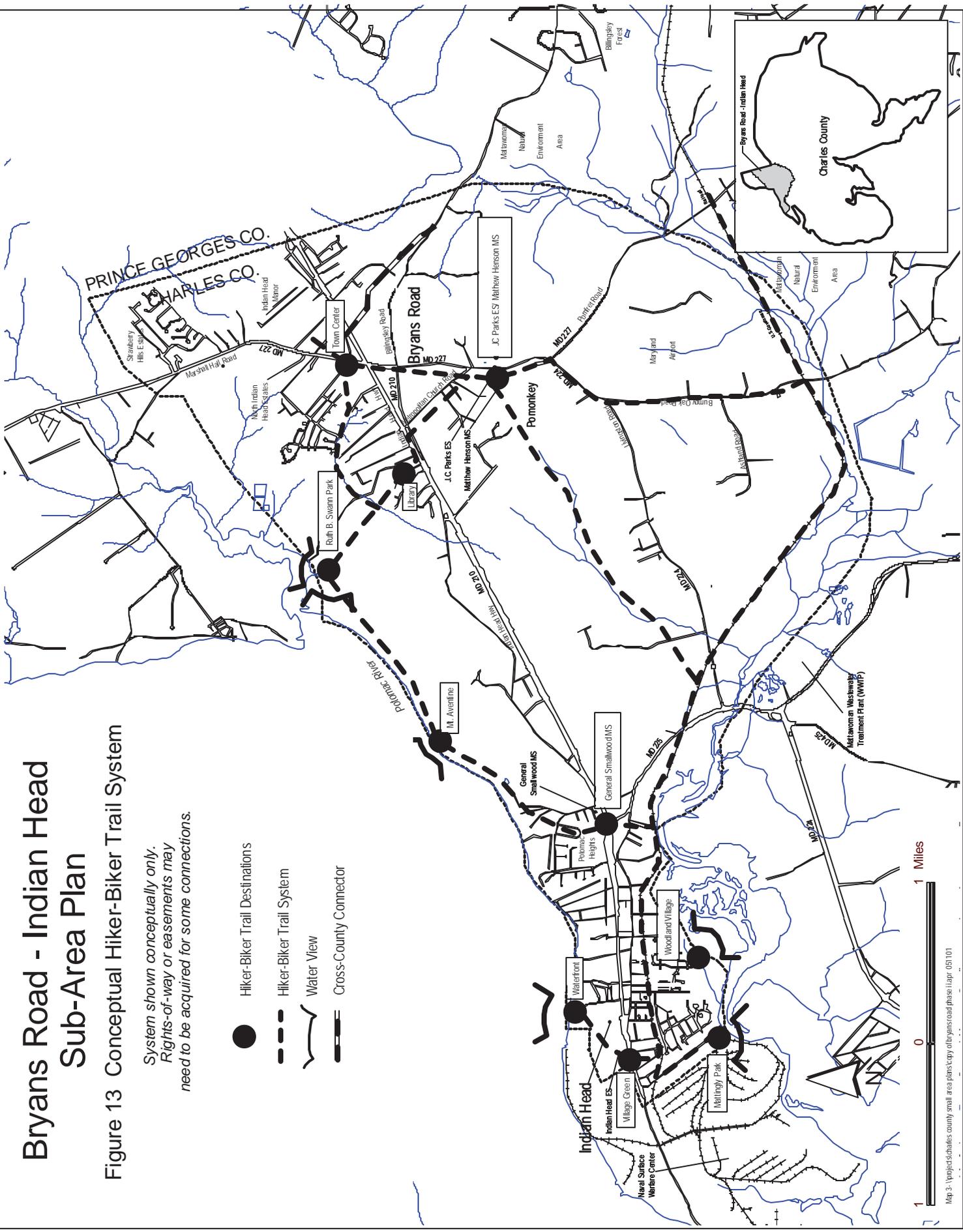
<sup>14</sup> Permission would be needed from SMECO to use this right-of-way. Further, in places, SMECO does not own the right-of-way, but only holds an easement. In these sections permission would be needed both from the property owner and SMECO. Public use may need to be limited to walkers and bicyclists only (i.e. no motorized vehicles including All Terrain Vehicles).

# Bryans Road - Indian Head Sub-Area Plan

Figure 13 Conceptual Hiker-Biker Trail System

*System shown conceptually only.  
Rights-of-way or easements may  
need to be acquired for some connections.*

- Hiker-Biker Trail Destinations
- - - Hiker-Biker Trail System
- ~ Water View
- Cross-County Connector



1 0 1 Miles

Map 3 - Project/Charles County small area plans/copy of bylaws/cod phase I map 051101

These routes are preferred over a route following MD 210 shown on Figure 6-7 in the County Comprehensive Plan<sup>15</sup>. In the south of the Sub-Area, the hiker-biker trail system runs next to the US Navy Railroad (currently used by an excursion train). The County made a preliminary assessment of this trail as part of a 1998 Hiker/Biker Trails feasibility study, and wetlands near the railroad bed may impact the cost and feasibility of this route.

Off-road parts of the system include the routes through Chapman's Landing, Ruth B. Swann Park, the U.S. Navy Railroad<sup>16</sup>, Southampton, and northeast of the Bryans Road Town Center Core. Portions of these routes might be paved, but other portions are envisioned as having a grass or, perhaps, crushed stone surface. The Sub-Area Plan also recommends links between the major spines of the hiker-biker trail system to short pedestrian trails in areas such as Chapman's Landing and Ruth B. Swann Park.

On-road parts of the system include MD 227, Bumpy Oak Road, Metropolitan Church Road, and routes in Indian Head. These parts of the system could include sidewalks, bicycle lanes, and/or use of existing shoulders. Pedestrian and bicycle facilities should be coordinated with the Southern Maryland Regional Trail and Bikeway System Study<sup>17</sup>

## Environment

The need to protect Mattawoman Creek and associated natural resources ranked sixth among issues to be addressed in this Plan (see Table 1). This Sub-Area Plan builds upon existing county, state, and federal programs that address the protection of streams and their buffers, wetlands, floodplains, steep slopes, habitats of threatened and endangered species, and the Chesapeake Bay Critical Area. The Plan envisions that over 60 percent of the Sub-Area's land will remain in Open Space, and Low-Medium Density Residential land uses where low impact development practices would be encouraged. This arrangement of land uses is expected to reduce potential environmental impacts on important resources.

As noted in Chapter 2, Mattawoman Creek and its associated resources are of high ecological value. The U.S. Army Corps of Engineers and Charles County expect to begin a joint, two-year study of the Mattawoman Creek watershed in Charles County<sup>18</sup> in 2000. The purpose of the study is to identify areas with a high priority for restoration and allow the county to manage and balance economic growth and development in concert with preserving and restoring the natural environment. The study will include land use and best management practice recommendations based on an evaluation of the existing and future habitat health of the Mattawoman Creek estuary.

Specific environmental concerns that were raised through the Sub-Area Plan development process are:

- Stormwater management retrofits are needed in the Town Center Core area where much of the existing development predates stormwater management requirements.
- Stormwater management is also needed for development that drains to the unnamed stream that runs from Southampton to Mattawoman Creek (going under MD 210 near Laurel Drive).

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<sup>15</sup> The next Comprehensive Plan should reflect these recommendations.

<sup>16</sup> Permission from the Navy would be required for this trail.

<sup>17</sup> Tri-County Council for Southern Maryland (2001).

<sup>18</sup> The watershed covers approximately 60,300 acres mostly in Charles County, but partially in Prince George's County.

- Although absorption of land in the Pomonkey employment area is expected to be slow, employment development is of special environmental concern because higher proportions of impervious surfaces are permitted compared to residential uses. The Mattawoman Watershed Study should consider making recommendations for this large employment area.
- Need for regulations to ensure that builders consider areas of unstable soils in their construction practices. The County has proposed regulations requiring builders to prepare a geotechnical report prior to undertaking construction in areas of “Special Geotechnical Consideration”, and to incorporate any recommendations into construction.

Ground water is discussed under public facilities.

## Public Facilities

### Sewer and Water

This Plan envisions the continued expansion of the public sewer service area in the Sub-Area. Most expansions will occur as a result of private development, although, as noted in Chapter 2, the County is currently exploring options for extending sewer service to industrial land in Pomonkey for economic development purposes. From a Sub-Area Plan perspective it would be desirable to expand sewer service within the Bryans Road Town Center, before it is expanded to Low-Medium Density Residential areas.

Among the Citizens’ Work Group and participants at the October 1999 public workshop, an overarching issue was the adequacy of groundwater aquifers to provide an adequate water supply for the area’s residents and businesses. Citizens’ concerns are due to problems with wells and declines in water levels.

The primary sources of ground water for the Sub-Area are the Lower Patapsco aquifer and the deeper, Upper Patuxent aquifer. Currently, nearly all water use is from the Lower Patapsco aquifer. Approximately 2.0 million gallons per day (mgd) were withdrawn in 1997 from the Lower Patapsco aquifer. An additional 4.0 mgd is available for future use; 0.6 mgd from the Lower Patapsco, 3.4 mgd from the Upper Patuxent. Total future capacity therefore is 6.0 mgd<sup>19</sup>.

The projected Sub-Area population in 2020 is approximately 12,100 (Table 2). This population would create a water demand of 2.42 mgd<sup>20</sup>, well below the capacity of 6.0 mgd. Water levels in the Lower Patapsco aquifer are expected to continue to decline because of increased pumpage from outside the Bryans Road-Indian Head Sub-Area (Andreasen, 1999), and this may affect existing wells in the Sub-Area. The county is planning a Bryans Road Water Management Plan, which will address the following:

- Analyze Maryland Department of the Environment’s (MDE) water appropriations permits to determine the remaining allocation for aquifers serving Bryans Road, based on MDE’s aquifer management policies.
- Identify measures to minimize failure of existing wells.

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<sup>19</sup> Andreasen, David C. 1999. The Geohydrology and Water Supply Potential of the Lower Patapsco Aquifer and Patuxent Aquifers in the Indian Head-Bryans Road Area, Charles County, Maryland. Maryland Geological Survey Report of Investigations No. 69

<sup>20</sup> Based on a demand of 200 gallons per person per day, slightly higher than the actual demand in 1997.

- Analyze the issues, costs and benefits of interconnection with other water service areas in the county, and interconnection with the Washington Suburban Sanitary Commission system.

Therefore, adequate water supplies appear to be available to serve the Sub-Area, at least through the 2020 planning horizon of this Sub-Area Plan.

### **Other Public Facilities**

This Sub-Area Plan is not expected to have any significant impact on other public facilities including schools, public safety, fire and emergency services, or library. As noted in Chapter 2, however, the Board of Education is projecting enrollments that will require additional capacity at the elementary and middle school levels in 2009.

Individual development projects are subject to the county's Adequate Public Facilities Ordinance that requires public facilities such as schools and roads to be adequate before development can proceed.

### **Recreation and Open Space**

As noted in Chapter 2, the Sub-Area lacks sufficient ballfields to meet future needs. The Charles County Department of Public Facilities has identified the need for a regional park to serve the needs of western Charles County for the foreseeable future. This facility would be approximately 50 acres, in a central location, incorporating 8-10 ballfields, parking, bathrooms etc. With the large areas of undeveloped land in the Sub-Area, there are a number of potential locations for this park. The Citizens' Work Group, however, expressed a strong preference that the park be located either in Indian Head or the Bryans Road Town Center, where most of the population lives, and not where most users would have to drive to access it.

As discussed under economic development, a golf course would be a very desirable addition to the recreational opportunities in the Sub-Area.

### **Chapman's Landing**

Future uses of the Chapman's Landing property are to be determined through a state planning process directed by the Department of Natural Resources (DNR). A Citizens Advisory Committee (CAC) is to be appointed to make recommendations for the property. The CAC is to have balanced representation, including four technical work groups: Cultural, Resources, Recreation and Access, and Environmental Education. In preparation for the public planning process, DNR is currently conducting a preliminary assessment of the property, including a sensitive area analysis.

The Sub-Area Plan's contribution to the state's process is to inform the CAC of the future potential uses of Chapman's Landing *from the perspective of the Bryans Road-Indian Head Sub-Area*. The starting point for Sub-Area Plan participants was a letter from Governor Parris Glendening to State Senator Thomas M. Middleton:

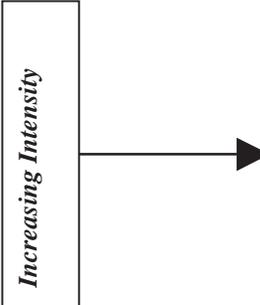
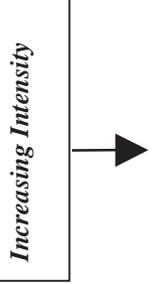
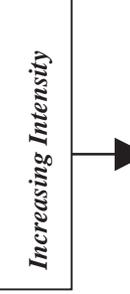
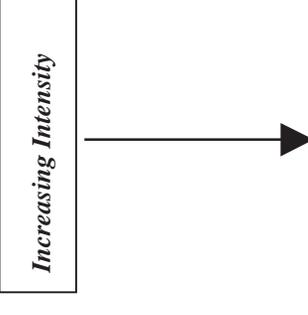
“I propose that, with the exception of the Mount Aventine historic area, the property should be managed in a manner that places special emphasis on its natural significance. We should examine maintaining most of the property as a natural extension of the State managed Mattawoman Natural Environmental Area, which is adjacent to and contiguous to the south side of Chapman's and already designated a State Wildland. We can then focus on what public uses are appropriate for the balance of the property.....” (August 19, 1999).

Relevant related plans and studies include

- **Charles County, 1999 Land Preservation and Recreation Plan** Notes a great need for additional recreation land in the county's development district.
- **Charles County Waterfront Development Case Force 1999** Assessment of Waterfront Development Opportunities for Charles County. This report found that 80 percent of county waterfront is not suited for more intense development or use. The report identified three locations within the Upper Potomac River Waterfront (from Indian Head to Marshall Hall) as most suited to waterfront development: Town of Indian Head; Chapmans Landing; and land in Marshall Hall. It suggested a range of possible uses for Chapman's Landing (see Table 6 below).
- **Town of Indian Head 1999 Downtown Indian Head Market Analysis and Audit** This study recommended that the town establish itself as a waterfront community, and make greater use of the water.

The Sub-Area Plan Citizen Work Group's recommendations for Chapman's Landing are shown on Table 5. The recommendations resulted from a review on the Sub-Area Plan vision components relevant to Chapman's Landing (derived from the Sub-Area Plan process), and the potential range of roles for Chapman's Landing to support this vision (derived from recent plans and studies). The Work Group's recommendations were endorsed at the Sub-Area Plan workshop held in April, 2000.

**Table 5 Use Recommendations for Chapmans Landing**

Sub-Area Plan vision components relevant to Chapman's Landing	Potential Range of Roles for Chapman's Landing to support vision.	Sub-Area Work Group Recommendations
1. Resource conservation for area south of MD 210.	a. Resource management. Limited disturbance	Agree
2. Increased recreation opportunities	<p>a. Trails (hiker/biker, horse) Links to sub-area network</p> <p>b. Camping</p> <p>c. Ballfields</p> <p>d. Golf</p> 	<p>Support trails, for residents and day/ weekend trippers.</p> <p>Do not support ballfields. Ballfields should be in communities i.e. Indian Head (Charlie Wright Complex) and Bryans Road, rather than where people must all drive.</p> <p>To take advantage of unique site, golf would have to have water views. Work Group doubts golf course can be sited without impacting the setting and views of and from Mt. Aventure.</p>
3. Preservation of historic resources (Mt. Aventure)	<p>a. Private lease of Mt. Aventure (Curatorship Program)</p> <p>b. Adaptive reuse (see Vision 5)</p> 	<p>Strongly support maintaining public access to Mt. Aventure.</p> <p>Support adaptive use that will generate funds for upkeep/maintenance. Do not construct buildings that will compromise Mt. Aventure or views.</p>
4. Increased Access to/ Visibility for Waterfront	<p>a. Trails</p> <p>b. Scenic Views/ Picnic Areas</p> <p>c. Golf</p> 	<p>Support, except for golf.</p>
5. Increased economic development, job opportunities	<p>a. Environmental Programs</p> <p>b. Historic Site adaptive use</p> <p>Bed and breakfast</p> <p>Museum (Heritage tourism)</p> <p>Restaurant</p> <p>Performance Center</p> <p>c. Waterfront Resort</p> <p>Conference Center, golf</p> 	<p>Support environmental programs. Support for an environmental center (building, classrooms, displays) depending on scale, location.</p> <p>Do not support bed and breakfast, restaurant: complex code requirements, doubt financial feasibility.</p> <p>Support use for small meetings, weddings (tent). Big demand</p> <p>Do not support conference center: complex code requirements (sewer), impact on Mt. Aventure. Should be in Indian Head on the water.</p>

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## Chapter 4 Implementation

Implementing this Sub-Area Plan will require collaboration among a broad range of interested parties: the citizens and businesses of the Bryans Road-Indian Head Sub-Area, Charles County Government, the Town of Indian Head, as well as a broad range of other public agencies.

This chapter brings together the implementation actions from Chapter 3 and, where necessary, gives additional detail regarding the recommendations. The following table summarizes the key actions recommended in the Plan, and identifies which parties or agencies would be responsible for implementation.

**Table 6 Implementation Actions**

Plan Element	Action	Agency Department
General	Adopt the Sub-Area Plan as a component of the Comprehensive Plan.	County Commissioners/ Planning Commission
Land Acquisition	Acquire the property on the north side of Matthews Road across from the Cross County Connector for public use.	County Commissioners
Regulations and Guidelines	Develop zoning map amendments and zoning, subdivision, and site development regulations, and guidelines to implement key plan recommendations:  Mixed Use Town Center Core: retail emphasis areas, employment/residential emphasis areas, parking requirements.  Medium-High Density Residential neighborhoods.	County Commissioners, Planning Commission, Site Design and Architectural Review Board, PGM <sup>1</sup>
Transportation	Incorporate into the plans for the Cross County Connector the extension to Matthews Road and other design recommendations (median and setbacks).  Accelerate funding for the Cross County Connector from MD 210 to and including the Dutton Bridge	PGM, County Commissioners
	Use the Town Center Core Plan as a guide to requiring new roads and connections as development occurs.  Adopt/revise road section standards for the Town Center Core	PGM, Public Facilities
	Work with the SHA and local property owners to design the proposed town common at the intersection of MD 227 and Matthews Road.	PGM, SHA
	Monitor the need for a road connecting Pomonkey to the Cross County Connector. Explore potential alignments. Reserve right-of-way along a desirable alignment if intervening land is developed.	PGM
	When the Cross County Connector is built, reevaluate the need for the Comprehensive Plan project to increase the capacity of MD 227 north of MD 224.	PGM

Plan Element	Action	Agency/Department
	After 2010, re-evaluate the need for the Comprehensive Plan project to increase the capacity of MD 225 from Chicamuxen Road to MD 210.	PGM
	Develop a streetscape plan for MD 210 between the Cross County Connector and Wooster Drive.	PGM
	Work with the SHA to use the Town Center Core Plan map to manage access onto MD 210.	PGM, SHA
	Develop pedestrian and bicycle facilities for the Sub-Area, including the hiker-biker trail system. Coordinate facilities with the Southern Maryland Regional Trail and Bikeway System Study	PGM, Public Facilities, MD Department of Natural Resources, Town of Indian Head.
	Evaluate the need for a Park and Ride lot in the Bryans Road Town Center.	SHA, PGM, Mass Transit Administration
Economic Development	Develop tourism and visitor oriented “packages” capitalizing on the Sub-Area’s nature, recreation, and heritage assets. Packages could include Bass Master fishing, hiking, biking, boat cruises, canoeing and kayaking, skydiving, historic sites, excursion train, and scenic roads and views.	Tourism, Economic Development Commission, DNR, Town of Indian Head
	Incorporate public uses into the Bryans Road Town Center to assist its development. Examples include a community center, indoor recreation facility, post office, or cultural center.	County Commissioners, PGM, Public Facilities
Environment	<p>Reevaluate the Sub-Area Plan’s recommendations in light of the Mattawoman Creek watershed study’s recommendations. There is particular interest in best management practice recommendations for:</p> <ul style="list-style-type: none"> <li>• Pomonkey employment area,</li> <li>• Undeveloped Low-Medium Density Residential Areas</li> </ul>	PGM, US Army Corps of Engineers
	As part of the County’s National Pollution Discharge Elimination System program, evaluate the potential for stormwater management retrofits in the Town Center Core and for development that drains to the unnamed stream that runs from Southampton to Mattawoman Creek.	PGM, Public Facilities
Public Facilities	<p>Expand water and sewer service within the Bryans Road Town Center.</p> <p>Implement recommendations of the Bryans Road Water Management Plan Study, when complete.</p> <p>Continue to monitor growth in the area to determine whether additional school capacity will be needed.</p>	County Commissioners, PGM, Public Facilities.

<b>Plan Element</b>	<b>Action</b>	<b>Agency/Department</b>
Recreation/ Open Space	Implement the Hiker Biker Trail System. Include links between the major spines of the hiker-biker trail system to short pedestrian trails.	PGM, Public Facilities, Town of Indian Head. Department of Natural Resources.
	Locate a playground or tot lot in the Town Center Core. Consider opportunities during design of the Town Common and as private and public development occurs.	PGM, Public Facilities
	Acquire land (approximately 50 acres) for a West County Regional park in Indian Head or the Bryans Road Town Center.	Public Facilities
	Forward the Sub-Area Plan recommendations for Chapmans Landing to the state's Chapman's Landing Citizens Advisory Committee.	PGM
	Review opportunities for developing a public or private golf course in the Sub-Area.	Public Facilities

<sup>1</sup> Charles County Department of Planning and Growth Management

## Land Acquisition

The only specific property acquisition recommended in this Sub-Area Plan is the property on the north side of Matthews Road directly across from the current proposed terminus of the Cross County Connector. Because of its prominent location, this site would be excellent for a public use such as a community center, cultural facility, or perhaps, a post office.

## Regulations and Guidelines

A number of regulatory changes are needed to implement this Sub-Area Plan. These include a new Town Center Core Mixed Use Zoning District, design guidelines, and regulations (a new floating zone, perhaps) to allow new medium-high density residential neighborhoods within the Bryans Road Town Center, outside the Town Center Core. This section of the plan gives some preliminary guidance on the scope, coverage, and direction for these regulations and guidelines. Using this section of the plan as a starting point together with Chapter 3 and the Illustrative View of the Bryans Road Town Center, the regulations and guidelines should be developed by the Department of Planning and Growth Management and the Site Design and Architectural Review Board as a key next step after the Sub-Area Plan is adopted. The regulations and guidelines should be tested to ensure the development that would occur would be what is desired.

### Town Center Core Mixed Use Zoning District

*Boundaries:* See Conceptual Land Use Plan Map

#### *Uses*

The following list of uses is not all-inclusive but is intended to show the type and pattern of desired uses in different parts of the Town Center Core. The use categories are based on categories in the Charles County Zoning Ordinance.

**P** Permitted    **N** Not Permitted

Use Category	Use Type	Retail Employment Area	Employment-Residential Employment Area
Residential	Single family detached, Single family attached, Multi-family, Live-Work Units	P, but not permitted on the first floor of buildings around the Town Common	P
Service Oriented Commercial	Banks, Professional Offices, Personal Services	P	P, but Personal Services limited to 10 to 20 percent of the floor area of a development, i.e. in support of employment uses
Retail Sales	Shoppers merchandise stores, specialty shops, antique shops.	P	P, but limited to 10 to 20 percent of the floor area of a development, i.e. in support of employment uses
	General Merchandise (sales of bulky items)	P, but not around the Town Common.	P, but not along the Cross County Connector or MD 210
	Convenience Stores	P	P
	Wholesale Sales	N	P
Restaurants	Standard	P	P
	Fast Food Carry Out and Delivery	P	P
	Fast Food Drive-in, Drive-Through - With Direct Access to a Road - Part of a shopping center	N P	P, as part of a development N
Motor Vehicle Operations	Fuel Sales, Repair	P, but not around the Town Common	P
Industrial	Manufacturing: Operations conducted substantially within enclosed building	N	P, subject to design review if located along the Cross County Connector or MD 210
	Storage , mini warehouses	N	P, but not along the Cross County Connector or MD 210

*Residential Density.* Maximum of 15 dwelling units per acre.

*Setbacks*

Front:

Commercial/employment buildings: the front façade should be set back within six feet of the frontage line along a minimum 70 percent of the lot width.

Residential buildings: Minimum setback 12 to 18 feet.

Side: Zero required.

Rear: 10 feet minimum.

*Maximum Lot Coverage by buildings:* 70 percent

*Building Orientation*

Building frontages should face streets wherever possible.

Buildings should be sited to form a continuous streetscape and especially along MD 210, the Cross County Connector, and around the Town Common and along roads leading to it.

### *Height*

Buildings around the Town Common and along the Cross County Connector and MD 210: Minimum two stories, maximum 4 stories.

Other buildings: Maximum 4 stories.

### *Parking*

On street parking should be permitted on all streets in Town Center Core where street width permits, except along MD 210, and MD 227 (north and south of the Town Common).

Parking spaces along roads adjacent to the frontage of a lot and nearby off-site shared parking should be credited towards parking requirements for the use.

Required off street parking spaces should be located to at the rear of buildings. Parking lots should be screened where visible from public streets. Interior lot parking is required for residential uses. Pedestrian ways (e.g. 10-foot wide walkway) from interior parking lots to streets should be provided. Parking lots should not be located adjacent to major intersections or occupy highly visible locations.

Parking should be shared and interconnected wherever possible using the Town Center Core Plan as a guide.

Access to rear parking should be permitted through a frontage road only if alternative access is not available.

### *Transition Areas*

Uses in the Town Center Mixed Use area that adjoin Medium-High Residential areas should demonstrate compatibility with existing or potential new development in those areas through means such as appropriately scaled buildings, façade treatment, placement of parking, increased setbacks (20 to 30 feet), fences, and/or buffers.

### *Open Space*

Residential developments should provide open space in the form of centrally located squares or green areas, minimum size of one-quarter acre.

Centrally located squares or green areas should also be provided for employment or mixed use developments in the area south of MD 210.

### *Architecture*

Consistent architecture should be used throughout the Town Center Core.

Particular attention should be paid to the appearance of “big-box” type buildings.

Building facades around the Town Common, along MD 210 and the Cross County Connector: building facades that are contiguous over more than 36 feet should have at least one change in vertical plane (to encourage variation in the street façade).

Building Materials: Exterior materials should be natural in appearance with preference given to brick, stone, wood, or to contemporary materials replicating traditional materials.

Fenestration: Ground floor fenestration should be required in development around the Town Common. Guideline: minimum of 40 percent of the façade should have windows.

The following architectural features should be encouraged to create a pedestrian-friendly context with a rich spatial experience. These features may encroach into setbacks:

- Retail Areas: Awnings, arcades, colonnades, overhangs, parapet walls.
- Residential developments: Stoops, porches.

The Site Design and Architectural Review Board should consider adopting guidelines for walls, windows and doors, awnings and canopies, roofs, parapets and cornices, and signage.

#### **Medium-High Density Residential Neighborhoods**

The following concepts could be implemented through a new floating zone district or, perhaps, by amending an existing district such as the Planned Development Zone.

*Boundaries:* These neighborhoods could be developed within Medium-High Density Residential Areas designated on the Conceptual Land Use Plan map.

*Uses* Single family detached, single family attached, multi-family. Compatible non-residential uses such as neighborhood-oriented convenience (corner) stores.

*Residential Density:* Maximum of 15 dwelling units per acre.

#### *Setbacks*

Front: Shallow: Buildings should be set back between 6 feet and 18 feet from the front lot line.

Side: Zero required. Minimum distance between buildings on adjacent lots: 12 feet.

Rear: 30 feet minimum. Accessory structures: 5 feet.

*Maximum Lot Coverage by buildings:* 60 percent.

#### *Building Orientation*

Building frontages should face streets.

#### *Height*

Maximum 3.5 stories.

#### *Parking*

On street parking permitted on all streets.

Permit parking spaces along roads adjacent to the frontage of a lot to count towards parking requirements for the development.

Off street parking spaces should be located at the rear of buildings. Interior lot parking is required for single family attached and multi-family uses. For single-family detached homes parking should be located a minimum 10 to 20 feet behind the front façade.

### *Environmentally Sensitive Areas*

Some medium-high residential areas have steep slopes. In addition to enforcing existing regulations regarding environmentally sensitive areas, special attention should be paid to protecting areas with steep slopes, by clustering development areas, encouraging development to locate in areas without steep slopes, and paying special attention to best management practices during construction.

### *Open Space*

Residential developments should provide open space in the form of centrally located squares or green areas, minimum size of one-quarter acre.

### *Architecture:*

**Building Materials:** Exterior materials should be natural in appearance with preference given to brick, stone, wood, or to contemporary materials replicating traditional materials.

The following architectural features are encouraged: stoops and porches.

## **Transportation**

### **New Roads and Changes to Existing Roads**

#### *Outside Town Center Core*

The two proposed new roads are shown on the Conceptual Land Use Plan Map. These are the Pomonkey to Cross County Connector and the extension of Camp Hedges Place to Marshall Hall Road.

As discussed in Chapter 3, the Pomonkey to Cross County Connector will be needed only if the Pomonkey area succeeds in attracting significant employment and traffic generating development. Land for this road should be reserved if the intervening land is proposed for development. This road could be partially developer-funded (residential component), and partially publicly funded (employment component). Since it would carry significant employment traffic it is envisioned as a limited access parkway type facility with residential development set well set back from the roadway.

The extension of Camp Hedges Place to Marshall Hall Road is envisioned as a minor collector that would be developer-built as properties along the route develop.

#### *Town Center Core*

The Town Center Core Plan map also serves as the transportation map for this area. The following connections are required to implement the plan. They should be implemented as closely as possible to how they are depicted in the plan, although adjustments may be needed to accommodate safety, engineering, environmental, or other property-specific considerations.

- Cross County Connector. Within the Town Center Core, the Cross County Connector should have a boulevard-type appearance, based on the county's current standards for Intermediate Arterial roads.
- Extension of the Cross County Connector north across MD 210 to Matthews Road.
- Town Common (Traffic circle) at Matthews Road and MD 227.

- Connections from the Town Common to MD 210; one through the Bryans Road Shopping Center connecting to existing Gentry Court, the other east of MD 227 between the McDonalds and Dash-In sites.
- North-south collector road between MD 210 and Billingsley Road approximately mid-way between MD 227 and the Cross County Connector. East-west roads connecting the collector road to the Cross County Connector and MD 227.
- Extension of Wooster Drive, south of MD 210 around to MD 227.

The Town Center Core Plan map shows other secondary connector-type roads, mostly south of MD 210. These roads are shown illustratively to show the general locations of roads that will be needed to serve the area. The actual configurations and alignments should be determined on a site-by-site basis. Guidelines for Town Center Core streets are shown in the following Table.

**Table 7 Guidelines for Streets in the Town Center Core**

Street	Right-of-way (feet)	Pavement Width (feet)	Shoulder	Median	On-Street Parking	Curb, gutter, Sidewalk, Slopes, Bicycle Facilities
MD 210	Varies, 130' typical.	Varies (48' to 76')	N	Y	N	Y
Cross County Connector	130	68	N <sup>2</sup>	Y	Y	Y
MD 227 <sup>3</sup>	60 <sup>1</sup>	44	Y	N	N	Y
Matthews Road, Employment-Residential Emphasis Area collector roads	60	40 or 52, depending if a center turn lane is needed.	N	N	Y	Y
Other secondary roads	60	36	N	N	Y	Y

<sup>1</sup> Estimated existing right-of-way

<sup>2</sup> Cross County Connector will have shoulder for most of alignment to Walford, but in the Town Center Core may have an urban section without a shoulder.

<sup>3</sup> See discussion below concerning the need to widen MD 227.

### Streetscape Plan for MD 210

An improved streetscape along MD 210 is desirable to improve the image of Bryans Road viewed from its most heavily traveled road. The recommended typical section for MD 210 is shown on Figure 9, and includes street trees, sidewalk, pedestrian scaled lighting, and a landscaped median. Other features of an improved streetscape would be safe pedestrian crossings at MD 227 and the Cross County Connector, an entrance or gateway sign, and street furniture. A detailed streetscape plan would identify specific locations and specifications for street trees, median landscaping, street furniture, and lighting (if changes to lighting are desired), determine sidewalk and crosswalk materials, and design a gateway sign.

### Access Management

The Town Center Core Plan map shows illustratively how access on MD 210 and the Cross County Connector can be consolidated at a few locations to preclude strip-type development, and create

safer, more attractive conditions. The County and the SHA should use the Plan map to manage access along these important facilities.

### **Pedestrian-Bicycle Facilities**

As discussed in Chapter 3, the following are recommended:

#### *Town Center Core*

All streets within the Town Center Core should have sidewalks on both sides. An 18-foot sidewalk should be provided around the Town Common (see Figure 9). An 8-foot sidewalk should be provided along major roads (MD 210, Cross County Connector, MD 227, collector type roads). Four to six foot sidewalks should be provided on other roads. An appropriate bicycle level of service should be provided, including bicycle parking facilities where needed.

Pedestrian connections should be made between the Town Center Core and existing neighborhoods such as Southampton.

Safe pedestrian crossings of MD 210 should be provided at MD 227 and the Cross County Connector (see Town Center Core map).

A woodland trail around or through the large wetland east of the Food Lion would be desirable to connect the Town Center Core with Camp Hedges Place and areas to the east

Connections should be made between the sidewalk system and the Hiker Biker Trail system where it goes through the Town Center Core (see Figure 10), that is along MD 227 and the Town Common.

#### *Outside the Town Center Core*

Sidewalks or a hiker-biker trail (part of the Hiker-Biker Trail System) should extend along MD 227 from MD 210 south to the J.C. Parks and Mathew Henson schools.

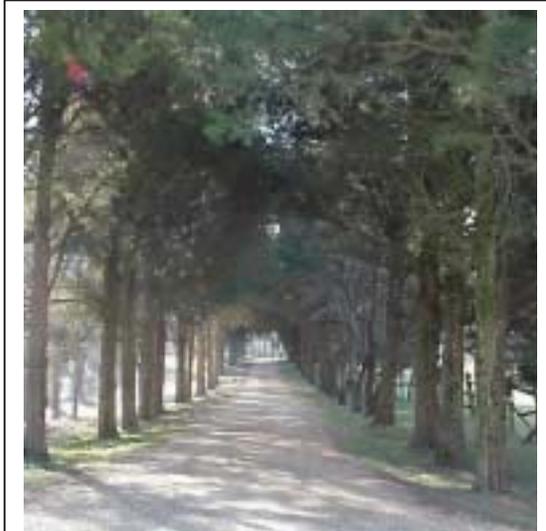
Hiker-Biker Trail System. The System is shown on Figure 13 and described in the accompanying text. Implementation should probably begin with the segments through Chapmans Landing, which would be funded primarily by the state. The segment along the US Navy Railroad should be the county's priority as a Capital Improvements Program project, although several issues need to be resolved including wetland impacts, cost, and access. Conditions along MD 224 and MD 227 should be evaluated to determine whether the existing roadways (including shoulders) provide sufficient safety or whether roadway widening or sections of off-road trail would be needed. If MD 227 is improved, hiker biker facilities should be incorporated into the design.

### **Key Next Steps**

The following actions from Table 6 are the first steps to be taken in implementing the Bryans Road-Indian Head Sub-Area Plan.

1. Develop zoning map amendments and zoning, subdivision, and site development regulations to implement key plan recommendations.
2. Forward the Sub-Area Plan recommendations for Chapmans Landing to the state's Chapman's Landing Citizens Advisory Committee.
3. Accelerate funding for the Cross County Connector. Incorporate into the plans for the Cross County Connector the extension to Matthews Road.

4. Work with the SHA and local property owners to design the proposed public space/traffic circle at the intersection of MD 227 and Matthews Road.
5. Work with the SHA to use the Town Center Core Plan to manage access onto MD 210.
6. Begin to implement the Hiker Biker Trail System.
7. Acquire land for a West County Regional park.



*Entrance to Mount Aventine. The proposed hiker biker trail could use this route.* (Photo from Dept. of Natural Resources Resource Planning Program)

## Appendix A Zoning Districts

### SECTION 1.0 PURPOSES

#### AGRICULTURAL CONSERVATION ZONE - AC

The Agricultural Conservation Zone provides a full range of agricultural and farming activities, protects these established uses from encroaching development which might adversely affect the agricultural economy of the County, and encourages the right to farm in the County without undue burden on the landowner. The zone is to prevent premature urbanization in areas where public utilities, roads, and other public facilities are planned to meet exclusively rural needs and where present public programs do not propose public facility improvements suitable for development at higher densities. This zone provides for certain agriculture related commercial and industrial uses with special conditions. Such uses are to accommodate flexibility in the use of lands by those persons or organizations that pursue agriculture activities and /or earn their income from agriculture when these uses are not in conflict with the protection of farmland and support protection of the farm economy. The zone protects existing natural resources and scenic values and provides limitations on residential development and encroachment in these areas dominated by agricultural uses.

#### RURAL CONSERVATION ZONE - RC

This zone maintains low-density residential development, preserves the rural environment and natural features, and established character of the area. It also maintains existing agricultural and aquacultural activities and the land use base necessary to support these activities.

#### RURAL CONSERVATION DEFERRED DEVELOPMENT DISTRICT - RC(D)

This zone maintains low-density residential development, preserves the rural environment and natural features and established character of the area. It also maintains existing agricultural and aquacultural activities and the land base necessary to support these activities. The density provision of the RC(D) Zone and the Table of Permissible Uses shall apply to any property zoned RC(D). All other provisions of the Zoning Ordinance regarding the RC Zone shall apply to any property zoned RC(D). The County Commissioners will reconsider all RC(D) zoning on a not less than 5 year basis as part of, and concurrent with, the update of the Comprehensive Plan, or sooner if deemed appropriate by the County Commissioners.

#### RURAL RESIDENTIAL ZONE - RR

This zone provides for low to moderate residential densities in areas closer to portions of the Development District and Incorporated Towns. These areas contain or are within the sphere of influences of community facilities and services including schools and are in proximity to major transportation network components.

#### VILLAGE RESIDENTIAL ZONE - RV

This zone directs new residential growth into villages by providing low to medium density residential development where the pattern of development has previously been established.

#### VILLAGE COMMERCIAL ZONE - CV

This zone provides for appropriate locations for limited commercial activities to serve the rural areas of the County.

#### LOW-DENSITY SUBURBAN RESIDENTIAL ZONE - RL

This zone provides for low to medium density residential development in areas where public water and sewer, roads, and other public facilities are not currently available, adequate, or planned for the immediate future, but might be provided through design and construction of sewer treatment facilities.

#### MEDIUM-DENSITY SUBURBAN RESIDENTIAL ZONE -RM

This zone provides for medium to high density residential development in those areas of the Development District and Town Centers where public water and sewer and other public facilities are available and can support higher development densities.

#### HIGH - DENSITY RESIDENTIAL ZONE - RH

This zone provides high-density residential development within and adjacent to the Urban Core of the Development District.

#### RESIDENTIAL/OFFICE ZONE - RO

This zone accommodates a mixture of office and residential uses in a manner that assures that low-intensity commercial uses are compatible with adjacent dwellings. This zone may serve as a transition between higher-intensity commercial uses and residential uses.

#### NEIGHBORHOOD COMMERCIAL ZONE - CN

This zone provides limited retail and commercial services which satisfy those basic daily consumer needs of residential neighborhoods. Standards are established to minimize impacts on residential zones by providing for similar building massing and low concentration of vehicular traffic.

#### COMMUNITY COMMERCIAL ZONE - CC

This zone provides a wide range of commercial uses and establishments to serve several neighborhoods in appropriate locations along major roads while discouraging strip development.

#### CENTRAL BUSINESS ZONE - CB

This zone provides appropriate locations for high intensity commercial uses and encourages development consistent with a traditional downtown area. This zone is located in Town Centers and the Urban Core as designated in the Comprehensive Plan.

#### BUSINESS PARK ZONE - BP

This zone concentrates business and light industrial uses in a park like setting to promote economic development and job creation while protecting the environment and reducing impacts on the surrounding residential neighborhood.

#### GENERAL INDUSTRIAL ZONE - IG

This zone provides appropriate locations for industrial uses of a moderate scale and intensity.

#### HEAVY INDUSTRIAL ZONE -IH

This zone provides appropriate locations for large scale or intensive processing which may generate substantially more impact on surrounding properties than intended in the General Industrial Zone.

## Appendix A Brief History of Bryans Road

Centered at the intersection of Route 210, Indian Head Highway, and Livingston and Marshall Hall roads, the area today known as Bryans Road developed into a commercial center only relatively recently. Prior to the arrival of European settlers, the area was occupied by a Native American population made up of the Pomonkey and Piscataway tribes. The land was first claimed by European colonists around 1650. One large patent of 1,200 acres, known as “Market Overton,” was granted to Zachary Wade in 1663 (see map of grants and patent tracts). Although its exact boundaries are unknown, the “Market Overton” grant likely incorporated the area today known as Bryans Road. Prior to the late 19<sup>th</sup> century, the area was characterized by several sizable tobacco farms with scattered homesteads.

The area has long been a center of transportation. Several Native American trails passed through the area and were later converted by the settlers into a system of main roads. A 1794 map of the Maryland territories shows one of the main north-south routes through the northwestern portion of Charles County running from “Pomonkey Warehouse” on the Potomac River near modern-day Bryans Road, to the community of Piscataway in Prince George’s County, and continuing northward to Upper Marlboro and the port of Annapolis. A second route, leading from Pomonkey Warehouse southeast towards the county seat at Port Tobacco, bisects the area today known as greater Bryans Road. This second route coincides with the present-day Bumpy Oak Road.

Over the course of the 18<sup>th</sup> and 19<sup>th</sup> centuries, additional roads developed as the area grew in population. By the early 19<sup>th</sup> century, a small crossroads village had arisen at the intersection of several of the major routes. This community was located south of the present day Bryans Road center and was known as Bumpy Oak. The village grew up around the residence of John Dent, who was elected Brigadier General by the Maryland Convention in 1775, and the St. John’s or Bumpy Oak Episcopal Church. Both these structures were located on the west side of Bumpy Oak Road just south of Livingston Road (MD Route 224). “Dent’s Levels,” as General Dent’s property was known, remains standing today at that location, as does the original St. John’s cemetery.

The village of Bumpy Oak, later renamed Pomonkey when it was designated a postal stop, had its beginnings as a crossroads on several important travel routes through the northwestern part of Charles County. As a center of commerce and trade, the small village became a social and commercial focal point. An 1871 business directory lists Sasser and Waring General Store as the main business in the village of Bumpy Oak. By 1878, the village’s population was listed as fifty with four practicing doctors. By the late 19<sup>th</sup> century, Pomonkey was a thriving business and residential community incorporating approximately twenty scattered homes, four general stores, two livery stables, a blacksmith shop and a sawmill, all within a one mile radius of present-day St. John’s Chapel (on Livingston Road). In addition, the village’s convenient location made it a logical location for a school. Maps indicate that there was a school operating on the west side of Bumpy Oak Road just south of Livingston Road sometime prior to 1865. By 1885, two additional schools were in operation in Pomonkey; one for white children, and the other for colored students. Both schools occupied one-room, frame schoolhouses located side-by-side on the southwest side of Metropolitan Church Road. The schools served the area’s schoolchildren well into the 20th century.

A significant growth in population accompanied the establishment of the Naval Proving Ground at Indian Head in 1890, established when Ensign Dashiele came from the Annapolis area searching for a new location to build a proving ground for the testing of guns, munitions, and armor plate for Navy ships.. As a center of employment the Naval installation drew workers from around the region. Many workers relocated to the town or surrounding area. The old Livingston Road, one of the early Colonial routes,

became the main road linking the proving ground and points north, including Annapolis, Baltimore and Washington, DC.

In 1897 the Indian Head facility expanded its mission with the addition of a smokeless powder factory. Between 1904 and 1907, nitric acid and sulfuric acid plants were constructed for the large-scale production of powder. During World War I & II the naval facilities were expanded to increase powder production and the Indian Head facility was one of two military bases equipped to produce explosives. In 1966, as emphasis shifted from production to research and development of propellants, chemicals, and explosives, the station underwent a name change becoming the Naval Ordnance Station. Further during the military realignment process that occurred in 1994 the station was renamed again and became the Indian Head Division of the Naval Surface Warfare Center. The mission of the Indian Head Division is to provide for the combat readiness of the war fighters through their role as the National Center for Energetics.

By 1925, the community of Bryan's Road appears on maps. The village was mainly residential, consisting of scattered farms and rural residences. However, it is likely that, by this period, certain commercial services had developed along the route to Indian Head. The only remain vestige of these early businesses is the vacant Kabin-On-A-Korner building that once occupied the center of the crossroads and served the community as a bar and liquor store from 1933 until the 1990s.

Bryans Road takes its name from a prominent 19<sup>th</sup> century resident of the area, Oliver Norris Bryan. Bryan purchased the 228-acre "Locust Grove" farm and house from Mary Webster in 1849 (CH-55). A bachelor, Bryan spent most of his adult life living on and farming the Locust Grove property. He was known for using innovative and often experimental farming techniques, as well as for his scientific pursuits. His writings on botany, ornithology, pisciculture, geology, and the records of his archaeological investigations of local Native American burial and village sites are preserved in the collections of the Smithsonian Institution in Washington, DC. Bryan was also active politically. In the late 1880s, he was appointed by the Governor of Maryland as a delegate to the Farmer's Convention in St. Louis, and, at one point, he ran as a "Greenback" candidate for Congress from Maryland's fifth district.

Bryan's Road has witnessed significant change over the course of the 20<sup>th</sup> century. The expansion of the Naval Proving Ground during the first half of the century brought additional population and traffic to the area. However, the majority of the commercial growth took place within the town of Indian Head. Bryans Road continued to serve as a small crossroads service center.

Although plans for a major federal highway connecting Indian Head to Washington, DC were begun during World War I, the highway was not constructed until the second World War. Known as Indian Head Highway, or MD Route 210, this new road was designed to improve the region's military defenses. The route followed portions of old Livingston Road. The construction of Indian Head Highway fundamentally changed the character of the Bryans Road area. Additional service and commercial development grew as traffic to and from the Naval base increased. Today, Bryans Road serves both as a service corridor for travelers, and as a neighborhood commercial center for the scattered surrounding residents.

Historic sites in and immediately adjacent to the Bryans Road Indian Head Sub-Area Boundary (see Figure 6 for locations)

11*	Araby	25	St. Charles Church (site)
56	Market Overton	69	Mt. Zephyr
70	Jameson House	75	Mt. Aventine
97	St. Ignatius of Loyola Church	98	George Butler House
111	Brawner House (site)	117	Irvine House
127	Strawberry Hill	143	Joseph C. Parks House
157	Montross Farm	168	Stoddert Family Cemetery
174	Plank Bridge Farm Corn Crib and Barn	175	Edward Pye Grave
197	Millard's (Digges') Mill (Site)	250	St. Johns Chapel Cemetery
251	St. Johns Chapel	319	Richard T. Knott House
346	Crouche's Gift	347	McPherson's Purchase
371	Naval Ordnance Station	499	Robert Boykin House
500	Old Shiloh Church and Cemetery	502	Thompson Property
503	Old Pomonkey High School	504	Glymont School
507	Bernard Downs House	522	Sandy Field Farmhouse
524	Pomonkey Elks Lodge	525	Kabin-on-a-Korner Tavern

\* Number is the Charles County reference number in the Maryland Inventory of Historic Places

Grants/Patent Tracts:

1. Charles. Patented by Randolph Hanson, 1663.
2. Marshall Hall. (comprised of several patent tracts granted to various members of the Marshall family in the seventeenth and early eighteenth centuries).
3. Greenwich. Believed patented by Randolph Brandt c.1660.
4. Market Overton. Patented by Zachary Wade, 1663.
5. South Hampton. Patented by Francis, 1663.
6. Grimes Ditch. Patented by Luke Gardiner, 1673.
7. Cornwallis Neck. Patented by Thomas Cornwallis, 1665.
8. Crouche's Gift. Patent date unknown.
9. Clark's Purchase/Clark's Inheritance. Patent date unknown.
10. Dent's Levels. Patented by George Dent, 1725.
11. Coppers. Patented (resurvey) by Alexander Wilkinson, 1792.
12. Part of Snag and White Haven. Eighteenth century patents.
13. Part of Independency. Patented by Richard Dent, 1792.
14. Part of Independency.
15. Part of Briarwood. Patented by Gerrard Fowke, 1665.



Historic Sites:

- |                                 |                       |
|---------------------------------|-----------------------|
| a. Locust Grove                 | k. Edward Pys Grove   |
| b. (Marshall Hall)*             | l. Browner House Site |
| c. Elsemere                     | m. (Crouche's Gift)*  |
| d. Greenway                     | n. Irvine House       |
| e. (Greenwich Boundary Marker)* | o. Joneson House      |
| f. Strawberry Hill              | p. Mt. Zephyr         |
| g. Market Overton               |                       |
| h. Stoddert Cemetery            |                       |
| i. Mt. Aventine                 |                       |
| j. St. Charles Church Site      |                       |

\* Sites in parenthesis were previously recorded in 1969 and 1978.

Source: Northwest Charles County Comprehensive Plan, 1981.